



**New York City Transit**

# **Transit Committee Meeting**

## **February 2012**

---

### **Committee Members**

**M. Lebow, Chair**

**J. Banks III, Vice Chair**

**A. Albert**

**F. Ferrer**

**J. Kay**

**S. Metzger**

**C. Moerdler**

**M. Page**

**A. Saul**

**J. Sedore, Jr.**

**E. Watt**



## **MEETING AGENDA**

### **MTA NEW YORK CITY TRANSIT COMMITTEE**

**February 27, 2012 - 10:00 AM**

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

<b><u>AGENDA ITEMS</u></b>	<b><u>Page</u></b>
<b>PUBLIC COMMENTS PERIOD</b>	
1. APPROVAL OF MINUTES – January 23, 2012	1.1
2. COMMITTEE WORK PLAN	2.1
3. OPERATIONS PERFORMANCE SUMMARY	3.1
4. FINANCIAL REPORTS	
➤ Preliminary Review NYCT 2011 Operating Results	4.1
➤ Preliminary Review SIR 2011 Operating Results	4.26
➤ Capital Program Status Report	4.37
➤ Inventory Report	4.49
5. PROCUREMENTS	5.1
➤ NYCT Non-Competitive	5.5
➤ NYCT Competitive	5.6
➤ MTACC Competitive	5.7
➤ NYCT Ratifications	5.8
➤ MTACC Ratifications	5.9
6. SPECIAL REPORTS & PRESENTATIONS	
➤ MetroCard Report	6.1
➤ NYCT Adopted Budget/Financial Plan 2012-2015	6.5
➤ SIR Adopted Budget/Financial Plan 2012-2015	6.32
7. STANDARD FOLLOW-UP	
➤ TAB	7.1
➤ PES/Service Quality Indicator Report	7.3
➤ Escalator/Elevator Report	7.25
➤ ADA Compliance Report	7.44
8. MTACC PROJECTS REPORT	8.1

Date of next meeting March 26, 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  
January 23, 2012**

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:

Hon. Robert C. Bickford  
Hon. Ira R. Greenberg

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  
Joseph Fox, Chief, NYPD Transit Bureau  
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



**I. Chair Lebow opened the meeting.**

## **II. Public Speakers**

There were four public speakers:

Murray Bodin complimented the Authority on improvements in its approach to system repairs, including the introduction of the Fast Track Program to reduce the cost and duration of construction and maintenance work.

William Henderson, Executive Director, Permanent Citizens Advisory Committee to the MTA, addressed the Committee on the subway wait assessment statistics, stating that although information on the severity of delays was a useful addition to the report, it was also important to reflect the causes of delay. He asked the Committee to consider revising the operational report to include such information.

David Kupferberg, Committee for Better Transit, addressed the Committee on the bus service changes in the East Bronx, expressing his opinion that decisions on service changes are guided by perceived political clout rather than rational planning.

Troy Outlaw, representing Councilwoman Inez Dickens, addressed the Committee on the proposed bus plan, expressing concern that the M60 and M35 are not running efficiently and urging that the traffic analysis and schedules included in the plan be adhered to so as to minimize delay and inconvenience.

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

Upon motion duly made and seconded, the Members approved the Minutes of the December 2011 meeting.

Upon motion duly made and seconded, the Committee approved the 2012 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 November 2011 with those of November 2010, as well as providing year-to-date or twelve-month average performance figures as appropriate.

In response to a question from Member Moerdler regarding the steps being taken to improve the performance on the ②, ④ and ⑤ lines, SVP Bianco noted that, while extensive work on the Clark Street line in November negatively affected the statistics, he expected the continued implementation of the Fast Track Program to improve matters going forward. He also addressed Member Moerdler's comment regarding customer

satisfaction with the condition of subway stations in the Bronx by noting that new maps are being installed and cleaning positions backfilled.

In response to Member Albert's comment that wait assessment statistics should identify the cause of service delays, President Prendergast indicated that the information is available and is in fact used to guide decision-making. SVP Bianco noted, however, that the data is voluminous and would be difficult to reproduce in the Agenda Book.

SVP Bianco made a presentation to the Committee on the status of the Fast Track Program, describing the initiative and customer outreach efforts, outlining preliminary results (including productivity efficiencies), and highlighting the track, third rail power, signal, stations, infrastructure and elevator and escalator work, as well as work performed by NYCT's divisions of Electronic Maintenance and MOW Engineering, and work done by outside contractors. SVP Bianco also informed Members of upcoming Fast Track initiatives by line, location and date.

In response to Member Albert's question regarding how Fast Track shutdowns would be implemented in outer boroughs where other transportation options are not readily available, President Prendergast noted that the program would have to be modified and that a plan would be submitted to the Committee regarding work at these locations.

Member Moerdler asked that the Committee be advised of how frequently the Fast Track closures would have to occur, and Member Greenberg stressed the importance of keeping customers apprised of the scope of work being performed and the anticipated benefits of the Program.

Vice President Kennedy presented the monthly Safety Report and Chief Fox presented the NYPD Transit Bureau statistics.

In response to an inquiry from Member Moerdler, SVP Bianco informed the Committee that NYCT works with the FDNY to track subway fires, identify trends and review incidents, and that the FDNY has records of subway station layouts and fire suppression systems.

In response to Member Moerdler's request for the current NYPD Transit Bureau headcount, Chief Fox informed Members that with the recent acquisition of 243 recruits, the staffing will be equivalent to what it was in 2010. Chief Fox agreed with Member Moerdler that riders should be encouraged to install applications on their phones that allow them to be tracked, and to etch identifying marks on their devices to make them more difficult to fence. He also noted the importance of advising riders to exercise caution with their electronic devices.

In response to an inquiry from Member Ferrer, Chief Fox provided the Committee with data relating to the percentage of reported crime occurring in the respective boroughs. Member Greenberg noted that additional information regarding the crime statistics could be found in January's Safety Committee report.

## **B. Financial Reports**

President Prendergast reported to the Committee on NYCT's finances and SVP 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 Member Moerdler's question regarding the discrepancy between what was planned under the Capital Program and what actually progressed, SVP Smith noted that the 2011 Capital Program contained a significant number of rail and bus vehicle procurements which carried over into 2012. He noted that although approximately 90% of the projects which were planned were performed, delays in the procurement of large dollar value rail car and bus purchases negatively affected the statistics.

## **C. Procurements**

VP Plochochi introduced to the Committee the NYCT and MTACC procurement agenda, which consisted of 11 procurement action items totaling \$15.2 Million in proposed expenditures.

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

In response to Member Moerdler's inquiry into the proposed adjustment to the budget for court stenographic services, VP Plochochi explained to the Committee that Veritext New York Reporting Co.'s contract budget was exceeded due to the need for additional services created by the backlog in audio CDs that resulted from a dispute with another contractor which is no longer being utilized by NYCT. With respect to the two remaining providers of the service, he explained that, while Veritext was better equipped to address the backlog, greater reliance going forward would be made of the firm of Jay Dietz, which is less costly.

At the conclusion of these discussions, NYCT's non-competitive procurements requiring a majority vote (Schedule G in the Agenda) were approved by the Committee and forwarded to the full Board for consideration, as were the competitive procurements requiring a majority vote (Schedules I and L 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 competitive procurements requiring a majority vote (Schedule H in the Agenda), were approved by the Committee and forwarded to the full Board for consideration. 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.

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

## **V. 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.

## **VI. Service Changes**

The rerouting of the Bx5 bus via Bruckner Boulevard between Crosby Avenue and the Pelham Bay ⑥ Station, and the extension of the Bx24 bus from the Pelham Bay ⑥ Station to Westchester Square via Westchester Avenue were presented to the Committee for information.

Bus schedule changes planned for implementation in April 2012 were also presented to the Committee for information.

Member Albert asked whether there would be discussion of the April 2012 bus schedule changes, indicating that he did not consider the changes to be "revenue neutral". President Prendergast clarified that the agreement to open for discussion schedule changes that were not "revenue neutral" related specifically to changes to the service cuts that were implemented in June of 2010. He pointed out to the Committee that the April 2012 bus schedule changes being presented for Members' information were changes that resulted from the application of Board approved service guidelines and were based on ridership figures as previously agreed upon. Member Ferrer expressed his view that the issue seems to involve the proper handling of those changes that arise from application of the Guidelines but are not "revenue neutral".

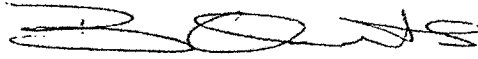
In response to an inquiry from Member Moerdler, Peter Cafiero, Chief of Operations Planning, and Lois Tandler, Vice President of Government and Community Relations, informed Members that community boards are notified of schedule changes as a matter of course. Member Moerdler asked that the community boards not only be notified, but also consulted before decisions are made regarding service changes. Member Albert advised that the community board he co-chairs had not been consulted regarding the April 2012 schedule changes. Chair Lebow asked that a report outlining the process for notifying community boards of bus schedule changes be prepared. President Prendergast called to the Committee's attention the significant implications of delay in implementing the changes, and agreed to present a report on the community board issue to the Committee.

**VII. Special Reports and Presentations**

The MetroCard Report was presented to the Committee for information.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Bettina Quintas', written over a horizontal line.

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

#### February 2012

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

#### March 2012

#### April 2012

Final Review of NYC Transit 2011 Operating Results	Management & Budget
Final Review of SIR 2011 Operating Results	Management & Budget

#### May 2012

Transit Adjudication Bureau Report	Law
Elevator & Escalator Service Report	Subways

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

## Responsibility

### 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

### January 2013

Approval of 2013 NYC Transit  
Committee Work Plan

Committee Chair & Members





## **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**

### **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.

### **MAY 2012**

#### **Transit Adjudication Bureau Report**

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

#### **Elevator & Escalator Service Report**

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

### **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.

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

### 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 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.

### **JANUARY 2013**

#### Approval of Committee Work Plan

The Committee will be provided with the work plan for 2013 and will be asked to approve its use for the year.

### **3. OPERATIONS PERFORMANCE SUMMARY**

## Monthly Operations Report

Statistical results for the month of December 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: December 2011			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>System Weekday Wait Assessment (charts 1-2)</b>				78.8%	77.9%	+0.9%
IRT Weekday Wait Assessment - ATS-A lines (1 thru 6 lines)	74.3%	70.0%	+4.3%			
IRT Weekday Wait Assessment - (All lines)				76.2%	72.0%	+4.2%
BMT Weekday Wait Assessment	81.3%	82.2%	-0.9%	81.3%	82.2%	-0.9%
IND Weekday Wait Assessment	79.1%	80.5%	-1.4%	79.1%	79.8%	-0.7%
<b>System Weekend Wait Assessment (charts 3)</b>				84.2%	N/A	N/A
IRT Weekend Wait Assessment - ATS-A lines (1 thru 6 lines)	86.1%	+83.4%	+2.7%			
IRT Weekend Wait Assessment - Non-ATS-A (7 and S 42nd)				N/A	N/A	N/A
BMT Weekend Wait Assessment	86.9%	+84.7%	+2.2%	N/A	N/A	N/A
IND Weekend Wait Assessment	81.4%	+81.3%	+0.1%	N/A	N/A	N/A
<b>System Weekday Terminal On-Time Performance (charts 4-5)</b>	84.8%	78.8%	+6.0%	85.4%	N/A	N/A
IRT Weekday Terminal On-Time Performance	79.6%	77.0%	+2.6%	80.7%	N/A	N/A
BMT Weekday Terminal On-Time Performance	91.6%	80.9%	+10.7%	90.7%	N/A	N/A
IND Weekday Terminal On-Time Performance	86.0%	79.5%	+6.5%	87.2%	N/A	N/A
System Number of Terminal Delays (chart 6)	23,310	32,322	-27.9%	22,521	N/A	N/A
<b>System Weekend Terminal On-Time Performance (Chart 7-8)</b>	89.7%	88.5%	+1.2%	88.6%	N/A	N/A
IRT Weekend Terminal On-Time Performance	83.8%	85.9%	-2.1%	84.6%	N/A	N/A
BMT Weekend Terminal On-Time Performance	94.8%	90.6%	+4.2%	93.8%	N/A	N/A
IND Weekend Terminal On-Time Performance	92.5%	90.1%	+2.4%	88.6%	N/A	N/A
System Number of Weekend Terminal Delays (chart 9)	5,221	5,741	-9.1%	5,421	N/A	N/A
<b>Mean Distance Between Failures (charts 10-12)</b>	201,628	165,152	+22.1%	172,700	170,217	+1.5%
IRT Mean Distance Between Failures	182,197	173,718	+4.9%	167,289	158,908	+5.3%
BMT Mean Distance Between Failures	266,858	231,347	+15.3%	214,151	244,765	-12.5%
IND Mean Distance Between Failures	191,915	129,124	+48.6%	155,672	149,537	+4.1%
<b>System Weekday Service-KPI (charts 13-14)</b>	82.8%	80.4%	+2.4%			
IRT Weekday Service-KPI	79.6%	76.3%	+3.3%			
BMT Weekday Service-KPI	86.2%	83.6%	+2.6%			
IND Weekday Service-KPI	82.5%	81.4%	+1.1%			
<b>System Weekday PES-KPI (charts 15-17)</b>	90.8%	92.1%	-1.3%			
<b>Staten Island Railway</b>						
24 Hour On-Time Performance	96.9%	94.0%	+3.1%	95.1%	95.4%	-0.2%
AM Rush On-Time Performance	95.5%	93.4%	+2.3%	95.7%	97.8%	-2.2%
PM Rush On-Time Performance	99.3%	99.0%	+0.4%	97.8%	97.9%	-0.1%
Percentage of Completed Trips	99.5%	92.2%	+7.9%	99.3%	98.7%	+0.6%
Mean Distance Between Failures	206,763	195,282	+5.9%	201,523	464,848	-56.6%
Staten Island Railway PES-KPI (charts 18)	85.1%	89.0%	-3.9%			

### Safety

Indicator	Current Month: December 2011			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents/Million Customers (chart 19) <sup>1</sup>	2.63	3.02	-12.9%	2.97	3.02	-1.7%
Subway Customer Injuries/Million Customers (chart 20) <sup>1</sup>	2.68	3.16	-15.2%	3.04	3.06	-0.7%
Subway Collisions (chart 21) <sup>2,4</sup>	0	0	N/A	2	3	-33.3%
Subway Derailments (chart 22) <sup>2,4</sup>	0	0	N/A	3	1	+200.0%
Subway Fires (charts 23-24) <sup>2</sup>	79	96	-17.7%	1,032	1,097	-5.9%
Employee On-Duty Lost-Time Accidents (chart 25)	2.28	3.66	-37.7%	3.25	3.14	+3.5%

### Crime

Indicator	Current Month: December 2011			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies (Attachments 26-28) <sup>3,4</sup>	250	193	+29.5%	250	193	+29.5%
Robberies <sup>3,4</sup>	85	64	+32.8%	85	64	+32.8%

<sup>1</sup> Current month data are for November 2011.

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

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

<sup>4</sup> Current month data are for January 2012.

## **Monthly Departmental Update**

### **Monthly accomplishments for the following:**

#### **Capital Program Awards**

On January 6, 2012, NYCT awarded a \$46.5 million project to rehabilitate deteriorated duct banks and install new negative cabling in the Steinway Tube on the Flushing 7 Line. NYCT will rehabilitate two duct banks that run from the Tudor Substation (located north of Grand Central Station, Manhattan) to the south end of the Vernon Jackson Station (Queens), one in each of two under-river tubes. The length of each duct bank is approx. 5,500 feet. Two new circuit breaker houses are to be constructed to provide voltage support for the line. The construction of the project shall be divided into three Phases; Phase 1 includes the installation of temporary cables to maintain service while the duct banks are demolished and rebuilt; Phase 2 involves the removal of the existing cables from the ducts, demolition of the ducts, and rebuild of the ducts; and Phase 3 work includes installation of new permanent cables in the new ducts, the removal of the temporary cables, and the installation of new negative return cables.

#### **MAINTENANCE OF WAY**

##### **Track Rehabilitation Projects**

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

Elevated work is in progress at Court House Square on the Flushing Line in conjunction with the Steinway Tube closures. Work will continue on the White Plains Road Line south of East 180th Street and also on the Jamaica Line from Halsey Street to Gates Avenue.

Open-cut work will continue in the Rockaways at Beach 67th Street.

Subway work was completed south of 161st Street on the Concourse Line. Switch work was completed at 14th Street on the 7th Avenue Line. Component replacement work will continue on the Canarsie Line at Lorimer Street and at Atlantic Avenue on the Brighton Line. Component renewal work is also scheduled at Chambers Street on the Eighth Avenue Line.

##### **Passenger Station CCTV at 7th Ave (F Line - Brooklyn)**

This project is funded by Assemblyman Brennan to provide CCTV Passenger Identification (PID) at three (3) Subway Station Fare Arrays at the 7<sup>th</sup> Avenue Station. The estimated



## **Monthly Departmental Update**

cost is approximately \$750,000. The system maintains its files for 45 days; in the event of an incident recordings can be reviewed to assist in determining the cause.

The completion of the design for the installation is expected by February 17th and procurement of the CCTV equipment is projected for late February. Although it will take several months for the CCTV equipment to be delivered, installation work can begin in March since some of the materials (e.g., conduit) are currently on hand. Project completion is expected September 2012.

### **STATION ENVIRONMENT**

#### **Station Maintenance Pilot (Update)**

For the month of January, Station Environment Maintenance forces scraped 36,765 square feet of peeling paint, primed 51,740 square feet, and painted 74,395 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.

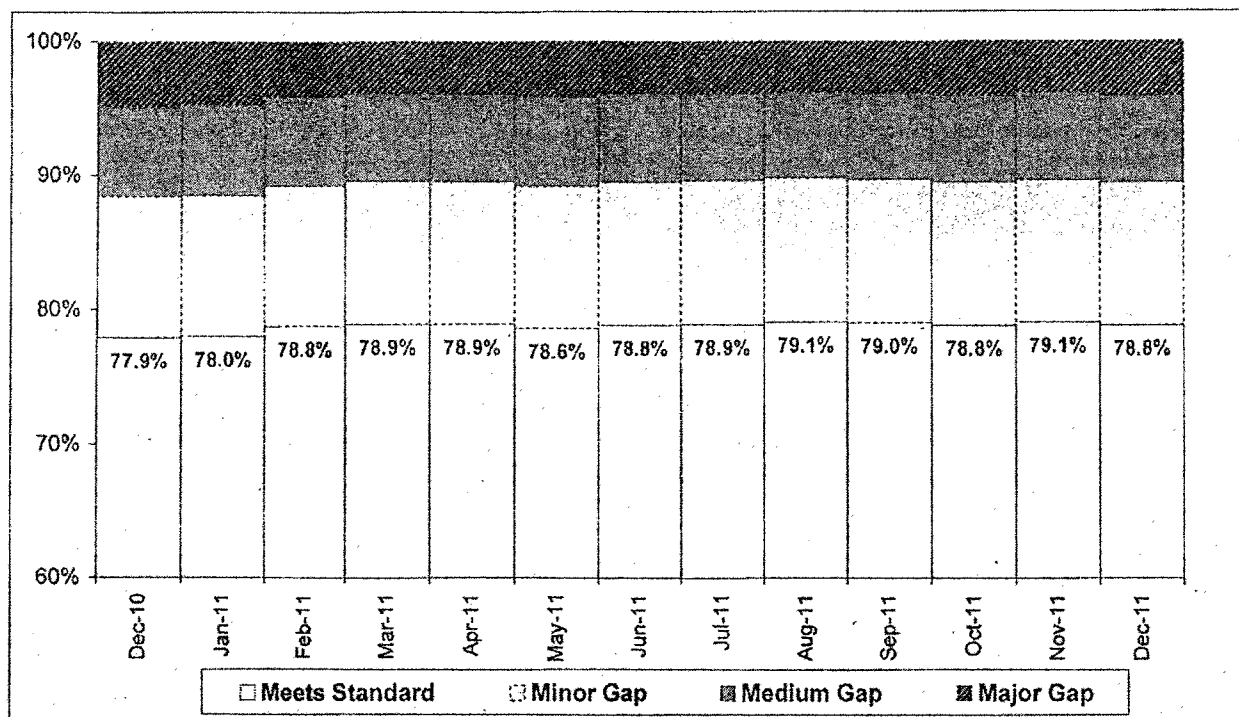
#### **Work Experience Program (WEP) (Update)**

To date, there are 703 Work Experience Program (WEP) workers on NYCT property towards a goal of 1,500 workers. Under the program, Station Environment & Operations assigns employable public assistant 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 Homeless Count**

On January 31st, NYC Department of Homeless Services, in coordination with MTA Connections Homeless Outreach and NYCT Station Environment & Operations, dispatched thousands of volunteers who canvassed parks, subways and other public places to count the number of people living unsheltered. The count took place at various subway stations and lines in Manhattan, Bronx, Queens and Brooklyn. The results of this survey are expected to be published early in the second quarter of 2012.

## 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 <u>(Meets Standard)</u>
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Jan '11-Dec '11	78.8%	10.6%	6.5%	4.1%	2011 GOAL: 79.0%
Jan '10-Dec '10	77.9%	10.5%	6.7%	4.9%	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 ATS-A 42nd Street Shuttle.

# Subway Weekday Wait Assessment 12 Month Rolling (ATS-A monthly only) (6 am - midnight)

Line	Jan '11-Dec '11				Jan '10-Dec '10				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
①	79.3%	10.1%	6.3%	4.4%	74.1%	10.6%	7.9%	7.4%	+5.2%
②	72.6%	10.9%	9.4%	7.1%	68.1%	10.8%	10.3%	10.7%	+4.5%
③	75.4%	11.5%	7.6%	5.6%	72.4%	11.4%	8.3%	7.8%	+3.0%
④	72.0%	10.5%	8.5%	9.1%	67.9%	10.6%	10.3%	11.2%	+4.1%
⑤	70.8%	10.6%	8.7%	9.8%	65.5%	10.4%	9.4%	14.7%	+5.3%
⑥	75.8%	10.0%	7.4%	6.9%	71.8%	10.1%	8.4%	9.7%	+4.0%
⑦	76.8%	12.2%	7.9%	3.2%	73.9%	11.3%	9.7%	5.1%	+2.9%
⑨ 42nd	87.1%	7.6%	3.3%	2.0%	82.1%	9.5%	5.7%	2.8%	+5.0%
IRT	76.2%	10.4%	7.4%	6.0%	72.0%	10.6%	8.7%	8.7%	+4.2%
⑧	78.6%	11.3%	6.7%	3.5%	78.1%	13.4%	6.0%	2.5%	+0.5%
⑪ ⑫	82.2%	9.7%	6.0%	2.2%	85.4%	10.3%	3.3%	1.0%	-3.2%
⑬	80.5%	11.5%	5.9%	2.1%	76.7%	12.7%	6.8%	3.7%	+3.8%
⑭	78.6%	12.4%	6.8%	2.2%	83.3%	10.5%	4.6%	1.6%	-4.7%
⑮	77.8%	12.1%	7.2%	2.8%	78.5%	12.8%	6.5%	2.3%	-0.7%
⑯	78.8%	11.7%	5.8%	3.7%	79.1%	11.5%	6.5%	2.9%	-0.3%
⑰ Fkn	96.3%	2.8%	0.7%	0.2%	98.1%	1.5%	0.3%	0.1%	-1.8%
⑲	77.2%	11.1%	7.7%	4.0%	78.1%	11.0%	7.6%	3.2%	-0.9%
BMT	81.3%	10.3%	5.9%	2.6%	82.2%	10.5%	5.2%	2.2%	-0.9%
①	74.2%	10.9%	8.3%	6.6%	71.6%	10.8%	9.2%	8.4%	+2.6%
⑳ Rock	93.0%	5.9%	0.7%	0.4%	92.5%	5.8%	1.3%	0.3%	+0.5%
㉑	80.6%	11.2%	6.0%	2.2%	81.6%	11.1%	5.0%	2.3%	-1.0%
㉒	79.1%	11.8%	6.2%	3.0%	79.5%	11.4%	6.5%	2.7%	-0.4%
㉓	72.4%	12.6%	9.1%	5.9%	75.8%	10.9%	7.7%	5.7%	-3.4%
㉔	73.4%	12.7%	8.7%	5.3%	73.3%	11.4%	9.6%	5.6%	+0.1%
㉕	81.1%	12.8%	4.5%	1.7%	84.4%	10.7%	3.7%	1.2%	-3.3%
IND	79.1%	11.1%	6.2%	3.6%	79.8%	10.3%	6.1%	3.7%	-0.7%
Systemwide	78.8%	10.6%	6.5%	4.1%	77.9%	10.5%	6.7%	4.9%	+0.9%

**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 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  
12 Month Rolling (ATS-A monthly only)  
(6 am - midnight)**

Jan '11-Dec '11					Jan '10-Dec '10				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	GAP			Minor	GAP		
			Medium	Major			Medium	Major	
①	83.6%	9.2%	4.7%	2.4%	85.3%	9.3%	3.8%	1.6%	-1.7%
②	86.0%	9.1%	4.0%	0.9%	81.2%	9.5%	6.1%	3.2%	+4.8%
③	87.6%	8.1%	3.0%	1.3%	85.5%	8.9%	3.9%	1.7%	+2.1%
④	84.2%	8.9%	4.6%	2.3%	79.3%	10.4%	6.3%	3.9%	+4.9%
⑤	89.3%	6.8%	2.7%	1.3%	85.1%	8.8%	3.0%	3.1%	+4.2%
⑥	85.8%	9.4%	3.8%	1.0%	83.7%	9.9%	4.8%	1.7%	+2.1%
⑦	80.2%	12.3%	4.6%	2.8%	-	-	-	-	N/A
⑤ 42nd	94.6%	4.1%	0.5%	0.8%	-	-	-	-	N/A
IRT	86.4%	8.5%	3.5%	1.6%	-	-	-	-	N/A
① ②	86.9%	8.9%	3.2%	1.0%	-	-	-	-	N/A
③	84.9%	11.9%	2.5%	0.7%	-	-	-	-	N/A
④	80.2%	11.3%	5.0%	3.6%	-	-	-	-	N/A
⑤	85.6%	10.5%	3.5%	0.4%	-	-	-	-	N/A
⑤ Fkln	98.7%	1.3%	0.0%	0.0%	-	-	-	-	N/A
⑥	82.0%	13.3%	2.8%	1.8%	-	-	-	-	N/A
BMT	86.4%	9.5%	2.8%	1.3%	-	-	-	-	N/A
①	79.1%	8.9%	9.4%	2.5%	-	-	-	-	N/A
②	75.6%	12.5%	10.0%	1.9%	-	-	-	-	N/A
③	78.9%	12.0%	6.8%	2.3%	-	-	-	-	N/A
④	78.6%	11.7%	4.3%	5.4%	-	-	-	-	N/A
⑤	76.9%	12.9%	8.4%	1.7%	-	-	-	-	N/A
⑥	86.0%	11.3%	1.8%	0.8%	-	-	-	-	N/A
IND	79.2%	11.6%	6.8%	2.4%	-	-	-	-	N/A
Systemwide	84.2%	9.7%	4.3%	1.8%	-	-	-	-	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 ③ and Rockaway Shuttle precludes sample data collection.

**\* Headway Definitions:**

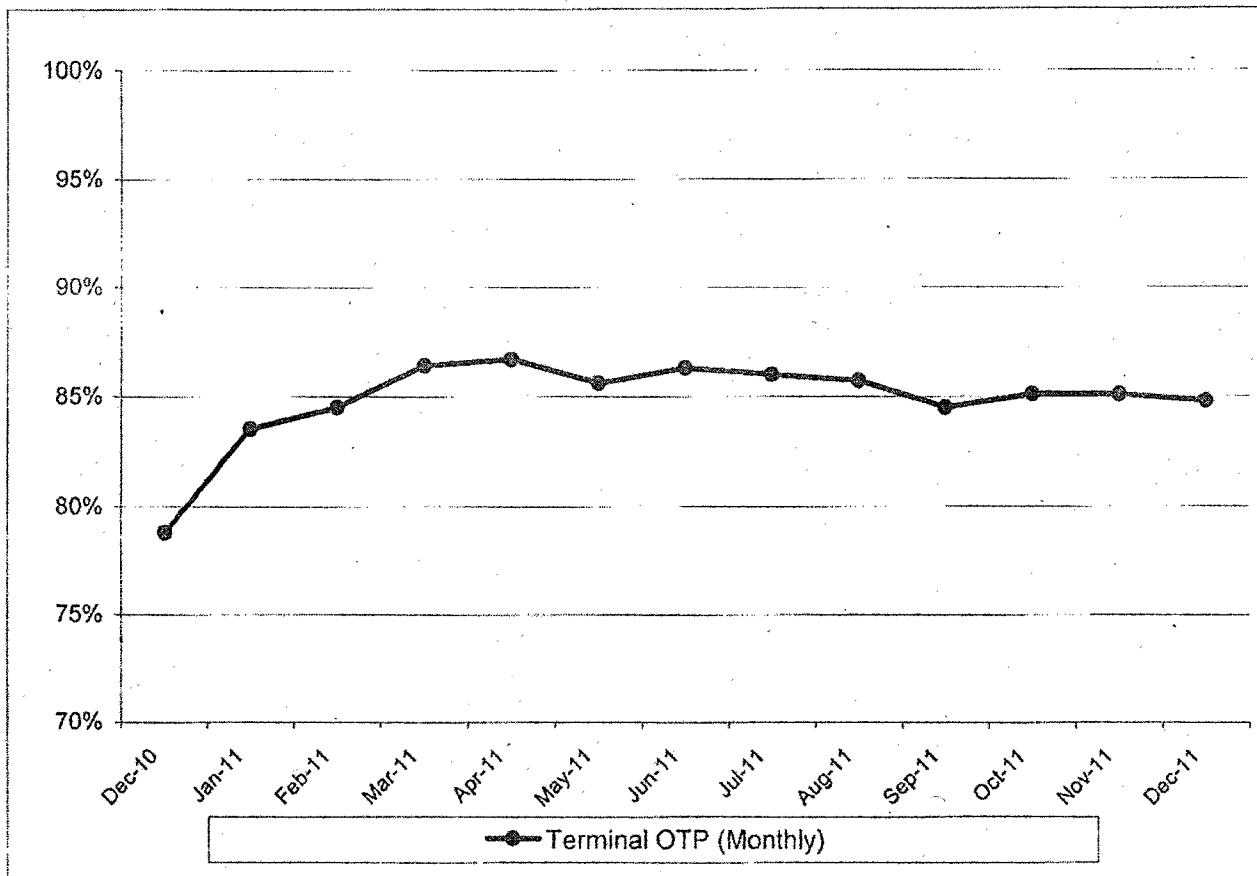
**Meets Standard:** meets Wait Assessment standard of scheduled headway +25%

**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

<b>Systemwide</b>	<b>IRT</b>	<b>BMT</b>	<b>IND</b>
<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>
Dec 2011: 84.8%	Dec 2011: 79.6%	Dec 2011: 91.6%	Dec 2011: 86.0%
Dec 2010: 78.8%	Dec 2010: 77.0%	Dec 2010: 80.9%	Dec 2010: 79.5%
12-Mon Avg: 85.4%	12-Mon Avg: 80.7%	12-Mon Avg: 90.7%	12-Mon Avg: 87.2%
(Jan '11-Dec '11)	(Jan '11-Dec '11)	(Jan '11-Dec '11)	(Jan '11-Dec '11)

### Discussion of Results

In December 2011, Right of Way (5,708 delays), Track Gangs (4,608 delays), and Over Crowding (4,087 delays) were the highest categories of delays, representing 61.8% of the total (23,310) delays.

Chart 4

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

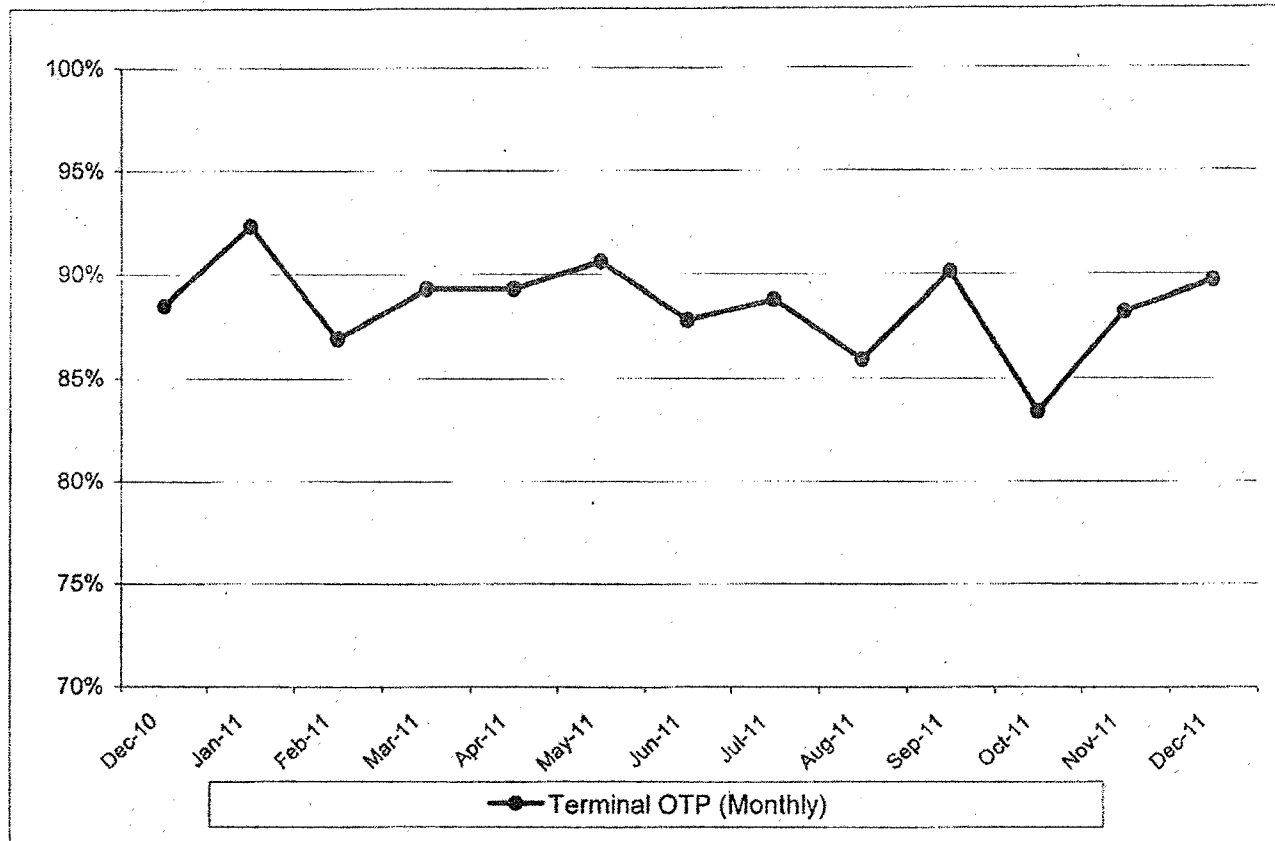
<u>Line</u>	<u>December '11</u>	<u>December '10</u>	<u>% Difference</u>
①	89.1%	87.6%	+1.5%
②	64.7%	71.2%	-6.5%
③	74.6%	70.4%	+4.2%
④	66.5%	66.6%	-0.1%
⑤	68.4%	67.4%	+1.0%
⑥	75.5%	75.2%	+0.3%
⑦	92.0%	78.4%	+13.6%
⑤ 42 St	99.4%	97.6%	+1.8%
<b>IRT</b>	79.6%	77.0%	+2.6%
①	88.7%	78.1%	+10.6%
① ②	97.3%	90.8%	+6.5%
①	97.5%	84.6%	+12.9%
①	88.6%	80.5%	+8.1%
①	79.2%	70.2%	+9.0%
①	93.2%	76.8%	+16.4%
⑤ Fkln	99.8%	82.6%	+17.2%
①	88.3%	81.4%	+6.9%
<b>BMT</b>	91.6%	80.9%	+10.7%
①	77.1%	74.7%	+2.4%
⑤ Rock	92.8%	79.8%	+13.0%
①	87.9%	85.9%	+2.0%
①	88.4%	75.8%	+12.6%
①	88.5%	82.5%	+6.0%
①	81.6%	74.0%	+7.6%
①	94.7%	88.2%	+6.5%
<b>IND</b>	86.0%	79.5%	+6.5%
<b>Systemwide</b>	<b>84.8%</b>	<b>78.8%</b>	<b>+6.0%</b>

# **Weekday Terminal Delays** **Systemwide Summary** **December 2011**

<u>Categories</u>	<u>Delays</u>
ROW Delays	5,708
Track Gangs	4,608
Over Crowding	4,087
Sick Customer	2,183
Police	1,572
Work Equipment/G.O.	1,213
Car Equipment	1,134
Fire	650
Unruly Customer	608
Operational Diversions	506
Employee	332
External	284
Infrastructure	245
Inclement Weather	180
<b>Total Delays</b>	<b>23,310</b>

\* Total may differ slightly due to rounding.

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



### Weekend Terminal On-Time Performance Definition

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

### Weekend Terminal On-Time Performance Results

<b>Systemwide</b>	<b>IRT</b>	<b>BMT</b>	<b>IND</b>
<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>
Dec 2011: 89.7%	Dec 2011: 83.8%	Dec 2011: 94.8%	Dec 2011: 92.5%
Dec 2010: 88.5%	Dec 2010: 85.9%	Dec 2010: 90.6%	Dec 2010: 90.1%
12-Mon Avg: 88.6%	12-Mon Avg: 84.6%	12-Mon Avg: 93.8%	12-Mon Avg: 88.6%
(Jan '11-Dec '11)	(Jan '11-Dec '11)	(Jan '11-Dec '11)	(Jan '11-Dec '11)

### Discussion of Results

In December 2011, Track Gangs (1,891 delays), Over Crowding (946 delays), and Right of Way (777 delays) were the highest categories of delays, representing 69.2% of the total (5,221) delays.



# Weekend Terminal On-Time Performance (24 hours)

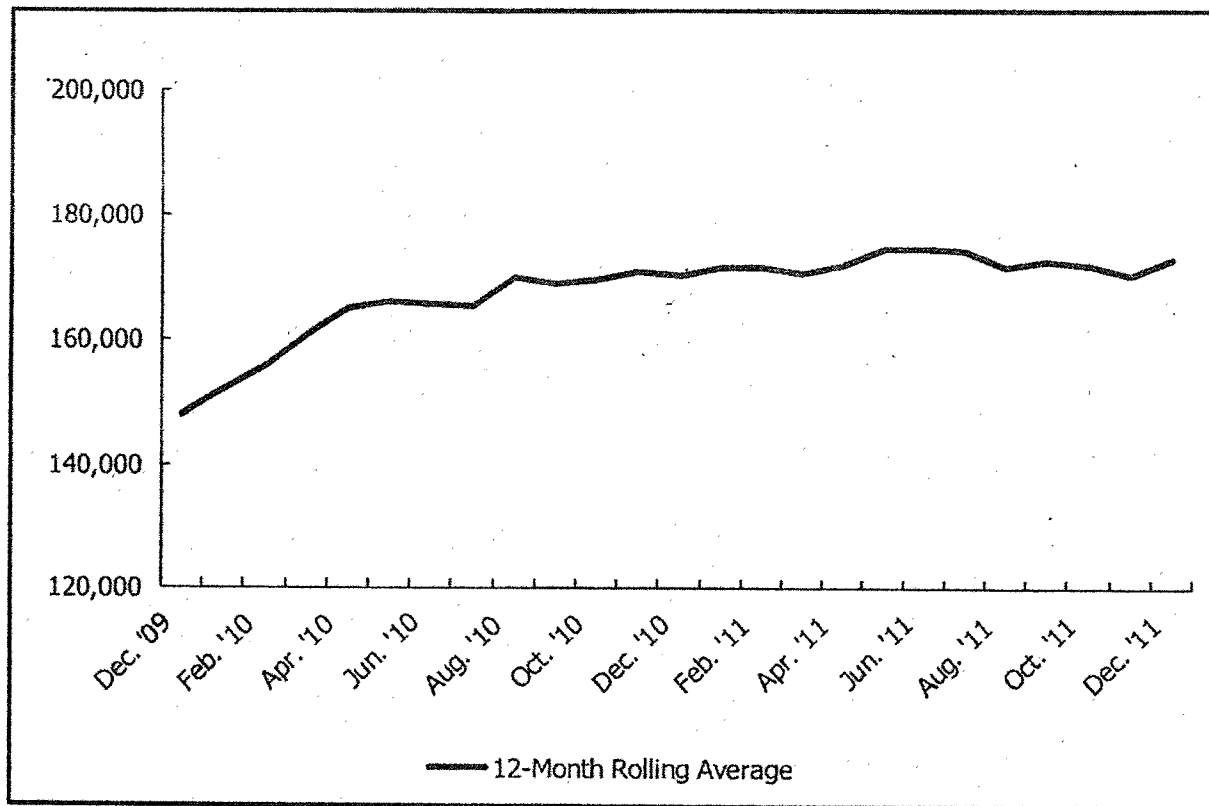
<u>Line</u>	<u>December '11</u>	<u>December '10</u>	<u>% Difference</u>
①	81.0%	85.2%	-4.2%
②	68.3%	72.9%	-4.6%
③	88.9%	79.7%	+9.2%
④	83.7%	84.3%	-0.6%
⑤	84.1%	92.7%	-8.6%
⑥	83.1%	83.1%	0.0
⑦	86.9%	90.5%	-3.6%
⑤ 42 St	95.5%	98.7%	-3.2%
<b>IRT</b>	83.8%	85.9%	-2.1%
① ②	96.1%	96.7%	-0.6%
③	98.7%	96.5%	+2.2%
④	93.5%	96.5%	-3.0%
⑤	84.9%	76.5%	+8.4%
⑥	96.6%	89.5%	+7.1%
⑤ Fkln	100.0%	98.2%	+1.8%
⑦	95.2%	86.9%	+8.3%
<b>BMT</b>	94.8%	90.6%	+4.2%
①	92.9%	90.0%	+2.9%
⑤ Rock	97.5%	87.5%	+10.0%
③	91.9%	95.4%	-3.5%
④	90.5%	84.8%	+5.7%
⑤	92.1%	91.5%	+0.6%
⑥	88.6%	84.0%	+4.6%
⑦	97.1%	96.4%	+0.7%
<b>IND</b>	92.5%	90.1%	+2.4%
<b>Systemwide</b>	<b>89.7%</b>	<b>88.5%</b>	<b>+1.2%</b>

# Weekend Terminal Delays Systemwide Summary December 2011

<u>Categories</u>	<u>Delays</u>
Track Gangs	1,891
Over Crowding	946
ROW Delays	777
Work Equipment/G.O.	415
Police	290
Car Equipment	260
Sick Customer	193
Unruly Customer	176
Employee	114
External	67
Operational Diversions	45
Fire	30
Infrastructure	17
<b><u>Total Delays</u></b>	<b><u>5,221</u></b>

\* 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

Dec 2011: 201,628

Dec 2010: 165,152

Dec 2009: 170,782

### 12-Month Average

Jan 10-Dec 11: 172,700

Jan 09-Dec 10: 170,217

Jan 08-Dec 09: 148,002

### Annual Results

2011 Actual: 172,700

2010 Actual: 170,217

2009 Actual: 148,002

### Discussion of Results

MDBF in December 2011 increased 22.1% from December 2010. Over the past year, the MDBF 12-month average increased 1.5%. With the R160 cars coming off the warranty by June 2012, it is expected that MDBF will maintain its current level.

Chart 10

# Car Reliability

## Mean Distance Between Failure (Miles)

Car Class	#s of Cars	<u>Monthly MDBF</u>			<u>12 Month Average MDBF</u>		
		Dec. '11	Dec. '10	% Change	Dec. '11	Dec. '10	% Change
R32	222	79,674	95,395	-16.48%	61,594	55,766	10.45%
R42	50	NO DELAYS	61,898	NA	44,353	114,199	-61.16%
R44*	0	NA	NA	NA	NA	113,412	NA
R46	752	100,557	79,436	26.59%	82,027	89,217	-8.06%
R62	315	453,862	440,792	2.97%	192,063	164,279	16.91%
R62A	824	130,906	110,716	18.24%	124,457	133,463	-6.75%
R68	425	132,651	95,566	38.81%	135,571	176,238	-23.08%
R68A	200	170,992	84,981	101.21%	169,636	174,138	-2.59%
R142	1,030	252,227	186,835	35.00%	253,686	230,635	9.99%
R142A	590	138,098	240,509	-42.58%	129,905	117,881	10.20%
R143	212	933,075	111,111	739.77%	198,576	185,316	7.16%
R160	1,662	809,383	575,922	40.54%	667,753	564,704	18.25%
Fleet	6,282	201,628	165,152	22.09%	172,700	170,217	1.46%

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

## Car Reliability

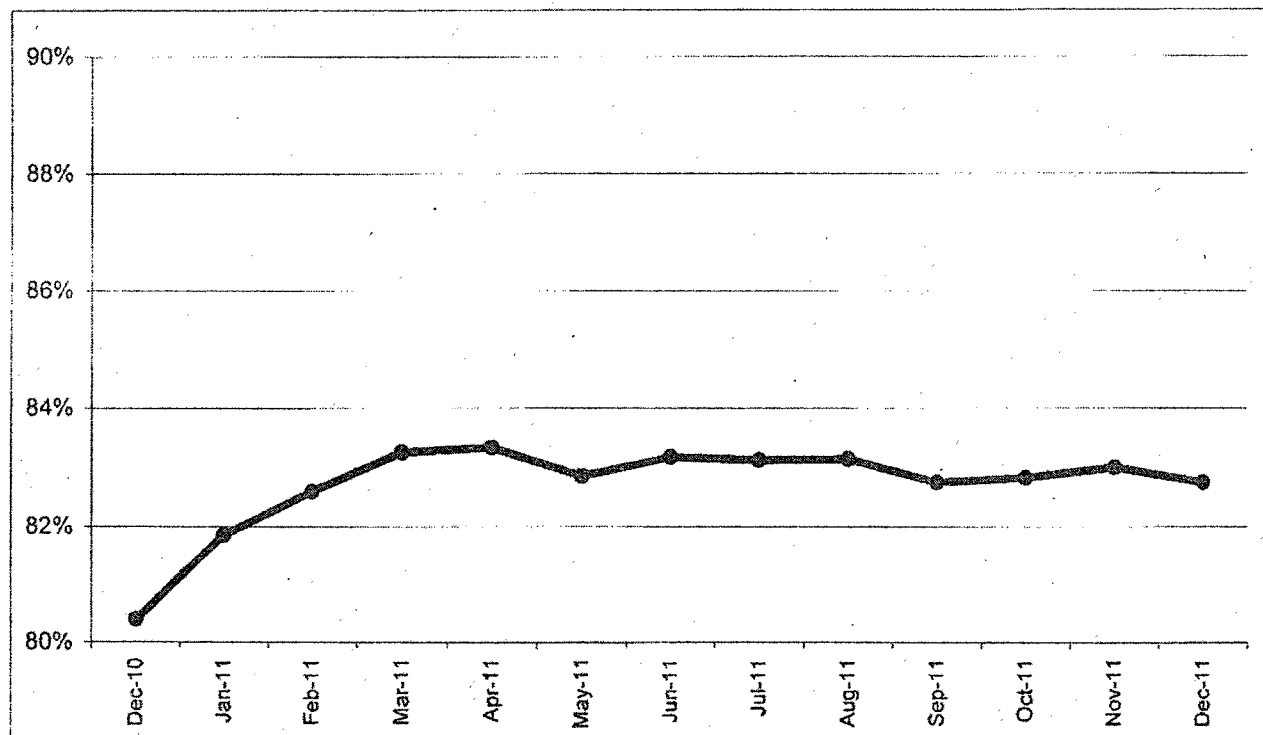
### Mean Distance Between Failures By Line (Miles)

Line	Fleet <sup>1</sup>	Monthly MDBF			12-Month Average MDBF		
		December 2010	December 2011	% Change	December 2010	December 2011	% Change
①	R62A	83,473	134,296	+60.9	95,252	101,572	+6.6
②	R142	158,554	356,018	+124.5	223,671	276,694	+23.7
③	R62	440,680	453,957	+3.0	165,595	194,285	+17.3
⑦	R62A	171,637	125,657	-26.8	233,673	177,364	-24.1
④	R142(67%); (R142A(33%))	354,189	120,271	-66.0	167,534	160,929	-3.9
⑤	R142	186,482	741,418	+297.6	242,259	243,607	+0.6
⑥	R142A	182,942	144,495	-21.0	122,061	147,474	+20.8
GC S	R62A	23,752	23,590	-0.7	35,627	25,789	-27.6
<b>IRT</b>		<b>173,718</b>	<b>182,197</b>	<b>+4.9</b>	<b>158,908</b>	<b>167,289</b>	<b>+5.3</b>
⑧	R68(19%); R68A(81%)	120,611	140,881	+16.8	183,181	165,741	-9.5
FS	R68	16,450	19,607	+19.2	75,251	57,106	-24.1
N	R160	347,229	524,793	+51.1	423,803	441,672	+4.2
Q	R160(62%); R68A(38%)	659,828	1,364,073	+106.7	508,995	690,698	+35.7
JZ	R160(75%); R42(25%)	262,256	836,202	+218.8	436,009	321,857	-26.2
L	R143(86%); R160(14%)	121,230	514,122	+324.1	226,626	212,810	-6.1
M	R160	670,878	706,261	+5.3	843,598	459,450	-45.5
R	R46	148,106	72,873	-50.8	102,136	78,220	-23.4
<b>BMT</b>		<b>231,347</b>	<b>266,858</b>	<b>+15.3</b>	<b>244,765</b>	<b>214,151</b>	<b>-12.5</b>
A	R46	72,099	128,366	+78.0	106,545	83,955	-21.2
C	R32	95,394	79,694	-16.5	54,838	64,324	+17.3
D	R68	85,006	134,095	+57.7	176,739	139,040	-21.3
E	R160	417,393	854,481	+104.7	676,833	816,932	+20.7
F	R46(2%); R160(98%)	695,842	472,175	-32.1	435,495	783,732	+80.0
G	R46	45,932	163,586	+256.1	58,158	79,854	+37.3
RK WY S	R44	42,916	58,564	+36.5	41,486	88,303	+112.9
<b>IND</b>		<b>129,124</b>	<b>191,915</b>	<b>+48.6</b>	<b>149,537</b>	<b>155,672</b>	<b>+4.1</b>
<b>SOUTH</b>		<b>159,189</b>	<b>218,817</b>	<b>+37.5</b>	<b>179,947</b>	<b>176,871</b>	<b>-1.7</b>
<b>FLEET</b>		<b>165,152</b>	<b>201,628</b>	<b>+22.1</b>	<b>170,217</b>	<b>172,698</b>	<b>+1.5</b>

<sup>1</sup> 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.

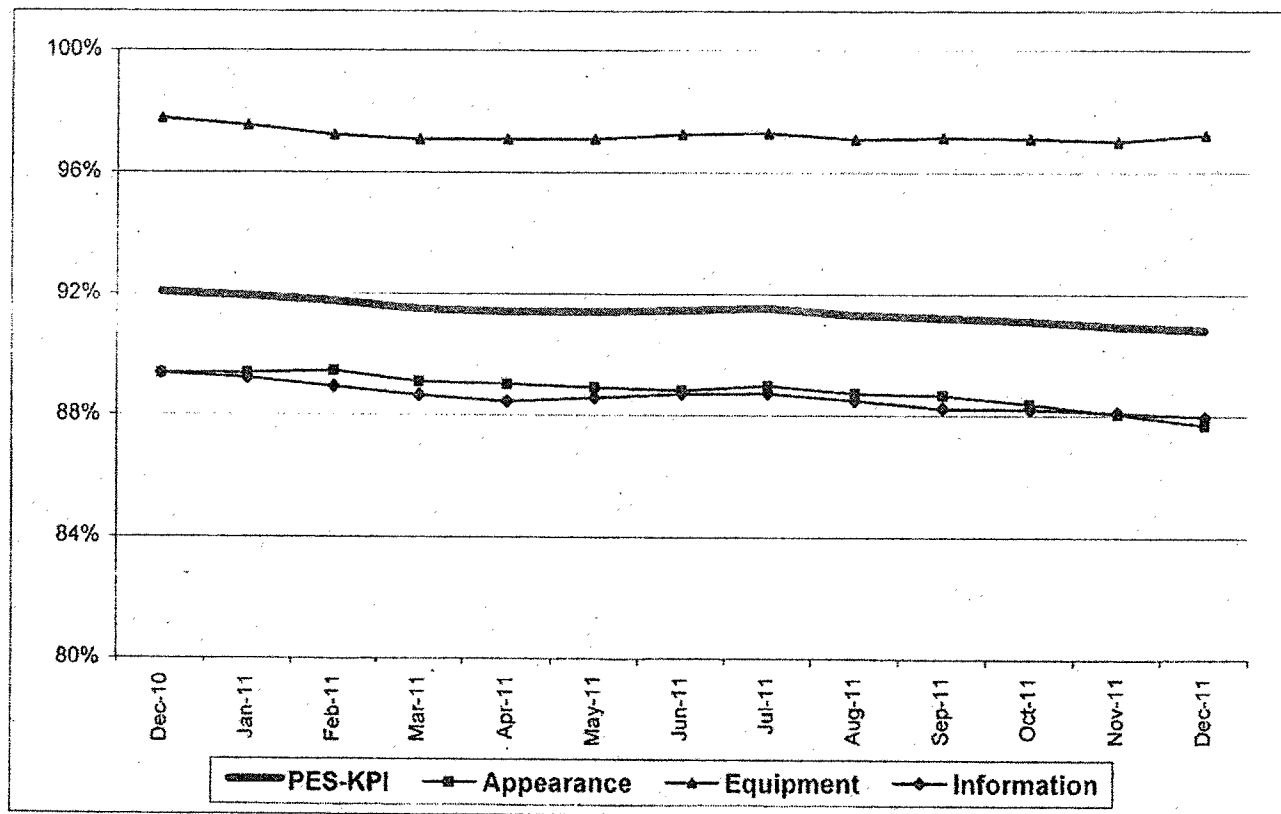
### S-KPI Results

<b>Systemwide</b>		
<b><u>Monthly Results</u></b>		<b><u>Goal</u></b>
December 2011: 82.8%		2011 GOAL: 85.0%
December 2010: 80.4%		

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

<u>Line</u>	<u>December 2011</u>	<u>December 2010</u>	<u>% Difference</u>
①	80.4%	74.5%	+5.9%
②	73.0%	71.0%	+2.0%
③	77.6%	74.6%	+3.0%
④	72.7%	70.7%	+2.0%
⑤	73.0%	69.5%	+3.5%
⑥	76.4%	73.5%	+2.9%
⑦	83.7%	77.9%	+5.8%
⑤ 42nd	82.8%	80.8%	+2.0%
<b>IRT</b>	<b>79.6%</b>	<b>76.3%</b>	<b>+3.3%</b>
⑧	83.5%	80.3%	+3.2%
⑨ ⑩	88.6%	88.4%	+0.2%
⑪	87.5%	81.4%	+6.1%
⑫	83.7%	84.2%	-0.5%
⑬	80.5%	78.1%	+2.4%
⑭	85.0%	80.5%	+4.5%
⑮ Fkln	91.1%	88.5%	+2.6%
⑯	77.5%	77.9%	-0.4%
<b>BMT</b>	<b>86.2%</b>	<b>83.6%</b>	<b>+2.6%</b>
⑰	72.5%	72.3%	+0.2%
⑱ Rock	89.0%	82.1%	+6.9%
⑲	78.4%	78.3%	+0.1%
⑳	82.1%	80.4%	+1.7%
㉑	80.1%	80.2%	-0.1%
㉒	78.3%	76.2%	+2.1%
㉓	81.7%	80.8%	+0.9%
<b>IND</b>	<b>82.5%</b>	<b>81.4%</b>	<b>+1.1%</b>
<b>Systemwide</b>	<b>82.8%</b>	<b>80.4%</b>	<b>+2.4%</b>

## 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)

	<b>PES-KPI</b>	<b>Appearance</b>	<b>Equipment</b>	<b>Information</b>
<b>December 2011:</b>	<b>90.8%</b>	87.7%	97.2%	88.0%
<b>December 2010:</b>	<b>92.1%</b>	89.4%	97.8%	89.4%
<b>% Difference:</b>	<b>-1.3%</b>	-1.7%	-0.6%	-1.4%



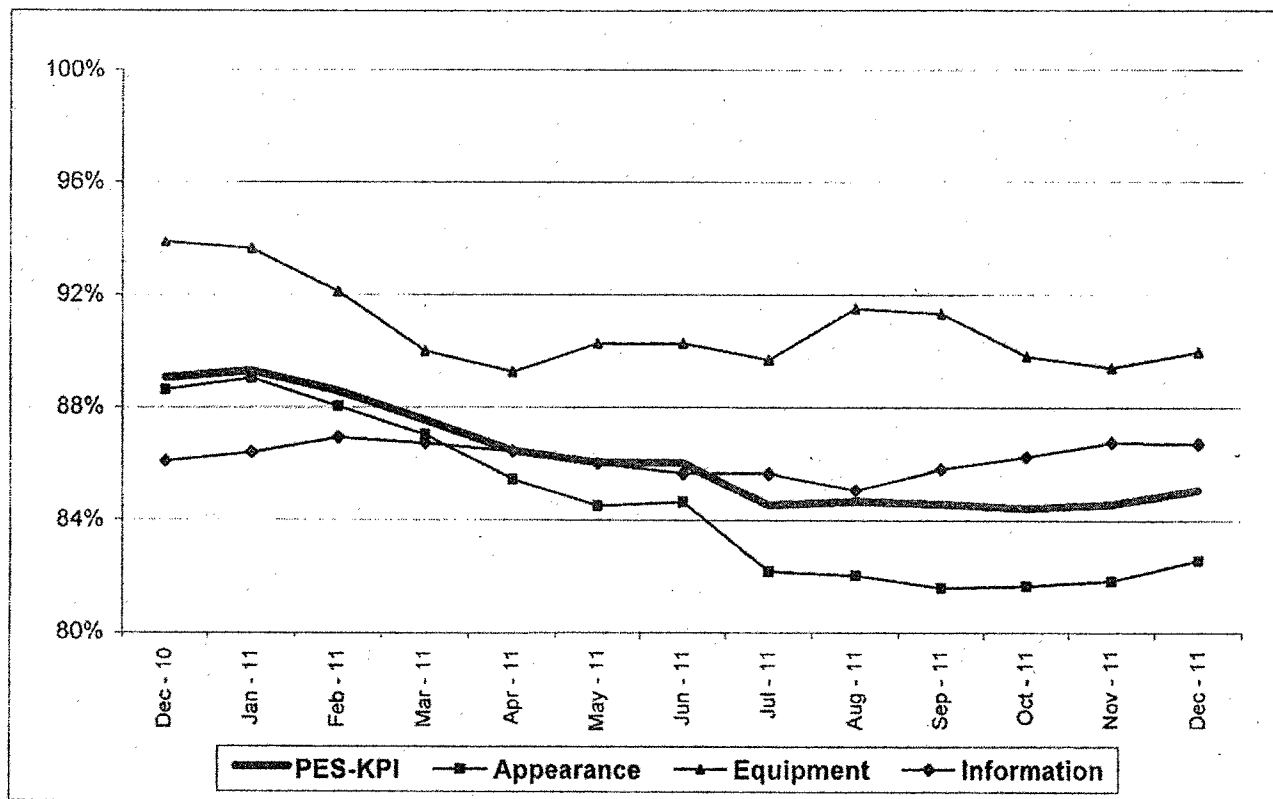
# PES-KPI - Subway Car

Line	December 2011:				December 2010:				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	92.7%	96.4%	97.6%	84.1%	95.4%	95.3%	98.2%	92.6%	-2.7%
②	95.0%	91.4%	97.0%	96.8%	96.3%	95.1%	96.7%	96.9%	-1.3%
③	91.9%	94.6%	92.8%	88.3%	95.4%	96.8%	94.5%	94.8%	-3.5%
④	96.6%	93.3%	97.5%	99.2%	97.6%	94.8%	98.9%	99.3%	-1.0%
⑤	95.9%	94.0%	95.8%	98.0%	97.4%	95.1%	98.6%	98.5%	-1.5%
⑥	94.6%	93.5%	92.4%	98.0%	97.6%	96.2%	97.2%	99.5%	-3.0%
⑦	94.3%	96.0%	96.2%	90.6%	95.2%	96.3%	96.4%	92.9%	-0.9%
⑤ 42nd	91.8%	98.9%	94.8%	81.5%	96.3%	96.0%	96.3%	94.1%	-4.5%
IRT	94.3%	94.2%	95.4%	93.1%	96.3%	95.7%	97.2%	96.2%	-2.0%
③	92.9%	91.3%	94.6%	92.9%	92.9%	93.6%	93.7%	91.5%	+0.0%
①/J/Z	95.5%	92.2%	96.9%	97.5%	95.7%	91.6%	97.0%	98.7%	-0.2%
①	97.3%	93.3%	99.9%	99.0%	98.2%	96.4%	99.8%	98.6%	-0.9%
①	97.1%	93.0%	99.8%	98.8%	98.0%	96.0%	98.2%	99.8%	-0.9%
①	95.8%	91.1%	97.5%	99.0%	97.9%	95.9%	98.6%	99.2%	-2.1%
①	97.1%	95.9%	95.8%	99.6%	96.5%	94.5%	96.3%	98.8%	+0.6%
⑤ Fkln	93.9%	95.5%	93.9%	92.3%	92.8%	87.9%	94.8%	93.3%	+1.1%
①	93.6%	93.4%	96.0%	91.4%	94.7%	92.4%	98.1%	93.5%	-1.1%
BMT	95.7%	92.9%	97.3%	96.8%	96.3%	94.4%	97.3%	97.2%	-0.6%
①	94.1%	92.6%	97.8%	91.9%	94.7%	92.2%	96.1%	95.9%	-0.6%
①	90.7%	85.2%	96.9%	90.2%	94.3%	93.4%	97.2%	92.3%	-3.6%
①	92.7%	89.7%	96.1%	92.5%	92.9%	93.9%	94.0%	90.9%	-0.2%
①	96.9%	93.9%	98.0%	98.9%	96.9%	95.8%	95.1%	99.8%	+0.0%
①	96.3%	91.7%	98.1%	99.2%	96.7%	96.4%	96.1%	97.7%	-0.4%
①	95.6%	95.9%	96.7%	94.2%	94.3%	90.7%	98.6%	93.7%	+1.3%
IND	94.5%	91.5%	97.3%	94.7%	95.1%	93.9%	96.3%	95.1%	-0.6%
Systemwide	94.8%	93.0%	96.6%	94.8%	96.0%	94.7%	97.0%	96.2%	-1.2%

## PES-KPI - Station

<u>Borough</u>	<u>December 2011:</u>				<u>December 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	<b>83.1%</b>	77.4%	97.3%	75.9%	<b>84.3%</b>	79.4%	98.4%	76.4%	<b>-1.2%</b>
Manhattan	<b>87.2%</b>	81.5%	97.6%	83.6%	<b>88.5%</b>	82.6%	98.8%	85.4%	<b>-1.3%</b>
Brooklyn	<b>87.1%</b>	84.6%	98.1%	79.3%	<b>88.7%</b>	86.9%	98.8%	81.0%	<b>-1.6%</b>
Queens	<b>89.0%</b>	86.0%	98.6%	83.2%	<b>89.8%</b>	87.4%	97.8%	84.6%	<b>-0.8%</b>
<b>Systemwide</b>	<b>86.9%</b>	<b>82.8%</b>	<b>97.8%</b>	<b>80.9%</b>	<b>88.2%</b>	<b>84.5%</b>	<b>98.6%</b>	<b>82.3%</b>	<b>-1.3%</b>

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



## PES-KPI Definition

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

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

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

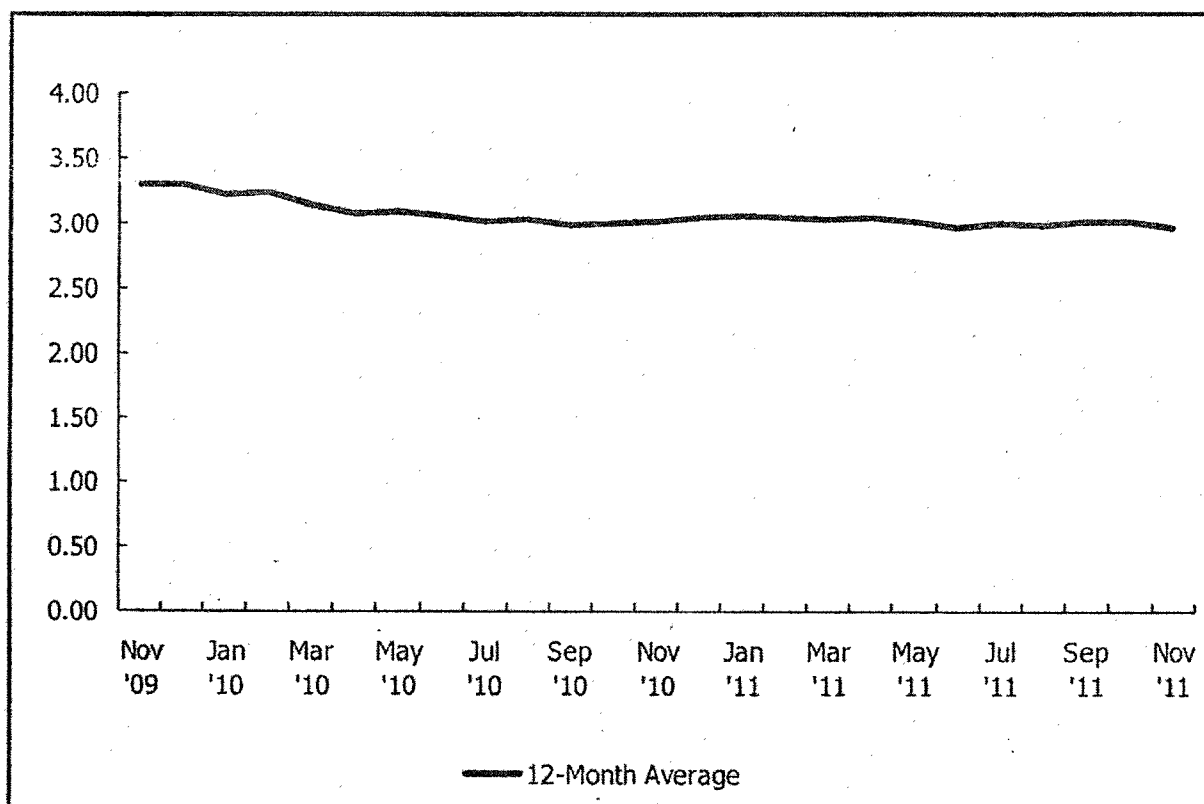
Information: includes the ratings for Maps, Employees in Proper Uniforms and Subway Car Announcements and Signage.

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

## SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>December 2011:</b>	<b>85.1%</b>	82.6%	90.0%	86.7%
<b>December 2010:</b>	<b>89.0%</b>	88.6%	93.9%	86.1%
<b>% Difference:</b>	<b>-3.9%</b>	-6.1%	-3.9%	+0.6%

## Subway Customer Accidents/Million Customers



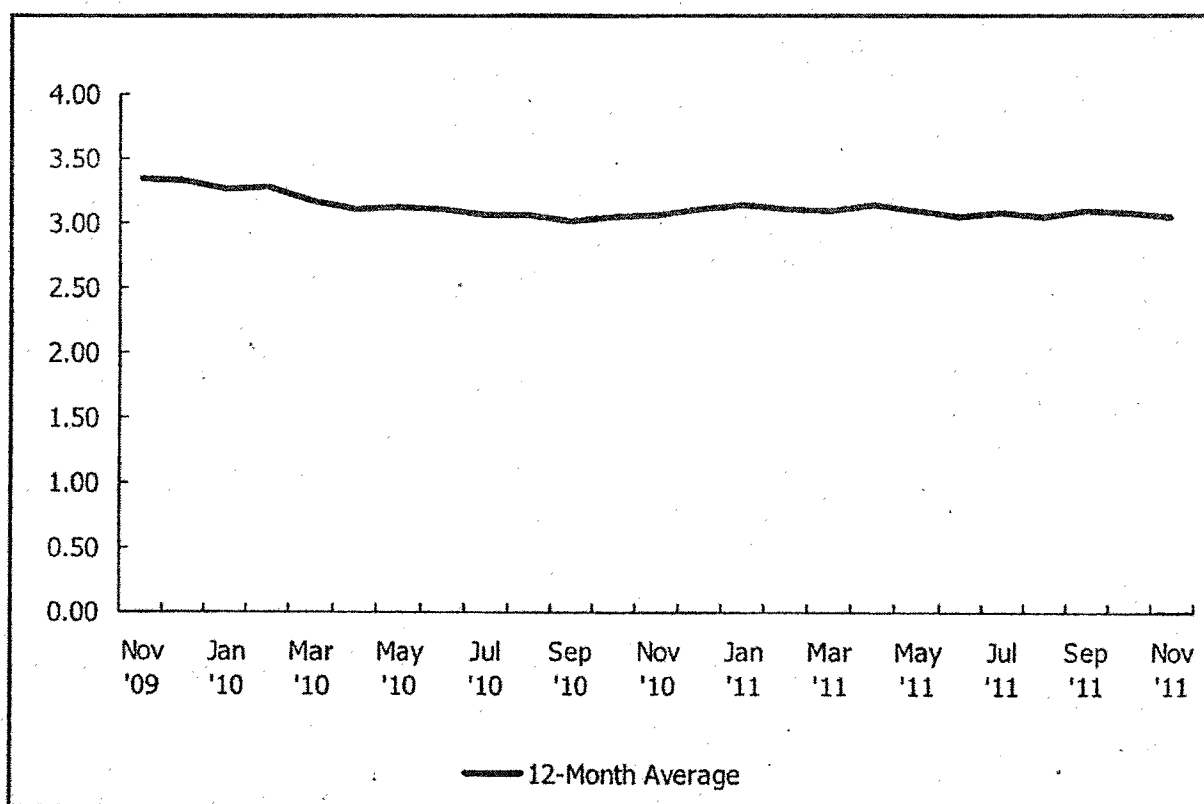
### Definition

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

Monthly Results	12-Month Average	Annual Results
Nov 2011: 2.63	Dec 10 - Nov 11: 2.97	2011 YTD: 2.87
Nov 2010: 3.02	Dec 09 - Nov 10: 3.02	2010 Actual: 3.05
Nov 2009: 2.85	Dec 08 - Nov 09: 3.29	2009 Actual: 3.29

**Discussion of Results:** Overall accident rate decreased 1.7% in the 12-month period ending November '11 vs. the 12-month period ending November '10. Comparing November '11 to November '10, the monthly accident rate decreased by 12.9% 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

Nov 2011: 2.68

Nov 2010: 3.16

Nov 2009: 2.87

### 12-Month Average

Dec 10 - Nov 11: 3.04

Dec 09 - Nov 10: 3.06

Dec 08 - Nov 09: 3.34

### Annual Results

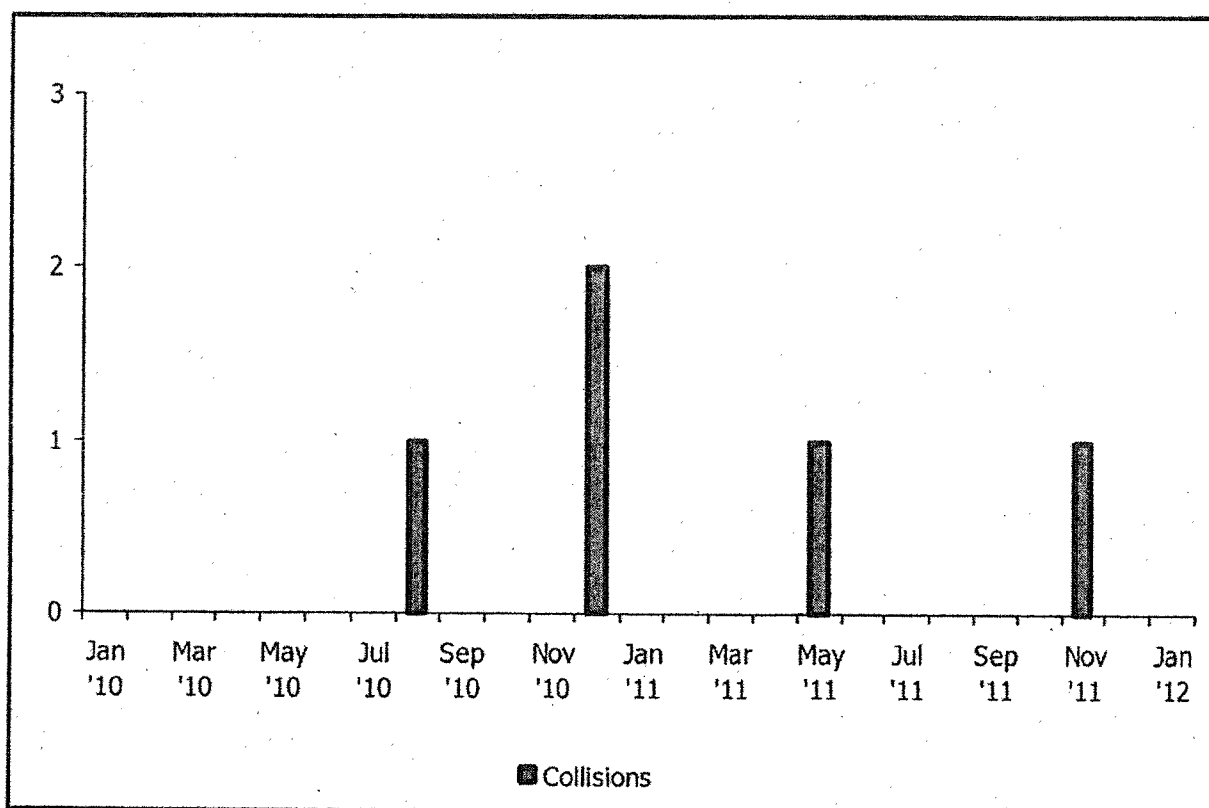
2011 YTD: 2.91

2010 Actual: 3.11

2009 Actual: 3.33

**Discussion of Results:** Overall injury rate is down 0.7% in the 12-month period ending November '11 vs. the 12-month period ending November '10. Comparing November '11 to November '10, the monthly injury rate decreased by 15.2% 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

Jan 2012: 0

Jan 2011: 0

Jan 2010: 0

### 12-Month Total

Feb 11 - Jan 12: 2

Feb 10 - Jan 11: 3

Feb 09 - Jan 10: 0

### Annual Results

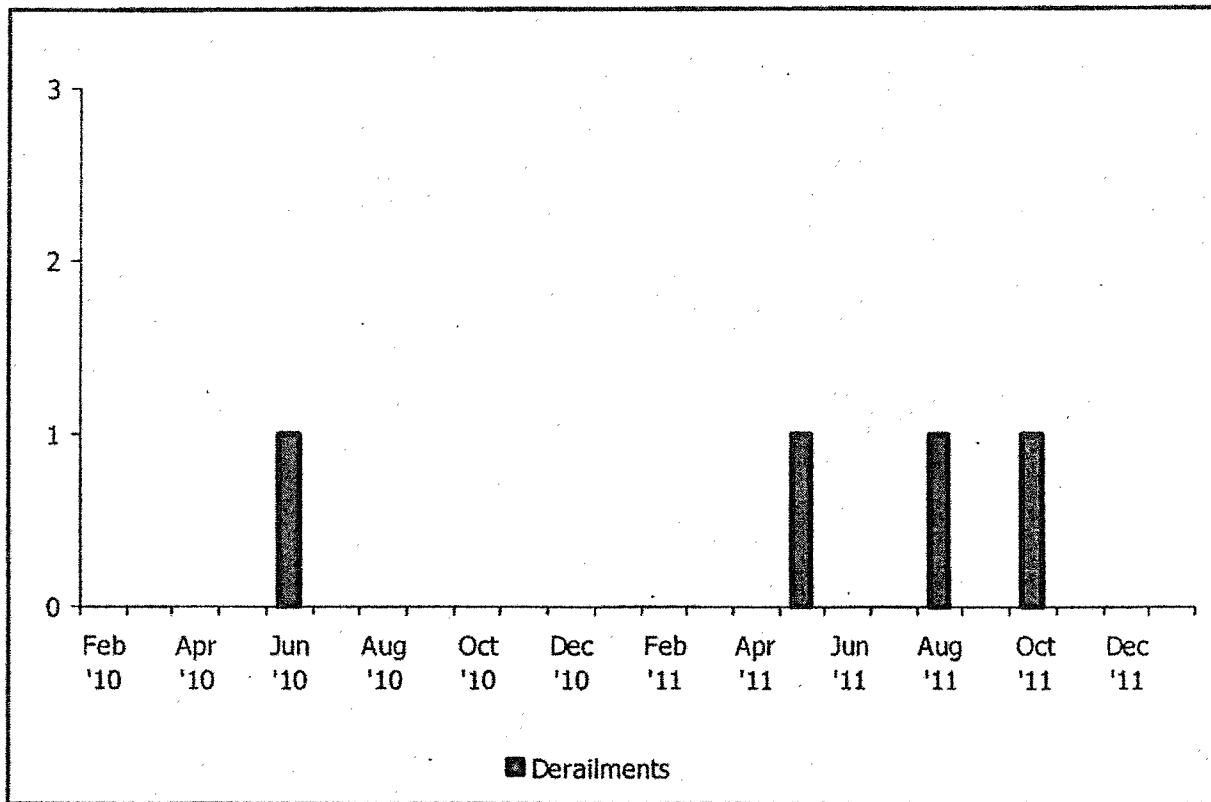
2012 YTD: 0

2011 Actual: 2

2010 Actual: 3

**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

Jan 2012: 0

Jan 2011: 0

Jan 2010: 0

## 12-Month Total

Feb 11 - Jan 12: 3

Feb 10 - Jan 11: 1

Feb 09 - Jan 10: 2

## Annual Results

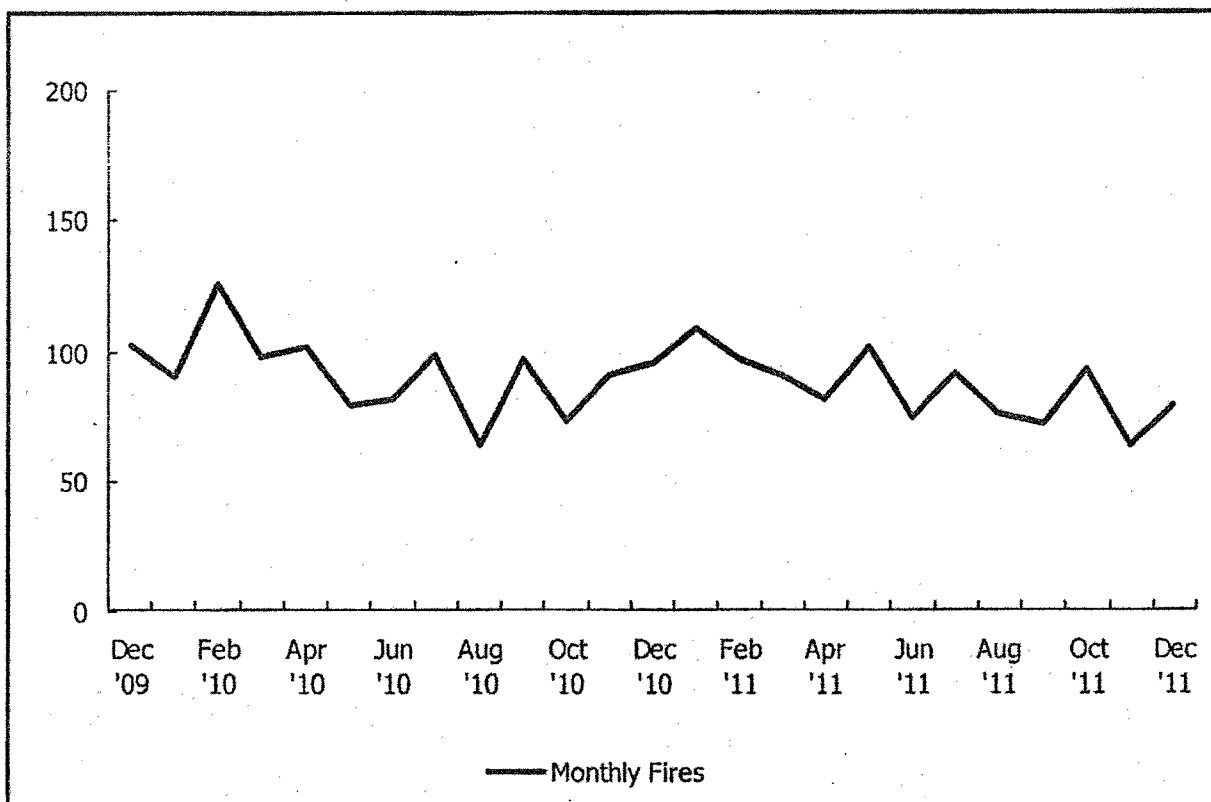
2012 YTD: 0

2011 Actual: 3

2010 Actual: 1

**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	12-Month Total	Annual Results
Dec 2011: 79	Jan 11 - Dec 11: 1,032	2011 YTD: 1,032
Dec 2010: 96	Jan 10 - Dec 10: 1,097	2010 Actual: 1,097
Dec 2009: 103	Jan 09 - Dec 09: 1,079	2009 Actual: 1,079

## Discussion of Results:

Fires for the month of December 2011 were 79 and 96 for fires in December 2010. Fires were down 17.7% for the 12-Month Total through December 2011 vs. December 2010. 98.7% (78) of all the fires in the month of December 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

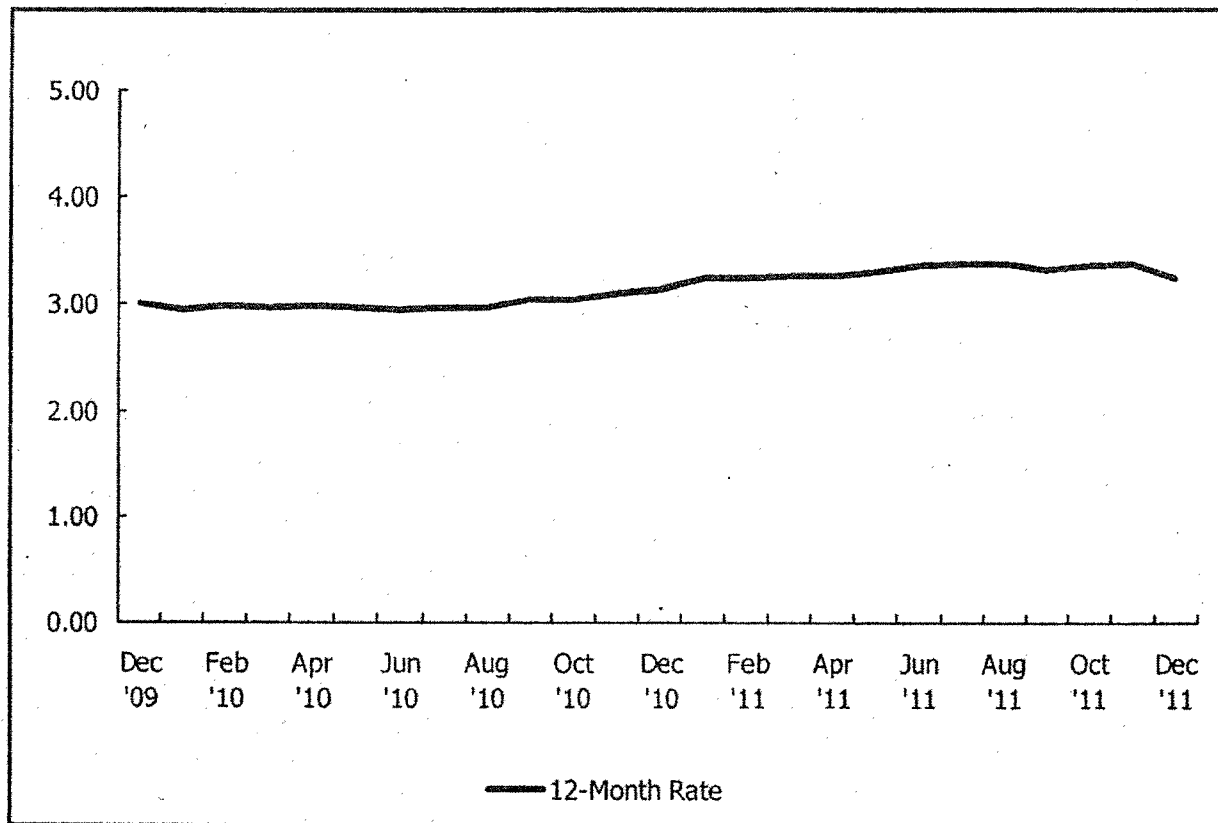
Severity & Location of fires during the current month were as follows:

Low:	73.4%	Train:	17
Average:	25.3%	Right-of-way:	35
Above Average:	1.3%	Station:	25
High	0.0%	Other:	2
		Total:	79

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

Train:		Right-of-Way:		Station:	
Debris:	6	Debris:	26	Refuse:	14
Brake Shoes:	3	Bank of Lights:	3	Debris:	7

# 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
Dec 2011: 2.28	Jan 11 – Dec 11: 3.25	2011 Goal: 2.89
Dec 2010: 3.66	Jan 10 – Dec 10: 3.14	2010 Actual 3.14
Dec 2009: 3.19	Jan 09 – Dec 09: 3.00	2009 Actual: 3.00

**Discussion of Results:** Overall accident rate increased by 3.5% in the 12-month period ending Dec '11 vs. the 12-month period ending Dec '10. Comparing Dec '11 to Dec '10, the monthly accident rate decreased by 37.7%.



Police Department  
City of New York

REPORT

CRIME STATISTICS JANUARY

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	85	64	21	32.8%
FELASSAULT	10	20	-10	-50.0%
BURGLARY	0	0	0	0.0%
GRLARCENY	155	109	46	42.2%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>250</u></b>	<b><u>193</u></b>	<b><u>57</u></b>	<b><u>29.5%</u></b>

*During January the daily Robbery average increased from 2.1 to 2.7*

*During January the daily Major Felony average increased from 6.2 to 8.1*

CRIME STATISTICS JANUARY THRU JANUARY

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	85	64	21	32.8%
FELASSAULT	10	20	-10	-50.0%
BURGLARY	0	0	0	0.0%
GRLARCENY	155	109	46	42.2%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>250</u></b>	<b><u>193</u></b>	<b><u>57</u></b>	<b><u>29.5%</u></b>

*Year to date, the daily Robbery average increased from 2.1 to 2.7*

*Year to date, the daily Major Felony average increased from 6.2 to 8.1*

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



Police Department  
City of New York

REPORT

JANUARY ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	5025	4442	583	13.1%
TosArrest	2748	2211	537	24.3%
Summ	8103	8185	-82	-1.0%

JANUARY - JANUARY ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	5025	4442	583	13.1%
TosArrest	2748	2211	537	24.3%
Summ	8103	8185	-82	-1.0%

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



Police Department  
City of New York

REPORT

		JANUARY															
		1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Murder		0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0
Rape		1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
Robbery		224	174	152	126	124	111	104	93	119	99	75	73	71	84	64	85
3.3.1	Assault	37	39	35	24	33	23	17	27	23	13	17	12	19	15	20	10
	Burglary	7	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0
GL		275	212	185	201	170	181	151	161	197	113	101	122	135	92	109	155
TOTAL MAJOR FELONIES		544	427	374	351	328	315	272	282	339	226	193	209	225	192	193	250
Major Fel Per Day		17.55	13.77	12.06	11.32	10.58	10.16	8.77	9.10	10.94	7.29	6.23	6.74	7.26	6.19	6.23	8.06

## **4. FINANCIAL REPORTS**

# Report



## New York City Transit

### FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results (subject to audit) for 2011 are presented in the table below.

Category (\$ in millions)	December 2011 Year-to-Date			Favorable/(Unfavorable)			
	Adpt Bud	Final Est	Prel Act	Adopted Budget		Final Estimate	
				\$	%	\$	%
Farebox Rev. Subway	2,634.7	2,689.4	2,698.7	63.9	2.4%	9.3	0.3%
Bus	903.8	868.4	868.1	(35.7)	(3.9%)	(0.2)	(0.0%)
Paratransit	17.6	14.6	14.5	(3.1)	(17.4%)	(0.1)	(0.9%)
Fare Media Liability	52.1	56.1	52.1	0.0	0.0%	(4.0)	(7.1%)
<b>Total Farebox Revenue</b>	<b>3,608.2</b>	<b>3,628.5</b>	<b>3,633.4</b>	<b>25.2</b>	<b>0.7%</b>	<b>4.9</b>	<b>0.1%</b>
Other Operating Revenue	294.9	301.9	306.6	11.7	4.0%	4.7	1.5%
Capital & Other Reimbursements	953.2	914.9	934.1	(19.1)	(2.0%)	19.2	2.1%
<b>Total Revenue</b>	<b>4,856.3</b>	<b>4,845.3</b>	<b>4,874.1</b>	<b>17.8</b>	<b>0.4%</b>	<b>28.7</b>	<b>0.6%</b>
Nonreimb. Exp. Before Dep./OPEB/ER	6,299.8	6,248.7	6,246.5	53.3	0.8%	2.2	0.0%
Depreciation	1,400.0	1,370.0	1,311.9	88.1	6.3%	58.1	4.2%
Other Post-Employment Benefits	918.7	918.7	932.5	(13.8)	(1.5%)	(13.8)	(1.5%)
Environmental Remediation	0.0	0.0	0.0	0.0	-	0.0	-
<b>Subtotal Nonreimbursable Expenses</b>	<b>8,618.6</b>	<b>8,537.5</b>	<b>8,491.0</b>	<b>127.5</b>	<b>1.5%</b>	<b>46.4</b>	<b>0.5%</b>
Capital & Other Expenses	953.2	914.9	934.1	19.1	2.0%	(19.2)	(2.1%)
<b>Total Expenses</b>	<b>9,571.8</b>	<b>9,452.4</b>	<b>9,425.1</b>	<b>146.7</b>	<b>1.5%</b>	<b>27.3</b>	<b>0.3%</b>
<b>Net Surplus/(Deficit)*</b>	<b>(4,715.5)</b>	<b>(4,607.0)</b>	<b>(4,551.0)</b>	<b>164.4</b>	<b>3.5%</b>	<b>56.0</b>	<b>1.2%</b>
Depreciation/Other Cash Adjust.	2,423.0	2,280.3	2,162.4	(260.5)	(10.8%)	(117.9)	(5.2%)
<b>Net Cash Deficit*</b>	<b>(2,292.5)</b>	<b>(2,326.7)</b>	<b>(2,388.6)</b>	<b>(96.1)</b>	<b>(4.2%)</b>	<b>(61.9)</b>	<b>(2.7%)</b>

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

#### Preliminary Actual Results Compared to the Final Estimate (estimate)

Farebox revenue was \$3,633.4 million, \$4.9 million (0.1 percent) above the estimate, mainly due to higher subway revenue. Nonreimbursable expenses before depreciation and OPEB were under the estimate by \$2.2 million (0.0 percent). Labor expenses exceeded the estimate by \$9.4 million (0.2 percent), primarily due to the unfavorable timing of retiree healthcare Federal (ERRP) program subsidies and higher overtime expenses, partly offset by payroll underruns and increased reimbursable overhead credits. Non-labor expenses were below the estimate by \$11.6 million (0.8 percent), due largely to the favorable timing of claims (public liability) reserve adjustments, and several professional service contract expense underruns. These favorable results were partly offset by higher power costs (under review), and the unfavorable timing of recording lease capitalization adjustments.

The net cash deficit was \$61.9 million (2.7 percent) unfavorable to the estimate, primarily due to the timing of some expenditures and reimbursements.

#### Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox revenue was \$25.2 million (0.7 percent) above the budget. Subway revenue was \$63.9 million (2.4 percent) above budget, partially offset by underruns in bus revenue (\$35.7 million or 3.9 percent) and paratransit revenue (\$3.1 million or 17.4 percent).

Nonreimbursable expenses before depreciation and OPEB were below budget by \$53.3 million (0.8 percent). Labor exceeded budget by \$9.0 million (0.2 percent), largely due to higher overtime expenses, partly offset by a reduction in NYCERS pension expenses. Non-labor expenses were below budget by \$62.3 million (4.0 percent), including several expense underruns, partly offset by higher bus fuel prices.

*Note: Final 2011 results and their impact on 2012 will be reported in April.*

## Preliminary Actual Results Compared to the Final Estimate (estimate)

### FINANCIAL RESULTS

#### Farebox Revenue

- Preliminary 2011 total farebox revenue of \$3.63 billion was \$4.9 million (0.1 percent) above the estimate.
- Preliminary 2011 subway revenue was \$9.3 million (0.3 percent) above the estimate. Bus revenue was \$0.2 million (less than 0.1 percent) below the estimate and paratransit revenue was under by \$0.1 million (0.9 percent). Non-cash fare media liability (i.e., expired MetroCards with unused value) was \$4.0 million (7.1 percent) below the estimate, not including year-end adjustments.

#### 2011 Farebox Revenue - (\$ in millions)

	Estimate	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent
Subway	2,689.4	2,698.7	9.3	0.3%
Bus	868.4	868.1	(0.2)	(0.0%)
Paratransit	14.6	14.5	(0.1)	(0.9%)
Subtotal	3,572.4	3,581.3	8.9	0.2%
Fare Media Liability	56.1	52.1	(4.0)	(7.1%)
Total	3,628.5	3,633.4	4.9	0.1%

- Preliminary 2011 revenue was \$313.7 million (9.5 percent) above 2010 revenue, mostly due to the December 2010 fare increase.

#### Average Fare

- The average non-student subway and bus fare of \$1.641 in 2011 was 14.9¢ above the average fare of \$1.492 in 2010, mostly due to the December 2010 fare increase. The subway fare increased 15.6¢, the local bus fare increased 11.1¢, and the express bus fare increased 36.8¢.

#### Non-Student Average Fare - \$

	2010	2011*	Change
Subway	1.562	1.718	0.156
Local Bus	1.271	1.382	0.111
Subway & Local Bus	1.478	1.626	0.148
Express Bus	4.242	4.610	0.368
Total	1.492	1.641	0.149

\* preliminary

- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the 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 the estimate by \$4.7 million (1.5 percent), mostly from higher advertising revenues.

## **Nonreimbursable Expenses**

Nonreimbursable expenses before depreciation and OPEB were under the estimate by \$2.2 million (0.0 percent). The major causes of this net variance are reviewed below:

*Labor* expenses exceeded the estimate by \$9.4 million (0.2 percent), primarily due to the unfavorable timing of retiree healthcare Federal (ERRP) program subsidies and higher overtime expenses due to additional vacancy coverage and maintenance requirements. Partly offsetting these unfavorable results were payroll underruns, due mostly to vacancies, partly offset by the timing of interagency charges & higher earned employee separation costs, and higher reimbursable overhead credits, resulting from additional reimbursable overtime requirements.

*Non-labor* expenses were below the estimate by \$11.6 million (0.8 percent), mainly due to the favorable timing of claims (public liability) reserve adjustments to recognize the recent experience of higher major claims payouts. These adjustments will be recorded in the year-end closing period. Professional service contract expenses were also favorable to the estimate, due to several account underruns. Partly offsetting these underruns were increased power expenses (under review), the unfavorable timing of lease capitalization adjustments, also to be recorded in the year-end closing period, and higher materials expenses, due to additional maintenance material requirements, partly offset by higher scrap sales.

*Other Expense Adjustments* - no activity.

Depreciation expenses were under the estimate by \$58.1 million (4.2 percent), 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, NYCT recorded \$932.5 million of accrued expenses, over the estimate by \$13.8 million (1.5 percent), based on more recent actuarial information.

## **Net Cash Deficit**

The net cash deficit was \$61.9 million (2.7 percent) unfavorable to the estimate, primarily due to the timing of some expenditures and reimbursements.

## **Inventory (see Inventory Note following) - Preliminary**

At the end of December 2011 inventory was \$193.0 million, \$14.3 million (6.9 percent) below the December 2010 balance.

## **Incumbents**

Excluding 117 temporary actives, there were 45,016 full-time paid incumbents at the end of December 2011. 22 less than in November and 134 less than in December 2010 (excluding 65 temporary actives).

## **Preliminary Actual Results Compared to the Adopted Budget (budget)**

### **Farebox Revenue**

Preliminary 2011 farebox revenue of \$3.63 billion was \$25.2 million (0.7 percent) above budget, including an estimated \$9.6 million loss due to Hurricane Irene. Subway revenue was \$63.9 million (2.4 percent) above budget, partially offset by underruns in bus revenue (\$35.7 million or 3.9 percent) and paratransit revenue (\$3.1 million or 17.4 percent).

### **Other Operating Revenue**

Other operating revenue was higher than budget by \$11.7 million (4.0 percent), due mostly to higher paratransit Urban Tax and advertising revenues.

### **Nonreimbursable Expenses**

Nonreimbursable expenses before depreciation and OPEB were below the budget by \$53.3 million (0.8 percent).

*Labor* expenses exceeded budget by \$9.0 million (0.2 percent), largely due to increased overtime expenses, resulting from the impact of Hurricane Irene and vacancy coverage/maintenance requirements. Health & welfare/OPEB current expenses were unfavorable due to the timing of retiree healthcare Federal (ERRP) Program subsidies. These overruns were partly offset by reduced NYCERS pension expenses, based on updated actuarial information.

*Non-labor* expenses were under budget by \$62.3 million (4.0 percent), including major favorable expense results in:

- Paratransit service contracts-mostly expense savings due to lower completed trips, resulting from the diversion of ridership to lower cost vouchers and taxis, increased use of the fixed route accessible system, where possible, and tightened application of current eligibility standards.
- Maintenance and other operating contracts-underruns primarily in facility power and heating fuel, facility/operating maintenance and repair expenses, and painting costs.
- Professional service contracts-savings in data center/EDP consulting costs and several professional service accounts.
- Materials & supplies-savings from reduced automobile purchases, stationery/printing costs and increased scrap sales, partly offset by the unfavorable timing of maintenance material requirements.

The above favorable results were partly offset by higher bus fuel prices.

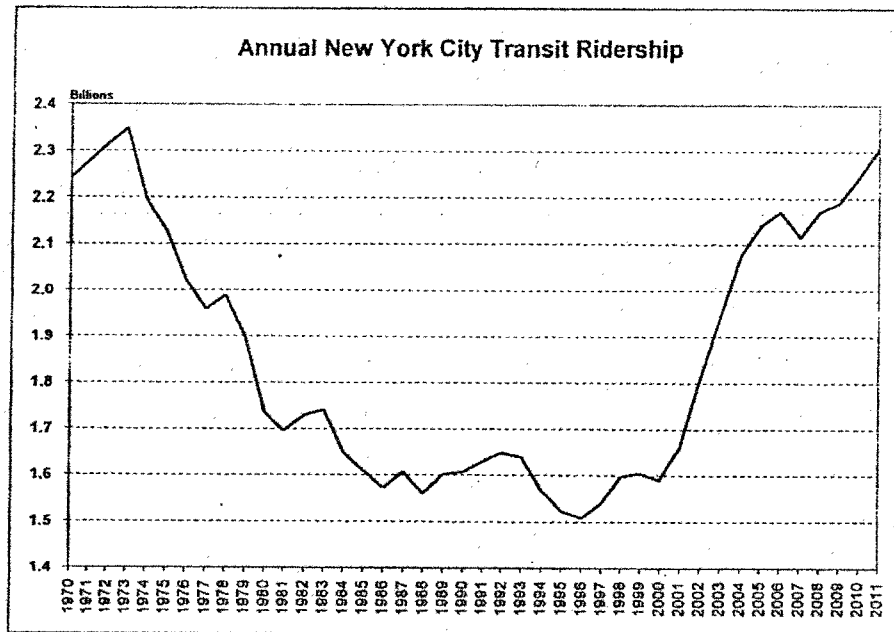
*Other Expense Adjustments* - no activity.

Depreciation expenses were under budget by \$88.1 million (6.3 percent), due to the timing of assets reaching beneficial use.

## RIDERSHIP RESULTS

### Total Ridership

- Preliminary 2011 total ridership (subway, bus, and paratransit combined) of 2.31 billion was 0.2 percent above the estimate and also 0.2 percent above 2010.



- Average weekday total ridership in 2011 was 7.4 million, an increase of 0.4 percent (31,000 trips) from 2010.
- Average weekend total ridership (Saturday and Sunday combined) in 2011 was 7.7 million, a decrease of 1.5 percent (120,000 trips) from 2010, due mostly to the service suspension during Hurricane Irene.

### Subway Ridership

- Total subway ridership in 2011 was 1.64 billion, the highest annual subway ridership since 1950, and an increase of 2.3 percent (36.1 million trips) from 2010.
- Average weekday subway ridership in 2011 was 5.3 million, the highest weekday ridership since 1951, and an increase of 2.5 percent (127,000 trips) from 2010.
- Average weekend subway ridership (Saturday and Sunday combined) in 2011 was 5.4 million, estimated to be the highest weekend ridership since 1947, and an increase of 0.6 percent (34,000 trips) from 2010.

### Bus Ridership

- Total bus ridership in 2011 was 665.3 million, a decrease of 4.5 percent (31.6 million trips) from 2010.
- Average weekday local bus ridership was 2.1 million in 2011, a decrease of 4.3 percent (95,000 trips) from 2010.

- Average weekend local bus ridership was 2.2 million in 2011, a decrease of 6.4 percent (153,000 trips) from 2010.
- Average weekday express bus ridership was 41,000 in 2011, a decrease of 2.2 percent (1,000 trips) from 2010.
- Average weekend express bus ridership was 9,000 in 2011, a decrease of 8.2 percent (1,000 trips) from 2010.

#### Paratransit

- Total paratransit ridership in 2011 was 8.9 million, a decrease of 0.8 percent (0.1 million trips) from 2010.
- Average weekday paratransit ridership in 2011 was 29,000, a decrease of 0.8 percent from 2010.
- Average weekend paratransit ridership in 2011 was 31,000, a decrease of 1.3 percent from 2010.

Weekday and Weekend Ridership						
	Average Weekday (thousands)			Average Weekend (thousands)		
	2010	2011*	Change	2010	2011*	Change
Subway	5,157	5,284	+2.5%	5,366	5,401	+0.6%
Local Bus	2,187	2,092	-4.3%	2,392	2,239	-6.4%
Express Bus	42	41	-2.2%	10	9	-8.2%
Paratransit	29	29	-0.8%	31	31	-1.3%
<b>TOTAL</b>	<b>7,415</b>	<b>7,446</b>	<b>+0.4%</b>	<b>7,799</b>	<b>7,679</b>	<b>-1.5%</b>

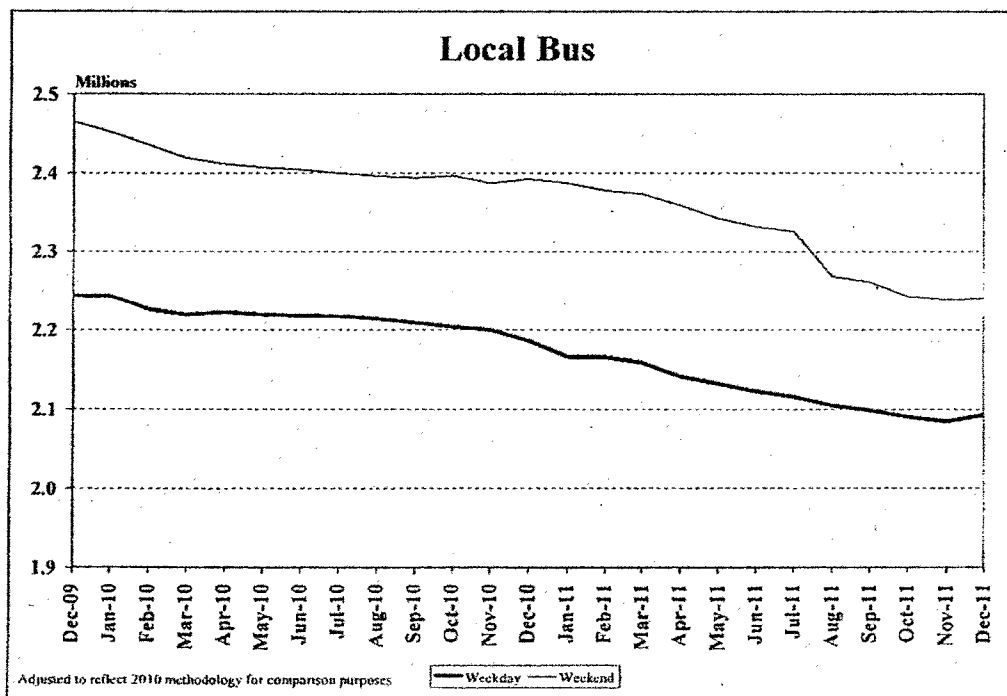
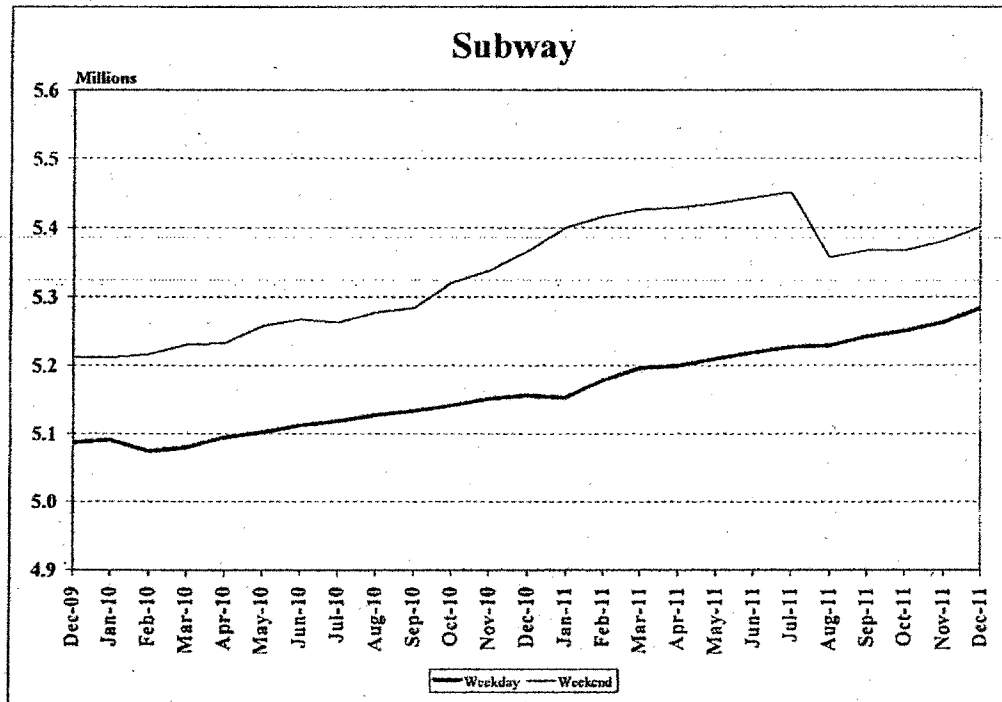
Notes: Totals may not add due to rounding.

Percentages are based on unrounded figures.

\* Preliminary

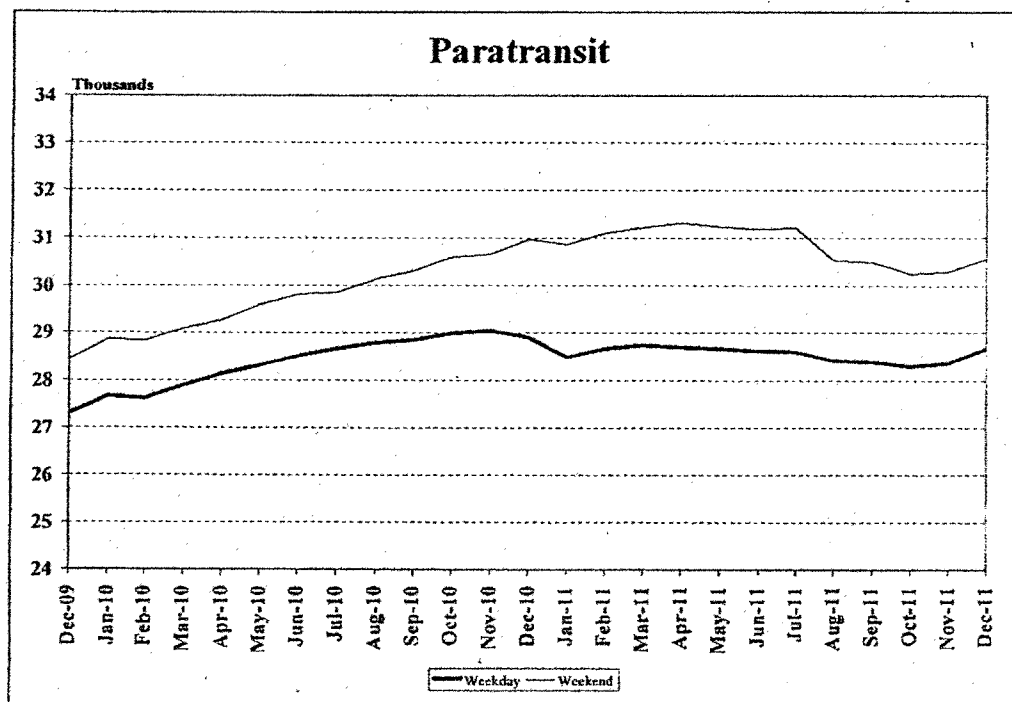
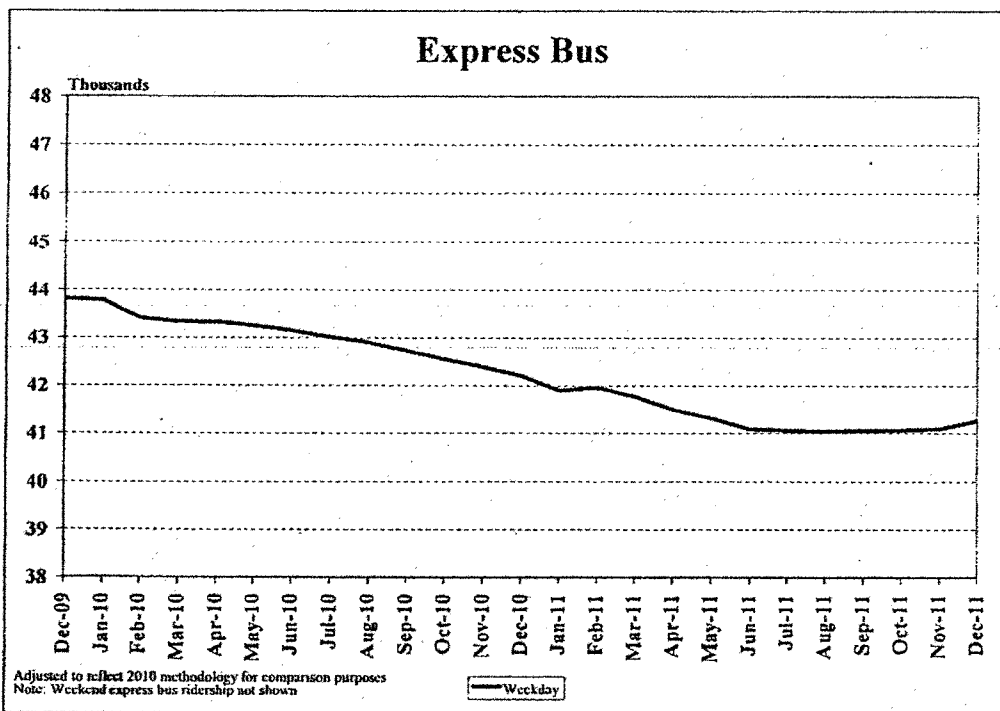
# Average Weekday and Weekend Ridership

12-Month Rolling Averages



# Average Weekday and Weekend Ridership

12-Month Rolling Averages



## Ridership on Other Carriers

From 2010 to 2011, weekday ridership increased on all New York City area rail services and the Staten Island Ferry, and decreased on all bus services and paratransit. The largest increase was on Staten Island Railway (up 4.6 percent) and the largest decrease was on NYCT local buses (down 4.3 percent). On weekends, ridership increased on every rail service except the Long Island Rail Road, and decreased on every bus service. Bridges and Tunnels traffic decreased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)			
Transit Service	2010	2011	Percent Change
<u>Average Weekday</u>			
NYCT Subway	5,157	5,284	+2.5%
NYCT Local Bus	2,187	2,092	-4.3%
NYCT Express Bus	42	41	-2.2%
NYCT Paratransit	29	29	-0.8%
Staten Island Railway	15	16	+4.6%
MTA Local Bus	360	355	-1.3%
MTA Express Bus	35	34	-3.7%
Long Island Rail Road	282	283	+0.2%
Long Island Bus	102	101	-1.8%
Metro-North Railroad	270	275	+1.8%
Staten Island Ferry	65	67	+2.3%
PATH	247	256	+3.6%
<u>Average Saturday</u>			
NYCT Subway	3,031	3,034	+0.1%
NYCT Local Bus	1,370	1,268	-7.5%
NYCT Express Bus	6	6	-8.8%
NYCT Paratransit	15	14	-2.1%
Staten Island Railway	5	5	+5.1%
MTA Local Bus	205	197	-4.0%
MTA Express Bus	9	9	-4.7%
Long Island Rail Road	102	101	-1.4%
Long Island Bus	55	54	-2.4%
Metro-North Railroad	112	115	+2.8%
Staten Island Ferry	48	47	-2.0%
PATH	119	121	+1.5%
<u>Average Sunday</u>			
NYCT Subway	2,335	2,367	+1.4%
NYCT Local Bus	1,022	971	-4.9%
NYCT Express Bus	3	3	-7.2%
NYCT Paratransit	16	16	-0.6%
Staten Island Railway	4	4	+6.0%
MTA Local Bus	149	146	-2.0%
MTA Express Bus	5	5	-0.8%
Long Island Rail Road	83	82	-1.8%
Long Island Bus	32	33	+1.2%
Metro-North Railroad	88	90	+1.7%
Staten Island Ferry	36	38	+4.3%
PATH	87	90	+3.2%

MTA Bridges and Tunnels (thousands)			
Average Weekday	821	802	-2.3%
Average Saturday	766	732	-4.4%
Average Sunday	744	711	-4.4%

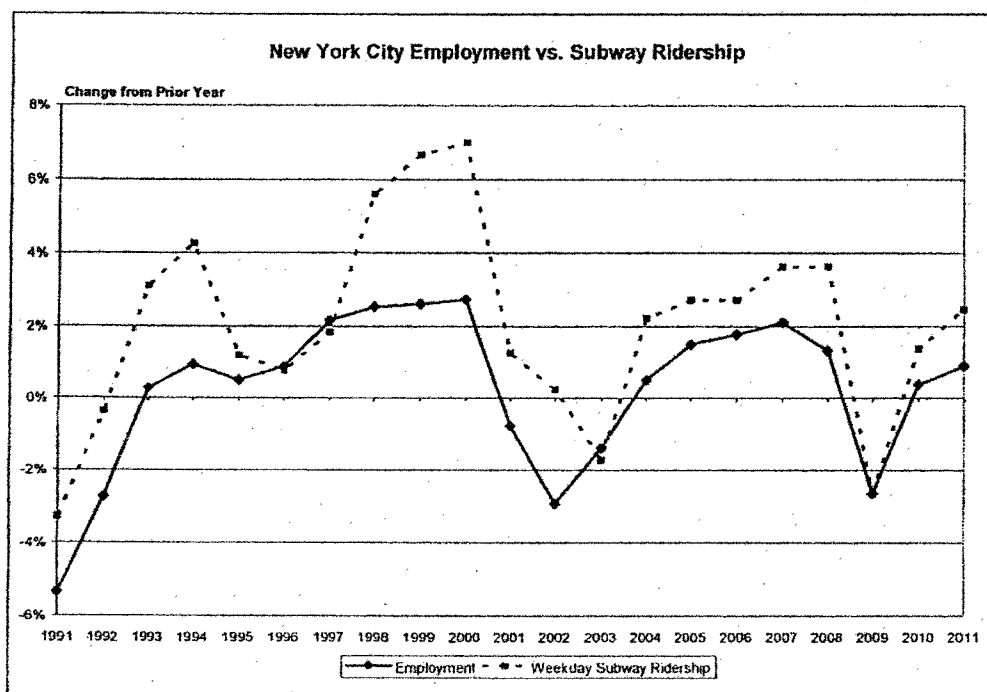
Notes: Percentages are based on unrounded data. **4.9**

\* Preliminary

## Economy

From 2010 to 2011, New York City employment increased 0.9 percent (33,400 jobs). Private sector employment increased 1.4 percent (44,900 jobs), partially offset by a government sector employment decrease of 2.1 percent (11,500 jobs). The private sub-sector with the largest percentage and absolute increases was professional/business services (up 3.2 percent or 18,200 jobs). The private sub-sector with the largest percentage and absolute decreases was construction (down 5.6 percent or 6,200 jobs).

New York City employment is a significant factor in subway ridership trends. In most of the past twenty years, subway ridership has performed better than employment (indicating other factors causing ridership to increase), but the trends for both have been similar. In 2009, both subway ridership and employment decreased by a similar amount due to the weakening economy. Over the past two years, subway ridership growth more than offset the losses in 2009, while employment grew at a slower rate and has yet to reach 2008 levels.





**MTA NEW YORK CITY TRANSIT**  
**Preliminary 2011 Year-End Report**  
**Ridership/Traffic Volume (Utilization)**  
(\$ in millions)

	December 2011 Year-to-Date			Favorable/(Unfavorable)			
	Adopted	Final	Preliminary	Adopted Budget		Final Estimate	
	Budget	Estimate	Actual	Variance	Percent	Variance	Percent
Subway	1,619.445	1,635.471	1,640.328	20.883	1.3%	4.857	0.3%
Bus	698.684	665.617	665.281	(33.403)	(4.8%)	(0.336)	(0.1%)
Paratransit	10.195	9.041	8.947	(1.248)	(12.2%)	(0.094)	(1.0%)
<b>Total Utilization</b>	<b>2,328.324</b>	<b>2,310.129</b>	<b>2,314.556</b>	<b>(13.768)</b>	<b>(0.6%)</b>	<b>4.427</b>	<b>0.2%</b>

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)**

			Variance		
	2010	2011	Amount	Percent	Explanation
<u>Average Weekday</u>					
Subway	5.157	5.284	0.127	2.5%	Continuing negative trend
Local Bus	2.187	2.092	(0.095)	(4.3%)	
Express Bus	0.042	0.041	(0.001)	(2.2%)	
Paratransit	0.029	0.029	(0.000)	(0.8%)	
Total	7.415	7.446	0.031	0.4%	
<u>Average Weekend</u>					
4.12 Subway	5.366	5.401	0.034	0.6%	Negative trend; Hurricane Irene
Local Bus	2.392	2.239	(0.153)	(6.4%)	
Express Bus	0.010	0.009	(0.001)	(8.2%)	
Paratransit	0.031	0.031	(0.000)	(1.3%)	
Total	7.799	7.679	(0.120)	(1.5%)	

Notes: Paratransit ridership includes guests and personal care attendants.

Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**Preliminary 2011 Year-End Report**  
**Accrual Statement of Operations by Category**  
**2011 Adopted Budget and Final Estimate vs. Preliminary Actual**  
**(\$ in millions)**

	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	Adopted Budget		Final Estimate	
	Budget*	Estimate	Actual	\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue:							
Subway	2,634.748	2,689.411	2,698.683	63.935	2.4	9.272	0.3
Bus	903.810	868.384	868.135	(35.675)	(3.9)	(0.249)	(0.0)
Paratransit	17.588	14.647	14.519	(3.069)	(17.4)	(0.128)	(0.9)
Fare Media Liability	52.092	56.092	52.100	0.008	0.0	(3.992)	(7.1)
<b>Total Farebox Revenue</b>	<b>3,608.238</b>	<b>3,628.534</b>	<b>3,633.437</b>	<b>25.199</b>	<b>0.7</b>	<b>4.903</b>	<b>0.1</b>
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	105.164	112.063	111.660	6.496	6.2	(0.403)	(0.4)
Other	105.688	105.809	110.876	5.188	4.9	5.067	4.8
<b>Total Other Operating Revenue</b>	<b>294.868</b>	<b>301.888</b>	<b>306.552</b>	<b>11.684</b>	<b>4.0</b>	<b>4.664</b>	<b>1.5</b>
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>3,903.106</b>	<b>3,930.422</b>	<b>3,939.989</b>	<b>36.883</b>	<b>0.9</b>	<b>9.567</b>	<b>0.2</b>
<b>Expenses</b>							
Labor:							
Payroll	2,811.149	2,811.104	2,806.216	4.933	0.2	4.888	0.2
Overtime	271.149	296.011	304.743	(33.594)	(12.4)	(6.732)	(2.9)
<b>Total Salaries &amp; Wages</b>	<b>3,082.298</b>	<b>3,107.115</b>	<b>3,110.959</b>	<b>(28.661)</b>	<b>(0.9)</b>	<b>(3.844)</b>	<b>(0.1)</b>
Health and Welfare	530.185	515.497	527.430	2.755	0.5	(11.933)	(2.3)
OPEB Current Payment	276.164	283.009	283.048	(6.884)	(2.5)	(0.039)	(0.0)
Pensions	801.730	776.780	778.681	23.049	2.9	(1.901)	(0.2)
Other Fringe Benefits	247.569	252.459	250.817	(3.248)	(1.3)	1.642	0.7
<b>Total Fringe Benefits</b>	<b>1,855.648</b>	<b>1,827.745</b>	<b>1,839.976</b>	<b>15.672</b>	<b>0.8</b>	<b>(12.231)</b>	<b>(0.7)</b>
Reimbursable Overhead	(214.083)	(211.392)	(218.036)	3.953	1.8	6.644	3.1
<b>Total Labor Expenses</b>	<b>4,723.863</b>	<b>4,723.468</b>	<b>4,732.899</b>	<b>(9.036)</b>	<b>(0.2)</b>	<b>(9.431)</b>	<b>(0.2)</b>
Non-Labor:							
Traction and Propulsion Power	199.046	186.891	200.130	(1.084)	(0.5)	(13.239)	(7.1)
Fuel for Buses and Trains	126.560	152.453	150.215	(23.655)	(18.7)	2.238	1.5
Insurance	64.062	57.429	57.861	6.201	9.7	(0.432)	(0.8)
Claims	78.083	103.505	78.052	0.031	0.0	25.453	24.6
Paratransit Service Contracts	384.436	356.043	355.731	28.705	7.5	0.312	0.1
Maintenance and Other Operating Contracts	281.665	246.780	255.673	25.992	9.2	(8.893)	(3.6)
Professional Service Contracts	89.065	83.759	72.762	16.323	18.3	10.997	13.1
Materials & Supplies	293.108	279.226	284.337	8.771	3.0	(5.111)	(1.8)
Other Business Expenses	59.919	59.163	58.884	1.035	1.7	0.279	0.5
<b>Total Non-Labor Expenses</b>	<b>1,575.964</b>	<b>1,525.249</b>	<b>1,513.645</b>	<b>62.319</b>	<b>4.0</b>	<b>11.604</b>	<b>0.8</b>
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expense Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenses Before GASB Adj.</b>	<b>6,299.827</b>	<b>6,248.717</b>	<b>6,246.544</b>	<b>53.283</b>	<b>0.8</b>	<b>2.173</b>	<b>0.0</b>
Depreciation	1,400.000	1,370.000	1,311.943	88.057	6.3	58.057	4.2
Other Post Employment Benefits	918.747	918.747	932.545	(13.798)	(1.5)	(13.798)	(1.5)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>8,618.574</b>	<b>8,537.464</b>	<b>8,491.032</b>	<b>127.542</b>	<b>1.5</b>	<b>46.432</b>	<b>0.5</b>
<b>Net Surplus/(Deficit)</b>							
(Excluding Subsidies and Debt Service)	<b>(4,715.468)</b>	<b>(4,607.042)</b>	<b>(4,551.043)</b>	<b>164.425</b>	<b>3.5</b>	<b>55.999</b>	<b>1.2</b>

\*Adopted Budget non-labor accounts include offsetting reclassification adjustments for consistency with Estimate/Actual account structure.

Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**Preliminary 2011 Year-End Report**  
**Accrual Statement of Operations by Category**  
**2011 Adopted Budget and Final Estimate vs. Preliminary Actual**  
**(\$ in millions)**

<b>REIMBURSABLE</b>	<b>December 2011 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget*</b>	<b>Final Estimate</b>	<b>Preliminary Actual</b>	<b>Adopted Budget</b>		<b>Final Estimate</b>	
	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	953.208	914.926	934.096	(19.112)	(2.0)	19.170	2.1
<b>Total Revenue</b>	<b>953.208</b>	<b>914.926</b>	<b>934.096</b>	<b>(19.112)</b>	<b>(2.0)</b>	<b>19.170</b>	<b>2.1</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	404.552	373.832	373.679	30.873	7.6	0.153	0.0
Overtime	70.370	78.536	84.158	(13.788)	(19.6)	(5.622)	(7.2)
<b>Total Salaries &amp; Wages</b>	<b>474.922</b>	<b>452.368</b>	<b>457.837</b>	<b>17.085</b>	<b>3.6</b>	<b>(5.469)</b>	<b>(1.2)</b>
Health and Welfare	24.740	22.596	21.970	2.770	11.2	0.626	2.8
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	19.227	19.061	19.367	(0.140)	(0.7)	(0.306)	(1.6)
Other Fringe Benefits	115.737	110.214	111.109	4.628	4.0	(0.895)	(0.8)
<b>Total Fringe Benefits</b>	<b>159.704</b>	<b>151.871</b>	<b>152.446</b>	<b>7.258</b>	<b>4.5</b>	<b>(0.575)</b>	<b>(0.4)</b>
Reimbursable Overhead	214.083	211.392	218.036	(3.953)	(1.8)	(6.644)	(3.1)
<b>Total Labor Expenses</b>	<b>848.709</b>	<b>815.631</b>	<b>828.319</b>	<b>20.390</b>	<b>2.4</b>	<b>(12.688)</b>	<b>(1.6)</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	0.000	0.000	0.000	0.000	-	0.000	-
Fuel for Buses and Trains	0.026	0.026	0.018	0.008	-	0.008	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.397	(0.397)	-	(0.397)	-
Maintenance and Other Operating Contracts	35.093	31.431	36.749	(1.656)	(4.7)	(5.318)	(16.9)
Professional Service Contracts	13.814	15.099	13.275	0.539	3.9	1.824	12.1
Materials & Supplies	54.012	50.474	53.755	0.257	0.5	(3.281)	(6.5)
Other Business Expenses	1.554	2.265	1.583	(0.029)	(1.9)	0.682	30.1
<b>Total Non-Labor Expenses</b>	<b>104.499</b>	<b>99.295</b>	<b>105.777</b>	<b>(1.278)</b>	<b>(1.2)</b>	<b>(6.482)</b>	<b>(6.5)</b>
<b>Other Expense Adjustments:</b>							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expense Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenses</b>	<b>953.208</b>	<b>914.926</b>	<b>934.096</b>	<b>19.112</b>	<b>2.0</b>	<b>(19.170)</b>	<b>(2.1)</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>

\*Adopted Budget non-labor accounts include offsetting reclassification adjustments for consistency with Estimate/Actual account structure.

**MTA NEW YORK CITY TRANSIT**  
**Preliminary 2011 Year-End Report**  
**Accrual Statement of Operations by Category**  
**2011 Adopted Budget and Final Estimate vs. Preliminary Actual**  
**(\$ in millions)**

<b>NON-REIMBURSABLE &amp; REIMBURSABLE</b>	<b>December 2011 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<u>Adopted Budget*</u>	<u>Final Estimate</u>	<u>Preliminary Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	\$	\$	\$	\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue:							
Subway	2,634.748	2,689.411	2,698.683	63.935	2.4	9.272	0.3
Bus	903.810	868.384	868.135	(35.675)	(3.9)	(0.249)	(0.0)
Paratransit	17.588	14.647	14.519	(3.069)	(17.4)	(0.128)	(0.9)
Fare Media Liability	52.092	56.092	52.100	0.008	0.0	(3.992)	(7.1)
<b>Total Farebox Revenue</b>	<b>3,608.238</b>	<b>3,628.534</b>	<b>3,633.437</b>	<b>25.199</b>	<b>0.7</b>	<b>4.903</b>	<b>0.1</b>
<b>Other Operating Revenue:</b>							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	105.164	112.063	111.660	6.496	6.2	(0.403)	(0.4)
Other	105.688	105.809	110.876	5.188	4.9	5.067	4.8
<b>Total Other Operating Revenue</b>	<b>294.868</b>	<b>301.888</b>	<b>306.552</b>	<b>11.684</b>	<b>4.0</b>	<b>4.664</b>	<b>1.5</b>
Capital and Other Reimbursements	953.208	914.926	934.096	(19.112)	(2.0)	19.170	2.1
<b>Total Revenue</b>	<b>4,856.314</b>	<b>4,845.348</b>	<b>4,874.085</b>	<b>17.771</b>	<b>0.4</b>	<b>28.737</b>	<b>0.6</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	3,215.701	3,184.936	3,179.895	35.806	1.1	5.041	0.2
Overtime	341.519	374.547	388.901	(47.382)	(13.9)	(14.354)	(3.8)
<b>Total Salaries &amp; Wages</b>	<b>3,557.220</b>	<b>3,559.483</b>	<b>3,568.796</b>	<b>(11.576)</b>	<b>(0.3)</b>	<b>(9.313)</b>	<b>(0.3)</b>
Health and Welfare	554.925	538.093	549.400	5.525	1.0	(11.307)	(2.1)
OPEB Current Payment	276.164	283.009	283.048	(6.884)	(2.5)	(0.039)	(0.0)
Pensions	820.957	795.841	798.048	22.909	2.8	(2.207)	(0.3)
Other Fringe Benefits	363.306	362.673	361.926	1.380	0.4	0.747	0.2
<b>Total Fringe Benefits</b>	<b>2,015.352</b>	<b>1,979.616</b>	<b>1,992.422</b>	<b>22.930</b>	<b>1.1</b>	<b>(12.806)</b>	<b>(0.6)</b>
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>5,572.572</b>	<b>5,539.099</b>	<b>5,561.218</b>	<b>11.354</b>	<b>0.2</b>	<b>(22.119)</b>	<b>(0.4)</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	199.046	186.891	200.130	(1.084)	(0.5)	(13.239)	(7.1)
Fuel for Buses and Trains	126.586	152.479	150.233	(23.647)	(18.7)	2.246	1.5
Insurance	64.062	57.429	57.861	6.201	9.7	(0.432)	(0.8)
Claims	78.083	103.505	78.052	0.031	0.0	25.453	24.6
Paratransit Service Contracts	384.436	356.043	356.128	28.308	7.4	(0.085)	(0.0)
Maintenance and Other Operating Contracts	316.758	278.211	292.422	24.336	7.7	(14.211)	(5.1)
Professional Service Contracts	102.899	98.858	86.037	16.862	16.4	12.821	13.0
Materials & Supplies	347.120	329.700	338.092	9.028	2.6	(8.392)	(2.5)
Other Business Expenses	61.473	61.428	60.467	1.006	1.6	0.961	1.6
<b>Total Non-Labor Expenses</b>	<b>1,680.463</b>	<b>1,624.544</b>	<b>1,619.422</b>	<b>61.041</b>	<b>3.6</b>	<b>5.122</b>	<b>0.3</b>
<b>Other Expense Adjustments:</b>							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expense Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenses Before GASB Adjs.</b>	<b>7,253.035</b>	<b>7,163.643</b>	<b>7,180.640</b>	<b>72.395</b>	<b>1.0</b>	<b>(16.997)</b>	<b>(0.2)</b>
Depreciation	1,400.000	1,370.000	1,311.943	88.057	6.3	58.057	4.2
Other Post Employment Benefits	918.747	918.747	932.545	(13.798)	(1.5)	(13.798)	(1.5)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>9,571.782</b>	<b>9,452.390</b>	<b>9,425.128</b>	<b>146.654</b>	<b>1.5</b>	<b>27.262</b>	<b>0.3</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(4,715.468)</b>	<b>(4,607.042)</b>	<b>(4,551.043)</b>	<b>164.425</b>	<b>3.5</b>	<b>55.999</b>	<b>1.2</b>

\*Adopted Budget non-labor accounts include offsetting reclassification adjustments for consistency with Estimate/Actual account structure.

MTA NEW YORK CITY TRANSIT  
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS  
December Year-to-Date 2011  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Payroll	NR	4.9	0.2	Mostly due to higher vacancies, partly offset by the timing of interagency charges and higher earned employee separation costs.
Overtime	NR	(8.7)	(2.9)	Mostly additional vacancy coverage and maintenance requirements.
Health & Welfare (including OPEB Current Payment)	NR	(12.0)	(1.5)	Primarily due to the unfavorable timing of retiree healthcare Federal (ERRP) Program subsidies.
Reimbursable Overhead	NR	6.6	3.1	Higher overhead credits, resulting from increased reimbursable overtime requirements.
Traction/Propulsion Power	NR	(13.2)	(2.3)	Variance under review.
Claims	NR	25.5	24.6	The favorable timing of recording reserve adjustments to recognize a higher level of claims payouts. These adjustments are to be recorded in the year-end closing period.
Maintenance and Other Operating Contracts	NR	(8.9)	(3.6)	Primarily due to the unfavorable timing of lease capitalization adjustments to be recorded in the year-end closing period.
Professional Service Contracts	NR	11.0	13.1	This variance represents several underruns, including professional/MTA services, Workers' Compensation Board, data center and EDP consulting expenses.
Materials & Supplies	NR	(5.1)	(1.8)	Mainly due to higher maintenance material requirements, partly offset by increased scrap sales.
Depreciation Expense	NR	58.1	4.2	The favorable timing of assets reaching beneficial use.

MTA NEW YORK CITY TRANSIT  
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS  
December Year-to-Date 2011  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Other Post Employment Benefits	NR	(13.8)	(1.5)	This overrun resulted from more recent actuarial information.
Overtime	R	(5.6)	(7.2)	Mostly due to limited weekday track access to perform work deferred to weekends, shuttle requirements, bus operator training and facility projects.
Maintenance and Other Operating Contracts	R	(5.3)	(16.9)	Largely data processing maintenance requirements
Professional Service Contracts	R	1.8	12.1	Mainly data center underruns and the favorable timing of medical services expenses
Materials & Supplies	R	(3.3)	(6.5)	Primarily higher maintenance material requirements and auto purchases
Other Business Expenses	R	0.7	30.1	Mostly non-capital project adjustments

**MTA NEW YORK CITY TRANSIT**  
**Preliminary 2011 Year-End Report**  
**Cash Receipts and Expenditures**  
**2011 Adopted Budget and Final Estimate vs. Preliminary Actual**  
**(\$ in millions)**

	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget*	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	3,612,468	3,640,264	3,647,200	34,732	1.0	6,936	0.2
Other Operating Revenue:							
Fare Reimbursement	84,016	84,016	69,000	(15,016)	(17.9)	(15,016)	(17.9)
Paratransit Reimbursement	104,821	112,398	112,100	7,279	6.9	(0,298)	(0.3)
Other	106,188	106,309	114,600	8,412	7.9	8,291	7.8
Total Other Operating Revenue	295,025	302,723	295,700	0,675	0.2	(7,023)	(2.3)
Capital and Other Reimbursements	1,025,585	832,570	865,600	(159,985)	(15.6)	33,030	4.0
<b>Total Receipts</b>	<b>4,933,078</b>	<b>4,775,557</b>	<b>4,808,500</b>	<b>(124,578)</b>	<b>(2.5)</b>	<b>32,943</b>	<b>0.7</b>
<b>Expenditures</b>							
Labor:							
Payroll	3,210,860	3,142,396	3,141,251	68,609	2.2	1,145	0.0
Overtime	341,005	369,556	379,349	(38,344)	(11.2)	(9,793)	(2.6)
Total Salaries & Wages	3,551,865	3,511,952	3,520,600	31,265	0.9	(8,648)	(0.2)
Health and Welfare	560,174	580,056	618,952	(58,778)	(10.5)	(38,896)	(6.7)
OPEB Current Payment	276,164	283,009	283,048	(6,884)	(2.5)	(0,039)	(0.0)
Pensions	802,736	773,403	776,600	26,136	3.3	(3,197)	(0.4)
Other Fringe Benefits	337,670	333,857	363,800	(26,130)	(7.7)	(29,943)	(9.0)
Total Fringe Benefits	1,976,744	1,970,325	2,042,400	(65,656)	(3.3)	(72,075)	(3.7)
GASB Account	25,523	26,523	24,800	0,723	2.8	1,723	6.5
Reimbursable Overhead	0,000	0,000	0,000	0,000	-	0,000	-
<b>Total Labor Expenditures</b>	<b>5,554,132</b>	<b>5,508,800</b>	<b>5,587,800</b>	<b>(33,668)</b>	<b>(0.6)</b>	<b>(79,000)</b>	<b>(1.4)</b>
Non-Labor:							
Traction and Propulsion Power	199,046	189,691	194,700	4,346	2.2	(5,009)	(2.6)
Fuel for Buses and Trains	126,586	149,779	154,500	(27,914)	(22.1)	(4,721)	(3.2)
Insurance	65,038	55,101	44,400	20,638	31.7	10,701	19.4
Claims	70,379	100,800	102,000	(31,621)	(44.9)	(1,200)	(1.2)
Paratransit Service Contracts	379,436	367,943	351,700	27,736	7.3	16,243	4.4
Maintenance and Other Operating Contracts	327,458	285,111	262,700	64,758	19.8	22,411	7.9
Professional Service Contracts	96,899	95,382	86,800	10,099	10.4	8,582	9.0
Materials & Supplies	345,120	288,215	346,600	(1,480)	(0.4)	(58,385)	(20.3)
Other Business Expenses	61,473	61,428	65,900	(4,427)	(7.2)	(4,472)	(7.3)
<b>Total Non-Labor Expenditures</b>	<b>1,671,435</b>	<b>1,593,450</b>	<b>1,609,300</b>	<b>62,135</b>	<b>3.7</b>	<b>(15,850)</b>	<b>(1.0)</b>
Other Expenditure Adjustments:							
Other	0,000	0,000	0,000	0,000	-	0,000	-
<b>Total Other Expenditure Adjustments</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>-</b>	<b>0,000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>7,225,567</b>	<b>7,102,250</b>	<b>7,197,100</b>	<b>28,467</b>	<b>0.4</b>	<b>(94,850)</b>	<b>(1.3)</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(2,292,489)</b>	<b>(2,326,693)</b>	<b>(2,388,600)</b>	<b>(96,111)</b>	<b>(4.2)</b>	<b>(61,907)</b>	<b>(2.7)</b>

\*Adopted Budget non-labor accounts include offsetting reclassification adjustments for consistency with Estimate/Actual account structure.

Totals may not add due to rounding.



MTA NEW YORK CITY TRANSIT  
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - CASH BASIS  
December Year-to-Date 2011  
(\$ in millions)

Operating Receipts or Disbursements	Favorable (Unfavorable) Variance		Reason for Variance
	YEAR TO DATE		
	\$	%	
Farebox Receipts	6.9	0.2	Largely due to an increase in Subway revenue/ridership
Other Operating Receipts	(7.0)	(2.3)	The unfavorable timing of NYC student fare reimbursements (actually received in early January 2012), partly offset by higher advertising/real estate revenues
Capital Reimbursements	33.0	4.0	Mostly increased reimbursable overtime and maintenance requirements and the favorable timing of reimbursements
Health & Welfare (including OPEB Current Payment)	(38.9)	(4.5)	Mainly the unfavorable timing of interagency reimbursements and retiree healthcare Federal government subsidies
Other Fringe Benefits	(29.9)	(9.0)	Primarily increased Workers' Compensation payments, due to higher rates of payout than anticipated in the estimate, and increased FICA expenditures
GASB Account	1.7	6.5	The favorable timing of payments
Traction and Propulsion Power	(5.0)	(2.6)	Higher expenses under review, partly offset by the favorable timing of payments
Bus Fuel	(4.7)	(3.2)	Mostly the unfavorable timing of payments
Insurance	10.7	19.4	The favorable timing of interagency payments
Paratransit Service Contracts	16.2	4.4	The favorable timing of payments
Maintenance Contracts	22.4	7.9	Mostly the favorable timing of payments
Professional Service Contracts	8.6	9.0	Largely due to several expense underruns
Materials & Supplies	(58.4)	(20.3)	Primarily the unfavorable timing of payments
Other Business Expenditures	(4.5)	(7.3)	Primarily the unfavorable timing of payments

**MTA NEW YORK CITY TRANSIT**  
**Preliminary 2011 Year-End Report**  
**Cash Conversion (Cash Flow Adjustments)**  
**2011 Adopted Budget and Final Estimate vs. Preliminary Actual**  
**(\$ in millions)**

	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget*	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	4,230	11,730	13,763	9,533	225.4	2,033	17.3
Other Operating Revenue:							
Fare Reimbursement	0.000	0.000	(15,016)	(15,016)	-	(15,016)	-
Paratransit Reimbursement	(0.343)	0.335	0.440	0.783	-	0.105	31.3
Other	0.500	0.500	3,724	3,224	644.8	3,224	644.8
Total Other Operating Revenue	0.157	0.835	(10,852)	(11,009)	(7,012.1)	(11,687)	(1,399.6)
Capital and Other Reimbursements	72,377	(82,356)	(68,496)	(140,873)	(194.6)	13,860	16.8
<b>Total Receipts</b>	<b>76,764</b>	<b>(69,791)</b>	<b>(65,585)</b>	<b>(142,349)</b>	<b>(185.4)</b>	<b>4,206</b>	<b>6.0</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	4,841	42,540	38,644	33,803	698.3	(3,896)	(9.2)
Overtime	0.514	4,991	9,552	9,038	1,758.4	4,561	91.4
Total Salaries & Wages	5,355	47,531	48,196	42,841	800.0	0,665	1.4
Health and Welfare	(5,249)	(41,963)	(69,552)	(64,303)	-	(27,589)	(65.7)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	18,221	22,438	21,448	3,227	17.7	(0,990)	(4.4)
Other Fringe Benefits	25,636	28,816	(1,874)	(27,510)	(107.3)	(30,690)	(106.5)
Total Fringe Benefits	38,608	9,291	(49,978)	(88,586)	(229.4)	(59,269)	(637.9)
GASB Account	(25,523)	(26,523)	(24,800)	0,723	2.8	1,723	6.5
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>18,440</b>	<b>30,299</b>	<b>(26,582)</b>	<b>(45,022)</b>	<b>(244.2)</b>	<b>(56,881)</b>	<b>(187.7)</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	0.000	(2,800)	5,430	5,430	-	8,230	-
Fuel for Buses and Trains	0.000	2,700	(4,267)	(4,267)	-	(6,967)	(258.0)
Insurance	(0,976)	2,328	13,461	14,437	1,479.2	11,133	478.2
Claims	7,704	2,705	(23,948)	(31,652)	(410.9)	(26,653)	(985.3)
Paratransit Service Contracts	5,000	(11,900)	4,428	(0,572)	(11.4)	16,328	-
Maintenance and Other Operating Contracts	(10,700)	(6,900)	29,722	40,422	377.8	36,622	530.8
Professional Service Contracts	6,000	3,476	(0,763)	(6,763)	(112.7)	(4,239)	(122.0)
Materials & Supplies	2,000	41,485	(8,508)	(10,508)	(525.4)	(49,993)	-
Other Business Expenses	0.000	0.000	(5,433)	(5,433)	-	(5,433)	-
<b>Total Non-Labor Expenditures</b>	<b>9,028</b>	<b>31,094</b>	<b>10,122</b>	<b>1,094</b>	<b>12.1</b>	<b>(20,972)</b>	<b>(67.4)</b>
<b>Other Expenditure Adjustments:</b>							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenditures Before GASB Adjs.</b>	<b>27,468</b>	<b>61,393</b>	<b>(16,460)</b>	<b>(43,928)</b>	<b>(159.9)</b>	<b>(77,853)</b>	<b>(126.8)</b>
Depreciation	1,400,000	1,370,000	1,311,943	(88,057)	(6.3)	(58,057)	(4.2)
Other Post Employment Benefits	918,747	918,747	932,545	13,798	1.5	13,798	1.5
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenditures</b>	<b>2,346,215</b>	<b>2,350,140</b>	<b>2,228,028</b>	<b>(118,187)</b>	<b>(5.0)</b>	<b>(122,112)</b>	<b>(5.2)</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>2,422,979</b>	<b>2,280,349</b>	<b>2,162,443</b>	<b>(260,536)</b>	<b>(10.8)</b>	<b>(117,906)</b>	<b>(5.2)</b>

\*Adopted Budget non-labor accounts include offsetting reclassification adjustments for consistency with Estimate/Actual account structure.

Totals may not add due to rounding.

**MTA New York City Transit**  
**Preliminary 2011 Year-End Report**  
**Non-Reimbursable and Reimbursable Positions by Function and Department**  
**Full-Time Positions and Full-Time Equivalents**

	December 31, 2011			Favorable/(Unfavorable) Variance			
	Adopted	Final		Adopted Budget		Final Estimate	
	Budget	Estimate	Actual	Variance	Percent	Variance	Percent
<b>Administration</b>							
Office of the President	13	20	20	(7)	(53.8)	-	0.0
Law	269	266	247	22	8.2	19	7.1
Office of the EVP	32	41	37	(5)	(15.6)	4	9.8
Human Resources	313	303	298	15	4.8	5	1.7
Office of Management and Budget	39	39	36	3	7.7	3	7.7
Capital Planning & Budget	35	31	28	7	20.0	3	9.7
Corporate Communications	233	245	235	(2)	(0.9)	10	4.1
AFC Program Management & Sales	54	54	52	2	3.7	2	3.7
Technology & Information Services	433	426	421	12	2.8	5	1.2
Non-Departmental	81	84	-	81	100.0	84	100.0
Labor Relations	72	96	95	(23)	(31.9)	1	1.0
Materiel	239	237	231	8	3.3	6	2.5
Controller	147	145	151	(4)	(2.7)	(6)	(4.1)
<b>Total Administration</b>	<b>1,960</b>	<b>1,987</b>	<b>1,851</b>	<b>109</b>	<b>5.6</b>	<b>136</b>	<b>6.8</b>
<b>Operations</b>							
Subways Service Delivery	10,129	7,391	7,411	2,718	26.8	(20)	(0.3)
Subways Operation Support/Admin	388	311	282	106	27.3	29	9.3
Subways Stations	-	2,677	2,660	(2,660)	0.0	17	0.6
<b>Subtotal- Subways</b>	<b>10,517</b>	<b>10,379</b>	<b>10,353</b>	<b>164</b>	<b>1.6</b>	<b>26</b>	<b>0.3</b>
Buses	10,225	10,255	10,335	(110)	(1.1)	(80)	(0.8)
Paratransit	148	150	139	9	6.1	11	7.3
Operations Planning	375	374	377	(2)	(0.5)	(3)	(0.8)
Revenue Control	423	423	393	30	7.1	30	7.1
<b>Total Operations</b>	<b>21,688</b>	<b>21,581</b>	<b>21,597</b>	<b>91</b>	<b>0.4</b>	<b>(16)</b>	<b>(0.1)</b>
<b>Maintenance</b>							
Subways Service Delivery	560	-	-	560	100.0	-	0.0
Subways Operation Support/Admin	127	169	167	(40)	(31.5)	2	1.2
Subways Engineering	309	313	307	2	0.6	6	1.9
Subways Car Equipment	3,982	3,935	4,002	(20)	(0.5)	(67)	(1.7)
Subways Infrastructure	1,691	1,696	1,661	30	1.8	35	2.1
Subways Stations	2,831	3,522	3,498	(667)	(23.6)	24	0.7
Subways Track	2,742	2,747	2,684	58	2.1	63	2.3
Subways Power	600	659	650	(50)	(8.3)	9	1.4
Subways Signals	1,297	1,413	1,372	(75)	(5.8)	41	2.9
Subways Electronic Maintenance	1,349	1,430	1,356	(7)	(0.5)	74	5.2
<b>Subtotal- Subways</b>	<b>15,488</b>	<b>15,884</b>	<b>15,697</b>	<b>(209)</b>	<b>(1.3)</b>	<b>187</b>	<b>1.2</b>
Buses	3,769	3,766	3,683	86	2.3	83	2.2
Revenue Control	137	137	137	-	0.0	-	0.0
Supply Logistics	547	547	544	3	0.5	3	0.5
System Safety	90	88	86	4	4.4	2	2.3
<b>Total Maintenance</b>	<b>20,031</b>	<b>20,422</b>	<b>20,147</b>	<b>(116)</b>	<b>(0.6)</b>	<b>275</b>	<b>1.3</b>
<b>Engineering/Capital</b>							
Capital Program Management	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>1,398</b>	<b>1,218</b>	<b>1,249</b>	<b>149</b>	<b>10.7</b>	<b>(31)</b>	<b>(2.5)</b>
	<b>1,398</b>	<b>1,218</b>	<b>1,249</b>	<b>149</b>	<b>10.7</b>	<b>(31)</b>	<b>(2.5)</b>
<b>Public Safety</b>							
Security	500	507	495	5	1.0	12	2.4
<b>Total Public Safety</b>	<b>500</b>	<b>507</b>	<b>495</b>	<b>5</b>	<b>1.0</b>	<b>12</b>	<b>2.4</b>
<b>Baseline Total Positions</b>							
<b>Baseline Total Positions</b>	<b>45,577</b>	<b>45,715</b>	<b>45,339</b>	<b>238</b>	<b>0.5</b>	<b>376</b>	<b>0.8</b>
Non-Reimbursable	40,510	40,819	40,606	(96)	(0.2)	213	0.5
Reimbursable	5,067	4,896	4,733	334	6.6	163	3.3
<b>Total Full-Time</b>	<b>45,424</b>	<b>45,561</b>	<b>45,133</b>	<b>291</b>	<b>0.6</b>	<b>428</b>	<b>0.9</b>
<b>Total Full-Time Equivalents</b>	<b>153</b>	<b>154</b>	<b>206</b>	<b>(53)</b>	<b>(34.6)</b>	<b>(52)</b>	<b>(33.8)</b>

**MTA New York City Transit**  
**Preliminary 2011 Year-End Report**  
**Full-Time Positions and Full-Time Equivalents**  
**by Function and Occupation Group**

	December 31, 2011			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
<b>Administration:</b>							
Managers/Supervisors	611	651	583	28	4.6	68	10.4
Professional, Technical, Clerical	1,241	1,219	1,243	(2)	(0.2)	(24)	(2.0)
Operational Hourlies	108	117	25	83	76.9	92	78.6
<b>Total Administration</b>	<b>1,960</b>	<b>1,987</b>	<b>1,851</b>	<b>109</b>	<b>5.6</b>	<b>136</b>	<b>6.8</b>
<b>Operations</b>							
Managers/Supervisors	2,632	2,486	2,429	203	7.7	57	2.3
Professional, Technical, Clerical	453	365	373	80	17.7	(8)	(2.2)
Operational Hourlies	18,603	18,730	18,795	(192)	(1.0)	(65)	(0.3)
<b>Total Operations</b>	<b>21,688</b>	<b>21,581</b>	<b>21,597</b>	<b>91</b>	<b>0.4</b>	<b>(16)</b>	<b>(0.1)</b>
<b>Maintenance</b>							
Managers/Supervisors	3,556	3,858	3,619	(63)	(1.8)	239	6.2
Professional, Technical, Clerical	981	1,053	1,016	(35)	(3.6)	37	3.5
Operational Hourlies	15,494	15,511	15,512	(18)	(0.1)	(1)	(0.0)
<b>Total Maintenance</b>	<b>20,031</b>	<b>20,422</b>	<b>20,147</b>	<b>(116)</b>	<b>(0.6)</b>	<b>275</b>	<b>1.3</b>
<b>Engineering/Capital</b>							
Managers/Supervisors	324	272	261	63	19.4	11	4.0
Professional, Technical, Clerical	1,072	944	986	86	8.0	(42)	(4.4)
Operational Hourlies	2	2	2	-	0.0	-	0.0
<b>Total Engineering/Capital</b>	<b>1,398</b>	<b>1,218</b>	<b>1,249</b>	<b>149</b>	<b>10.7</b>	<b>(31)</b>	<b>(2.5)</b>
<b>Public Safety</b>							
Managers/Supervisors	121	128	120	1	0.8	8	6.3
Professional, Technical, Clerical	32	32	32	-	0.0	-	0.0
Operational Hourlies	347	347	343	4	1.2	4	1.2
<b>Total Public Safety</b>	<b>500</b>	<b>507</b>	<b>495</b>	<b>5</b>	<b>1.0</b>	<b>12</b>	<b>2.4</b>
<b>Total Positions</b>							
Managers/Supervisors	7,244	7,395	7,012	232	3.2	383	5.2
Professional, Technical, Clerical	3,779	3,613	3,650	129	3.4	(37)	(1.0)
Operational Hourlies	34,554	34,707	34,677	(123)	(0.4)	30	0.1
<b>Total Positions</b>	<b>45,577</b>	<b>45,715</b>	<b>45,339</b>	<b>238</b>	<b>0.5</b>	<b>376</b>	<b>0.8</b>

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

	<u>12/31/11</u>	<u>12/31/10</u>
<b><u>Operating Inventory</u></b>		
Gross Inventory	\$259.154	\$273.590
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(65.700)	(65.800)
<b>Net Inventory</b>	<b>\$192.954</b>	<b>\$207.290</b>

New York City Transit  
Preliminary 2011 Overtime Results  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

						2011 Adopted vs. Actuals		2011 Final Estimate vs. Actuals	
2011 Adopted Budget		2011 Final Estimate		Actuals		Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
		Hours \$		Hours \$		Hours \$		Hours \$	
<b>NON-REIMBURSABLE OVERTIME</b>									
<b>SCHEDULED:</b>									
<u>Direct Service</u>		4,075,415	\$120.745	3,712,770	\$107.415	3,694,576	\$108.669	380,839	\$14.076
								9.3%	11.7%
									0.5%
									0.7%
<u>Programmed Maintenance</u>		164,533	\$4.718	170,691	\$4.796	181,976	\$5.239	(17,443)	(\$0.521)
								-10.6%	-11.1%
								(11285)	(\$0.444)
								-6.6%	-9.3%
<b>Total Scheduled</b>		4,239,948	\$125.463	3,883,461	\$112.211	3,876,552	\$111.908	363,396	\$13.671
								8.6%	10.9%
									0.2%
									0.3%
<b>UNSCHEDULED:</b>									
<u>Vacancy/Absentee Coverage</u>		1,233,555	\$37.538	1,650,015	\$50.333	1,461,118	\$40.293	(227,563)	(\$2.754)
								-18.4%	-7.3%
									11.4%
									19.9%
<u>Weather Emergencies</u>		120,567	\$3.645	509,622	\$14.952	438,762	\$14.433	(318,195)	(\$10.787)
								-263.9%	-295.9%
									13.9%
									3.5%
<u>Maintenance</u>		1,448,316	\$44.917	1,882,329	\$58.260	2,123,142	\$64.408	(674,825)	(\$19.491)
								-46.6%	-43.4%
									-12.8%
									-10.6%
<u>Service Delays</u>		1,042,853	\$28.332	908,198	\$28.230	1,536,185	\$45.940	(493,332)	(\$17.608)
								-47.3%	-62.1%
									-69.1%
									-62.7%
<u>Tour Length</u>		315,635	\$9.806	420,863	\$12.875	359,322	\$10.407	(43,687)	(\$0.602)
								-13.8%	-6.1%
									14.6%
									19.2%
<u>Emergencies</u>		244,226	\$7.899	356,736	\$11.202	242,100	\$7.541	2,126	\$0.359
								0.8%	4.5%
									32.1%
									32.7%
<u>Safety/Security/Law Enforcement</u>		96,849	\$2.629	137,872	\$3.518	93,410	\$2.373	3,439	\$0.255
								3.6%	9.7%
									32.2%
									32.5%
<u>All Other *</u>		143,177	\$10.915	103,709	\$4.431	382,470	\$7.439	(239,293)	\$3.475
								-167.1%	31.6%
									-268.8%
									-67.9%
<b>Total Unscheduled</b>		4,645,178	\$145.682	5,969,345	\$183.800	6,636,509	\$192.835	(1,991,331)	(\$47.153)
								-42.9%	-32.4%
									-11.2%
									-4.9%
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>		8,885,126	\$271.144	9,852,805	\$296.011	10,513,061	\$304.743	(1,627,935)	(\$33.599)
								-18.3%	-12.4%
									-6.7%
									-2.9%
<b>REIMBURSABLE OVERTIME *</b>		2,029,116	\$70.370	2,493,182	\$78.536	2,708,072	\$84.158	(678,956)	(\$13.788)
									-8.6%
									-7.2%
<b>TOTAL OVERTIME</b>		10,914,242	\$341.515	12,345,987	\$374.546	13,221,133	\$388.901	(2,306,892)	(\$47.386)
									-7.1%
									-3.8%

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

\* Above 100%

New York City Transit  
Preliminary 2011 Overtime Results  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

December 2011 Year-to-Date

**SCHEDULED:**

Direct Service

Programmed Maintenance

Total Scheduled

**UNSCHEDULED:**

Vacancy/Absentee Coverage

Weather Emergencies

Maintenance

Service Delays

Tour Length

Emergencies

Safety/Security/Law Enforcement

All Other<sup>1</sup>

Total Unscheduled

TOTAL NON-REIMBURSABLE OVERTIME:

REIMBURSABLE OVERTIME<sup>1</sup>

TOTAL OVERTIME

Var. - Fav./(Unfav)		Explanations
Hours	\$	
18,194	0.746	
0.5%	0.7%	
(11,285)	(\$0.444)	
-6.6%	-9.3%	
6,909	\$0.303	
0.2%	0.3%	
188,897	\$10.040	Favorable variance in category offset by service delays unfavorable variance.
11.4%	19.9%	
70,860	\$0.520	
13.9%	3.5%	
(240,813)	(6.148)	Unfavorable variance due to scheduled maintenance and required inspections and tests.
-12.8%	-10.6%	
(627,987)	(17.711)	Unfavorable variance due to General Orders (GO's), extra baseball train service and hourly vacancies increased the number of crews working on their regular days off (RDO's).
-69.1%	-62.7%	
61,541	\$2.467	
14.6%	19.2%	
114,636	\$3.661	
32.1%	32.7%	
44,462	\$1.145	
32.2%	32.5%	
(278,761)	(\$3.008)	
-268.8%	-67.9%	
(667,165)	(\$9.035)	
-11.2%	-4.9%	
(660,256)	(\$8.732)	
-6.7%	-2.9%	
(214,890)	(\$5.622)	Unfavorable variance due to OT incurred for security, PACIS projects, Access Control Intrusion System, Sonet Phase II, BHU Replacement and Police Radio Communication Systems. DOB shuttle work to and service to support MTABus & LTB
-6.6%	-7.2%	
(875,146)	(\$14.355)	
-7.1%	-3.8%	

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

\* Above 100%



## FINANCIAL AND RIDERSHIP REPORT

### December 2011 Year-to-Date

(All data are preliminary and subject to audit)

#### **Preliminary Actual Results Compared to the Final Estimate (estimate)**

Operating revenues were \$7.9 million, \$0.2 million (2.9 percent) over the estimate, due mostly to higher student fare reimbursements.

2011 average weekday ridership was 16,133, an increase of 4.6 percent (706 riders) from 2010, primarily due to a continuing positive trend and higher student ridership.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$32.6 million, \$1.7 million (5.0 percent) below the estimate. Labor expenses underran by \$1.0 million (3.9 percent), mainly due to lower payroll expenses due to vacancies and the timing of labor contract resolution, partly offset by higher overtime expenses, due mostly to vacancy coverage requirements. Non-labor expenses were below the estimate by \$0.7 million (8.6 percent), largely due to maintenance contract underruns and lower traction power consumption requirements.

Depreciation expense was over the estimate by \$0.1 million (1.6 percent).

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$2.8 million of accrued expenses in 2011, equal to the estimate.

The 2011 operating cash deficit (excluding subsidies) was \$25.0 million, \$2.1 million (7.6 percent) favorable to the estimate, due mainly to the timing of expenses.

#### **Preliminary Actual Results Compared to the Adopted Budget (budget)**

Operating revenues were \$7.9 million, \$0.2 million (2.7 percent) over budget, due mostly to higher student fare reimbursements.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$32.6 million, \$4.6 million (12.3 percent) below budget. Labor expenses were favorable by \$3.9 million (13.5 percent), due primarily to reduced pension expenses, based on updated actuarial information, and payroll underruns due to vacancies and timing. Non-labor expenses were under budget by \$0.7 million (8.2 percent), due mostly to maintenance contract underruns.

Depreciation expense was over budget by \$1.4 million (18.7 percent), due to additional assets reaching beneficial use.



**MTA STATEN ISLAND RAILWAY**  
**Accrual Statement of Operations by Category**  
**2011 Adopted Budget and Final Estimate vs. Preliminary Actual**  
**(\$ in millions)**

<b>NON-REIMBURSABLE</b>	<b>December 2011 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted</b>	<b>Final</b>	<b>Preliminary</b>	<b>Adopted Budget</b>		<b>Final Estimate</b>	
	<b>Budget</b>	<b>Estimate</b>	<b>Actual</b>	<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$5.600	\$5.587	\$5.585	(\$0.015)	(0.3)	(\$0.002)	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.071	2.071	2.296	0.225	10.9	0.225	10.9
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$7.671</b>	<b>\$7.658</b>	<b>\$7.881</b>	<b>\$0.210</b>	<b>2.7</b>	<b>\$0.223</b>	<b>2.9</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$16.326	\$16.224	\$14.791	\$1.535	9.4	\$1.433	8.8
Overtime	0.613	0.792	1.276	(0.663)	*	(0.484)	(61.1)
Health and Welfare	3.371	3.390	3.253	0.118	3.5	0.137	4.0
OPEB Current Payment	0.585	0.585	0.536	0.049	8.4	0.049	8.4
Pensions	7.021	4.000	4.032	2.989	42.6	(0.032)	(0.8)
Other Fringe Benefits	1.210	1.234	1.317	(0.107)	(8.8)	(0.083)	(6.7)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$29.126</b>	<b>\$26.225</b>	<b>\$25.205</b>	<b>\$3.921</b>	<b>13.5</b>	<b>\$1.020</b>	<b>3.9</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$3.569	\$3.658	\$3.392	\$0.177	5.0	\$0.266	7.3
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.303	0.349	0.349	(0.046)	(15.2)	0.000	0.0
Claims	0.268	0.272	0.268	0.000	0.0	0.004	1.5
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contrac	2.473	2.321	1.895	0.578	23.4	0.426	18.4
Professional Service Contracts	0.408	0.415	0.408	0.000	0.0	0.007	1.7
Materials & Supplies	1.070	1.115	1.120	(0.050)	(4.7)	(0.005)	(0.4)
Other Business Expenses	0.005	0.005	0.000	0.005	100.0	0.005	100.0
<b>Total Non-Labor Expenses</b>	<b>\$8.096</b>	<b>\$8.135</b>	<b>\$7.432</b>	<b>\$0.664</b>	<b>8.2</b>	<b>\$0.703</b>	<b>8.6</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$37.222</b>	<b>\$34.360</b>	<b>\$32.637</b>	<b>\$4.585</b>	<b>12.3</b>	<b>\$1.723</b>	<b>5.0</b>
Depreciation	7.700	9.000	9.143	(1.443)	(18.7)	(0.143)	(1.6)
Other Post Employment Benefits	2.800	2.800	2.800	0.000	0.0	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$47.722</b>	<b>\$46.160</b>	<b>\$44.580</b>	<b>\$3.142</b>	<b>6.6</b>	<b>\$1.580</b>	<b>3.5</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(\$40.051)</b>	<b>(\$38.502)</b>	<b>(\$36.699)</b>	<b>\$3.352</b>	<b>8.4</b>	<b>\$1.803</b>	<b>4.7</b>

Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**Accrual Statement of Operations by Category**  
**2011 Adopted Budget and Final Estimate vs. Preliminary Actual**  
**(\$ in millions)**

<b>REIMBURSABLE</b>	<b>December 2011 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted</b>	<b>Final</b>	<b>Preliminary</b>	<b>Adopted Budget</b>		<b>Final Estimate</b>	
	<b>Budget</b>	<b>Estimate</b>	<b>Actual</b>	<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	1.605	0.600	0.376	(1.229)	(76.6)	(0.224)	(37.3)
<b>Total Revenue</b>	<b>\$1.605</b>	<b>\$0.600</b>	<b>\$0.376</b>	<b>(\$1.229)</b>	<b>(76.6)</b>	<b>(\$0.224)</b>	<b>(37.3)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$0.282	\$0.100	\$0.086	\$0.196	69.5	\$0.014	14.0
Overtime	0.690	0.300	0.095	0.595	86.2	0.205	68.3
Health and Welfare	0.466	0.100	0.036	0.430	92.3	0.064	64.0
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	0.092	0.050	0.069	0.023	25.0	(0.019)	(38.0)
Other Fringe Benefits	0.075	0.050	0.019	0.056	74.7	0.031	62.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$1.605</b>	<b>\$0.600</b>	<b>\$0.305</b>	<b>\$1.300</b>	<b>81.0</b>	<b>\$0.295</b>	<b>49.2</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$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	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contract	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.071	(0.071)	-	(0.071)	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.071</b>	<b>(\$0.071)</b>	<b>-</b>	<b>(\$0.071)</b>	<b>-</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1.605</b>	<b>\$0.600</b>	<b>\$0.376</b>	<b>\$1.229</b>	<b>76.6</b>	<b>\$0.224</b>	<b>37.3</b>
Depreciation	0.000	0.000	0.000	0.000	-	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$1.605</b>	<b>\$0.600</b>	<b>\$0.376</b>	<b>\$1.229</b>	<b>76.6</b>	<b>\$0.224</b>	<b>37.3</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**Accrual Statement of Operations by Category**  
**2011 Adopted Budget and Final Estimate vs. Preliminary Actual**  
**(\$ in millions)**

<div style="border: 1px solid black; padding: 2px; display: inline-block;">NON-REIMBURSABLE/ REIMBURSABLE</div>	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$5.600	\$5.587	\$5.585	(\$0.015)	(0.3)	(\$0.002)	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.071	2.071	2.296	0.225	10.9	0.225	10.9
Capital and Other Reimbursements	1.605	0.600	0.376	(1.229)	(76.6)	(0.224)	(37.3)
<b>Total Revenue</b>	<b>\$9.276</b>	<b>\$8.258</b>	<b>\$8.257</b>	<b>(\$1.019)</b>	<b>(11.0)</b>	<b>(\$0.001)</b>	<b>0.0</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$16.608	\$16.324	\$14.877	\$1.731	10.4	\$1.447	8.9
Overtime	1.303	1.092	1.371	(0.068)	(5.2)	(0.279)	(25.5)
Health and Welfare	3.837	3.490	3.289	0.548	14.3	0.201	5.8
OPEB Current Payment	0.585	0.585	0.536	0.049	8.4	0.049	8.4
Pensions	7.113	4.050	4.101	3.012	42.3	(0.051)	(1.3)
Other Fringe Benefits	1.285	1.284	1.336	(0.051)	(4.0)	(0.052)	(4.0)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$30.731</b>	<b>\$26.825</b>	<b>\$25.510</b>	<b>\$5.221</b>	<b>17.0</b>	<b>\$1.315</b>	<b>4.9</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$3.569	\$3.658	\$3.392	\$0.177	5.0	\$0.266	7.3
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.303	0.349	0.349	(0.046)	(15.2)	0.000	0.0
Claims	0.268	0.272	0.268	0.000	0.0	0.004	1.5
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contrac	2.473	2.321	1.895	0.578	23.4	0.426	18.4
Professional Service Contracts	0.408	0.415	0.408	0.000	0.0	0.007	1.7
Materials & Supplies	1.070	1.115	1.191	(0.121)	(11.3)	(0.076)	(6.8)
Other Business Expenses	0.005	0.005	0.000	0.005	100.0	0.005	100.0
<b>Total Non-Labor Expenses</b>	<b>\$8.096</b>	<b>\$8.135</b>	<b>\$7.503</b>	<b>\$0.593</b>	<b>7.3</b>	<b>\$0.632</b>	<b>7.8</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$38.827</b>	<b>\$34.960</b>	<b>\$33.013</b>	<b>\$5.814</b>	<b>15.0</b>	<b>\$1.947</b>	<b>5.6</b>
Depreciation	7.700	9.000	9.143	(1.443)	(18.7)	(0.143)	(1.6)
Other Post Employment Benefits	2.800	2.800	2.800	0.000	0.0	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$49.327</b>	<b>\$46.760</b>	<b>\$44.956</b>	<b>\$4.371</b>	<b>8.9</b>	<b>\$1.804</b>	<b>3.9</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(\$40.051)</b>	<b>(\$38.502)</b>	<b>(\$36.699)</b>	<b>\$3.352</b>	<b>8.4</b>	<b>\$1.803</b>	<b>4.7</b>

Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**Cash Receipts and Expenditures**  
**2011 Adopted Budget and Final Estimate vs. Preliminary Actual**  
**(\$ in millions)**

	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$5.600	\$5.587	\$5.480	(\$0.120)	(2.1)	(\$0.107)	(1.9)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.071	2.071	2.446	0.375	18.1	0.375	18.1
Capital and Other Reimbursements	1.605	0.600	0.231	(1.374)	(85.6)	(0.369)	(61.5)
<b>Total Receipts</b>	<b>\$9.276</b>	<b>\$8.258</b>	<b>\$8.157</b>	<b>(\$1.119)</b>	<b>(12.1)</b>	<b>(\$0.101)</b>	<b>(1.2)</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	\$21.163	\$16.324	\$14.542	\$6.621	31.3	\$1.782	10.9
Overtime	1.303	1.092	1.483	(0.180)	(13.8)	(0.391)	(35.8)
Health and Welfare	3.837	3.490	3.237	0.600	15.6	0.253	7.2
OPEB Current Payment	0.585	0.585	0.587	(0.002)	(0.3)	(0.002)	(0.3)
Pensions	7.113	4.050	4.175	2.938	41.3	(0.125)	(3.1)
Other Fringe Benefits	1.633	1.284	1.511	0.122	7.5	(0.227)	(17.7)
GASB Account	0.317	0.317	0.317	0.000	0.0	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>\$35.951</b>	<b>\$27.142</b>	<b>\$25.852</b>	<b>\$10.099</b>	<b>28.1</b>	<b>\$1.290</b>	<b>4.8</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$3.569	\$3.658	\$3.392	\$0.177	5.0	\$0.266	7.3
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.303	0.383	0.198	0.105	34.7	0.185	48.3
Claims	0.268	0.272	0.261	0.007	2.6	0.011	4.0
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	2.473	2.321	2.150	0.323	13.1	0.171	7.4
Professional Service Contracts	0.408	0.415	0.187	0.221	54.2	0.228	54.9
Materials & Supplies	1.070	1.130	1.122	(0.052)	(4.9)	0.008	0.7
Other Business Expenses	0.005	0.005	0.000	0.005	100.0	0.005	100.0
<b>Total Non-Labor Expenditures</b>	<b>\$8.096</b>	<b>\$8.184</b>	<b>\$7.310</b>	<b>\$0.786</b>	<b>9.7</b>	<b>\$0.874</b>	<b>10.7</b>
<b>Other Expense Adjustments:</b>							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$44.047</b>	<b>\$35.326</b>	<b>\$33.162</b>	<b>\$10.885</b>	<b>24.7</b>	<b>\$2.164</b>	<b>6.1</b>
<b>Operating Cash Deficit</b>	<b>(\$34.771)</b>	<b>(\$27.068)</b>	<b>(\$25.005)</b>	<b>\$9.766</b>	<b>28.1</b>	<b>\$2.063</b>	<b>7.6</b>

Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**Cash Conversion (Cash Flow Adjustments)**  
**2011 Adopted Budget and Final Estimate vs. Preliminary Actual**  
**(\$ in millions)**

	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Receipts</b>							
Farebox Revenue	\$0.000	\$0.000	(\$0.105)	(\$0.105)	-	(\$0.105)	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.150	0.150	-	0.150	-
Capital and Other Reimbursements	0.000	0.000	(0.145)	(0.145)	-	(0.145)	-
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.100)</b>	<b>(\$0.100)</b>	-	<b>(\$0.100)</b>	-
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	(\$4.555)	\$0.000	\$0.335	(\$4.890)	*	(\$0.335)	-
Overtime	0.000	0.000	(0.112)	0.112	-	0.112	-
Health and Welfare	0.000	0.000	0.052	(0.052)	-	(0.052)	-
OPEB Current Payment	0.000	0.000	(0.051)	0.051	-	0.051	-
Pensions	0.000	0.000	(0.074)	0.074	-	0.074	-
Other Fringe Benefits	(0.348)	0.000	(0.175)	(0.173)	(49.7)	0.175	-
GASB Account	(0.317)	(0.317)	(0.317)	0.000	0.0	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$5.220)</b>	<b>(\$0.317)</b>	<b>(\$0.342)</b>	<b>(\$4.878)</b>	<b>(93.4)</b>	<b>\$0.025</b>	<b>7.9</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$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	-
Insurance	0.000	(0.034)	0.151	(0.151)	-	(0.185)	*
Claims	0.000	0.000	0.007	(0.007)	-	(0.007)	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contract	0.000	0.000	(0.255)	0.255	-	0.255	-
Professional Service Contracts	0.000	0.000	0.221	(0.221)	-	(0.221)	-
Materials & Supplies	0.000	(0.015)	0.069	(0.069)	-	(0.084)	*
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>(\$0.049)</b>	<b>\$0.193</b>	<b>(\$0.193)</b>	-	<b>(\$0.242)</b>	<b>*</b>
<b>Other Expense Adjustments:</b>							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	<b>\$0.000</b>	-
<b>Total Expenditures Before Depreciation</b>	<b>(\$5.220)</b>	<b>(\$0.366)</b>	<b>(\$0.149)</b>	<b>(\$5.071)</b>	<b>(97.1)</b>	<b>(\$0.217)</b>	<b>(59.3)</b>
Depreciation	7.700	9.000	9.143	(1.443)	(18.7)	(0.143)	(1.6)
Other Post Employment Benefits	2.800	2.800	2.800	0.000	0.0	0.000	0.0
<b>Total Expenditures</b>	<b>\$5.280</b>	<b>\$11.434</b>	<b>\$11.794</b>	<b>(\$6.514)</b>	<b>*</b>	<b>(\$0.360)</b>	<b>(3.1)</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>\$5.280</b>	<b>\$11.434</b>	<b>\$11.694</b>	<b>(\$6.414)</b>	<b>*</b>	<b>(\$0.260)</b>	<b>(2.3)</b>

Totals may not add due to rounding

MTA Staten Island Railway  
Explanation of Variances Between Final Estimate and Actual: Accrual & Cash  
December 2011 Year-to-Date

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
<u>ACCRUAL</u>				
Other Operating Revenue	Non Reimb.	0.225	10.9%	Mostly higher student fare reimbursements-increased ridership
Payroll	Non Reimb.	1.433	8.8%	Timing of labor contract resolution/vacancy savings
Overtime	Non Reimb.	(0.484)	(61.1)%	Mostly vacancy coverage requirements
Health and Welfare/OPEB Current	Non Reimb.	0.186	4.7%	Mostly vacancies/rates
Other Fringe Benefits	Non Reimb.	(0.083)	(6.7)%	Timing of inter-company billing/Workers' Compensation payments
Traction and Propulsion Power	Non Reimb.	0.266	7.3%	Mostly consumption underrun
Maintenance and Other Operating Contracts	Non Reimb.	0.426	18.4%	Mainly lower actual usage
Capital and Other Reimbursements	Reimb.	(0.224)	(37.3)%	Timing of Contractor requirements
Payroll	Reimb.	0.014	14.0%	Timing of Contractor requirements
Overtime	Reimb.	0.205	68.3%	Timing of Contractor requirements
Health and Welfare	Reimb.	0.064	64.0%	Timing of Contractor requirements
Pension	Reimb.	(0.019)	(38.0)%	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	0.031	62.0%	Timing of Contractor requirements
<u>CASH</u>				
Other Operating Receipts	-	0.375	18.1%	Mostly higher student fare reimbursements-increased ridership
Capital and Other Reimbursements	-	(0.369)	(61.5)%	Timing of Contractor requirements
Payroll	-	1.782	10.9%	Timing of labor contract resolution/vacancy savings
Overtime	-	(0.391)	(35.8)%	Mostly vacancy coverage requirements
Health and Welfare/OPEB Current	-	0.251	8.2%	Mostly vacancies/rates/favorable timing of payments
Other Fringe Benefits	-	(0.227)	(17.7)%	Timing of inter-company billing/Workers' Compensation payments
Traction and Propulsion Power	-	0.266	7.3%	Mostly consumption underrun
Insurance	-	0.185	48.3%	Timing of inter-company billing
Maintenance and Other Operating Contracts	-	0.171	7.4%	Mainly lower actual usage/payment timing
Professional Service Contracts	-	0.228	54.9%	Timing of billing/payments

**MTA Staten Island Railway**  
**2011 Final Estimate vs. Actual**  
**Total Full-Time Positions & FTEs by Function and Department**  
**December 2011**

	2011 Final Estimate	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Administration</b>				
Executive	9	14	(5)	Classification-Mostly Offset in Transportation
General Office	8	7	1	
Purchasing/Stores	5	7	(2)	Classification-Offset in Material Handling
<b>Total Administration</b>	<b>22</b>	<b>28</b>	<b>(6)</b>	
<b>Operations</b>				
Transportation	95	93	2	
<b>Total Operations</b>	<b>95</b>	<b>93</b>	<b>2</b>	
<b>Maintenance</b>				
Mechanical	35	44	(9)	Classification-Offset in Car/Station Cleaning
Car and Station Cleaning	18	0	18	Classification-Offset in Mechanical and Bridge & Buildings
Power/Signals	25	24	1	
Maintenance of Way	48	46	2	
Bridge and Buildings	21	30	(9)	Classification-Offset in Car/Station Cleaning
Material Handling	2	0	2	Classification-Offset in Purchasing/Stores
<b>Total Maintenance</b>	<b>149</b>	<b>144</b>	<b>5</b>	
<b>Engineering/Capital</b>				
None	0	0	0	
<b>Public Safety</b>				
None	0	0	0	
<b>Baseline Total Positions</b>	<b>266</b>	<b>265</b>	<b>1</b>	
<b>Non-Reimbursable</b>	<b>263</b>	<b>262</b>	<b>1</b>	
<b>Reimbursable</b>	<b>3</b>	<b>3</b>	<b>0</b>	
<b>Total Full-Time</b>	<b>266</b>	<b>265</b>	<b>1</b>	
<b>Total Full-Time-Equivalents</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**MTA Staten Island Railway**  
**2011 Final Estimate vs. Actual**  
**Total Positions by Function and Occupational Group**  
**December 2011**

	<b>2011 Final Estimate</b>	<b>Actual</b>	<b>Favorable (unfavorable) Variance</b>	<b>Reason For Variance</b>
<b>Administration</b>				
Managers/Supervisors	12	16	(4)	
Professional, Technical, Clerical	10	12	(2)	
Operational Hourlies	-	-	0	
<b>Total Administration</b>	<b>22</b>	<b>28</b>	<b>(6)</b>	
<b>Operations</b>				
Managers/Supervisors	8	4	4	
Professional, Technical, Clerical	4	4	0	
Operational Hourlies	83	85	(2)	
<b>Total Operations</b>	<b>95</b>	<b>93</b>	<b>2</b>	
<b>Maintenance</b>				
Managers/Supervisors	6	7	(1)	
Professional, Technical, Clerical	3	4	(1)	
Operational Hourlies	140	133	7	
<b>Total Maintenance</b>	<b>149</b>	<b>144</b>	<b>5</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	-	-	0	
Professional, Technical, Clerical	-	-	0	
Operational Hourlies	-	-	0	
<b>Total Engineering/Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Public Safety</b>				
Managers/Supervisors	-	-	0	
Professional, Technical, Clerical	-	-	0	
Operational Hourlies	-	-	0	
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total</b>				
Managers/Supervisors	26	27	(1)	
Professional, Technical, Clerical	17	20	(3)	
Operational Hourlies	223	218	5	
<b>Total</b>	<b>266</b>	<b>265</b>	<b>1</b>	
<b>Baseline Total Positions</b>				
	<b>266</b>	<b>265</b>	<b>1</b>	
<b>Non-Reimbursable</b>				
	<b>263</b>	<b>262</b>	<b>1</b>	
<b>Reimbursable</b>				
	<b>3</b>	<b>3</b>	<b>0</b>	
<b>Total Full-Time</b>				
	<b>266</b>	<b>265</b>	<b>1</b>	
<b>Total Full-Time Equivalents</b>				
	<b>-</b>	<b>-</b>	<b>0</b>	



**MTA STATEN ISLAND RAILWAY**  
**2011 ADOPTED BUDGET and FINAL ESTIMATE vs. ACTUAL**  
**Ridership (Utilization)**

<u>RIDERSHIP</u>	<u>December 2011 Year-to-Date</u>			<u>Favorable/(Unfavorable)</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Ridership	4.520	4.566	4.583	0.063	1.4%	0.017	0.4%
Total Utilization	4.520	4.566	4.583	0.063	1.4%	0.017	0.4%

<u>FAREBOX REVENUE</u>							
Total Farebox Revenue	5.600	5.587	5.585	(0.015)	(0.3%)	(0.002)	(0.0%)
Total Revenue	<b>\$5.600</b>	<b>\$5.587</b>	<b>\$5.585</b>	<b>(\$0.015)</b>	<b>(0.3%)</b>	<b>(0.002)</b>	<b>(0.0%)</b>

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

	<u>2010</u>	<u>2011</u>	<u>Variance</u>		<u>Explanation</u>
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.015	0.016	0.001	4.6%	Continuing positive trend; higher student ridership.
Average Weekend	0.008	0.009	0.000	5.5%	Continuing positive trend.

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



## New York City Transit

### FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through December 31, NYC Transit's performance against its 2011 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
<b>Design Starts</b>	\$27	\$63	232
<b>Design Completions</b>	86	49	57
<b>Awards</b>	3,616	1,756	49
<b>Substantial Completions</b>	2,988	1,794	60
<b>Closeouts</b>	4,598	2,552	56

During December, NYCT awarded projects totaling \$549.1 million, including:

- the purchase of 103 Communication Based Train Control (CBTC)-ready 'A' Division subway cars and the conversion of 370 R142A subway cars to be compatible with CBTC operation on the Flushing **7** Line;
- modification of signal control lines at 160 locations;
- modernization of electronic components on selected parts of existing fare collection equipment;
- consolidation of NYCT's data network storage; and
- two MTA Small Business Mentoring Program projects to address selected deficient elements at the 138th Street / 3rd Avenue Station on the Pelham **6** Line and at the Fordham Road and 183rd Street Stations on the Concourse **B** **D** Lines in the Bronx.

During the same period, NYCT substantially completed projects totaling \$591.2 million. The completions included:

- rehabilitation of five consecutive stations on the Brighton Line in Brooklyn;
- rehabilitation of five stations on the Pelham **6** Line in the Bronx;
- rehabilitation of the eight ventilation plants on the Archer Avenue Line in Queens;
- three projects as part of the 2011 in-house track and switch reconstruction program; and
- modification of signal control lines at 500 locations.

Also during December, NYCT started three design projects totaling \$13.2 million, completed nine designs for \$12.0 million, and closed out 31 projects for \$1,172.4 million.

Capital Program Status  
December 2011

During December, NYCT awarded projects totaling \$549.1 million, including 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 7 Line, and to convert 370 R142A subway cars to be compatible with CBTC operation on the Flushing Line.

NYCT awarded the \$15.5 million fourth phase of an ongoing initiative to modernize the entire signal system. Depending on the specific needs and conditions at each of the 160 locations in Phase 4, the project scope includes 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.

NYCT committed \$13.6 million to modernize the electronic components on selected parts of the existing fare collection equipment at all 468 subway stations and 19 bus depots located throughout the five boroughs.

NYCT also awarded a \$6.4 million project to consolidate the agency's data network storage. The project will enhance support, minimize system downtime, and provide disaster recovery capability at a more controlled and safer environment using existing MTA facilities.

Additionally, NYCT awarded two projects as part of the MTA's Small Business Mentoring Program. A \$0.9 million project will address deficient elements at the 138th Street / 3rd Avenue Station on the 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 includes repairs at 16 stairways at the Fordham Road and 183rd Street Stations on the Concourse B D Lines in the Bronx.

During December, NYCT substantially completed projects totaling \$591.2 million, including the \$215.3 million rehabilitation of five consecutive stations on the Brighton Line in Brooklyn. NYCT took take 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 and other elements.

NYCT completed the \$130.5 million rehabilitation of five stations on the Pelham 6 Line in the Bronx, including the Parkchester-East 177<sup>th</sup> Street, St. Lawrence Avenue, Elder Avenue, Whitlock Avenue, and the Morrison-Soundview Avenues Stations. The project scope for the Parkchester-East 177<sup>th</sup> Street Station also included new employee facilities.

NYCT also substantially completed a \$67.8 million project that will rehabilitate the instrumentation, controls, dampers, electrical and mechanical equipment for ventilation plants at eight locations on the Archer Avenue Line in Queens. The vent plants provide emergency exhaust ventilation from the Van Wyck Boulevard Station north to Dale Road past the Jamaica Center-Parsons Boulevard Station on the IND E line, and from the Sutphin Boulevard Station south to the Portal leading to the BMT J Line.

NYCT completed three projects valued at \$40.9 million as part of the 2011 in-house track rehabilitation and switch reconstruction program in a continuing effort to keep this integral portion of the infrastructure in a state of good repair.

NYCT also 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.

Also during December, NYCT started three design projects totaling \$13.2 million, completed nine designs for \$12.0 million, and closed out 31 projects for \$1,172.4 million.

The following table presents the base and final budgets, closeout target dates, and schedule variances for the 31 projects NYCT closed-out in December.

### Projects Closed During December 2011

(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Purchase 3 Express Buses	1.1	1.1	08/01	124
Purchase 190 Standard Low-floor CNG Buses	62.7	58.7	12/01	120
Purchase 260 Articulated Buses	112.1	113.0	02/02	118
Purchase 260 Articulated Buses	128.2	127.1	12/05	72
Expand Fiber Network: Livingston Plz	4.8	4.8	02/07	58
BRT: Fordham Road Corridor	7.0	7.2	08/08	40
Consultant Svcs: UST & Remediation (2005)	6.3	5.4	12/09	24
Metrocard IP Network	1.9	1.9	05/10	19
Data Network (SONET & IRT ATM)	154.3	217.3	04/11	8
Station Rehab: 96 Street / Broadway-7th Avenue	59.6	64.0	05/11	7
Employee Facilities: 96 Street / Broadway-7th Ave	5.1	5.0	05/11	7
ADA: 96th Street: Broadway / 7th Av Line	28.1	29.0	05/11	7
Modernize 3 Interlockings / 8th Avenue	138.3	137.4	05/11	7
Stop Cable Replacement: 46 Locations /8th Ave	2.2	2.1	05/11	7
Suspension Upgrade of 570 Express Buses	13.1	4.0	05/11	7
HVAC - Comm Rooms (9 Locations)	5.7	5.7	07/11	5
Platform Edge: 6 Locations / Myrtle	10.7	11.1	08/11	4
Yard Signals: Corona-Flushing Line	100.4	115.0	08/11	4
Station Rehab: Jay Street / Fulton	61.5	65.4	09/11	3
ADA: Jay Street/ Fulton Line	15.4	16.3	09/11	3
Intermodal/Transfer Facilities: Jay & Lawrence St	63.2	65.0	09/11	3
ADA: Jay St - Lawrence St Transfer	17.5	17.7	09/11	3
Deep Wells Rehab: Fulton Phase 2	13.8	14.8	11/11	1
Substation Enclosures: 3 Locations	12.8	13.9	12/11	0
Mainline Track Replacement at Queens-Crosstown	14.8	16.5	12/11	0
Overcoating: 125 Street Arch / Bway-7th Ave	13.4	10.8	12/11	0
Structure Rehab: Ocean Pkwy Viaduct Ph 2 / Brighton	7.9	10.2	12/11	0
Mainline Track Replacement at Lex. Av (S/B Express)	4.2	5.9	12/11	0
Substation Hatchways: 7 Locations	5.9	6.2	12/11	0
Replace Shop Equipment	11.6	11.4	12/11	0
Street Stairs: 6 Locations/ Liberty Line	10.9	11.4	01/12	(1)

Four bus purchase contracts experienced lengthy closeout delays in order to resolve warranty issues. These contracts were part of a November 4, 2009 settlement agreement with the manufacturer and were required to be closed at the same time under one release document.

Closeout for the SONET & IRT ATM Data Network project was delayed 8 months due to extended AWO negotiations with the Contractor. Closeout of Fiber Network Expansion at Livingston Plaza was delayed 58 months in order to be closed out as part of the SONET & IRT ATM project.

Closeout for the Bus Rapid Transit: Fordham Road Corridor project was delayed 40 months to allow for the replacement of first-generation refurbished fare collection machines with new machines.

The MetroCard IP Network project was delayed 19 months in order to complete system testing. Further delays were due to extended submittal and approval periods for as-built drawings and documentation.

### Status of Fan Plants and Fans (as of December 31, 2011)

<u>Fan Plants</u>	<u>December '10</u>	<u>December '11</u>	<u>More/(Less)</u>
All	186	192	6
Operable	173	186	13
Inoperable	13	6	(7)
Reduced Capacity	0	0	0

<u>Fan Units</u>	<u>December '10</u>	<u>December '11</u>	<u>More/(Less)</u>
All	385	401	16
Operable	357	388	31
Inoperable	28	13	(15)
Reduced Capacity	0	0	0

### Inoperable Fan Plants and Fans (as of December 31, 2011)

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	3	3
MOW / Hydraulics	1	4
Warranty Work, Test Section Repair or MTA-CC	2	6
Total	6	13



# CAPITAL PROJECT MILESTONE SUMMARY 2011

(THROUGH DECEMBER 31, 2011)

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

## December

Design Starts	\$0.0	0	\$3.2	3	N/A	N/A
Design Completions	12.9	7	12.0	9	92.9	128.6
Construction Awards	410.3	16	549.1	9	133.8	56.3
Substantial Completions	1,338.1	36	591.2	27	44.2	75.0
Closeouts	171.4	17	1,172.4	31	684.2	182.4

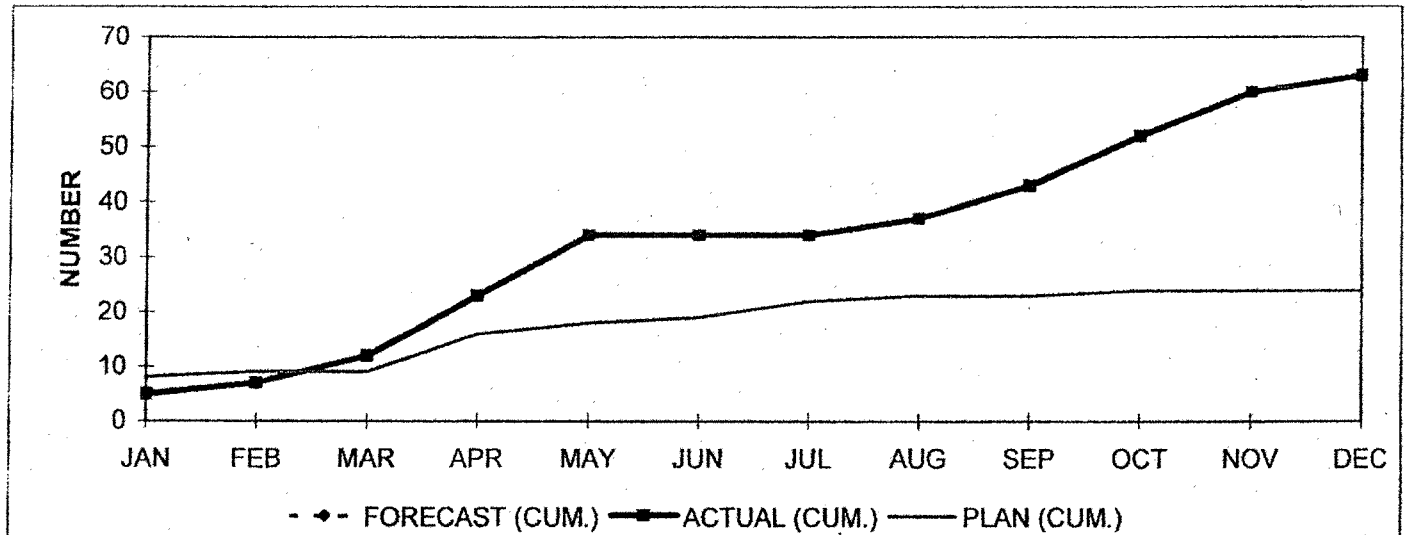
## 2011 Year-End

	Initial Plan		Actual		%(\$)	%(#)
Design Starts	\$27.2	24	\$63.0	63	231.5	262.5
Design Completions	85.6	71	48.7	49	56.9	69.0
Construction Awards	3,616.2	101	1,755.9	93	48.6	92.1
Substantial Completions	2,987.9	137	1,793.6	93	60.0	67.9
Closeouts	4,597.9	127	2,552.3	92	55.5	72.4

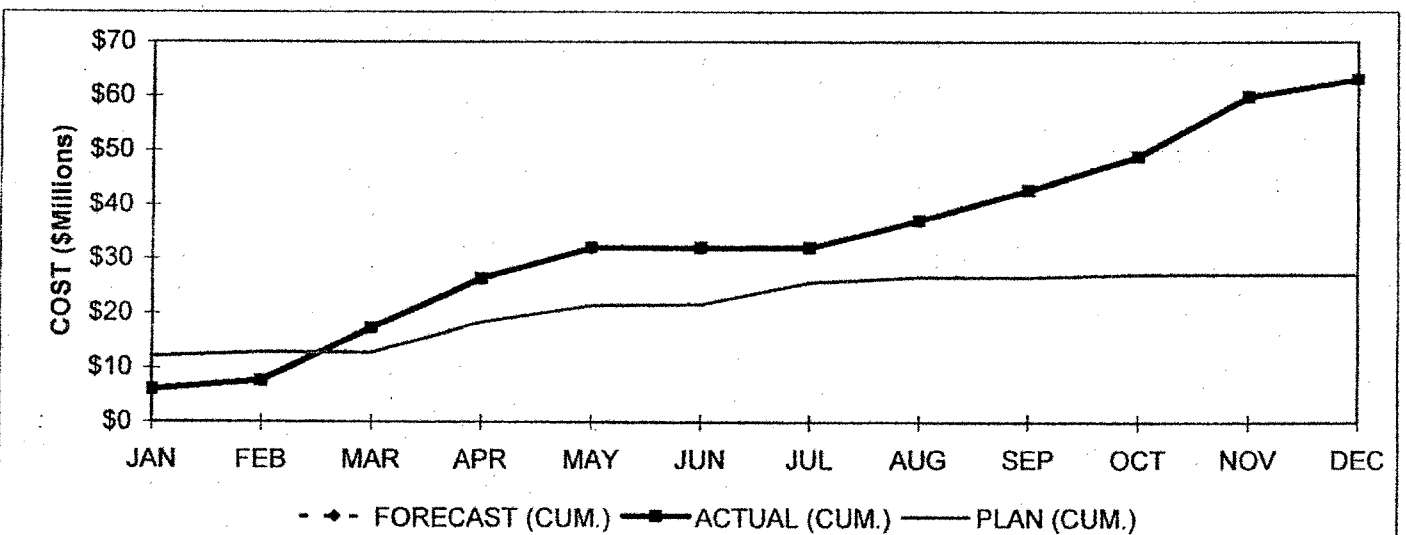
Totals do not include contingency, emergency funds and miscellaneous reserves;  
performance percentages include early accomplishments.

## 2011 Design Starts Charts

As of December 2011



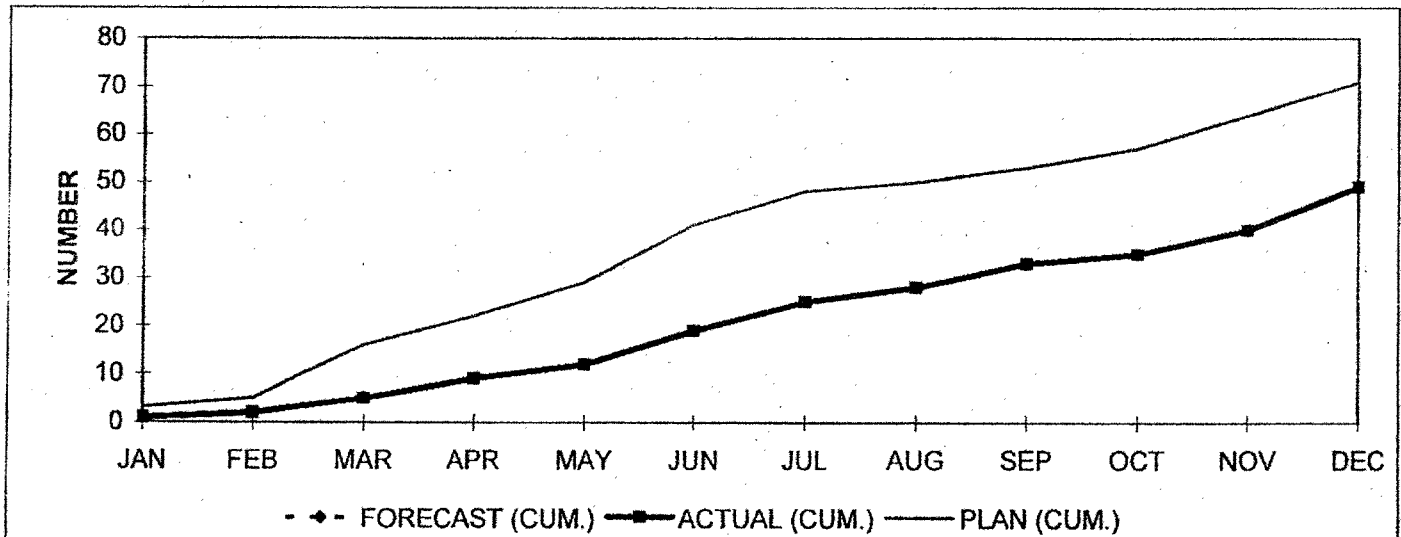
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	5	2	5	11	11	0	0	3	6	9	8	3
PLAN (NON-CUM.)	8	1	0	7	2	1	3	1	0	1	0	0
FORECAST (CUM.)												
ACTUAL (CUM.)	5	7	12	23	34	34	34	37	43	52	60	63
PLAN (CUM.)	8	9	9	16	18	19	22	23	23	24	24	24



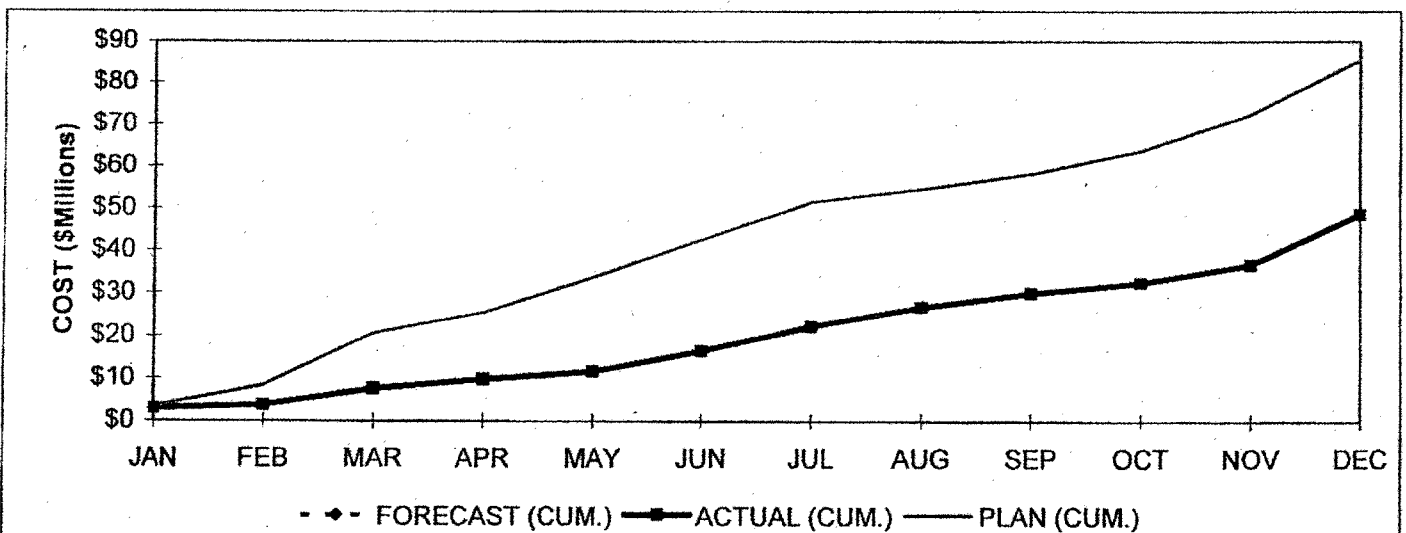
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	6.0	1.7	9.7	9.1	5.7	0.0	0.0	5.0	5.6	6.1	11.0	3.2
PLAN (NON-CUM.)	11.9	0.8	0.0	5.6	3.2	0.2	4.1	1.0	0.0	0.5	0.0	0.0
FORECAST (CUM.)												
ACTUAL (CUM.)	6.0	7.7	17.4	26.4	32.1	32.1	32.1	37.1	42.7	48.8	59.8	63.0
PLAN (CUM.)	11.9	12.7	12.7	18.3	21.4	21.6	25.7	26.7	26.7	27.2	27.2	27.2

# 2011 Design Completions Charts

As of December 2011



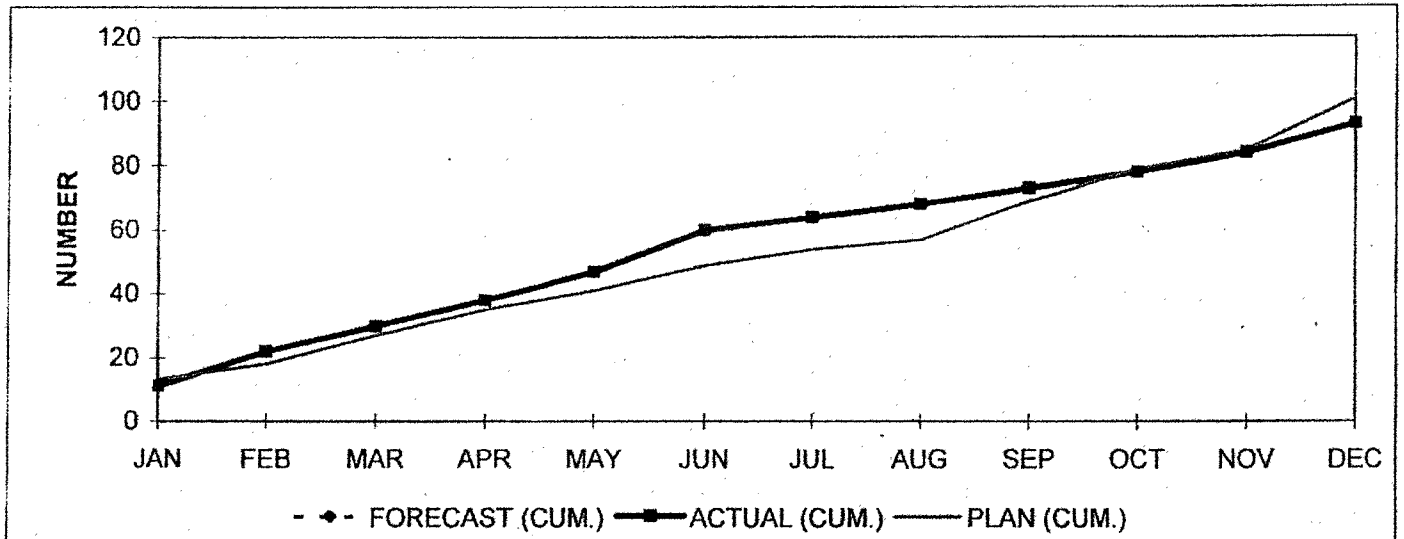
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	1	1	3	4	3	7	6	3	5	2	5	9
ACTUAL (NON-CUM.)	3	2	11	6	7	12	7	2	3	4	7	7
FORECAST (CUM.)	1	2	5	9	12	19	25	28	33	35	40	49
ACTUAL (CUM.)	3	5	16	22	29	41	48	50	53	57	64	71



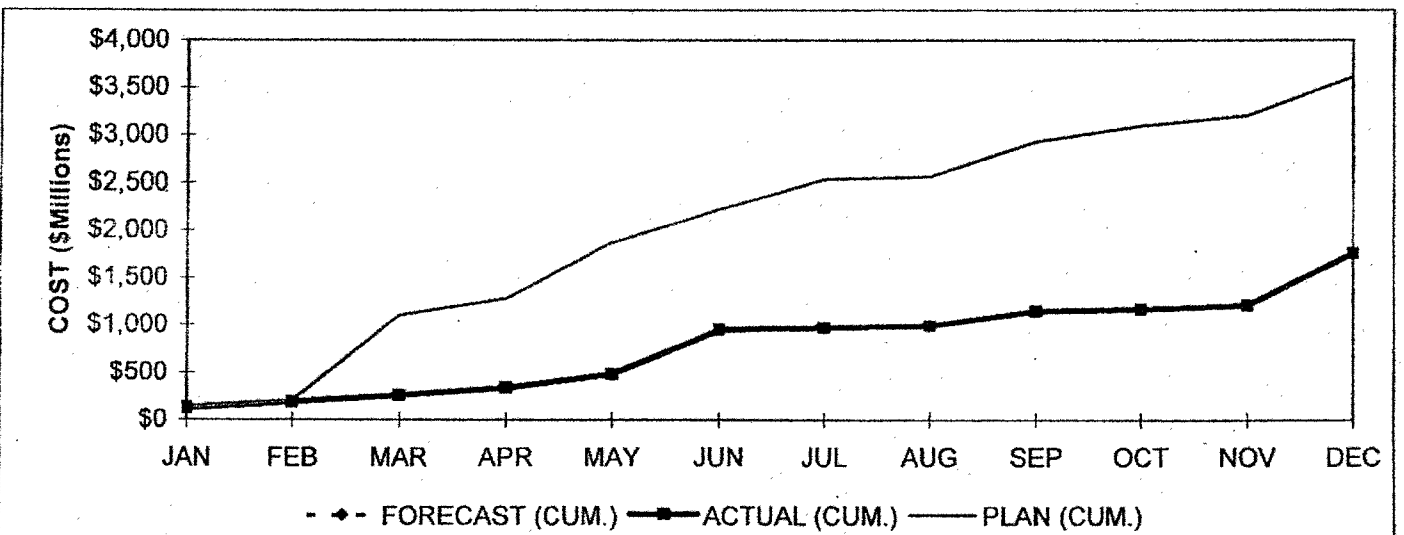
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	2.9	1.0	3.8	2.2	1.9	4.9	5.7	4.5	3.3	2.5	4.2	12.0
ACTUAL (NON-CUM.)	3.3	5.0	12.3	4.8	8.3	8.9	9.0	3.2	3.6	5.6	8.7	12.9
FORECAST (CUM.)	2.9	3.9	7.7	9.8	11.7	16.5	22.2	26.7	30.0	32.5	36.7	48.7
ACTUAL (CUM.)	3.3	8.3	20.5	25.3	33.7	42.5	51.5	54.7	58.4	64.0	72.7	85.6

# 2011 Awards Charts

As of December 2011



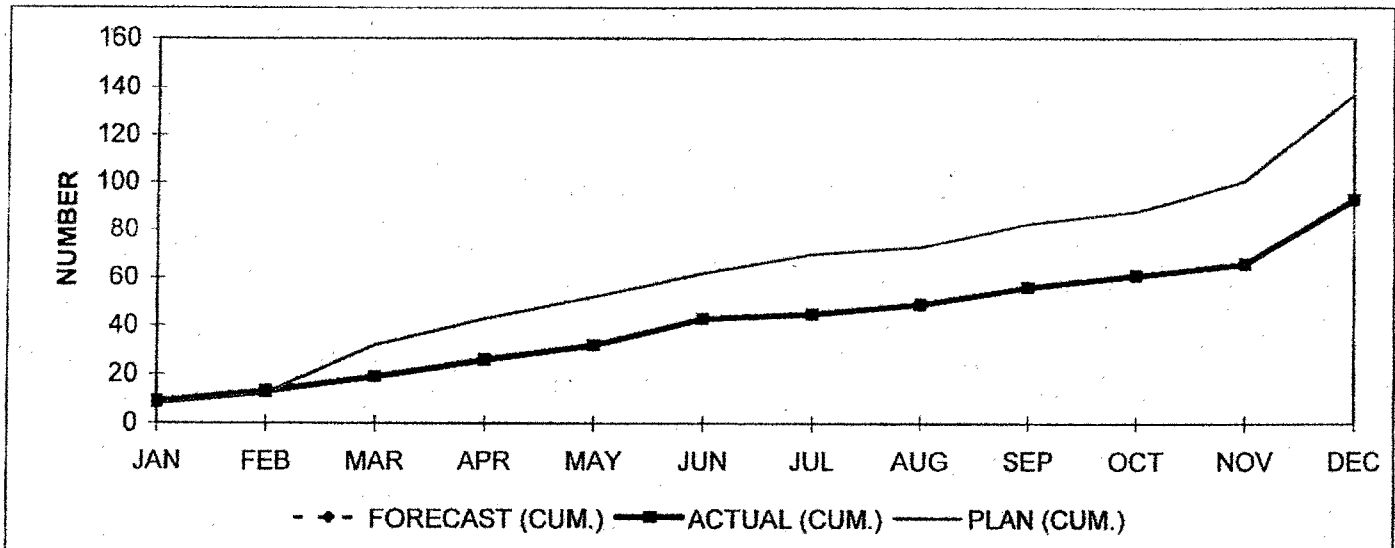
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	11	11	8	8	9	13	4	4	5	5	6	9
ACTUAL (NON-CUM.)	13	5	9	8	6	8	5	3	12	10	6	16
PLAN (NON-CUM.)	13	5	9	8	6	8	5	3	12	10	6	16
FORECAST (CUM.)	11	22	30	38	47	60	64	68	73	78	84	93
ACTUAL (CUM.)	13	18	27	35	41	49	54	57	69	79	85	101
PLAN (CUM.)	13	18	27	35	41	49	54	57	69	79	85	101



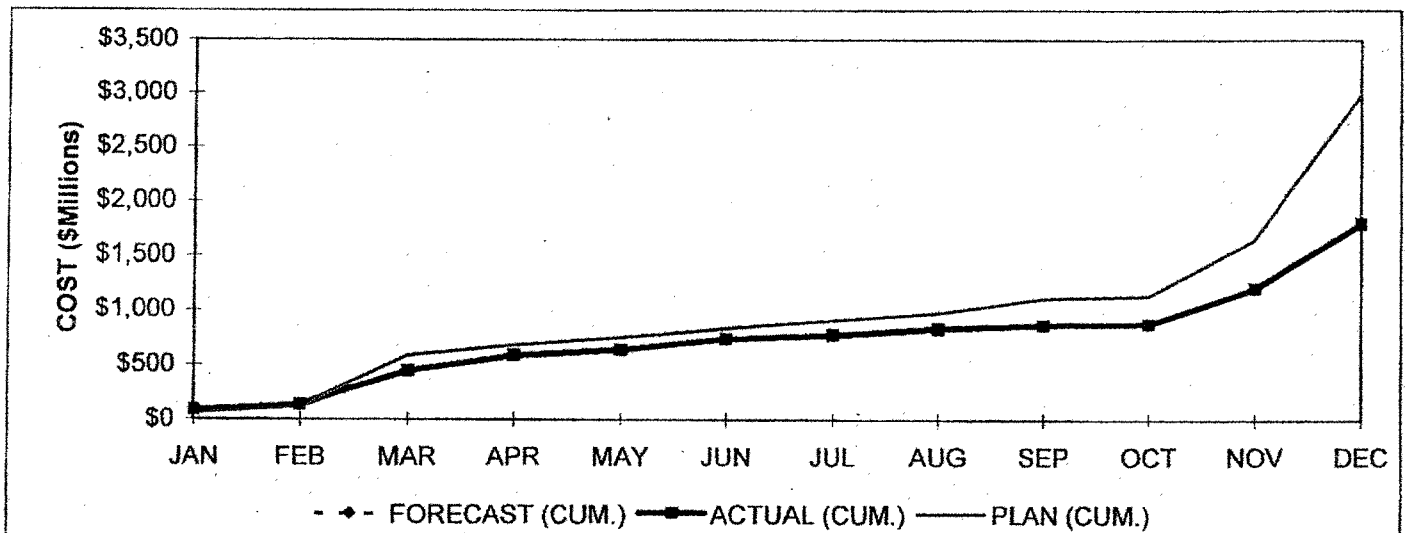
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	127.5	61.7	69.8	82.8	143.4	463.3	20.4	20.8	157.3	20.0	40.1	549.1
ACTUAL (NON-CUM.)	131.8	70.4	899.0	177.6	592.3	345.7	318.0	28.4	369.1	166.7	106.9	410.3
PLAN (NON-CUM.)	131.8	70.4	899.0	177.6	592.3	345.7	318.0	28.4	369.1	166.7	106.9	410.3
FORECAST (CUM.)	127.5	189.2	259.0	341.7	485.1	948.4	968.7	989.6	1,146.8	1,166.8	1,206.9	1,755.9
ACTUAL (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
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 December 2011



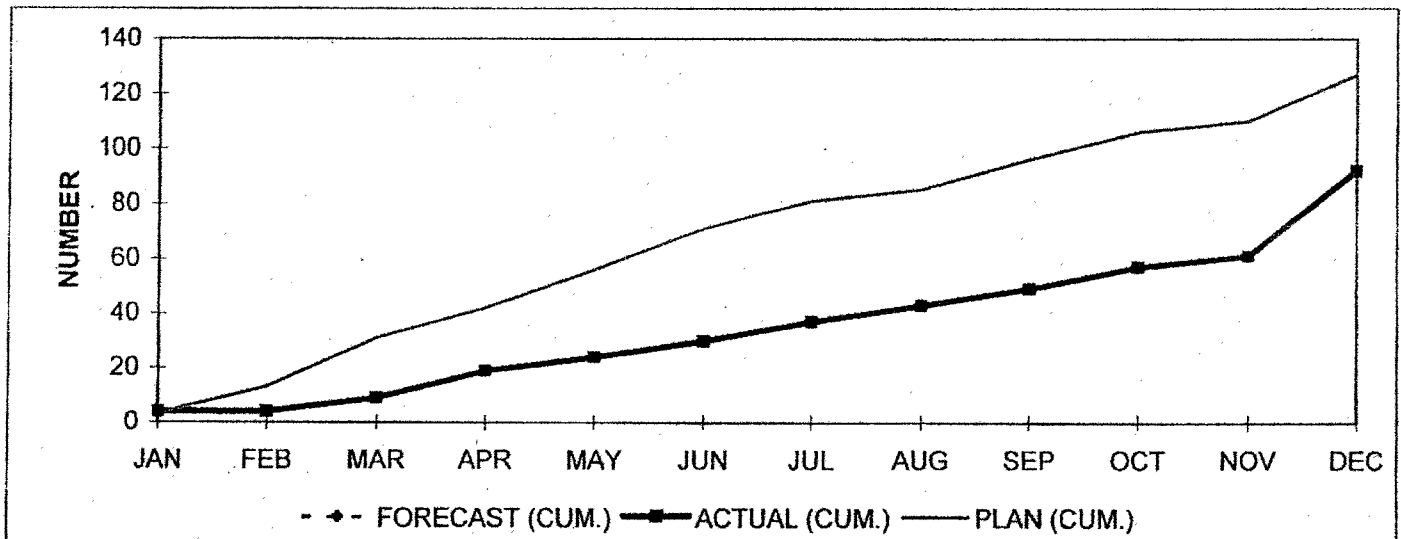
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	9	4	6	7	6	11	2	4	7	5	5	27
PLAN (NON-CUM.)	8	4	20	11	9	10	8	3	10	5	13	36
FORECAST (CUM.)												
ACTUAL (CUM.)	9	13	19	26	32	43	45	49	56	61	66	93
PLAN (CUM.)	8	12	32	43	52	62	70	73	83	88	101	137



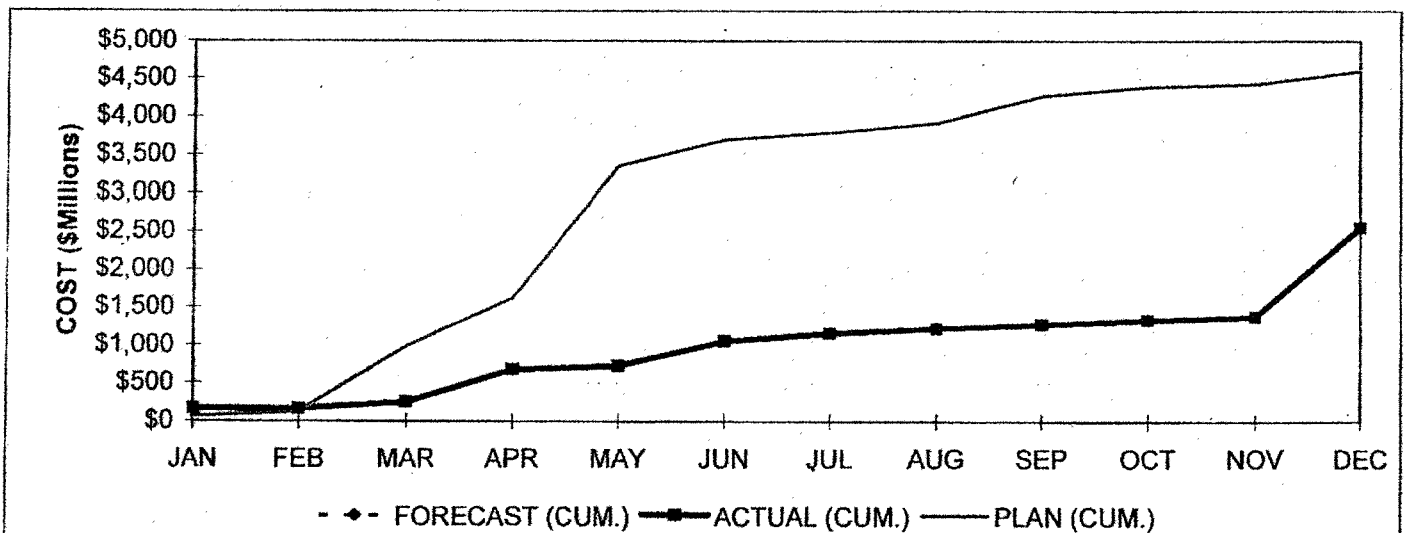
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	91.3	48.1	307.7	142.0	53.0	99.8	37.2	55.9	31.8	11.3	324.3	591.2
PLAN (NON-CUM.)	58.4	61.4	465.2	93.3	74.9	80.5	74.7	68.5	134.0	25.1	513.7	1338.1
FORECAST (CUM.)												
ACTUAL (CUM.)	91.3	139.4	447.1	589.2	642.2	742.0	779.2	835.0	866.8	878.1	1,202.3	1,793.6
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 December 2011



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	4	0	5	10	5	6	7	6	6	8	4	31
ACTUAL (NON-CUM.)	3	10	18	11	14	15	10	4	11	10	4	17
FORECAST (CUM.)	4	4	9	19	24	30	37	43	49	57	61	92
ACTUAL (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.)	161.4	0.0	89.6	426.2	52.1	329.8	100.7	61.6	53.0	63.5	42.0	1172.4
ACTUAL (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.)	161.4	161.4	251.0	677.2	729.4	1,059.1	1,159.8	1,221.4	1,274.4	1,337.9	1,379.9	2,552.3
ACTUAL (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

**MTA New York City Transit**  
**INVENTORY REPORT**  
**Year-end 2011**

**I. Actual Inventory Activity**

Total inventory decreased by \$14.7M during 2011, with issues exceeding receipts by \$7.8M. Total adjustments included: an increase of \$1.9M in delivered new capital spare parts for the R160 trains; an increase of \$0.5M in net difference between the turn-in and issue of rebuilt units valued at 50% of average unit price; an increase of \$0.4M in delivered AFC (Automatic Fare Collection) material; a decrease of \$6.7M due to the removal of excess/obsolete material; an decrease of \$1.9M in the amount of right-of-way inventory (working stock); and a decrease of \$1.3M due to a change in the valuation of a previously delivered capital spare part for the R160 train.

- Buses – built up \$1.2M, with receipts and issues over budget.
- Car Equipment – drew down \$2.5M, with receipts over budget and issues within budget.
- M of W (Maintenance of Way) – drew down \$5.0M, with receipts and issues over budget.
- Other – drew down \$1.5M, with receipts and issues over budget.

**II./III. 2011 Year-end Overview**

Inventory level at the end of 2011 was \$278.6M, \$0.1M higher than the targeted level of \$278.5M.

- NYCT had an inventory impact of \$7.8M in drawdown, compared to the budgeted inventory impact of \$13.7M in drawdown.
- A total of \$2.3M in new capital spare parts was delivered in 2011, compared to the projected level of \$4.9M. This consisted of \$1.9M in parts for the R160 cars and \$0.4M in AFC (Automatic Fare Collection) material.
- \$6.7M of excess/obsolete material was removed, compared to the targeted level of \$6.0M.

Details by department of the \$7.8M in drawdown are as follows:

- Buses had an inventory impact goal of \$2.7M in drawdown. It ended the year with \$1.2M in buildup. The buildup was due to a combination of variance between forecasts and issues, shop program deferrals, and the receipt of some material which will be used in 2012.

## MTA New York City Transit

- Car Equipment had an inventory impact goal of \$4.8M in drawdown. It ended the year with \$2.5M in drawdown.
- M of W had an overall drawdown goal of \$6.2M. It ended the year with \$5.0M in drawdown.
  - Track (TRK) was budgeted to have no buildup or drawdown. It ended the year with \$2.5M in buildup, due to lower than forecasted usage of rail and plate material.
  - Infrastructure (INF) had a drawdown goal of \$0.2M. It ended the year with \$1.7M in buildup, due to the receipt of escalator parts which were not used as originally forecasted.
  - Electrical (ELE) was budgeted to have no buildup or drawdown. It ended the year with \$0.1M in drawdown.
  - Electronics Maintenance Division (EMD) had a drawdown goal of \$6.0M. It ended the year with \$9.1M in drawdown.
- "Other" Department had an inventory impact goal of no buildup or drawdown. It ended the year with \$1.5M in drawdown.

### **IV. Service Level**

NYCT has a service level goal of 98.5% for fastmovers. During the fourth quarter this year, the service level was 98.0% for Buses and 98.0% for Car Equipment.

### **V. Turns: 12-Month Rolling Average**

Overall inventory turns of 1.1 were at the same level as last year.



**MTA Staten Island Railway  
INVENTORY REPORT  
Year-end 2011**

**I. Actual Inventory Activity**

Material forecasting for the current inventory reporting quarter has resulted in a year-end closing balance of \$2,133K and an associated inventory buildup amounting to \$68K. This was primarily the result of Maintenance of Way having a buildup of \$99K. This is a result of Materials for Capital Projects being issued from SIR's stock on hand.

**II. Year-to-date Actuals: Current Year vs. Last Year**

The prior year had a same period drawdown of \$228K versus the current year's same period buildup of \$68K. The category which contributed to the current year buildup was Maintenance of Way (this year's buildup of \$99K) due to the capital projects under way. Maintenance of Way had a drawdown of \$115K for the prior year.

**III. 2011 Year-end Budget Target**

This year end buildup of \$68K did not achieve the year-end drawdown target of \$50K. This was a result of materials that were utilized for two (2) capital projects that are still underway. After the capital projects are completed the Railway expects to achieve a drawdown of \$50K for year-end 2012.

**IV. Service Level Rate**

Data collection methodology is not yet available.

**V. Turns: 12 Month Rolling Average**

The current year's total turns of 0.34 is the same as the prior year's total turns of 0.34.

**MTA New York City Transit**  
**INVENTORY REPORT**  
**Year-end 2011**

\$ in millions

	Buses	Car Equipment	M of W <sup>(b)</sup>	Other <sup>(c)</sup>	Total
<b>I. <u>Actual Inventory Activity</u></b>					
1. Opening Balance (1/01/11)	59.2	130.3	88.8	15.0	293.3
2. Receipts YTD	79.3	65.9	71.0	19.9	236.1
3. Issues YTD	78.2	68.3	76.0	21.3	243.9
4. Adjustments <sup>(a)</sup>	(3.0)	0.7	(1.1)	(3.5)	(6.9)
5. Closing Balance YTD (12/31/11)	57.4	128.5	82.7	10.0	278.6
6. Receipts More/(Less) than Issues	1.2	(2.5)	(5.0)	(1.5)	(7.8)
<b>II. <u>Last Year's Year-to-Date Actuals</u></b>					
7. Opening Balance (1/01/10)	66.8	130.2	88.6	16.8	302.4
8. Closing Balance (12/31/10)	59.2	130.3	88.8	15.0	293.3
9. Receipts More/(Less) than Issues (12/31/10)	(2.5)	(7.2)	(8.4)	0.1	(18.0)
<b>III. <u>2011 Year End Budget Targets</u></b>					
10. Budget Closing Balance (12/31/11)	55.5	125.2	82.8	15.0	278.5
11. Receipts More/(Less) than Issues (12/31/11)	(2.7)	(4.8)	(6.2)	0.0	(13.7)
<b>IV. <u>Service Level Rate</u></b>					
12. Current Quarter Average Rate	98.0%	98.0%	N/A	N/A	
<b>V. <u>Turns: 12 Month Rolling Average</u></b>					
13. Current: As of 12/31/11	1.7	0.8	1.2	1.6	1.1
14. Prior year: As of 12/31/10	1.4	0.9	1.1	1.1	1.1

<sup>(a)</sup> Adjustments include inventory turn-ins, excess/obsolete removal, price adjustments, on-hand inventory adjustments, and net difference between the turn-in and issue of rebuilt units valued at 50% of AUP.

<sup>(b)</sup> Inventory Table on the following page gives a breakdown of the divisions within M of W.

<sup>(c)</sup> "Other" Department includes: Stations, Revenue, Administration and miscellaneous departments.

Note: Any discrepancy of \$0.1M is due to rounding

# MTA New York City Transit

## M of W Divisions

### INVENTORY REPORT

Year-end 2011

\$ in millions

	TRK	INF	ELE	EMD	TOTAL <sup>(a)</sup>
<b>I. Actual Inventory Activity</b>					
1. Opening Balance (1/01/11)	23.7	15.2	8.4	41.6	88.8
2. Receipts YTD	40.9	7.6	14.2	8.3	71.0
3. Issues YTD	38.4	5.9	14.3	17.4	76.0
4. Adjustments	(0.4)	(0.4)	(0.2)	(0.1)	(1.1)
5. Closing Balance YTD (12/31/11)	25.7	16.4	8.2	32.3	82.7
6. Receipts More/(Less) than Issues	2.5	1.7	(0.1)	(9.1)	(5.0)
<b>II. Last Year's Year-to-Date Actuals</b>					
7. Opening Balance (1/01/10)	33.9	8.7	8.9	37.0	88.6
8. Closing Balance (12/31/10)	23.7	15.2	8.4	41.6	88.8
9. Receipts More/(Less) than Issues (12/31/10)	(8.1)	2.1	(0.9)	(1.5)	(8.4)
<b>III. 2011 Year End Budget Targets</b>					
10. Budget Closing Balance (12/31/11)	23.7	15.0	8.4	35.8	82.8
11. Receipts More/(Less) than Issues (12/31/11)	0.0	(0.2)	0.0	(6.0)	(6.2)
<b>IV. Service Level Rate</b>					
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A	N/A
<b>V. Turns: 12 Month Rolling Average</b>					
13. Current: As of 12/31/11	1.4	0.4	1.4	1.2	1.2
14. Prior year: As of 12/31/10	1.3	0.5	1.1	1.0	1.0

<sup>(a)</sup> Under a recent reorganization, Administration (ADM) is now included in "Other" Department.  
Inventory turns for the current and prior period are calculated with Administration in "Other" Department.

**MTA Staten Island Railway**  
**INVENTORY REPORT**  
**Year-end 2011**

\$ in thousands

	Car Equipment	M of W	Other	Total
<b>I. <u>Actual Inventory Activity</u></b>				
1. Opening Balance (1/01/11)	640	1,337	88	2,065
2. Receipts YTD	338	405	83	826
3. Issues YTD	374	306	78	758
4. Adjustments <sup>(a)</sup>	0	0	0	0
5. Closing Balance YTD (12/31/11)	604	1,436	93	2,133
6. Receipts More/(Less) than Issues	(36)	99	5	68
<b>II. <u>Last Year's Year-to-Date Actuals</u></b>				
7. Opening Balance (1/01/10)	712	1,487	94	2,293
8. Closing Balance (12/31/10)	640	1,337	88	2,065
9. Receipts More/(Less) than Issues (12/31/10)	(72)	(150)	(6)	(228)
<b>III. <u>2011 Year End Budget Targets</u></b>				
10. Budget Closing Balance (12/31/11)	625	1,305	85	2,015
11. Receipts More/(Less) than Issues (12/31/11)	(15)	(32)	(3)	(50)
<b>IV. <u>Service Level Rate</u></b>				
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A
<b>V. <u>Turns: 12 Month Rolling Average</u></b>				
13. Current: As of 12/31/11	0.46	0.18	1.53	0.34
14. Prior year: As of 12/31/10	0.45	0.20	1.54	0.34

## **5. PROCUREMENTS**



## PROCUREMENTS

The Procurement Agenda this month includes 9 actions for a proposed expenditure of \$10.6M.

Subject	Request for Authorization to Award Various Procurements
Department	Materiel Division - NYCT
Department Head Name	Stephen M. Plochochi
Department Head Signature	<i>[Signature]</i>
Project Manager Name	Rose Davis

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	2/27/12			
2	Board	2/29/12			

February 16, 2012
Department Law and Procurement - MTACC
Department Head Name Evan Eisland
Department Head Signature <i>[Signature]</i>
Table of Contents Ref #

Internal Approvals			
	Approval		Approval
	President NYCT	<i>[Signature]</i>	President MTACC <i>[Signature]</i>
<i>[Signature]</i>	Executive VP	X	Subways
X	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 E: Miscellaneous Procurement Contracts	1	\$	.06 M
• Micro Focus, Inc.		\$	.06 M
SUBTOTAL			
	1	\$	.06 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	1	\$	2.6 M
SUBTOTAL	1	\$	2.6 M

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

Schedules Requiring Majority Vote

Schedule I: Modifications to Purchase and Public Works Contracts	2	\$	2.9 M
SUBTOTAL	2	\$	2.9 M

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	4	\$	4.6 M
SUBTOTAL	4	\$	4.6 M

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$	.4 M
SUBTOTAL	1	\$	.4 M
TOTAL	9	\$	10.6 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.



FEBRUARY 2012

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

E. Miscellaneous Procurement Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive.)

1. Micro Focus, Inc. \$56,790 (NTE)  
Req. # 7235

This contract will purchase an upgrade of existing AcuCobol software.

In 1998, AcuCobol software was purchased for NYC Transit as part of the Wang Migration project that converted and migrated the Division of Materiel (Materiel) and the Department of Law's (Law) applications onto Hewlett Packard 9000 servers. Since the initial installation, the software has been upgraded several times.

The Division of Technology and Information Services (TIS) has requested an additional software upgrade for its four AcuCobol software modules. AcuCobol software modules are used to develop, enhance and run software applications for Materiel and Law. Currently, TIS is running AcuCobol Version 5.2 on a UNIX platform. It is essential that the four AcuCobol software modules be upgraded to Version 9.0 because Law and Materiel's applications need to be migrated to the new HP/UNIX Superdome given that the current HP/UNIX platform is obsolete. In addition, AcuCobol Version 5.2 will no longer be supported by Micro Focus as it is more than ten years old.

Micro Focus, Inc. is the sole licensor for AcuCobol software and the sole provider of support services. Support for the current version is provided under a separate contract with Micro Focus, Inc. They have one price list for all customers and charge according to the level of upgrade. Based on a comparison to the in-house estimate and prior upgrade purchases for AcuCobol, the price of \$56,790 is considered fair and reasonable.

FEBRUARY 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. Kiska Construction, Inc. | \$2,600,000 | <u>Staff Summary Attached</u> 5.10 |
| Contract #C-34790/C-33132.2 |             |                                    |

Modification to the contract for elevated structure rehabilitation and overcoat painting from the Cypress Hill Station to the 130<sup>th</sup> Street Abutment on the Jamaica Line, in order to perform additional steel repairs.



FEBRUARY 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 S3 Tunnel Constructors, JV \$1,200,000 Staff Summaries Attached 5.11  
Contract #C-26002.70

Modification to the contract for the construction of the Second Avenue Subway Tunnel from 92nd to 63rd Streets, in order to address impact costs associated with the aggregate delays resulting from various additional work orders.

2. Skanska USA Civil Northeast \$1,720,000 Staff Summaries Attached 5.12  
Contract #A-36138.59

Modification to the contract for the finishes of the Dey Street Concourse as part of the Fulton Street Transit Center, in order to furnish custom extruded aluminum cladding wall panels and custom slatted laminated glass wall panels.

**FEBRUARY 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. | DVI Communications, Inc. &<br>Federal Engineering, Inc., JV<br>Contract #CM-1325.6   | \$2,874,823 | <u>Staff Summary Attached</u> 5.13 |
|    | Modification to the consultant contract for the design of the 800MHz Bus Radio System and Command Center, in order to provide additional design services for the New Regional Bus Command Center and completion of the New Bus Radio System and extend the term of the contract by an additional 46 months.                |             |                                    |
| 2. | Gazebo Contracting Inc.<br>Contract #C-80269.10  | \$650,000   | <u>Staff Summary Attached</u> 5.14 |
|    | Modification to the contract for the St. George Terminal floor repair and replacement in Staten Island, in order to remove and replace additional floor areas.   |             |                                    |
| 3. | John Civetta & Sons<br>Contract #A-36065.15  | \$360,000   | <u>Staff Summary Attached</u> 5.15 |
|    | 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 reconfigure the employee facilities at Dyckman Street to be fully ADA compliant and to build an elevator machine room. |             |                                    |
| 4. | Lee Harris Pomeroy Architects &<br>Weidlinger Associates, JV<br>Contract #CM-1197.9  | \$706,630   | <u>Staff Summary Attached</u> 5.16 |
|    | Modification to the consultant contract for the design of the Bleecker Street Station, in order to provide additional design and construction support services.  |             |                                    |

**FEBRUARY 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. Scalamandre/Oliveira JV<br>Contract #C-26511.1 | \$417,025 | <u>Staff Summary Attached</u> 5.17 |
|---|-----------|------------------------------------|
- Modification to the contract for construction at the Site K on the #7 Line Extension in order to expand the Javits Center plenum connection.

# Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 1

<b>Vendor Name (&amp; Location)</b> Kiska Construction, Inc. (Richmond Hill, NY)	
<b>Description</b> Rehabilitation and Overcoat Painting of elevated structures – Cypress Hill Station to 130 <sup>th</sup> Street Abutment, Jamaica Line.	
<b>Contract Term (including Options, if any)</b> December 30, 2010 – April 30, 2013	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Capital Program Management, Frederick E. Smith	

<b>Contract Number</b> C-34790/C-33132	<b>AWO/Modification #</b> 2
<b>Original Amount:</b>	\$ 20,280,000
<b>Prior Modifications:</b>	\$ 0
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 20,280,000
<b>This Request:</b>	\$ 2,600,000
<b>% of This Request to Current Amount:</b>	12.8%
<b>% of Modifications (including This Request) to Original Amount:</b>	12.8%

## Discussion:

This modification is for the rehabilitation of an additional 70,000 lbs of longitudinal track girders.

This contract provides for rehabilitation, including overcoat painting, of approximately 3.1 miles of elevated structure on the Jamaica Line in the boroughs of Queens and Brooklyn, which was constructed circa 1888. The elevated structure includes longitudinal girders which support track ties. The contract calls for the rehabilitation of longitudinal girders at numerous locations, requiring the repair and replacement of approximately 360,000 lbs of top flanges, top and bottom flange angles, and miscellaneous steel members.

Since NYC Transit's design was based on a visual survey, the contract requires a detailed pre-construction condition survey to be performed by the contractor with NYC Transit engineers. The joint survey was performed with contractually-required ultrasound equipment, using scissor-lifts situated at street level, for which the contractor secured permits from NYC DOT for street closures and provided maintenance and protection of street traffic. CPM and Subways MOW engineers determined that rehabilitation of longitudinal girders was needed at 18 additional locations. This modification will address the sections that need repair at this time, while other locations identified for repair will be part of a future capital project.

This modification provides for the rehabilitation of longitudinal girders at an additional 18 locations, requiring the repair or replacement of approximately 70,000 lbs of additional steel, including: repair and replacement of top flanges; repair of top flange angles including tie seats, cross frames, lateral bracing and gusset plates; repair of bottom flange angles; replacement of miscellaneous steel members including tie seats, gusset plates, sway braces, cover plates and stiffeners. The contractor is required to brace and support the existing structure during the work and perform a track alignment survey and profile before and after the work. The contractor submitted a revised proposal of \$2,716,423; NYC Transit's revised estimate was \$2,445,000 following several scope revisions. Negotiations resulted in the agreed upon lump sum of \$2,600,000. Savings of \$116,423 were achieved. The final price was found to be fair and reasonable. The work will be performed during weekend diversions of service beginning in April 2012 and ending March 2013.

# Schedule I: Modifications to Purchase and Public Work Contracts



Capital Construction

Item Number: 2

Vendor Name (& Location)	
S3 Tunnel Constructors, JV (Queens, NY)	
Description	
Second Avenue Subway: Tunnels from 92 <sup>nd</sup> Street to 63 <sup>rd</sup> Street	
Contract Term (including Options, if any)	
March 20, 2007- July 20, 2011	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Michael Horodniceanu	

Contract Number	AWO/Modification #
C-26002	70
Original Amount:	\$ 337,025,000
Prior Modifications:	\$ 45,539,248
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 382,564,248
This Request:	\$ 1,200,000
% of This Request to Current Amount:	0.3%
% of Modifications (including This Request) to Original Amount:	13.9%

## Discussion:

This modification is for impact costs associated with the delay resulting from additional work included in Mod. #29.

The contract calls for two tunnels to be mined under Second Avenue using a single tunnel boring machine (TBM) from a TBM launch box constructed between 95th and 91st Streets, to the existing 63rd Street Station at Lexington Avenue. The contract also calls for the relocation and restoration of utilities, construction of access shafts at 69th and 72nd Streets, as well as providing sump pumps, drainage, lighting systems and temporary decking.

Modification #s 26 and 29 were approved by the Board in September 2008. Modification #26, in the amount of \$658,000, was for the installation of a 30" gas main and enclosure as stipulated by Con Ed. It included an agreed upon time extension of 49 excusable working days extending the contract Substantial Completion date from November 9, 2010 to January 24, 2011. This time extension addressed overlapping excusable delays associated with five separate modifications (19, 26, 28, 29 and 33). However, the number of compensable days could not be agreed upon. It was MTACC's position that the entire delay was non-compensable, as it was driven by Mod. #26, which was categorized as a non-compensable delay. Modification #26 was therefore issued as a unilateral directive, relative to compensable time. The Contractor initiated a dispute in accordance with the contract provisions. Thereafter, settlement discussions were held during which the Contractor presented additional information regarding the sequence of the work.

Modification #29, in the amount of \$1,837,200, was due to a redesign of the sewer foundation plan, which called for the use of drilled concrete piles and mini-piles in lieu of the 20-ton timber piles specified in the contract. Modification #29 was required due to the excess vibrations that would be caused by the installation of the 20-ton timber piles which were in close proximity to fragile buildings. Absent the concurrent non-compensable delay associated with Mod. #26; Mod. #29 would have been on the Critical Path and subject to impact costs.

MTACC's initial schedule analysis assumed that the work associated with Mod. #s 26 and 29 could be performed in parallel concluding that the delay associated with Mod. # 29 was concurrent with the non-compensable delay associated with Mod. #26. As discussions continued regarding the Contractor's dispute related to the compensable portion of the excusable delay, it was determined that the close proximity of the work areas for each Modification prevented the work from being done in parallel. Instead, the sewer work associated with Mod. #29 had to start first with the Con Ed gas main work associated with Mod. #26 starting 30 days later. The updated analysis showed the first 30 days of the work associated with Mod. #29 to no longer be concurrent with the delays associated with Mod. #26. Therefore, it was agreed that the 30 working days were subject to impact costs. This Mod. #70 addresses the impact costs due to the 30 compensable days associated with Mod. #29.

The contractor's proposal was \$2,641,852; MTACC's revised estimate was \$1,203,373. Following negotiations, the price of \$1,200,000 was agreed upon and is considered fair and reasonable. Savings of \$1,441,852 were achieved.



## Schedule I: Modifications to Purchase and Public Work Contracts



Capital Construction

Item Number: 1

Vendor Name (& Location)	
Skanska USA Civil Northeast, Inc. (Whitestone, NY)	
Description	
Dey Street Concourse, R/W Underpass and Platform Finishes	
Contract Term (including Options, if any)	
March 30, 2010- October 29, 2011	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Michael Horodniceanu	

Contract Number	AWO/Modification #
A-36138	59
Original Amount:	\$ 17,093,000
Prior Modifications:	\$ 1,304,970
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 18,397,970
This Request:	\$ <u>1,720,000</u>
% of This Request to Current Amount:	9.3%
% of Modifications (including This Request) to Original Amount:	17.7%

**Discussion:**

This modification is for the furnishing of custom extruded aluminum cladding wall panels and custom slatted laminated glass wall panels.

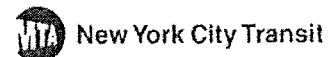
The Contract provides for the finishes of the Dey Street Concourse, R/W Underpass and Platform Finishes at Cortlandt Street Station as part of the Fulton Street Transit Center (FSTC).

This is the first of several modifications to be presented to the Board, across the various FSTC contracts, for the implementation of the reprogramming of space previously identified for use by NYC Transit personnel at the Fulton Street Transit Center and Corbin Building into commercial tenant, retail and public spaces. The preliminary estimate for the total cost of all reprogramming is approximately \$35M.

Modification #49 was a larger modification to revise the finishes and technology in the Dey Street Concourse including the wall finishes, LED signage and video displays. Due to the long lead times associated with the procurement of the aluminum and glass wall panels, MTACC decided to proceed immediately with the material purchase as part of a new Mod. #59, in order to mitigate potential schedule impact. The balance of the scope of work including labor, remaining materials, equipment, a credit for the deleted work, schedule impact and impact costs will be negotiated under Mod. #49 while the wall panels are addressed under this modification.

The contractor's proposal was \$1,855,195; MTACC's estimate is \$1,696,175. Following negotiations, the price of \$1,720,000 was agreed upon and is considered fair and reasonable. Savings of \$135,195 were achieved.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location)	
DVI Communications, Inc. & Federal Engineering, Inc. JV	
Consultant Services for the Design of the 800 MHz Bus Radio System and Command/Dispatch Center	
Contract Term (including Options, if any)	
March 8, 2007 – March 7, 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 type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #:
CM-1325	6
Original Amount:	\$ 4,745,608
Option Amount:	\$ 3,807,192
Total Amount:	\$ 8,552,800
Prior Modifications:	\$ 1,149,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 9,701,800
This Request:	\$ 2,874,823
% of This Request to Current Amount:	29.6%
% of Modifications (including This Request) to Total Amount:	47%

## Discussion:

This retroactive modification is for additional design for the New Regional Bus Command and Dispatch Center and design of the new 800 MHz bus radio system, as well as an extension of the contract for an additional 46 months. The base contract also includes an option for construction support services which has not yet been exercised.

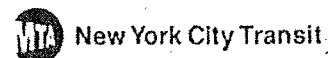
To date, five modifications have been issued. Modification No. 1 (for \$1.149M) was approved by the Board for the addition of the MTA Bus Company (MTABC) fleet to the contract. The other modifications were for minor, no cost administrative changes.

DVI Communications, Inc. & Federal Engineering, Inc. JV (DVI/Federal) is performing design for the entire Bus Radio project, which involves the furnishing, installation and development of a new two-way land mobile digital radio system in the 800 MHz band including a new Bus Command and Dispatch Center. This new system will support the needs of NYC Transit's Department of Buses and MTABC. The new system will increase capacity, improve two-way communications with buses and support vehicles in the field, as well as upgrade the existing 800 MHz analog system with a modern digital Time Division Multiplex Access based two-way land mobile radio system. The project has been delayed due to issues concerning where to locate the new Bus Command and Dispatch Center (BCC), which is currently located at the East New York (ENY) Bus Depot. Alternate designs/locations to the ENY Depot were reviewed, including existing buildings and various open space sites. In 2010, the adoption of the new NY State Building code (including new seismic standards) eliminated most buildings from consideration. Various building configurations on open space sites near the existing BCC would entail new construction which would more easily comply with the requirements of the new code. The changes in location for the BCC resulted in multiple site location studies, design revisions as well as increased scope and time extension. This redesign will incorporate a complete structural design of a new efficient two-story 22,000 square-foot building, rather than a redesign and reconfiguration of the ENY 3rd floor for the originally planned 30,000 square-foot BCC. The original design requirements for the radio system included designs for 26 radio sites to transmit radio signals to cover bus routes in all five boroughs and surrounding areas. The latest radio technology allows for support of multiple frequency bands, therefore, a revised design will now add newly acquired 700 MHz spectrum in addition to current 800 MHz channels and dedicated wireless telecommunications backup for each site; the back-up power systems of each site shall also be updated to increase capacity. This modification will extend the base contract by an additional 46 months to December 2012.

The contractor's initial proposal was \$3,192,988; NYC Transit's revised estimate was \$2,759,176. Negotiations resulted in the BAFO amount of \$2,874,823. The final price was found to be fair and reasonable. Savings of \$318,165 were achieved. There were no changes to the existing contract rates.

The SVP, CPM approved a waiver directing the consultant to proceed, in order to maintain the revised design schedule.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

Vendor Name (& Location)	
Gazebo Contracting, Inc. (Astoria, NY)	
Rehabilitation and replacement of St. George Terminal Floor, Staten Island Railway	
Contract Term (including Options, if any)	
December 29, 2009 – October 5, 2011	
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 #:
C-80269	10
Original Amount:	\$ 1,948,000
Prior Modifications:	\$ 856,900
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 2,804,900
This Request:	\$ 650,000
% of This Request to Current Amount:	23.2%
% of Modifications (including This Request) to Original Amount:	77.4%

## Discussion:

This retroactive modification is for replacement of the existing 8 inch thick reinforced concrete floor slab with a new 6 inch thick reinforced concrete slab with metal decking in high traffic pedestrian areas of the St. George Terminal and a 162 work day extension of time for substantial completion.

This contract is for the rehabilitation of the floor of the St. George Terminal, Staten Island Railway (SIR) in Staten Island. It includes replacing approximately 3,800 square feet of the existing concrete slab and scarifying 3,170 square feet of the existing concrete slab, installing new acrylic resin topping over the entire rehabilitated floor, constructing a new security booth, relocating automatic fare collection (AFC) arrays during construction, and temporary support of utilities during construction. The contract covers essentially the entire floor accessible to the public; it excludes the floors in areas off-limits to the public, such as the agent booth, machine room, the switch room, etc. A large room below the floor is used for DOT storage. The passenger area floor is the ceiling of the DOT storage room; so the contract also requires protective decking of the storage room ceiling during construction.

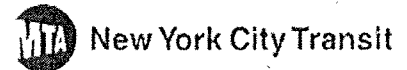
When scarification of the existing slab began, visual observation showed the slab was in poor condition; also the underside of the slab exhibited cracks. Accordingly, core samples of the concrete slab were taken to determine its compressive strength as measured in psi. NYC Transit's current standard is 3,000 psi and 4,000 psi is typically specified to ensure the 3,000 psi standard is achieved. The NYC Transit standard at the time of original construction (circa 1955) was 2,500 psi. The design incorporated into this contract assumed that the existing slab had been constructed in accordance with the 1955 standard and a corresponding margin, which would have resulted in a compressive strength equivalent to today's standard. However, laboratory test results showed the existing concrete has a compressive strength of only 1,500 to 1,800 psi. Accordingly, the 3,170 square feet of existing floor slab that was only to be scarified now must be replaced instead.

To minimize inconvenience to customers, the contract requires the construction to proceed in phased areas. In July 2011, the Board approved a retroactive modification for \$675K to replace the floor slab in the 1,720 square foot area surrounding the existing agent booth. The Board was advised that as work progresses, additional substandard areas would be addressed by future modification.

This retroactive modification is for the replacement of the floor slab in the remaining phased area, which consists of 1,450 square feet. The additional work included: the removal of the existing 8-inch thick floor slabs in order to replace them with new, reinforced 6 inch thick concrete slabs with metal decking, monitoring lead disposal as per NYC Transit Environmental regulation; installation of temporary lighting, new sprinkler heads, hanger supports, lighting fixtures, and temporary support for all existing utilities beneath the slabs.

The contractor's revised proposal was \$810,266; NYC Transit's revised estimate was \$606,000. Following negotiations, the lump sum of \$650,000 was agreed upon and found to be fair and reasonable. Savings of \$160,266 were achieved. The contractor proposed a 173 work day time extension; however the contractor agreed to NYC Transit's schedule analysis that provides an extension of 162 excusable and non-impactable work days; from October 5, 2011 to May 23, 2012. To mitigate delay, on October 5, 2011 the SVP & Chief Engineer approved a retroactive waiver and the contractor was directed to proceed that day.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

<b>Vendor Name (&amp; Location)</b> John Civetta & Sons (Bronx, NY)	
<b>Description</b> Full Rehabilitation of Dyckman Street Station and Component Repair of Five Stations on the Broadway/Seventh Avenue Line in Manhattan and The Bronx	
<b>Contract Term (including Options, if any)</b> June 29, 2010 – June 29, 2012	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #	
A-36065	15	
Original Amount:	\$	46,906,344
Prior Modifications:	\$	740,233
Prior Budgetary Increases:	\$	0
Current Amount:	4	47,646,577
This Request:	\$	360,000
% of This Request to Current Amount:	0.8%	
% of Modifications (including This Request) to Original Amount:	2.3%	

## Discussion:

This retroactive modification provides the reconfiguration of employee facility rooms to allow space for an elevator machine room, and provides the civil and structural construction of the elevator machine room.

The contract covers stations on the Broadway/Seventh Avenue Line in Manhattan (Dyckman Street, 207<sup>th</sup> and 215<sup>th</sup> Street Stations) and The Bronx (225<sup>th</sup>, 238<sup>th</sup> and 242<sup>nd</sup> 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 (207<sup>th</sup> and 225<sup>th</sup> Streets) and the replacement of platform edges and canopies at five stations (207<sup>th</sup>, 215<sup>th</sup>, 225<sup>th</sup>, 238<sup>th</sup> and 242<sup>nd</sup> Streets).

At Dyckman Street, the contract provides the following ADA improvements: raising the platform to be level with the subway car floor; rebuilding stair cases to be less steep; and installing ADA compliant railings and door handles. After contract award, a disability advocacy group filed a federal lawsuit claiming that the Americans with Disabilities Act requires MTA to provide more ADA elements. In March 2011, the lawsuit was settled with NYC Transit's agreement to provide an elevator on southbound side.

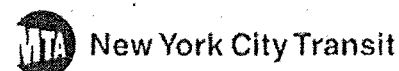
This retroactive modification provides for the reconfiguration of the employee facility rooms to allow space for the construction of a new elevator machine room. The elevator machine room civil and structural work was performed, readying the room for future installation of electrical and mechanical elevator machinery. The employee facility rooms are: track construction workers' locker room and toilet/shower; station workers' locker room and toilet; and floor scrubber storage room. All needed to be reconfigured by moving walls, appurtenances, etc. Also, the station workers' locker room and toilet were provided with ADA-compliant hardware, doors, lighting, plumbing fixtures, etc. The contractor submitted a revised proposal in the amount of \$617,812; NYC Transit's revised estimate was \$355,750. Negotiations resulted in the agreed upon lump sum of \$360,000. The final price was found to be fair and reasonable. Savings of \$257,812 were achieved.

On October 25, 2011, the SVP & Chief Engineer signed a retroactive waiver and a direction to proceed was issued immediately.

This modification is the first of several modifications required to provide an elevator and access ramp for the southbound platform of the Dyckman Street Station. To mitigate delay and impact costs, the work was divided into five packages. Future modifications will provide construction of landmark enhancements (required by the NY State Office of Parks, Recreation and Historic Preservation); construction of the elevator platform slab; furnishing and installation of the elevator cab, machinery and controls; and construction of an ADA compliant access ramp and sidewalk improvements. Construction of the elevator and related changes to the station by means of a separate contract was estimated to cost more than one third greater than the combined value of the change orders to be issued to accomplish this work.

Extension of time required for this and the next modification will be negotiated together. The next modification will provide landmark finishes, including a new station entrance, façade work and interior work.

## Schedule K: Ratification of Completed Procurement Actions



Item Number: 4

<b>Consultant Name (&amp; Location)</b> Lee Harris Pomeroy Architects + Weidlinger Associates, JV (NY, NY)	
<b>Description</b> Consultant Services for the Design of the Bleecker Street Station	
<b>Contract Term (including Options, if any)</b> July 17, 2002 – May 16, 2012	
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: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Capital Program Management, Frederick E. Smith	

<b>Contract Number</b>	<b>AWO/Modification #</b>
CM-1197	9
<b>Original Amount:</b>	\$ 2,706,700
<b>Prior Modifications:</b>	\$ 2,098,382
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 4,805,082
<b>This Request:</b>	\$ 706,630
<b>% of This Request to Current Amount:</b>	14.7%
<b>% of Modifications (including This Request) to Original Amount:</b>	103.6%

**Discussion:**

This retroactive modification is for additional Construction Phase Support (CPS) services and extension of the contract by an additional 1 ½ months from May 16, 2012 to June 30, 2012.

In July 2002, the base contract was awarded to Lee Harris Pomeroy Architects + Weidlinger Associates, a Joint Venture (LHPA) for consultant services for the Design of the Rehabilitation of Bleecker Street Station, on the Lexington Ave, No.6 Line. The original contract duration was 66 months to January 16, 2008 and includes preliminary engineering, final design and construction phase support. In December 2003, after the completion of Preliminary Engineering (PE), the design was placed on hold as the planned construction project was shifted into the next capital plan. Design restarted in March 2007 and was completed in October 2007. A total of eight modifications have been issued to date. Three modifications were no cost; four modifications added a total of \$1,260,952 to the contract for design changes, unforeseen site conditions and revisions to NYC Transit design specifications; and one modification added \$837,430 for additional design support services, project management/administration, and extended the contract by 52 months from January 17, 2008 to May 16, 2012 to account for the time the design was on hold and for the new construction schedule.

The construction contract for the Rehabilitation of Bleecker Street Station was awarded on July 31, 2008. The work performed under the construction contract will provide a free transfer between the Broadway-Lafayette Street Station, IND and the Bleecker Street Station, IRT and make the Bleecker Street/Broadway-Lafayette Street Station complex fully ADA accessible. Approximately 50% of this project is street level work which includes complex excavation of Houston and Bleecker Streets and relocation of major utilities along Houston Street. During excavation and construction, unforeseen field conditions were encountered that required more construction and consultant support work than anticipated. The excavation required the opening up of sidewalks and finding ways to mitigate the impact on affected businesses. The additional construction effort necessitated additional CPS services and a new substantial completion date of June 30, 2012.

This Modification No. 9 is for additional CPS services as a result of the increased and extended construction effort. The additional CPS services include additional shop drawing reviews, additional field meetings, and increased coordination efforts. LHPA continued providing construction support services within existing contract funds until July 2010 when the funds were essentially expended. Some residual funds remained for subs and per diems consultants. This modification includes funding for the retroactive work that commenced July 2010 and the additional CPS services to be performed through project completion. Evaluation of the consultants' costs delayed processing this modification until now. A retroactive memo was approved by the Senior Vice President of CPM. Retroactive work was validated through the review of timecards.

The consultant submitted an initial proposal of \$852,438. NYC Transit's revised estimate was \$692,583. LHPA submitted a BAFO in the amount of \$706,630. The LHPA BAFO was separated into validated retroactive work of \$473,212 with 3,335.5 labor hours over the period July 2010 through October 30, 2011, and remaining work costing \$233,418 using 1,550 labor hours with no change to the rates in the contract.

Savings of \$145,808 or 17.1 % were achieved when compared to LHPA's initial proposal. The final price was considered fair and reasonable.

# Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

<b>Vendor Name (&amp; Location)</b>	
Scalamandre/Oliveira JV (Freeport, NY)	
Construction of a ventilation building and reconstruction of 11 <sup>th</sup> Avenue and West 36 <sup>th</sup> Street at Site K, No. 7 Line Extension	
<b>Contract Term (including Options, if any)</b>	
February 28, 2011 - February 27, 2013	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: HYDC	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	
MTA Capital Construction, Michael Horodniceanu	

<b>Contract Number</b>	<b>AWO/Modification #:</b>
C-26511	1
<b>Original Amount:</b>	\$ 56,447,000
<b>Prior Modifications:</b>	\$ 0
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 56,447,000
<b>This Request:</b>	\$ 417,025
<b>% of This Request to Current Amount:</b>	0.7%
<b>% of Modifications (including This Request) to Original Amount:</b>	0.7%

## Discussion:

This retroactive modification is for revisions to the Jacob Javits Convention Center (JJCC) ventilation plenum.

This contract is for construction at Site K on the No. 7 Line Extension and includes the excavation and construction of a three-story above-grade ventilation building structure, including foundation walls, slabs, columns, footings and exterior building façade envelope; construction of a ventilation plenum servicing the JJCC; demolishing and removal of the existing viaduct on 11<sup>th</sup> Avenue between West 35<sup>th</sup> and 37<sup>th</sup> Streets, as well as the existing West 36<sup>th</sup> Street viaduct and reconstruction of the roadway on 11<sup>th</sup> Avenue and West 36<sup>th</sup> Street. The ventilation building also includes one story below grade level that extends into 11<sup>th</sup> Avenue, below the roadway. The base contract work includes excavation of soil and rock debris; interim temporary mechanical ventilation; electrical power; groundwater dewatering; obtaining all regulatory permits; maintenance and pedestrian protection of traffic; and geotechnical instrumentation and monitoring for the duration of the contract.

This revision to the JJCC ventilation plenum is necessary to accommodate JJCC's design changes to its planned fan booster system which were made after bids were received for this contract. Revisions to the JJCC ventilation plenum include changes to the plenum layout, revisions to the wall and slab reinforcement details, addition of a concrete stair and ramp, addition of handrail/guardrail details, revisions to the waterproofing details and revision to the location of a Con Ed manhole to provide required clearance to the enlarged section of the ventilation plenum structure. The funds for this revision will be provided by NYC's Hudson Yards Development Corporation (HYDC) with no impact on MTA funds.

In order to avoid significant delays and keep the project on schedule, the contractor was directed to proceed with the work by September 9, 2011. The MTACC President approved a retroactive waiver. The majority of the work was performed in September. Approximately 10% of the work remains to be completed.

The contractor submitted a proposal in the lump sum amount of \$740,395; NYC Transit's revised estimate was \$384,056. Negotiations resulted in the agreed upon lump sum amount of \$417,025. Savings of \$323,370 were achieved. The final price was found to be fair and reasonable.

## **6. SPECIAL REPORTS & PRESENTATIONS**



## New York City Transit

### SPECIAL REPORTS AND PRESENTATIONS:

#### MetroCard Report

#### MetroCard Market Share

Actual December 2011 and full year 2011 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>December 2010</u>	<u>December 2011*</u>	<u>Difference</u>
Cash	3.1%	3.2%	0.1%
Single-Ride Ticket	1.8%	1.3%	(0.4%)
Bonus Pay-Per-Ride	38.1%	38.9%	0.8%
Non-Bonus Pay-Per-Ride	8.3%	10.8%	2.4%
1-Day Farecard	0.8%	0.0%	(0.8%)
7-Day Farecard	14.4%	17.4%	3.0%
14-Day Farecard	2.3%	0.0%	(2.3%)
30-Day Farecard	<u>31.2%</u>	<u>28.5%</u>	(2.7%)
Total	100.0%	100.0%	

<u>Fare Media</u>	<u>2010</u>	<u>2011*</u>	<u>Difference</u>
Cash	3.4%	3.3%	(0.1%)
Single-Ride Ticket	1.7%	1.4%	(0.3%)
Bonus Pay-Per-Ride	36.1%	37.6%	1.5%
Non-Bonus Pay-Per-Ride	8.1%	10.2%	2.1%
1-Day Farecard	0.8%	0.0%	(0.8%)
7-Day Farecard	14.6%	16.5%	1.9%
14-Day Farecard	2.1%	0.0%	(2.1%)
30-Day Farecard	<u>33.2%</u>	<u>31.0%</u>	(2.2%)
Total	100.0%	100.0%	

\* Preliminary

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

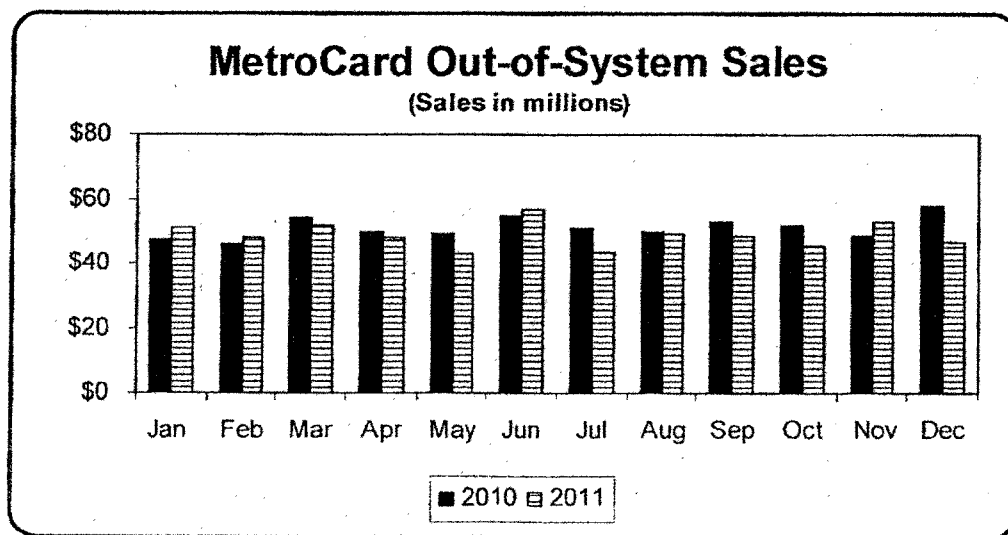


### **Balance-Protection Program**

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 December 2011 was 5,405, a 0.4 percent decrease from the same period last year. The average value of a credit issued was \$60.45

### **MetroCard Extended Sales**

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$46.9 million in December 2011, an 18.5 percent decrease compared to December 2010. Year-to-date sales totaled \$585.8 million, a 4.4 percent decrease compared to the same period last year. November sales figures have been adjusted to reflect the return of \$15.9 million of \$4.50 and \$104.00 MetroCards by the NYC Department of Education's Office of Pupil Transportation. These MetroCards were ordered in November in anticipation of a strike by school bus drivers.



#### *Retail Sales*

There were 4,397 active out-of-system sales and distribution locations for MetroCards, generating \$24.5 million in sales revenue during December 2011.

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

Sales of 195,095 MetroCards valued at approximately \$16.5 million were made in December 2011 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$84.50. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 40,683 for December 2011, generating an additional \$4.2 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$251.9 million, a 10 percent decrease when compared to last year.

### **Mobile Sales Program**

In December 2011, the Mobile Sales unit completed 208 site visits, of which 147 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$108,000 in revenue was generated. In December 2011, the Mobile Sales unit assisted and enabled 1,915 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as the Fast Track to Employment (Manhattan).

### **Reduced-Fare Program**

During December 2011 enrollment in the Reduced-Fare Program increased by 5,021 new customers, while 427 customers left the program. The total number of customers in the program is 753,015. Seniors account for 607,437 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 145,578 customers. Of those, a total of 31,862 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 \$5.7 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In December 2011, the EasyPay Reduced Fare program enrollment totaled 109,774 accounts. During the month, EasyPay customers accounted for approximately 1.8 million subway and bus rides with \$1.6 million charged to their accounts. Each account averaged 27 trips per month, with an average monthly bill of \$16.

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

In December 2011, the EasyPay Xpress PPR program enrollment totaled 42,090 accounts. During this month, Xpress PPR customers accounted for approximately 828,000 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 \$57.

### **EasyPay Xpress Unlimited Program**

In December 2011, the EasyPay Xpress Unlimited program enrollment totaled 7,950 accounts. During this month, Xpress Unlimited customers accounted for approximately 361,000 subway and local bus rides with \$676,000 charged to their accounts. Each account averaged 50 trips per month with a fixed monthly bill of \$104.

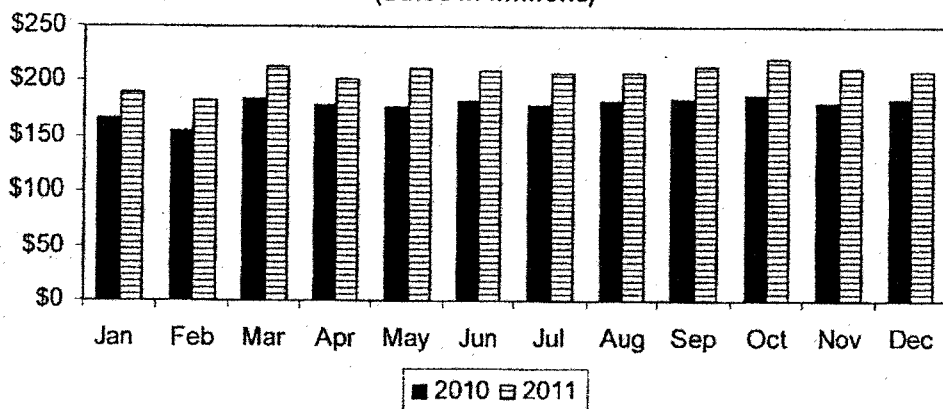
### **In-System Automated Sales**

Vending machine sales (MVMs & MEMs) during December 2011 totaled \$210.4 million, on a base of 15.8 million customer transactions. Year-to-date, the number of transactions at vending machines is 176.3 million, an 8.2 percent increase compared to the same period last year. During December 2011, MEMs accounted for 1,846,472 transactions resulting in \$40,802,892 in sales. Debit/credit card

purchases account for 70 percent of total vending machine revenue, while cash purchases account for 30 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 \$24.42, more than three times the average cash sale of \$7.08. The average debit sale is \$17.44.

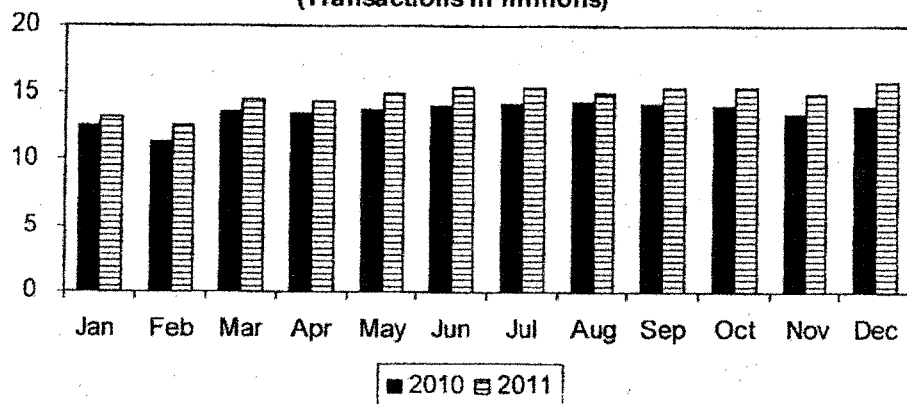
### Vending Machine Sales

(Sales in millions)



### Vending Machine Transactions

(Transactions in millions)



**MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN FOR 2012-2015  
2011 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2012**

In accordance with MTA-approved budget procedures, the following information presents MTA New York City Transit's 2011 Final Estimate, 2012 Adopted Budget and the Financial Plan for 2012-2015. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2011, as well as other technical adjustments.

These adjustments are presented on the attached reconciliations from the November Financial Plan and are described below:

- Non-reimbursable labor savings of \$9.1 million in 2012, \$9.2 million in 2013, \$55.4 million in 2014 and \$65.7 million in 2015, from the elimination of a third year wage increase as part of a three-year net zero savings initiative for represented employees and the elimination of a third year (2011) non-represented employee wage increase.
- Non-reimbursable labor savings of \$18.9 million in 2012, \$18.7 million in 2013, \$14.5 million in 2014 and \$6.8 million in 2015, from the impact of acceleration of the three-year net zero savings initiative.
- Revised inflation assumptions, which result in net energy savings of \$3.3 million in 2012, \$3.0 million in 2013, \$2.8 million in 2014, and \$2.6 million in 2015.
- New MTA efficiencies, which are projected to result in savings of \$1.4 million each year.
- Technical adjustments, principally due to retro-active cash payments related to the projected timing of labor contract settlements.
- Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

This submission also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2012 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2012 - 2015**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2011 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>40,819</b>	<b>(\$4,626.827)</b>	<b>41,071</b>	<b>(\$5,065.926)</b>	<b>41,153</b>	<b>(\$5,346.388)</b>	<b>41,278</b>	<b>(\$5,696.577)</b>	<b>41,262</b>	<b>(\$6,114.655)</b>
<b>Technical Adjustments:</b>										
Miscellaneous Corrections		0.000		0.018		0.154		0.025		0.033
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.018</b>	<b>0</b>	<b>\$0.154</b>	<b>0</b>	<b>\$0.025</b>	<b>0</b>	<b>\$0.033</b>
<b>MTA Plan Adjustments:</b>										
Labor:										
3 Zeros Salary/Wage Initiative		10.586		9.061		9.240		55.405		65.733
Accelerate 3 Zeros		6.002		18.874		18.657		14.453		6.785
New MTA Efficiencies		0.338		1.368		1.368		1.368		1.368
Energy/Other Reimbursements		2.859		3.250		3.042		2.785		2.570
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$19.785</b>	<b>0</b>	<b>\$32.563</b>	<b>0</b>	<b>\$32.307</b>	<b>0</b>	<b>\$74.011</b>	<b>0</b>	<b>\$76.456</b>
<b>2012 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>40,819</b>	<b>\$ (4,607.042)</b>	<b>41,071</b>	<b>\$ (5,033.345)</b>	<b>41,153</b>	<b>\$ (5,312.928)</b>	<b>41,278</b>	<b>\$ (5,622.541)</b>	<b>41,262</b>	<b>\$ (6,038.166)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2012 - 2015**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2011 November Financial Plan: Baseline</b>										
Surplus/(Deficit)	4,896	\$0.000	4,528	\$0.000	4,315	\$0.000	4,258	\$0.000	4,244	\$0.000
<b>Technical Adjustments:</b>										
MTA Labor Agency Reforecast		0.000		(5.737)		(5.737)		(5.737)		(5.738)
Miscellaneous Corrections		(0.021)		(0.358)		(0.147)		0.000		0.000
Sub-Total Technical Adjustments	0	(\$0.021)	0	(\$6.095)	0	(\$5.884)	0	(\$5.737)	0	(\$5.738)
<b>MTA Plan Adjustments:</b>										
Labor:										
3 Zeros Salary/Wage Initiative		4.680		4.845		5.160		11.439		12.985
Accelerate 3 Zeros		0.000		1.721		1.759		1.726		0.657
New MTA Efficiencies										
Energy/Other Reimbursements										
Sub-Total MTA Plan Adjustments	0	\$4.680	0	\$6.566	0	\$6.919	0	\$13.165	0	\$13.642
Reimbursement Adjustment-										
Reimbursable Expense Changes		(4.659)		(0.471)		(1.035)		(7.428)		(7.904)
<b>2012 February Financial Plan: Baseline</b>										
Surplus/(Deficit)	4,896	\$0.000	4,528	\$0.000	4,315	\$0.000	4,258	\$0.000	4,244	\$0.000

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2012 - 2015**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2011 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>45,715</b>	<b>(\$2,340.824)</b>	<b>45,599</b>	<b>(\$2,581.744)</b>	<b>45,468</b>	<b>(\$2,825.732)</b>	<b>45,536</b>	<b>(\$3,077.487)</b>	<b>45,506</b>	<b>(\$3,414.635)</b>
<b>Technical Adjustments:</b>										
Timing of Retroactive Salary & Wage Payments		(6.625)		6.625		0.000		0.000		0.000
MTA Labor Agency Reforecast (Reimbursable)		0.000		(5.737)		(5.737)		(5.737)		(5.738)
Miscellaneous Corrections		(0.021)		(0.340)		0.007		0.028		0.034
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>(\$6.646)</b>	<b>0</b>	<b>\$0.548</b>	<b>0</b>	<b>(\$5.730)</b>	<b>0</b>	<b>(\$5.711)</b>	<b>0</b>	<b>(\$5.704)</b>
<b>MTA Plan Adjustments:</b>										
Labor:										
3 Zeros Salary/Wage Initiative		15.266		13.806		14.400		66.844		78.718
Accelerate 3 Zeros		6.973		19.229		20.452		15.662		7.848
New MTA Efficiencies		0.338		1.368		1.368		1.368		1.368
Energy/Other Reimbursements		2.659		3.260		3.042		2.785		2.570
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$25.436</b>	<b>0</b>	<b>\$37.763</b>	<b>0</b>	<b>\$39.262</b>	<b>0</b>	<b>\$66.659</b>	<b>0</b>	<b>\$90.504</b>
Reimbursement Adjustment:										
Reimbursable Expense Changes		(4.659)		(0.471)		(1.035)		(7.428)		(7.904)
<b>2012 February Financial Plan: Surplus/(Deficit)</b>	<b>45,715</b>	<b>\$ (2,326.693)</b>	<b>45,599</b>	<b>\$ (2,643.804)</b>	<b>45,468</b>	<b>\$ (2,793.235)</b>	<b>45,536</b>	<b>\$ (3,003.967)</b>	<b>45,506</b>	<b>\$ (3,337.739)</b>

MTA New York City Transit  
2012 February Adopted Budget  
Reconciliation to the 2012 Final Proposed Budget Versus the 2012 Adopted Budget by Generic Category  
(\$ in millions)

NON-REIMBURSABLE	2012 MTA Plan Adjustments						February Adopted Budget
	Final Proposed Budget	Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA	All Other	
<b>Revenue</b>							
Farebox Revenue:							
Subway	2,746.177	0.000	0.000	0.000	0.000	0.000	2,746.177
Bus	885.066	0.000	0.000	0.000	0.000	0.000	885.066
Paratransit	17.003	0.000	0.000	0.000	0.000	0.000	17.003
Fare Media Liability	56.221	0.000	0.000	0.000	0.000	0.000	56.221
Farebox Revenue	\$3,704.467	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$3,704.467
Vehicle Toll Revenue	0.000						
Other Operating Revenue:							
Fare Reimbursement	84.016	0.000	0.000	0.000	0.000	0.000	84.016
Paratransit Reimbursement	132.619	0.000	0.000	0.000	0.000	0.000	132.619
Other	108.592	0.000	0.000	0.000	0.000	0.000	108.592
Other Operating Revenue	325.227	0.000	0.000	0.000	0.000	0.000	325.227
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$4,029.694	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4,029.694
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	2,877.006	(24.681)	0.000	0.000	0.000	1.699	2,854.024
Overtime	262.400	(0.368)	0.000	0.000	0.000	0.000	262.032
Total Salaries & Wages	3,139.406	(25.049)	0.000	0.000	0.000	1.699	3,116.056
Health and Welfare	580.019	0.000	0.000	0.000	0.000	(0.467)	579.552
OPEB Current Payment	318.496	0.000	0.000	0.000	0.000	0.000	318.496
Pensions	925.072	(2.290)	0.000	0.000	0.000	0.453	923.235
Other Fringe Benefits	258.475	(2.203)	0.000	0.000	0.000	1.149	257.421
Total Fringe Benefits	2,082.062	(4.493)	0.000	0.000	0.000	1.135	2,078.704
Reimbursable Overhead	(198.738)	1.607	0.000	0.000	0.000	0.000	(197.131)
Total Labor Expenses	\$5,022.730	(\$27.935)	\$0.000	\$0.000	\$0.000	\$2.834	\$4,997.629
<b>Non-Labor:</b>							
Electric Power	209.018	0.000	0.000	6.774	85.239	0.000	301.031
Fuel	167.183	0.000	0.000	(10.034)	23.077	0.000	180.226
Insurance	68.387	0.000	0.000	0.000	0.000	0.000	68.387
Claims	95.039	0.000	0.000	0.000	0.000	0.000	95.039
Paratransit Service Contracts	404.193	0.000	0.000	0.000	0.000	0.001	404.194
Maintenance and Other Operating Contracts	286.720	0.000	(1.172)	0.000	(120.628)	0.000	164.920
Professional Service Contracts	90.273	0.000	(0.052)	0.000	37.890	0.000	128.111
Materials & Supplies	315.952	0.000	(0.103)	0.000	(32.193)	(2.854)	280.802
Other Business Expenses	61.242	0.000	(0.041)	0.000	6.615	0.001	67.817
Total Non-Labor Expenses	\$1,698.007	\$0.000	(\$1.368)	(\$3.260)	\$0.000	(\$2.852)	\$1,690.527
<b>Other Expense Adjustments:</b>							
Other	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
<b>Total Expenses before Depreciation and GASB Adj's.</b>	<b>\$6,720.737</b>	<b>(\$27.935)</b>	<b>(\$1.368)</b>	<b>(\$3.260)</b>	<b>\$0.000</b>	<b>(\$0.018)</b>	<b>\$6,688.166</b>
Depreciation	1,445.000	0.000	0.000	0.000	0.000	0.000	1,445.000
OPEB Obligation	929.883	0.000	0.000	0.000	0.000	0.000	929.883
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$8,095.620</b>	<b>(\$27.935)</b>	<b>(\$1.368)</b>	<b>(\$3.260)</b>	<b>\$0.000</b>	<b>(\$0.018)</b>	<b>\$8,063.039</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$5,065.926)</b>	<b>\$27.935</b>	<b>\$1.368</b>	<b>\$3.260</b>	<b>\$0.000</b>	<b>\$0.018</b>	<b>(\$5,033.345)</b>



MTA New York City Transit  
2012 February Adopted Budget  
Reconciliation to the 2012 Final Proposed Budget Versus the 2012 Adopted Budget by Generic Category  
(\$ in millions)

REIMBURSABLE	2012 MTA Plan Adjustments						February Adopted Budget
	Final Proposed Budget	Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA	All Other	
<b>Revenue</b>							
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	883.499	(\$6.566)	\$0.000	\$0.000	(\$0.000)	6.095	883.028
<b>Total Revenue</b>	<b>\$883.499</b>	<b>(\$6.566)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$6.095</b>	<b>\$883.028</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	367.710	(4.196)	0.000	0.000	0.000	5.515	369.029
Overtime	65.915	0.000	0.000	0.000	0.000	(1.350)	64.565
Total Salaries & Wages	433.625	(4.196)	0.000	0.000	0.000	4.165	433.594
Health and Welfare	23.614	0.000	0.000	0.000	0.000	0.000	23.614
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	18.502	(0.389)	0.000	0.000	0.000	0.391	18.504
Other Fringe Benefits	108.141	(0.374)	0.000	0.000	0.000	1.207	108.974
Total Fringe Benefits	150.257	(0.763)	0.000	0.000	0.000	1.598	151.092
Reimbursable Overhead	198.738	(1.607)	0.000	0.000	0.000	0.000	197.131
<b>Total Labor Expenses</b>	<b>\$782.620</b>	<b>(\$6.566)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$5.763</b>	<b>\$781.817</b>
<b>Non-Labor:</b>							
Electric Power	0.000	0.000	0.000	0.000	0.000	0.252	0.252
Fuel	0.021	0.000	0.000	0.000	0.000	0.001	0.022
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	32.702	0.000	0.000	0.000	0.329	0.079	33.110
Professional Service Contracts	14.576	0.000	0.000	0.000	2.407	0.000	16.983
Materials & Supplies	52.250	0.000	0.000	0.000	(2.967)	0.000	49.283
Other Business Expenses	1.330	0.000	0.000	0.000	0.231	0.000	1.561
<b>Total Non-Labor Expenses</b>	<b>\$100.879</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.332</b>	<b>\$101.211</b>
<b>Other Expense Adjustments:</b>							
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$883.499</b>	<b>(\$6.566)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$6.095</b>	<b>\$883.028</b>
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$883.499</b>	<b>(\$6.566)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$6.095</b>	<b>\$883.028</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

MTA New York City Transit  
2012 February Adopted Budget  
Reconciliation to the 2012 Final Proposed Budget Versus the 2012 Adopted Budget by Generic Category  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2012 MTA Plan Adjustments						February Adopted Budget
	Final Proposed Budget	Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA	All Other	
<b>Revenue</b>							
Farebox Revenue:							
Subway	\$2,746.18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	2,746.177
Bus	\$885.07	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	885.066
Paratransit	\$17.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	17.003
Fare Media Liability	\$56.22	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	56.221
Total Farebox Revenue	\$3,704.467	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$3,704.467
Vehicle Toll Revenue	0.000						0.000
Other Operating Revenue:							
Fare Reimbursement	84.016	0.000	0.000	0.000	0.000	0.000	84.016
Paratransit Reimbursement	132.619	0.000	0.000	0.000	0.000	0.000	132.619
Other	108.592	0.000	0.000	0.000	0.000	0.000	108.592
Other Operating Revenue	325.227	0.000	0.000	0.000	0.000	0.000	325.227
Capital and Other Reimbursements	883.499	(6.566)	0.000	0.000	(0.000)	6.095	883.028
Total Revenue	\$4,813.163	(\$6.566)	\$0.000	\$0.000	(\$0.000)	\$6.095	\$4,912.722
<b>Expenses</b>							
Labor:							
Payroll	3,244.716	(28.877)	0.000	0.000	0.000	7.214	3,223.053
Overtime	328.315	(0.368)	0.000	0.000	0.000	(1.350)	326.597
Total Salaries & Wages	3,573.031	(29.245)	0.000	0.000	0.000	5.864	3,549.650
Health and Welfare	603.633	0.000	0.000	0.000	0.000	(0.467)	603.166
OPEB Current Payment	318.498	0.000	0.000	0.000	0.000	0.000	318.498
Pensions	943.574	(2.679)	0.000	0.000	0.000	0.844	941.739
Other Fringe Benefits	366.618	(2.577)	0.000	0.000	0.000	2.356	366.395
Total Fringe Benefits	2,232.319	(5.258)	0.000	0.000	0.000	2.733	2,229.798
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$6,805.350	(\$34.501)	\$0.000	\$0.000	\$0.000	\$8.597	\$6,779.446
Non-Labor:							
Electric Power	209.018	0.000	0.000	6.774	85.239	0.252	301.283
Fuel	167.204	0.000	0.000	(10.034)	23.077	0.001	180.248
Insurance	68.387	0.000	0.000	0.000	0.000	0.000	68.387
Claims	95.039	0.000	0.000	0.000	0.000	0.000	95.039
Paratransit Service Contracts	404.193	0.000	0.000	0.000	0.000	0.001	404.194
Maintenance and Other Operating Contracts	319.422	0.000	(1.172)	0.000	(120.299)	0.079	198.030
Professional Service Contracts	104.849	0.000	(0.052)	0.000	40.297	0.000	145.094
Materials & Supplies	368.202	0.000	(0.103)	0.000	(35.160)	(2.854)	330.885
Other Business Expenses	62.572	0.000	(0.041)	0.000	6.846	0.001	69.378
Total Non-Labor Expenses	\$1,798.888	\$0.000	(\$1.368)	(\$3.260)	(\$0.000)	(\$2.520)	\$1,791.738
Other Expense Adjustments:							
Other	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
Total Expenses before Depreciation and GASB Adjs.	\$7,604.236	(\$34.501)	(\$1.368)	(\$3.260)	(\$0.000)	\$6.077	\$7,571.184
Depreciation	1,445.000	0.000	0.000	0.000	0.000	0.000	1,445.000
OPEB Obligation	929.883	0.000	0.000	0.000	0.000	0.000	929.883
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$9,979.119	(\$34.501)	(\$1.368)	(\$3.260)	(\$0.000)	\$6.077	\$9,946.067
Baseline Surplus/(Deficit)	(\$5,065.926)	\$27.935	\$1.368	\$3.260	\$0.000	\$0.018	(\$5,033.345)

MTA New York City Transit  
2012 February Adopted Budget  
Reconciliation to the 2012 Final Proposed Budget Versus the 2012 Adopted Budget by Generic Category  
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	2012 MTA Plan Adjustments						February Adopted Budget
	Final Proposed Budget	Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA	All Other	
<b>Receipts</b>							
Fare Revenue	\$3,702.998	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	3,702.998
Vehicle Toll Revenue	0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000
Other Operating Revenue:							
Fare Reimbursement	84.016	0.000	0.000	0.000	0.000	0.000	84.016
Paratransit Reimbursement	132.464	0.000	0.000	0.000	0.000	0.000	132.464
Other	109.592	0.000	0.000	0.000	0.000	0.000	109.592
Other Operating Revenue	326.072	0.000	0.000	0.000	0.000	0.000	326.072
Capital and Other Reimbursements	1,038.377	(6.566)	0.000	0.000	0.000	5.227	1,038.038
<b>Total Receipts</b>	<b>\$5,068.447</b>	<b>(\$6.566)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$5.227</b>	<b>\$5,067.108</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	3,275.240	(27.511)	0.000	0.000	0.000	0.701	3,248.430
Overtime	331.404	(0.368)	0.000	0.000	0.000	(1.899)	329.137
Total Salaries & Wages	3,606.644	(27.879)	0.000	0.000	0.000	(1.198)	3,577.567
Health and Welfare	600.873	0.000	0.000	0.000	0.000	(0.467)	600.406
OPEB Current Payment	318.498	0.000	0.000	0.000	0.000	0.000	318.498
Pensions	930.883	(2.679)	0.000	0.000	0.000	0.844	929.048
Other Fringe Benefits	339.764	(2.577)	0.000	0.000	0.000	1.924	339.111
Total Fringe Benefits	2,190.016	(5.256)	0.000	0.000	0.000	2.301	2,187.061
GASB Account	34.370	0.000	0.000	0.000	0.000	0.000	34.370
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$5,831.030</b>	<b>(\$33.135)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1.103</b>	<b>\$5,798.998</b>
<b>Non-Labor:</b>							
Electric Power	209.018	0.000	0.000	6.774	65.239	0.252	301.283
Fuel	167.204	0.000	0.000	(10.034)	23.077	0.001	180.248
Insurance	71.936	0.000	0.000	0.000	0.000	0.000	71.936
Claims	87.065	0.000	0.000	0.000	0.000	0.001	87.066
Paratransit Service Contracts	402.193	0.000	0.000	0.000	0.000	0.001	402.194
Maintenance and Other Operating Contracts	330.122	0.000	(1.172)	0.000	(120.299)	0.079	208.730
Professional Service Contracts	98.849	0.000	(0.052)	0.000	40.297	0.000	139.094
Materials & Supplies	390.202	0.000	(0.103)	0.000	(35.160)	(2.854)	352.085
Other Business Expenditures	62.572	0.000	(0.041)	0.000	8.846	0.001	69.378
<b>Total Non-Labor Expenditures</b>	<b>\$1,818.161</b>	<b>\$0.000</b>	<b>(\$1.368)</b>	<b>(\$3.260)</b>	<b>\$0.000</b>	<b>(\$2.519)</b>	<b>\$1,812.014</b>
<b>Other Expenditure Adjustments:</b>							
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$7,650.191</b>	<b>(\$33.135)</b>	<b>(\$1.368)</b>	<b>(\$3.260)</b>	<b>\$0.000</b>	<b>(\$1.416)</b>	<b>\$7,611.012</b>
<b>Baseline Cash Deficit</b>	<b>(\$2,581.744)</b>	<b>\$26.569</b>	<b>\$1.368</b>	<b>\$3.260</b>	<b>\$0.000</b>	<b>\$6.843</b>	<b>(\$2,543.904)</b>

MTA New York City Transit  
2012 February Adopted Budget  
Reconciliation to the 2012 Final Proposed Budget Versus the 2012 Adopted Budget by Generic Category  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2012 MTA Plan Adjustments						February Adopted Budget
	Final Proposed Budget	Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA	All Other	
<b>Receipts</b>							
Fare Revenue	(1,469)	0.000	0.000	0.000	0.000	0.000	(1,469)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:							
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(0.155)	0.000	0.000	0.000	0.000	0.000	(0.155)
Other	1.000	0.000	0.000	0.000	0.000	0.000	1.000
Other Operating Revenue	0.845	0.000	0.000	0.000	0.000	0.000	0.845
Capital and Other Reimbursements	155.878	0.000	0.000	0.000	0.000	(0.868)	155.010
<b>Total Receipt Adjustments</b>	<b>\$155.264</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.868)</b>	<b>\$154.388</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	(30.524)	(1.366)	0.000	0.000	0.000	6.513	(25.377)
Overtime	(3.089)	0.000	0.000	0.000	0.000	0.549	(2.540)
Total Salaries & Wages	(333.613)	(\$1.366)	\$0.000	\$0.000	\$0.000	\$7.062	(\$27.917)
Health and Welfare	2.760	0.000	0.000	0.000	0.000	0.000	2.760
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	12.691	0.000	0.000	0.000	0.000	(0.000)	12.691
Other Fringe Benefits	26.852	0.000	0.000	0.000	0.000	0.432	27.284
Total Fringe Benefits	42.303	0.000	0.000	0.000	0.000	0.432	42.735
GASB Account	(34.370)	0.000	0.000	0.000	0.000	0.000	(34.370)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$25.680)</b>	<b>(\$1.366)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$7.494</b>	<b>(\$19.552)</b>
<b>Non-Labor:</b>							
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.000)
Insurance	(3.549)	0.000	0.000	0.000	0.000	0.000	(3.549)
Claims	7.974	0.000	0.000	0.000	0.000	(0.001)	7.973
Paratransit Service Contracts	2.000	0.000	0.000	0.000	0.000	0.000	2.000
Maintenance and Other Operating Contracts	(10.700)	0.000	0.000	0.000	0.000	0.000	(10.700)
Professional Service Contracts	6.000	0.000	0.000	0.000	0.000	0.000	6.000
Materials & Supplies	(22.000)	0.000	0.000	0.000	0.000	0.000	(22.000)
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.000)
<b>Total Non-Labor Expenditures</b>	<b>(\$20.275)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.001)</b>	<b>(\$20.278)</b>
<b>Other Expenditure Adjustments:</b>							
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditure Adjustments</b>	<b>(\$45.955)</b>	<b>(\$1.366)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$7.493</b>	<b>(\$38.828)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>\$109.289</b>	<b>(\$1.366)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$6.625</b>	<b>\$114.558</b>
Depreciation Adjustment	1,445.000	0.000	0.000	0.000	0.000	0.000	1,445.000
OPEB Obligation	929.883	0.000	0.000	0.000	0.000	0.000	929.883
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$2,484.182</b>	<b>(\$1.366)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$6.625</b>	<b>\$2,489.441</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2012 - 2015**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2011 Final Estimate*</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Operating Revenue</b>					
<u>Farebox Revenue:</u>					
Subway	2,689,411	2,746,177	2,784,519	2,829,559	2,873,194
Bus	868,384	885,066	891,990	900,720	908,673
Paratransit	14,647	17,003	19,573	22,529	25,928
Fare Media Liability	56,092	56,221	52,221	52,221	52,221
<b>Farebox Revenue</b>	<b>\$3,628,534</b>	<b>\$3,704,467</b>	<b>\$3,748,303</b>	<b>\$3,805,029</b>	<b>\$3,860,016</b>
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84,016	84,016	84,016	84,016	84,016
Paratransit Reimbursement	112,063	132,619	155,844	184,374	216,825
Other	105,809	108,582	112,381	116,343	120,450
<b>Other Operating Revenue</b>	<b>\$301,888</b>	<b>\$325,227</b>	<b>\$352,241</b>	<b>\$384,733</b>	<b>\$421,291</b>
Capital and Other Reimbursements					
<b>Total Revenue</b>	<b>\$3,930,422</b>	<b>\$4,029,694</b>	<b>\$4,100,544</b>	<b>\$4,189,762</b>	<b>\$4,281,307</b>
<b>Operating Expenses</b>					
<u>Labor:</u>					
Payroll	\$2,811,104	\$2,854,024	\$2,856,053	\$2,876,081	\$2,926,423
Overtime	266,011	262,032	259,774	259,536	263,412
<b>Total Salaries &amp; Wages</b>	<b>\$3,107,115</b>	<b>\$3,116,056</b>	<b>\$3,115,827</b>	<b>\$3,135,617</b>	<b>\$3,189,835</b>
Health and Welfare	515,497	579,552	629,274	686,518	747,791
OPEB Current Payment	283,009	318,496	359,147	395,418	435,482
Pensions	776,780	923,235	928,709	975,486	1,018,102
Other Fringe Benefits	252,459	257,421	263,070	267,924	273,248
<b>Total Fringe Benefits</b>	<b>\$1,827,745</b>	<b>\$2,078,704</b>	<b>\$2,180,200</b>	<b>\$2,325,346</b>	<b>\$2,474,623</b>
Reimbursable Overhead	(211,392)	(197,131)	(185,296)	(182,406)	(185,260)
<b>Total Labor Expenses</b>	<b>\$4,723,468</b>	<b>\$4,997,629</b>	<b>\$5,110,731</b>	<b>\$5,278,557</b>	<b>\$5,479,198</b>
<u>Non-Labor:</u>					
Electric Power	\$186,891	\$301,031	\$335,785	\$376,244	\$417,790
Fuel	\$152,453	\$180,226	\$191,224	\$193,542	\$201,939
Insurance	57,429	68,387	83,227	101,596	124,440
Claims	103,505	95,039	90,116	92,245	96,244
Paratransit Service Contracts	356,043	404,194	468,084	550,025	636,950
Maintenance and Other Operating Contracts	246,780	164,920	170,410	154,755	164,689
Professional Service Contracts	83,759	128,111	129,356	131,752	132,253
Materials & Supplies	279,226	280,802	300,743	304,525	343,396
Other Business Expenses	59,163	67,817	70,017	71,422	72,794
<b>Total Non-Labor Expenses</b>	<b>\$1,525,249</b>	<b>\$1,690,527</b>	<b>\$1,838,962</b>	<b>\$1,976,106</b>	<b>\$2,190,495</b>
<u>Other Expenses Adjustments:</u>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adj.</b>	<b>\$6,248,717</b>	<b>\$6,688,156</b>	<b>\$6,949,693</b>	<b>\$7,254,663</b>	<b>\$7,669,693</b>
Depreciation	1,370,000	1,445,000	1,520,000	1,595,000	1,670,000
OPEB Obligation	918,747	929,883	943,779	962,640	979,780
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$8,537,464</b>	<b>\$9,063,039</b>	<b>\$9,413,472</b>	<b>\$9,812,303</b>	<b>\$10,319,473</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$4,607,042)</b>	<b>(\$5,033,345)</b>	<b>(\$5,312,928)</b>	<b>(\$5,622,541)</b>	<b>(\$6,038,166)</b>

\*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented above, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2012 - 2015**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>					
	<b>2011 Final Estimate*</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Revenue</b>					
Fare Revenue					
Other Operating Revenue					
Capital and Other Reimbursements	914.926	883.028	844.145	840.739	855.336
<b>Total Revenue</b>	<b>\$914.926</b>	<b>\$883.028</b>	<b>\$844.145</b>	<b>\$840.739</b>	<b>\$855.336</b>
<b>Expenses</b>					
<b>Labor:</b>					
Payroll	373.832	369.029	352.909	349.875	355.147
Overtime	78.536	64.565	63.381	63.109	64.199
Total Salaries & Wages	\$452.368	\$433.594	\$416.290	\$412.984	\$419.346
Health and Welfare	22.596	23.614	25.570	27.848	30.310
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	19.061	18.504	18.599	20.093	21.467
Other Fringe Benefits	110.214	108.974	103.196	101.812	103.358
Total Fringe Benefits	\$151.871	\$151.092	\$147.365	\$149.753	\$155.135
Reimbursable Overhead	211.392	197.131	185.296	182.406	185.260
<b>Total Labor Expenses</b>	<b>\$815.631</b>	<b>\$781.817</b>	<b>\$748.951</b>	<b>\$745.143</b>	<b>\$769.741</b>
<b>Non-Labor:</b>					
Electric Power	\$0.000	\$0.252	(\$0.020)	(\$0.020)	(\$0.020)
Fuel	\$0.026	\$0.022	\$0.021	\$0.021	\$0.021
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	31.431	33.110	32.722	33.625	33.625
Professional Service Contracts	15.099	16.983	14.652	14.652	14.652
Materials & Supplies	50.474	49.283	46.488	45.989	45.989
Other Business Expenses	2.265	1.561	1.331	1.329	1.328
<b>Total Non-Labor Expenses</b>	<b>\$99.295</b>	<b>\$101.211</b>	<b>\$95.194</b>	<b>\$95.596</b>	<b>\$95.595</b>
<b>Other Expense Adjustments:</b>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$914.926</b>	<b>\$883.028</b>	<b>\$844.145</b>	<b>\$840.739</b>	<b>\$855.336</b>
Depreciation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$914.926</b>	<b>\$883.028</b>	<b>\$844.145</b>	<b>\$840.739</b>	<b>\$855.336</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

\*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented above, result in no net impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2012 - 2015**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2011 Final Estimate*</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Revenue</b>					
<u>Farebox Revenue:</u>					
Subway	\$2,689,411	\$2,746,177	\$2,784,519	\$2,829,559	\$2,873,194
Bus	868,384	885,066	891,990	900,720	908,673
Paratransit	14,647	17,003	19,573	22,529	25,928
Fare Media Liability	56,092	56,221	52,221	52,221	52,221
Farebox Revenue	<b>\$3,628,534</b>	<b>\$3,704,467</b>	<b>\$3,748,303</b>	<b>\$3,805,029</b>	<b>\$3,860,016</b>
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84,016	84,016	84,016	84,016	84,016
Paratransit Reimbursement	112,063	132,619	155,844	184,374	216,825
Other	105,809	108,592	112,381	116,343	120,450
Other Operating Revenue	<b>\$301,888</b>	<b>\$325,227</b>	<b>\$352,241</b>	<b>\$384,733</b>	<b>\$421,291</b>
Capital and Other Reimbursements	914,926	883,028	844,145	840,739	855,336
<b>Total Revenue</b>	<b>\$4,845,348</b>	<b>\$4,912,722</b>	<b>\$4,944,689</b>	<b>\$5,030,501</b>	<b>\$5,136,643</b>
<b>Expenses</b>					
<u>Labor:</u>					
Payroll	\$3,184,936	\$3,223,053	\$3,208,962	\$3,225,956	\$3,281,570
Overtime	<u>374,547</u>	<u>326,597</u>	<u>323,155</u>	<u>322,645</u>	<u>327,611</u>
Total Salaries & Wages	<b>\$3,559,483</b>	<b>\$3,549,650</b>	<b>\$3,532,117</b>	<b>\$3,548,601</b>	<b>\$3,609,181</b>
Health and Welfare	538,093	603,166	654,844	714,366	778,101
OPEB Current Payment	283,009	318,496	359,147	395,418	435,482
Pensions	795,841	941,739	947,308	995,579	1,039,569
Other Fringe Benefits	<u>362,673</u>	<u>366,395</u>	<u>366,266</u>	<u>369,738</u>	<u>376,606</u>
Total Fringe Benefits	<b>\$1,979,616</b>	<b>\$2,229,796</b>	<b>\$2,327,565</b>	<b>\$2,475,099</b>	<b>\$2,629,758</b>
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$5,539,099</b>	<b>\$5,779,446</b>	<b>\$5,859,682</b>	<b>\$6,023,700</b>	<b>\$6,238,939</b>
<u>Non-Labor:</u>					
Electric Power	\$186,891	\$301,283	\$335,765	\$376,224	\$417,770
Fuel	152,479	180,248	191,245	193,563	201,960
Insurance	57,429	68,387	83,227	101,596	124,440
Claims	103,505	95,039	90,116	92,245	96,244
Paratransit Service Contracts	356,043	404,194	468,084	550,025	636,950
Maintenance and Other Operating Contracts	278,211	198,030	203,132	188,380	198,314
Professional Service Contracts	98,858	145,094	144,008	146,404	146,905
Materials & Supplies	329,700	330,085	347,231	350,514	389,385
Other Business Expenses	61,428	69,378	71,348	72,751	74,122
<b>Total Non-Labor Expenses</b>	<b>\$1,624,544</b>	<b>\$1,791,738</b>	<b>\$1,934,156</b>	<b>\$2,071,702</b>	<b>\$2,286,090</b>
<u>Other Expense Adjustments:</u>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$7,163,643</b>	<b>\$7,571,184</b>	<b>\$7,793,838</b>	<b>\$8,095,402</b>	<b>\$8,525,029</b>
Depreciation	1,370,000	1,445,000	1,520,000	1,595,000	1,670,000
OPEB Obligation	918,747	929,883	943,779	962,640	979,780
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$9,452,390</b>	<b>\$9,946,067</b>	<b>\$10,257,617</b>	<b>\$10,653,042</b>	<b>\$11,174,809</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$4,607,042)</b>	<b>(\$5,033,345)</b>	<b>(\$5,312,928)</b>	<b>(\$5,622,541)</b>	<b>(\$6,038,166)</b>

\*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented above, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2012 - 2015**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2011 Final Estimate*</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Receipts</b>					
Fare Revenue	3,640,264	3,702,998	3,758,234	3,809,260	3,864,247
Other Operating Revenue					
Fare Reimbursement	84,016	84,016	84,016	84,016	84,016
Paratransit Reimbursement	112,388	132,464	155,582	184,230	216,550
Other	106,309	109,592	113,381	117,343	121,450
Other Operating Revenue	302,723	326,072	352,979	385,589	422,016
Capital and Other Reimbursements	832,570	1,038,038	851,742	840,945	851,789
<b>Total Receipts</b>	<b>\$4,776,557</b>	<b>\$5,067,108</b>	<b>\$4,962,955</b>	<b>\$5,035,794</b>	<b>\$5,138,052</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	3,142,396	3,248,430	3,186,166	3,202,724	3,255,344
Overtime	369,556	329,137	320,873	320,319	324,986
Total Salaries & Wages	\$3,511,952	\$3,577,567	\$3,507,039	\$3,523,043	\$3,580,330
Health and Welfare	580,056	600,406	650,508	709,662	772,997
OPEB Current Payment	283,009	318,496	359,147	395,418	435,482
Pensions	773,403	929,048	934,963	965,183	1,016,079
Other Fringe Benefits	333,857	339,111	336,357	340,891	348,812
Total Fringe Benefits	\$1,970,325	\$2,187,061	\$2,280,975	\$2,411,154	\$2,573,370
GASB Account	26,523	34,370	35,762	35,793	36,432
Reimbursable Overhead	0,000	0,000	0,000	0,000	0,000
<b>Total Labor Expenditures</b>	<b>\$5,508,800</b>	<b>\$5,798,998</b>	<b>\$5,823,776</b>	<b>\$5,969,990</b>	<b>\$6,190,132</b>
<b>Non-Labor:</b>					
Electric Power	\$189,691	\$301,283	\$335,765	\$376,224	\$417,770
Fuel	149,779	180,248	191,245	193,563	201,960
Insurance	55,101	71,936	85,032	103,493	129,939
Claims	100,800	87,065	81,869	83,717	85,614
Paratransit Service Contracts	367,943	402,194	466,084	548,025	634,950
Maintenance and Other Operating Contracts	285,111	208,730	213,832	199,080	209,014
Professional Service Contracts	95,382	139,094	138,008	140,404	140,905
Materials & Supplies	288,215	352,085	349,231	352,514	391,385
Other Business Expenditures	61,428	69,378	71,348	72,751	74,122
<b>Total Non-Labor Expenditures</b>	<b>\$1,593,450</b>	<b>\$1,812,014</b>	<b>\$1,932,414</b>	<b>\$2,069,771</b>	<b>\$2,285,659</b>
<b>Other Expenditure Adjustments:</b>					
Other	0,000	0,000	0,000	0,000	0,000
<b>Total Other Expenditure Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenditures</b>	<b>\$7,102,250</b>	<b>\$7,611,012</b>	<b>\$7,756,190</b>	<b>\$8,039,761</b>	<b>\$8,475,791</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$2,326,693)</b>	<b>(\$2,543,904)</b>	<b>(\$2,793,235)</b>	<b>(\$3,003,967)</b>	<b>(\$3,337,739)</b>

\*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented above, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.



**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2012 - 2015**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2011 Final Estimate*</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Receipts</b>					
Fare Revenue	\$11,730	(\$1,469)	\$9,931	\$4,231	\$4,231
Other Operating Revenue					
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	0.335	(0.155)	(0.262)	(0.144)	(0.275)
Other	0.500	1.000	1.000	1.000	1.000
Other Operating Revenue	\$0.835	\$0.845	\$0.738	\$0.855	\$0.725
Capital and Other Reimbursements	(82.356)	155.010	7.597	0.206	(3.547)
<b>Total Receipt Adjustments</b>	<b>(\$69,791)</b>	<b>\$154,386</b>	<b>\$18,256</b>	<b>\$5,293</b>	<b>\$1,409</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$42,540	(\$25,377)	\$22,796	\$23,232	\$26,226
Overtime	4,991	(2,540)	2,282	2,326	2,625
Health and Welfare	(41,963)	2,760	4,336	4,704	5,104
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	22,438	12,691	12,345	30,396	23,490
Other Fringe Benefits	28,816	27,284	29,909	28,845	27,794
Total Fringe Benefits	\$9,291	\$42,735	\$46,590	\$63,945	\$56,388
GASB Account	(26,523)	(34,370)	(35,762)	(35,793)	(36,432)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$30,299</b>	<b>(\$19,552)</b>	<b>\$35,906</b>	<b>\$53,710</b>	<b>\$48,807</b>
<b>Non-Labor:</b>					
Electric Power	(\$2,800)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	2,700	0.000	0.000	0.000	0.000
Insurance	2,328	(3,549)	(1,805)	(1,897)	(5,499)
Claims	2,705	7,973	8,247	8,528	10,630
Paratransit Service Contracts	(11,900)	2,000	2,000	2,000	2,000
Maintenance and Other Operating Contracts	(6,900)	(10,700)	(10,700)	(10,700)	(10,700)
Professional Service Contracts	3,476	6,000	6,000	6,000	6,000
Materials & Supplies	41,485	(22,000)	(2,000)	(2,000)	(2,000)
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$31,094</b>	<b>(\$20,276)</b>	<b>\$1,742</b>	<b>\$1,931</b>	<b>\$0,431</b>
<b>Other Expenditures Adjustments:</b>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>(\$8,398)</b>	<b>\$114,558</b>	<b>\$55,914</b>	<b>\$60,934</b>	<b>\$50,647</b>
Depreciation Adjustment	1,370,000	1,445,000	1,520,000	1,595,000	1,670,000
OPEB Obligation	918,747	929,883	943,779	962,640	979,780
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$2,280,349</b>	<b>\$2,489,441</b>	<b>\$2,519,693</b>	<b>\$2,618,574</b>	<b>\$2,700,427</b>

\*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented above, result in no net impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA NEW YORK CITY TRANSIT**  
**2012 Adopted Budget**  
**2012 Non-Reimbursable/Reimbursable Overtime**  
**(\$ in millions)**

		Total	
<b>NON-REIMBURSABLE OVERTIME</b>		Hours	\$
<b><u>SCHEDULED:</u></b>			%
<u>Direct Service</u>	3,905,760	\$115.102	43.9%
<u>Programmed Maintenance</u>	189,196	5.414	2.1%
<b>Total Scheduled</b>	<b>4,094,956</b>	<b>\$120.516</b>	<b>46.0%</b>
<b><u>UNSCHEDULED:</u></b>			
<u>Vacancy/Absentee Coverage</u>	1,031,192	\$30.806	11.8%
<u>Weather Emergencies</u>	120,567	3.665	1.4%
<u>Maintenance</u>	1,590,406	49.203	18.8%
<u>Service Delays</u>	1,042,860	32.648	12.5%
<u>Tour Length</u>	253,090	8.282	3.2%
<u>Emergencies</u>	258,964	8.028	3.1%
<u>Safety/Security/Law Enforcement</u>	98,074	2.616	1.0%
<u>All Other <sup>1</sup></u>	204,202	6.267	2.4%
<b>Total Unscheduled</b>	<b>4,599,356</b>	<b>\$141.516</b>	<b>54.0%</b>
<b><u>TOTAL NON-REIMBURSABLE OVERTIME:</u></b>	<b>8,694,312</b>	<b>\$262.032</b>	<b>100.0%</b>
<b><u>REIMBURSABLE OVERTIME</u></b>	<b>2,026,282</b>	<b>\$64.566</b>	
<b>TOTAL OVERTIME</b>	<b>10,720,594</b>	<b>\$326.598</b>	

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

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2012 - 2015**  
**Ridership/(Utilization)**  
(\$ in millions)

**RIDERSHIP**

	<b>2011 Final Estimate</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Subway	1,635.471	1,669.289	1,691.613	1,717.838	1,743.245
Bus	665.617	677.433	682.237	688.293	693.811
Paratransit	9.041	10.501	12.077	13.888	15.971
<b>Total Ridership</b>	<b>2,310.129</b>	<b>2,357.223</b>	<b>2,385.927</b>	<b>2,420.019</b>	<b>2,453.027</b>

**FAREBOX REVENUE (Excluding fare media liability)**

Subway	2,689.411	2,746.177	2,784.519	2,829.559	2,873.194
Bus	868.384	885.066	891.990	900.720	908.673
Paratransit	14.647	17.003	19.573	22.529	25.928
<b>Total Farebox Revenue</b>	<b>\$3,572.442</b>	<b>\$3,648.246</b>	<b>\$3,696.082</b>	<b>\$3,752.808</b>	<b>\$3,807.795</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2012 - 2015**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

Function/Department	2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
<b>Administration</b>					
Office of the President	20	20	20	20	20
Law	266	266	266	266	266
Office of the EVP	41	41	38	38	38
Human Resources	303	181	181	181	181
Office of Management and Budget	39	39	39	39	39
Capital Planning & Budget	31	31	31	31	31
Corporate Communications	245	243	243	243	243
AFC Program Management & Sales	54	54	54	54	54
Technology & Information Services	426	395	391	390	389
Non-Departmental	84	85	85	85	85
Labor Relations	96	96	96	96	96
Materiel	237	234	230	224	224
Controller	145	121	121	121	121
<b>Total Administration</b>	<b>1,987</b>	<b>1,806</b>	<b>1,795</b>	<b>1,788</b>	<b>1,787</b>
<b>Operations</b>					
Subways Service Delivery	7,391	7,390	7,315	7,314	7,311
Subways Operation Support /Admin	311	311	311	311	311
Subways Stations	2,677	2,693	2,693	2,693	2,693
<b>Subtotal - Subways</b>	<b>10,379</b>	<b>10,394</b>	<b>10,319</b>	<b>10,318</b>	<b>10,315</b>
Buses	10,255	10,294	10,291	10,291	10,291
Paratransit	150	148	148	148	148
Operations Planning	374	376	371	371	371
Revenue Control	423	423	423	423	423
<b>Total Operations</b>	<b>21,581</b>	<b>21,635</b>	<b>21,552</b>	<b>21,551</b>	<b>21,548</b>
<b>Maintenance</b>					
Subways Operation Support /Admin	169	166	166	166	163
Subways Engineering	313	300	284	258	258
Subways Car Equipment	3,935	4,110	4,173	4,089	4,098
Subways Infrastructure	1,696	1,641	1,633	1,634	1,634
Subways Stations	3,522	3,540	3,533	3,736	3,736
Subways Track	2,747	2,692	2,692	2,692	2,692
Subways Power	659	622	595	596	596
Subways Signals	1,413	1,451	1,407	1,383	1,383
Subways Electronics Maintenance	1,430	1,404	1,399	1,399	1,392
<b>Subtotal - Subways</b>	<b>15,884</b>	<b>15,926</b>	<b>15,882</b>	<b>15,953</b>	<b>15,952</b>
Buses	3,766	3,725	3,733	3,738	3,713
Revenue Control	137	150	150	150	150
Supply Logistics	547	547	546	546	546
System Safety	88	88	88	88	88
<b>Total Maintenance</b>	<b>20,422</b>	<b>20,436</b>	<b>20,399</b>	<b>20,475</b>	<b>20,449</b>
<b>Engineering/Capital</b>					
Capital Program Management	1,218	1,218	1,218	1,218	1,218
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>
<b>Public Safety</b>					
Security	507	504	504	504	504
<b>Total Public Safety</b>	<b>507</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>
<b>Baseline Total Positions</b>	<b>45,715</b>	<b>45,599</b>	<b>45,468</b>	<b>45,536</b>	<b>45,506</b>
Non-Reimbursable	40,819	41,071	41,153	41,278	41,262
Reimbursable	4,896	4,528	4,315	4,258	4,244
<b>Total Full-Time</b>	<b>45,561</b>	<b>45,444</b>	<b>45,313</b>	<b>45,381</b>	<b>45,351</b>
<b>Total Full-Time Equivalents</b>	<b>154</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2012 - 2015**  
**Total Positions by Function and Occupation**

Function/Occupational Group	2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
<b>Administration</b>					
Managers/Supervisors	651	618	610	604	603
Professional, Technical, Clerical	1,219	1,072	1,069	1,068	1,068
Operational Hourlies	117	116	116	116	116
<b>Total Administration</b>	<b>1,987</b>	<b>1,806</b>	<b>1,795</b>	<b>1,788</b>	<b>1,787</b>
<b>Operations</b>					
Managers/Supervisors	2,486	2,516	2,492	2,491	2,488
Professional, Technical, Clerical	365	364	363	363	363
Operational Hourlies	18,730	18,755	18,697	18,697	18,697
<b>Total Operations</b>	<b>21,581</b>	<b>21,635</b>	<b>21,552</b>	<b>21,551</b>	<b>21,548</b>
<b>Maintenance</b>					
Managers/Supervisors	3,858	3,861	3,838	3,842	3,840
Professional, Technical, Clerical	1,053	1,026	995	986	980
Operational Hourlies	15,511	15,549	15,566	15,647	15,629
<b>Total Maintenance</b>	<b>20,422</b>	<b>20,436</b>	<b>20,399</b>	<b>20,475</b>	<b>20,449</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	272	272	272	272	272
Professional, Technical, Clerical	944	944	944	944	944
Operational Hourlies	2	2	2	2	2
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>
<b>Public Safety</b>					
Managers/Supervisors	128	129	129	129	129
Professional, Technical, Clerical	32	32	32	32	32
Operational Hourlies	347	343	343	343	343
<b>Total Public Safety</b>	<b>507</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>
<b>Total</b>					
Managers/Supervisors	7,395	7,396	7,341	7,338	7,332
Professional, Technical, Clerical	3,613	3,438	3,403	3,393	3,387
Operational Hourlies	34,707	34,765	34,724	34,805	34,787
<b>Baseline Total Positions</b>	<b>45,715</b>	<b>45,599</b>	<b>45,468</b>	<b>45,536</b>	<b>45,506</b>

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET  
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY  
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue:													
Subway	\$217.761	\$216.031	\$235.912	\$224.531	\$236.482	\$232.118	\$229.459	\$230.430	\$222.291	\$244.045	\$228.811	\$228.306	\$2,746.177
Bus	69.629	68.963	76.213	72.338	77.144	74.389	75.710	76.652	73.856	78.334	71.918	69.920	885.066
Paratransit	1.288	1.265	1.439	1.362	1.471	1.419	1.391	1.470	1.406	1.599	1.487	1.404	17.003
Fare Media Liability	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	56.221
Farebox Revenue	\$293.363	\$290.944	\$318.249	\$302.916	\$319.782	\$312.611	\$311.245	\$313.237	\$302.240	\$328.663	\$306.901	\$304.316	\$3,704.467
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:													
Fare Reimbursement	7.722	7.473	9.556	7.353	9.541	6.580	2.909	2.173	6.090	9.463	8.223	6.933	84.016
Paratransit Reimbursement	11.051	11.051	11.051	11.051	11.051	11.051	11.051	11.051	11.052	11.053	11.053	11.053	132.619
Other	9.049	9.049	9.049	9.049	9.049	9.049	9.050	9.050	9.051	9.051	9.051	9.045	108.592
Other Operating Revenue	\$27.822	\$27.573	\$29.656	\$27.453	\$29.641	\$26.680	\$23.010	\$22.274	\$26.193	\$29.567	\$28.327	\$27.031	\$325.227
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$321.185	\$318.517	\$347.905	\$330.369	\$349.423	\$339.291	\$334.255	\$335.511	\$328.433	\$368.230	\$335.228	\$331.347	\$4,029.694
Operating Expenses													
Labor:													
Payroll	244.026	230.462	234.519	229.580	244.917	227.972	241.285	240.851	226.945	240.710	246.186	246.568	2,854.024
Overtime	22.092	21.664	21.820	22.167	22.824	21.252	21.793	22.163	20.706	23.031	21.664	20.856	262.032
Total Salaries & Wages	266.121	252.126	256.339	251.747	267.741	249.224	263.078	263.014	247.651	263.741	267.850	267.424	3,116.056
Health and Welfare	47.527	47.103	47.118	46.964	47.053	47.238	48.930	49.193	48.982	48.907	48.905	51.633	579.552
OPEB Current Payment	26.124	25.891	25.899	25.815	25.863	25.965	26.896	27.039	26.923	26.883	26.881	26.317	318.496
Pensions	17.893	16.822	17.544	16.817	18.106	16.691	730.889	17.844	16.670	17.730	17.967	18.232	923.235
Other Fringe Benefits	22.305	21.107	20.286	21.044	22.214	20.019	23.062	22.134	20.230	21.668	22.110	21.241	257.421
Total Fringe Benefits	113.848	110.923	110.847	110.639	113.236	110.113	829.788	116.010	112.805	115.188	115.884	119.423	2,078.704
Reimbursable Overhead	(15.514)	(15.695)	(19.471)	(15.667)	(15.784)	(15.941)	(14.874)	(15.061)	(18.082)	(15.104)	(14.867)	(18.072)	(197.131)
Total Labor Expenses	\$364.455	\$347.354	\$347.716	\$346.719	\$365.194	\$340.396	\$1,077.991	\$363.963	\$342.376	\$363.824	\$368.866	\$368.776	\$4,997.629
Non-Labor:													
Electric Power	24.145	27.123	23.263	24.247	22.607	25.121	27.663	24.870	27.901	25.853	24.480	23.756	301.031
Fuel	16.250	15.757	17.164	17.507	15.803	13.764	13.264	13.193	13.200	13.928	14.420	15.957	180.226
Insurance	5.396	5.396	5.692	5.693	5.764	5.764	5.764	5.764	5.764	5.764	5.811	5.812	68.387
Claims	7.917	7.917	7.917	7.917	7.917	7.917	7.917	7.917	7.917	7.917	7.917	7.955	95.039
Paratransit Service Contracts	31.108	30.886	34.312	32.842	34.423	34.119	33.141	34.420	33.709	36.731	34.902	33.601	404.184
Mtca, and Other Operating Contracts	15.157	13.597	13.600	14.675	14.617	14.812	15.139	15.423	16.342	16.341	16.359	(1.141)	164.920
Professional Service Contracts	8.607	8.939	10.972	9.496	9.561	10.865	10.099	10.000	11.481	11.081	11.593	14.418	128.111
Materials & Supplies	21.464	25.361	21.587	21.384	21.387	21.597	25.172	25.163	25.375	25.294	25.310	21.706	280.802
Other Business Expenses	5.259	5.204	7.681	5.499	5.437	5.525	5.516	5.490	5.437	5.637	5.430	5.702	67.817
Total Non-Labor Expenses	\$136.303	\$140.181	\$142.186	\$139.261	\$137.516	\$139.503	\$143.675	\$142.238	\$147.128	\$148.547	\$146.222	\$127.766	\$1,690.627
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses													
before Depreciation, OPEB	\$500.767	\$487.535	\$489.903	\$485.980	\$502.709	\$479.899	\$1,221.667	\$506.202	\$489.503	\$512.371	\$515.089	\$496.541	\$6,688.156
Depreciation	114.500	115.500	116.500	118.000	119.000	120.000	121.000	122.000	123.000	124.000	125.000	126.500	1,445.000
OPEB Account	0.000	0.000	232.471	0.000	0.000	232.471	0.000	0.000	232.471	0.000	0.000	232.471	929.883
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$615.267	\$603.035	\$838.873	\$603.980	\$621.709	\$832.369	\$1,342.667	\$628.202	\$844.974	\$636.371	\$640.089	\$855.512	\$9,063.039
Net Surplus/(Deficit)	(\$294.072)	(\$284.518)	(\$490.968)	(\$273.611)	(\$272.286)	(\$493.078)	(\$1,008.412)	(\$292.691)	(\$516.541)	(\$278.141)	(\$304.861)	(\$524.165)	(\$5,033.345)

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET  
ACCURAL STATEMENT OF OPERATIONS by CATEGORY  
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	68.542	69.427	78.574	71.223	71.260	78.270	85.700	69.241	75.513	69.822	68.164	77.293	883.028
<b>Total Revenue</b>	<b>\$68.542</b>	<b>\$69.427</b>	<b>\$78.574</b>	<b>\$71.223</b>	<b>\$71.260</b>	<b>\$78.270</b>	<b>\$85.700</b>	<b>\$69.241</b>	<b>\$75.513</b>	<b>\$69.822</b>	<b>\$68.164</b>	<b>\$77.293</b>	<b>\$883.028</b>
Expenses													
Labor													
Payroll	29.883	29.691	34.076	30.312	31.019	32.567	29.221	29.776	31.223	30.285	29.177	31.790	369.029
Overtime	4.987	4.880	6.059	5.026	5.030	6.097	5.110	5.110	6.198	4.970	4.966	6.032	64.565
Total Salaries & Wages	34.870	34.672	40.135	35.338	36.048	38.664	34.331	34.886	37.420	35.265	34.143	37.822	433.594
Health and Welfare	1.971	1.918	1.918	1.918	1.938	1.938	1.996	1.996	1.996	1.996	1.996	2.033	23.614
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.075	0.075	0.075	0.075	0.075	0.075	17.675	0.075	0.075	0.075	0.075	0.075	18.504
Other Fringe Benefits	8.622	8.746	10.308	9.231	8.943	9.938	8.402	8.558	9.501	8.668	8.448	9.607	108.974
Total Fringe Benefits	10.669	10.739	12.302	11.224	10.956	11.951	28.074	10.630	11.572	10.739	10.520	11.716	151.092
Reimbursable Overhead	15.514	15.695	19.471	15.667	15.784	18.941	14.874	15.061	18.082	15.104	14.867	18.072	197.131
<b>Total Labor Expenses</b>	<b>\$61.052</b>	<b>\$61.105</b>	<b>\$71.908</b>	<b>\$62.229</b>	<b>\$62.788</b>	<b>\$69.567</b>	<b>\$77.279</b>	<b>\$60.576</b>	<b>\$67.074</b>	<b>\$61.108</b>	<b>\$69.630</b>	<b>\$67.610</b>	<b>\$781.817</b>
Non-Labor													
Electric Power	0.021	0.021	0.021	0.021	0.020	0.021	0.020	0.021	0.020	0.021	0.020	0.021	0.252
Fuel	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.022
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mtce. and Other Operating Contracts	2.705	2.837	2.727	2.705	2.837	2.727	2.705	2.637	2.727	2.705	2.853	2.746	33.110
Professional Service Contracts	1.031	1.301	1.293	1.665	1.347	1.431	1.356	1.398	1.389	1.418	1.376	1.978	16.983
Materials & Supplies	3.438	3.868	4.320	4.308	3.973	4.226	4.045	4.114	3.897	4.275	4.090	4.631	49.283
Other Business Expenses	0.292	0.292	(1.695)	0.292	0.293	0.306	0.292	0.292	0.305	0.292	0.293	0.306	1.561
<b>Total Non-Labor Expenses</b>	<b>\$7.489</b>	<b>\$8.322</b>	<b>\$6.667</b>	<b>\$8.994</b>	<b>\$8.472</b>	<b>\$8.713</b>	<b>\$8.421</b>	<b>\$8.665</b>	<b>\$8.439</b>	<b>\$8.713</b>	<b>\$8.634</b>	<b>\$9.684</b>	<b>\$101.211</b>
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation, OPEB</b>	<b>\$68.542</b>	<b>\$69.427</b>	<b>\$78.574</b>	<b>\$71.223</b>	<b>\$71.260</b>	<b>\$78.270</b>	<b>\$85.700</b>	<b>\$69.241</b>	<b>\$75.513</b>	<b>\$69.822</b>	<b>\$68.164</b>	<b>\$77.293</b>	<b>\$883.028</b>
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$68.542</b>	<b>\$69.427</b>	<b>\$78.574</b>	<b>\$71.223</b>	<b>\$71.260</b>	<b>\$78.270</b>	<b>\$85.700</b>	<b>\$69.241</b>	<b>\$75.513</b>	<b>\$69.822</b>	<b>\$68.164</b>	<b>\$77.293</b>	<b>\$883.028</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET  
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY  
(\$ in millions)

NON-REIMBURSABLE & REIMBURSABLE													Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
<b>Revenue</b>													
<b>Farebox Revenue:</b>													
Subway	\$217.761	\$216.031	\$235.912	\$224.531	\$236.482	\$232.118	\$229.459	\$230.430	\$222.291	\$244.045	\$228.811	\$228.308	\$2,746.177
Bus	69.629	68.963	76.213	72.338	77.144	74.389	75.710	76.652	73.856	78.334	71.918	69.920	885.066
Paratransit	1.288	1.265	1.439	1.362	1.471	1.419	1.391	1.470	1.408	1.599	1.487	1.404	17.003
Fare Media Liability	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.686	56.221
<b>Farebox Revenue</b>	<b>\$293.363</b>	<b>\$290.944</b>	<b>\$318.249</b>	<b>\$302.916</b>	<b>\$319.782</b>	<b>\$312.611</b>	<b>\$311.245</b>	<b>\$313.237</b>	<b>\$302.240</b>	<b>\$328.663</b>	<b>\$306.901</b>	<b>\$304.316</b>	<b>\$3,704.467</b>
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Other Operating Revenue:</b>													
Fare Reimbursement	7.722	7.473	9.556	7.353	9.541	6.580	2.909	2.173	6.090	9.463	8.223	6.933	84.016
Paratransit Reimbursement	11.051	11.051	11.051	11.051	11.051	11.051	11.051	11.051	11.052	11.053	11.053	11.053	132.619
Other	9.049	9.049	9.049	9.049	9.049	9.049	9.050	9.050	9.051	9.051	9.051	9.045	108.592
<b>Other Operating Revenue</b>	<b>\$27.822</b>	<b>\$27.573</b>	<b>\$29.656</b>	<b>\$27.453</b>	<b>\$29.641</b>	<b>\$26.680</b>	<b>\$23.010</b>	<b>\$22.274</b>	<b>\$26.193</b>	<b>\$29.567</b>	<b>\$28.327</b>	<b>\$27.031</b>	<b>\$325.227</b>
Capital and Other Reimbursements	68.542	69.427	78.574	71.223	71.280	78.270	85.700	69.241	75.513	69.822	68.164	77.293	883.028
<b>Total Revenue</b>	<b>\$389.727</b>	<b>\$387.944</b>	<b>\$426.479</b>	<b>\$401.592</b>	<b>\$420.683</b>	<b>\$417.561</b>	<b>\$419.955</b>	<b>\$404.752</b>	<b>\$403.946</b>	<b>\$428.052</b>	<b>\$403.392</b>	<b>\$408.640</b>	<b>\$4,912.722</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	273.911	260.154	268.595	259.892	275.936	260.539	270.506	270.627	258.168	271.005	275.363	276.358	3,223.053
Overtime	27.080	26.844	27.879	27.193	27.853	27.349	26.903	27.273	26.904	28.001	26.630	26.888	326.597
Total Salaries & Wages	300.991	286.998	296.475	287.085	303.789	287.888	297.409	297.900	285.072	299.006	301.993	303.246	3,549.650
Health and Welfare	49.498	49.020	49.036	48.881	48.991	49.176	50.927	51.189	50.978	50.803	50.901	53.066	603.166
OPEB Current Payment	26.124	25.891	25.899	25.815	25.863	25.965	26.886	27.039	26.923	26.883	26.881	28.317	318.496
Pensions	17.968	16.898	17.619	16.892	18.181	16.967	748.575	17.719	16.746	17.806	18.082	18.308	941.739
Other Fringe Benefits	30.927	29.853	30.595	30.276	31.157	29.957	31.465	30.692	29.731	30.338	30.559	30.848	366.395
Total Fringe Benefits	124.517	121.662	123.149	121.863	124.192	122.084	857.862	126.639	124.378	125.927	126.404	131.139	2,229.796
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$425.507</b>	<b>\$408.459</b>	<b>\$419.624</b>	<b>\$408.948</b>	<b>\$427.982</b>	<b>\$409.952</b>	<b>\$1,165.271</b>	<b>\$424.539</b>	<b>\$409.449</b>	<b>\$424.933</b>	<b>\$428.396</b>	<b>\$436.386</b>	<b>\$5,779.446</b>
<b>Non-Labor:</b>													
Electric Power	24.166	27.145	23.284	24.269	22.828	25.143	27.683	24.892	27.922	25.874	24.501	23.777	301.283
Fuel	16.251	15.759	17.166	17.508	15.805	13.785	13.266	13.194	13.202	13.931	14.422	15.959	180.248
Insurance	5.396	5.396	5.692	5.693	5.764	5.764	5.764	5.764	5.764	5.764	5.811	5.812	68.387
Claims	7.917	7.917	7.917	7.917	7.917	7.917	7.917	7.917	7.917	7.917	7.917	7.955	95.039
Paratransit Service Contracts	31.108	30.886	34.312	32.842	34.423	34.119	33.141	34.420	33.709	36.731	34.902	33.601	404.194
Mtce. and Other Operating Contracts	17.862	16.434	16.326	17.380	17.454	17.538	17.845	18.280	19.069	19.048	19.212	1.605	198.030
Professional Service Contracts	10.638	10.241	12.264	11.161	10.908	12.295	11.455	11.398	12.870	12.488	12.969	16.396	145.094
Materials & Supplies	24.802	29.229	25.908	25.692	25.360	25.824	29.217	29.278	29.372	29.569	29.400	26.337	330.085
Other Business Expenses	5.551	5.486	5.986	5.792	5.730	5.831	5.808	5.782	5.742	5.930	5.723	6.008	69.378
<b>Total Non-Labor Expenses</b>	<b>\$143.792</b>	<b>\$148.503</b>	<b>\$148.853</b>	<b>\$148.254</b>	<b>\$145.987</b>	<b>\$148.216</b>	<b>\$152.096</b>	<b>\$150.904</b>	<b>\$155.667</b>	<b>\$157.260</b>	<b>\$154.856</b>	<b>\$137.450</b>	<b>\$1,791.738</b>
<b>Other Expense Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation, OPEB</b>	<b>\$569.299</b>	<b>\$556.962</b>	<b>\$568.477</b>	<b>\$557.202</b>	<b>\$573.969</b>	<b>\$558.168</b>	<b>\$1,307.367</b>	<b>\$575.443</b>	<b>\$565.016</b>	<b>\$582.193</b>	<b>\$583.252</b>	<b>\$573.834</b>	<b>\$7,571.184</b>
Depreciation	114.500	115.500	116.500	118.000	119.000	120.000	121.000	122.000	123.000	124.000	125.000	126.500	1,445.000
OPEB Account	0.000	0.000	232.471	0.000	0.000	232.471	0.000	0.000	232.471	0.000	0.000	232.471	929.883
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$683.799</b>	<b>\$672.462</b>	<b>\$917.448</b>	<b>\$675.202</b>	<b>\$692.969</b>	<b>\$910.639</b>	<b>\$1,428.367</b>	<b>\$697.443</b>	<b>\$920.487</b>	<b>\$706.193</b>	<b>\$708.252</b>	<b>\$932.805</b>	<b>\$9,946.067</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$294.072)</b>	<b>(\$284.518)</b>	<b>(\$490.968)</b>	<b>(\$273.611)</b>	<b>(\$272.286)</b>	<b>(\$493.078)</b>	<b>(\$1,008.412)</b>	<b>(\$292.691)</b>	<b>(\$516.541)</b>	<b>(\$278.141)</b>	<b>(\$304.861)</b>	<b>(\$524.166)</b>	<b>(\$5,033.345)</b>



MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET  
CASH RECEIPTS and EXPENDITURES  
(\$ in millions)

**CASH RECEIPTS AND EXPENDITURES**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$289,781	\$293,752	\$320,556	\$306,472	\$313,976	\$315,736	\$310,058	\$315,659	\$299,909	\$334,466	\$301,160	\$302,475	\$3,702,998
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	0.000	0.000	0.000	6.312	0.000	43.766	6.312	0.000	0.000	6.313	0.000	21.313	84.016
Paratransit Reimbursement	2.185	42.185	2.185	2.185	42.185	2.185	2.185	2.185	28.425	2.185	2.185	2.185	132.464
Other	<u>63.334</u>	<u>3.387</u>	<u>3.387</u>	<u>3.387</u>	<u>3.387</u>	<u>3.387</u>	<u>3.387</u>	<u>3.387</u>	<u>3.388</u>	<u>3.388</u>	<u>3.388</u>	<u>12.385</u>	<u>109.582</u>
Other Operating Revenue	\$65,519	\$45,572	\$5,572	\$11,884	\$45,572	\$49,338	\$11,884	\$6,572	\$31,813	\$11,886	\$5,573	\$35,887	\$326,072
Capital and Other Reimbursements	78.542	79.427	88.574	85.112	85.148	92.159	99.589	63.130	89.402	83.711	82.053	91.192	1,038,038
<b>Total Receipts</b>	<b>\$433,842</b>	<b>\$418,751</b>	<b>\$414,702</b>	<b>\$402,468</b>	<b>\$444,698</b>	<b>\$457,233</b>	<b>\$421,829</b>	<b>\$404,361</b>	<b>\$421,124</b>	<b>\$430,063</b>	<b>\$388,786</b>	<b>\$429,554</b>	<b>\$5,067,108</b>
<b>Expenditures</b>													
<u>Labor:</u>													
Payroll	240,694	259,634	337,650	237,610	291,863	239,543	284,225	356,279	239,497	243,559	301,159	216,697	3,248,430
Overtime	<u>23,899</u>	<u>26,594</u>	<u>34,493</u>	<u>25,059</u>	<u>29,381</u>	<u>25,338</u>	<u>28,217</u>	<u>35,476</u>	<u>25,116</u>	<u>25,373</u>	<u>29,101</u>	<u>21,092</u>	<u>329,137</u>
Total Salaries & Wages	264,593	286,228	372,143	262,669	321,264	264,881	312,441	391,755	264,613	268,932	330,259	237,789	3,577,567
Health and Welfare	49,498	49,020	49,036	48,881	50,227	49,176	50,927	51,189	50,978	50,903	50,901	48,670	600,406
OPEB Current Payment	28,124	25,891	25,899	25,815	25,863	25,965	26,896	27,039	26,923	26,883	26,881	28,317	318,496
Pensions	17,968	16,898	17,619	16,892	18,181	321,299	16,463	17,719	16,748	17,806	18,062	433,397	929,048
Other Fringe Benefits	<u>25,725</u>	<u>27,358</u>	<u>33,854</u>	<u>25,979</u>	<u>30,043</u>	<u>25,767</u>	<u>30,171</u>	<u>35,327</u>	<u>25,735</u>	<u>25,614</u>	<u>30,242</u>	<u>23,299</u>	<u>339,111</u>
Total Fringe Benefits	119,315	119,165	126,408	117,566	124,314	422,206	124,456	131,274	120,382	121,205	126,087	534,683	2,187,061
GASB Account	2,644	2,644	3,966	2,644	2,644	2,644	2,644	3,966	2,644	2,644	2,644	2,644	34,370
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$386,552</b>	<b>\$408,037</b>	<b>\$502,517</b>	<b>\$382,879</b>	<b>\$448,222</b>	<b>\$689,731</b>	<b>\$439,541</b>	<b>\$626,995</b>	<b>\$387,639</b>	<b>\$392,781</b>	<b>\$458,990</b>	<b>\$776,116</b>	<b>\$5,798,998</b>
<u>Non-Labor:</u>													
Electric Power	24,166	27,145	23,284	24,268	22,628	25,143	27,883	24,892	27,922	25,874	24,501	23,777	301,283
Fuel	16,251	15,759	17,166	17,508	15,805	13,785	13,266	13,194	13,202	13,931	14,422	15,958	180,248
Insurance	(0.021)	8,186	16,330	(0.020)	0.190	16,614	0.004	0.004	15,295	0.004	0.027	15,320	71,936
Claims	7,252	7,252	7,252	7,252	7,252	7,252	7,252	7,252	7,252	7,252	7,252	7,290	87,066
Paratransit Service Contracts	30,941	30,720	34,145	32,676	34,256	33,952	32,974	34,253	33,542	36,564	34,736	33,435	402,194
Misc. and Other Operating Contracts	17,862	16,434	16,326	17,380	17,454	17,538	17,845	18,260	19,069	19,046	19,212	12,305	208,730
Professional Service Contracts	10,638	10,241	10,764	11,161	10,808	10,795	11,455	11,398	11,370	12,498	12,969	14,896	139,094
Materials & Supplies	31,719	36,046	32,723	32,509	27,177	25,241	28,234	26,295	26,389	26,586	26,417	34,750	352,085
Other Business Expenditures	5,551	5,496	5,986	5,792	5,730	5,831	5,808	5,782	5,742	5,930	5,723	6,006	69,378
<b>Total Non-Labor Expenditures</b>	<b>\$144,361</b>	<b>\$167,279</b>	<b>\$163,977</b>	<b>\$148,527</b>	<b>\$141,399</b>	<b>\$156,162</b>	<b>\$142,622</b>	<b>\$141,330</b>	<b>\$159,784</b>	<b>\$147,686</b>	<b>\$145,258</b>	<b>\$163,739</b>	<b>\$1,812,014</b>
<u>Other Expenditure Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$530,912</b>	<b>\$565,315</b>	<b>\$666,494</b>	<b>\$531,407</b>	<b>\$589,621</b>	<b>\$845,892</b>	<b>\$582,063</b>	<b>\$668,325</b>	<b>\$547,423</b>	<b>\$540,467</b>	<b>\$604,248</b>	<b>\$938,855</b>	<b>\$7,611,012</b>
<b>Net Cash Deficit</b>	<b>(\$97,071)</b>	<b>(\$146,565)</b>	<b>(\$251,792)</b>	<b>(\$128,939)</b>	<b>(\$144,925)</b>	<b>(\$388,659)</b>	<b>(\$160,534)</b>	<b>(\$263,966)</b>	<b>(\$126,298)</b>	<b>(\$110,404)</b>	<b>(\$215,462)</b>	<b>(\$509,301)</b>	<b>(\$2,543,904)</b>

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET  
CASH CONVERSION (CASH FLOW ADJUSTMENTS)  
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	(\$3,582)	\$2,808	\$2,307	\$2,556	(\$5,806)	\$3,125	(\$1,189)	\$2,422	(\$2,331)	\$5,803	(\$5,741)	(\$1,841)	(\$1,469)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Other Operating Revenue:</b>													
Fare Reimbursement	(7.722)	(7.473)	(9.556)	(1.041)	(9.541)	37.186	3.403	(2.173)	(6.090)	(3.150)	(8.223)	14.380	0.000
Paratransit Reimbursement	(8.866)	31.134	(8.866)	(8.866)	31.134	(8.866)	(8.866)	(8.866)	17.373	(8.866)	(8.866)	(8.864)	(0.155)
Other	<u>54.285</u>	<u>(5.662)</u>	<u>(5.662)</u>	<u>(5.662)</u>	<u>(5.662)</u>	<u>(5.662)</u>	<u>(5.663)</u>	<u>(5.663)</u>	<u>(5.663)</u>	<u>(5.663)</u>	<u>(5.663)</u>	3.340	1.000
Other Operating Revenue	\$37.697	\$17.999	(\$24.084)	(\$16.569)	\$16.931	\$22.658	(\$11.126)	(\$16.702)	\$6.620	(\$17.681)	(\$22.754)	\$8.856	\$0.845
Capital and Other Reimbursements	10.000	10.000	10.000	13.889	13.889	13.889	13.889	13.889	13.889	13.889	13.889	13.889	155.010
<b>Total Receipt Adjustments</b>	<b>\$44.116</b>	<b>\$30.807</b>	<b>(\$11.777)</b>	<b>\$0.876</b>	<b>\$24.014</b>	<b>\$39.672</b>	<b>\$1.674</b>	<b>(\$0.391)</b>	<b>\$17.178</b>	<b>\$2.011</b>	<b>(\$14.606)</b>	<b>\$20.914</b>	<b>\$154.366</b>
<b>Expenditures</b>													
<b>Labor</b>													
Payroll	33.217	0.520	(69.055)	22.282	(15.947)	20.997	(13.719)	(85.652)	18.671	27.445	(25.796)	61.661	(25.377)
Overtime	<u>3.181</u>	<u>0.050</u>	<u>(6.613)</u>	<u>2.134</u>	<u>(1.527)</u>	<u>2.011</u>	<u>(1.314)</u>	<u>(8.203)</u>	<u>1.788</u>	<u>2.828</u>	<u>(2.470)</u>	<u>5.796</u>	<u>(2.540)</u>
Total Salaries & Wages	36.398	0.570	(75.668)	24.416	(17.474)	23.008	(15.032)	(93.855)	20.459	30.074	(28.266)	67.457	(27.917)
Health and Welfare	0.000	0.000	0.000	0.000	(1.236)	0.000	0.000	0.000	0.000	0.000	0.000	3.996	2.760
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	(304.332)	732.112	0.000	0.000	0.000	0.000	(415.089)	12.691
Other Fringe Benefits	<u>5.202</u>	<u>2.497</u>	<u>(3.259)</u>	<u>4.297</u>	<u>1.114</u>	<u>4.190</u>	<u>1.294</u>	<u>(4.635)</u>	<u>3.996</u>	<u>4.722</u>	<u>0.317</u>	<u>7.549</u>	<u>27.284</u>
Total Fringe Benefits	5.202	2.497	(3.259)	4.297	(0.122)	(300.142)	733.406	(4.635)	3.996	4.722	0.317	(403.544)	42.735
GASB Account	(2.644)	(2.644)	(3.966)	(2.644)	(2.644)	(2.644)	(2.644)	(3.966)	(2.644)	(2.644)	(2.644)	(2.644)	(34.370)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$38.956</b>	<b>\$0.423</b>	<b>(\$82.693)</b>	<b>\$26.069</b>	<b>(\$20.240)</b>	<b>(\$279.778)</b>	<b>\$715.730</b>	<b>(\$102.456)</b>	<b>\$21.811</b>	<b>\$32.162</b>	<b>(\$30.693)</b>	<b>(\$338.731)</b>	<b>(\$19.552)</b>
<b>Non-Labor</b>													
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	5.417	(2.790)	(10.638)	5.713	5.574	(10.850)	5.760	5.760	(9.531)	5.760	5.784	(9.508)	(3.549)
Claims	0.664	0.664	0.664	0.664	0.664	0.664	0.664	0.664	0.664	0.664	0.664	0.664	7.973
Paratransit Service Contracts	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2.000
Mtce. and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(10.700)	(10.700)
Professional Service Contracts	0.000	0.000	1.500	0.000	0.000	1.500	0.000	0.000	1.500	0.000	0.000	1.500	6.000
Materials & Supplies	(6.817)	(6.817)	(6.817)	(6.817)	(1.817)	0.583	2.983	2.983	2.983	2.983	2.983	(8.413)	(22.000)
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>(\$0.569)</b>	<b>(\$8.776)</b>	<b>(\$15.124)</b>	<b>(\$0.273)</b>	<b>\$4.688</b>	<b>(\$7.936)</b>	<b>\$9.574</b>	<b>\$9.574</b>	<b>(\$4.217)</b>	<b>\$9.574</b>	<b>\$9.598</b>	<b>(\$26.290)</b>	<b>(\$20.276)</b>
<b>Other Expenditure Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditure Adjustments</b>	<b>\$38.387</b>	<b>(\$8.353)</b>	<b>(\$98.017)</b>	<b>\$25.796</b>	<b>(\$15.652)</b>	<b>(\$287.714)</b>	<b>\$725.304</b>	<b>(\$92.882)</b>	<b>\$17.594</b>	<b>\$41.726</b>	<b>(\$20.995)</b>	<b>(\$365.021)</b>	<b>(\$39.828)</b>
<b>Total Cash Conversion Adj. before Depreciation, OPEB</b>	<b>\$82.502</b>	<b>\$22.454</b>	<b>(\$109.794)</b>	<b>\$26.672</b>	<b>\$8.362</b>	<b>(\$248.042)</b>	<b>\$726.878</b>	<b>(\$93.273)</b>	<b>\$34.772</b>	<b>\$43.737</b>	<b>(\$35.601)</b>	<b>(\$344.107)</b>	<b>\$114.558</b>
Depreciation Adjustment	114.500	115.500	116.500	118.000	119.000	120.000	121.000	122.000	123.000	124.000	125.000	126.500	1,445.000
OPEB Obligation	0.000	0.000	232.471	0.000	0.000	232.471	0.000	0.000	232.471	0.000	0.000	232.471	928.883
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adj.</b>	<b>\$197.002</b>	<b>\$137.954</b>	<b>\$239.177</b>	<b>\$144.672</b>	<b>\$127.362</b>	<b>\$104.429</b>	<b>\$847.878</b>	<b>\$28.727</b>	<b>\$390.243</b>	<b>\$167.737</b>	<b>\$89.399</b>	<b>\$14.864</b>	<b>\$2,489.441</b>

MTA NEW YORK CITY TRANSIT  
February Financial Plan - 2012 Adopted Budget  
Overtime - Non-Reimbursable/Reimbursable Basis  
(\$ in millions)

NON-REIMBURSABLE

SCHEDULED:  
Direct Service

Programmed Maintenance

Total Scheduled

UNSCHEDULED:

Vacancy/Absentee Coverage

Weather Emergencies

Maintenance

Service Delays

Tour Length

Emergencies

Safety/Security/Law Enforcement

All Other \*

Total Unscheduled

TOTAL NON-REIMBURSABLE  
OVERTIME:

REIMBURSABLE OVERTIME

TOTAL NR & R OVERTIME

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Direct Service</u>	\$9.655	\$9.290	\$10.044	\$9.540	\$9.993	\$9.621	\$9.054	\$9.350	\$9.190	\$10.233	\$9.626	\$9.505	\$115.102
<u>Programmed Maintenance</u>	0.451	0.448	0.454	0.451	0.453	0.452	0.448	0.450	0.449	0.455	0.452	0.452	5.414
<b>Total Scheduled</b>	<b>\$10.106</b>	<b>\$9.738</b>	<b>\$10.498</b>	<b>\$9.991</b>	<b>\$10.446</b>	<b>\$10.072</b>	<b>\$9.502</b>	<b>\$9.800</b>	<b>\$9.640</b>	<b>\$10.688</b>	<b>\$10.078</b>	<b>\$9.956</b>	<b>\$120.516</b>
<u>Vacancy/Absentee Coverage</u>	2.489	2.449	2.394	2.655	2.699	2.570	2.667	2.686	2.534	2.724	2.523	2.415	30.906
<u>Weather Emergencies</u>	0.783	0.761	0.784	0.026	0.011	0.021	0.036	0.046	0.042	0.018	0.055	1.081	3.685
<u>Maintenance</u>	4.002	3.965	3.830	4.299	4.401	3.997	4.367	4.416	3.921	4.392	4.000	3.593	49.203
<u>Service Delays</u>	2.719	2.785	2.535	2.874	2.894	2.615	2.852	2.893	2.596	2.887	2.797	2.172	32.648
<u>Tour Length</u>	0.642	0.610	0.529	0.774	0.792	0.652	0.792	0.790	0.636	0.786	0.758	0.522	8.282
<u>Emergencies</u>	0.656	0.661	0.578	0.731	0.746	0.620	0.732	0.736	0.613	0.741	0.689	0.526	8.028
<u>Safety/Security/Law Enforcement</u>	0.218	0.218	0.218	0.218	0.216	0.218	0.218	0.216	0.216	0.218	0.218	0.218	2.616
<u>All Other *</u>	0.476	0.475	0.454	0.501	0.517	0.487	0.574	0.578	0.507	0.577	0.547	0.374	6.267
<b>Total Unscheduled</b>	<b>\$11.986</b>	<b>\$11.926</b>	<b>\$11.322</b>	<b>\$12.176</b>	<b>\$12.378</b>	<b>\$11.180</b>	<b>\$12.290</b>	<b>\$12.364</b>	<b>\$11.067</b>	<b>\$12.343</b>	<b>\$11.586</b>	<b>\$10.900</b>	<b>\$141.516</b>
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>\$22.092</b>	<b>\$21.664</b>	<b>\$21.820</b>	<b>\$22.167</b>	<b>\$22.824</b>	<b>\$21.252</b>	<b>\$21.793</b>	<b>\$22.163</b>	<b>\$20.706</b>	<b>\$23.031</b>	<b>\$21.664</b>	<b>\$20.857</b>	<b>\$262.032</b>
<b>REIMBURSABLE OVERTIME</b>	<b>4.987</b>	<b>4.980</b>	<b>6.059</b>	<b>5.026</b>	<b>5.030</b>	<b>6.097</b>	<b>5.110</b>	<b>5.110</b>	<b>6.198</b>	<b>4.970</b>	<b>4.956</b>	<b>6.032</b>	<b>64.566</b>
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$27.080</b>	<b>\$26.644</b>	<b>\$27.879</b>	<b>\$27.193</b>	<b>\$27.853</b>	<b>\$27.349</b>	<b>\$26.903</b>	<b>\$27.273</b>	<b>\$26.904</b>	<b>\$28.001</b>	<b>\$26.630</b>	<b>\$26.889</b>	<b>\$326.598</b>

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

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2012 Adopted Budget**  
**Ridership/Utilization**  
(In millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Ridership</b>													
Subway	133.409	132.213	145.876	137.981	146.985	140.954	135.210	135.026	134.262	150.106	139.857	137.408	1,669.289
Bus	<u>54.068</u>	<u>53.137</u>	<u>60.265</u>	<u>55.919</u>	<u>61.301</u>	<u>56.873</u>	<u>54.130</u>	<u>54.001</u>	<u>55.982</u>	<u>61.881</u>	<u>56.377</u>	<u>53.689</u>	<u>677.433</u>
Subtotal	187.477	185.350	206.141	193.900	208.286	197.627	189.340	189.029	190.244	211.987	196.234	191.107	2,346.722
Paratransit*	0.785	0.781	0.889	0.841	0.908	0.876	0.859	0.908	0.870	0.988	0.919	0.867	10.501
<b>Total Ridership</b>	<b>188.272</b>	<b>186.131</b>	<b>207.030</b>	<b>194.741</b>	<b>209.194</b>	<b>198.503</b>	<b>190.199</b>	<b>189.937</b>	<b>191.114</b>	<b>212.975</b>	<b>197.153</b>	<b>191.974</b>	<b>2,357.223</b>
<b>Farebox Revenue</b> (excluding fare media liability)													
Subway	217.761	216.031	235.912	224.531	236.482	232.118	229.459	230.430	222.291	244.045	228.811	228.306	2,746.177
Bus	69.629	68.963	76.213	72.338	77.144	74.389	75.710	76.652	73.858	78.334	71.918	69.920	885.066
Subtotal	287.390	284.994	312.125	296.869	313.626	306.507	305.169	307.082	296.147	322.379	300.729	298.226	3,631.243
Paratransit	1.288	1.265	1.439	1.362	1.471	1.419	1.391	1.470	1.408	1.599	1.487	1.404	17.003
<b>Total Farebox Revenue</b>	<b>288.678</b>	<b>286.259</b>	<b>313.564</b>	<b>298.231</b>	<b>315.097</b>	<b>307.926</b>	<b>306.560</b>	<b>308.552</b>	<b>297.555</b>	<b>323.978</b>	<b>302.216</b>	<b>299.630</b>	<b>3,648.246</b>

\* Paratransit ridership includes guests and personal care attendants.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2012 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Office of the President	20	20	20	20	20	20	20	20	20	20	20	20
Law	265	265	265	265	265	265	266	266	266	266	266	266
Office of the EVP	41	41	41	41	41	41	41	41	41	41	41	41
Human Resources	303	303	303	181	181	181	181	181	181	181	181	181
Office of Management and Budget	39	39	39	39	39	39	39	39	39	39	39	39
Capital Planning & Budget	31	31	31	31	31	31	31	31	31	31	31	31
Corporate Communications	243	243	243	243	243	243	243	243	243	243	243	243
AFC Program Management & Sales	54	54	54	54	54	54	54	54	54	54	54	54
Technology & Information Services	426	426	426	397	397	397	395	395	395	395	395	395
Non Departmental	84	84	84	84	84	84	84	84	84	84	84	85
Labor Relations	96	96	96	96	96	96	96	96	96	96	96	96
Material	235	235	235	235	235	235	234	234	234	234	234	234
Controller	145	145	145	121	121	121	121	121	121	121	121	121
<b>Total Administration</b>	<b>1,982</b>	<b>1,982</b>	<b>1,982</b>	<b>1,807</b>	<b>1,807</b>	<b>1,807</b>	<b>1,805</b>	<b>1,805</b>	<b>1,805</b>	<b>1,805</b>	<b>1,805</b>	<b>1,806</b>
<b>Operations</b>												
Subways Service Delivery	7,412	7,412	7,434	7,413	7,413	7,425	7,404	7,404	7,404	7,367	7,367	7,390
Subways Operations Support /Admin	312	312	312	312	312	312	312	312	312	312	312	311
Subways Stations	2,682	2,682	2,682	2,682	2,700	2,700	2,700	2,700	2,700	2,682	2,682	2,693
<b>Sub-total - Subways</b>	<b>10,406</b>	<b>10,406</b>	<b>10,428</b>	<b>10,407</b>	<b>10,425</b>	<b>10,437</b>	<b>10,416</b>	<b>10,416</b>	<b>10,416</b>	<b>10,361</b>	<b>10,361</b>	<b>10,394</b>
Buses	10,293	10,293	10,293	10,293	10,330	10,330	10,245	10,245	10,334	10,293	10,293	10,294
Paratransit	148	148	148	148	148	148	148	148	148	148	148	148
Operations Planning	376	376	376	376	376	376	376	376	376	376	376	376
Revenue Control	423	423	423	423	423	423	423	423	423	423	423	423
<b>Total Operations</b>	<b>21,646</b>	<b>21,646</b>	<b>21,668</b>	<b>21,647</b>	<b>21,702</b>	<b>21,714</b>	<b>21,608</b>	<b>21,608</b>	<b>21,697</b>	<b>21,601</b>	<b>21,601</b>	<b>21,635</b>
<b>Maintenance</b>												
Subways Operations/Support /Admin	161	161	161	161	161	161	161	161	161	161	161	166
Subways Engineering	298	298	298	298	298	298	299	299	299	299	297	300
Subways Car Equipment	4,126	4,126	4,126	4,126	4,125	4,103	4,110	4,110	4,110	4,110	4,110	4,110
Subways Infrastructure	1,708	1,708	1,712	1,712	1,708	1,712	1,658	1,658	1,658	1,658	1,658	1,641
Subways Stations	3,542	3,542	3,542	3,542	3,554	3,554	3,554	3,554	3,554	3,542	3,542	3,540
Subways Track	2,711	2,711	2,711	2,711	2,711	2,711	2,711	2,711	2,711	2,711	2,711	2,692
Subways Power	609	609	609	609	609	610	610	610	594	594	594	622
Subways Signals	1,447	1,447	1,447	1,447	1,447	1,447	1,447	1,447	1,447	1,447	1,447	1,451
Subways Electronics Maintenance	1,427	1,427	1,424	1,424	1,413	1,413	1,404	1,404	1,404	1,404	1,404	1,404
<b>Sub-total - Subways</b>	<b>16,029</b>	<b>16,029</b>	<b>16,030</b>	<b>16,028</b>	<b>16,026</b>	<b>16,008</b>	<b>15,954</b>	<b>15,954</b>	<b>15,938</b>	<b>15,928</b>	<b>15,924</b>	<b>15,926</b>
Buses	3,740	3,740	3,740	3,740	3,740	3,740	3,738	3,738	3,738	3,738	3,738	3,725
Revenue Control	137	137	137	137	137	137	150	150	150	150	150	150
Supply Logistics	547	547	547	547	547	547	547	547	547	547	547	547
System Safety	88	88	88	88	88	88	88	88	88	88	88	88
<b>Total Maintenance</b>	<b>20,541</b>	<b>20,541</b>	<b>20,542</b>	<b>20,541</b>	<b>20,538</b>	<b>20,621</b>	<b>20,477</b>	<b>20,477</b>	<b>20,461</b>	<b>20,449</b>	<b>20,447</b>	<b>20,436</b>
<b>Engineering/Capital</b>												
Capital Program Management	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>
<b>Public Safety</b>												
Security	504	504	504	504	504	504	504	504	504	504	504	504
<b>Total Public Safety</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>
<b>Total Positions</b>	<b>45,881</b>	<b>45,891</b>	<b>45,814</b>	<b>45,717</b>	<b>45,769</b>	<b>45,764</b>	<b>45,612</b>	<b>45,612</b>	<b>45,685</b>	<b>45,577</b>	<b>45,575</b>	<b>45,599</b>
<b>Non-Reimbursable</b>	<b>41,220</b>	<b>41,220</b>	<b>41,231</b>	<b>41,085</b>	<b>41,128</b>	<b>41,123</b>	<b>41,071</b>	<b>41,071</b>	<b>41,160</b>	<b>41,082</b>	<b>41,082</b>	<b>41,071</b>
<b>Reimbursable</b>	<b>4,671</b>	<b>4,671</b>	<b>4,683</b>	<b>4,652</b>	<b>4,641</b>	<b>4,641</b>	<b>4,541</b>	<b>4,541</b>	<b>4,525</b>	<b>4,495</b>	<b>4,493</b>	<b>4,528</b>
<b>Total Full-Time</b>	<b>45,737</b>	<b>45,737</b>	<b>45,760</b>	<b>45,563</b>	<b>45,615</b>	<b>45,610</b>	<b>45,457</b>	<b>45,457</b>	<b>45,530</b>	<b>45,422</b>	<b>45,420</b>	<b>45,444</b>
<b>Total Full-Time Equivalents</b>	<b>154</b>	<b>154</b>	<b>154</b>	<b>154</b>	<b>154</b>	<b>154</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2012 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	648	648	648	619	619	619	618	618	618	618	618	618
Professional, Technical, Clerical	1,217	1,217	1,217	1,072	1,072	1,072	1,071	1,071	1,071	1,071	1,071	1,072
Operational Hourlies	117	117	117	116	116	116	116	116	116	116	116	116
<b>Total Administration</b>	<b>1,982</b>	<b>1,982</b>	<b>1,982</b>	<b>1,807</b>	<b>1,807</b>	<b>1,807</b>	<b>1,805</b>	<b>1,805</b>	<b>1,805</b>	<b>1,805</b>	<b>1,805</b>	<b>1,806</b>
<b>Operations</b>												
Managers/Supervisors	2,508	2,508	2,508	2,508	2,508	2,508	2,508	2,508	2,508	2,508	2,508	2,516
Professional, Technical, Clerical	363	363	363	363	363	363	363	363	363	363	363	364
Operational Hourlies	18,775	18,775	18,797	18,776	18,831	18,843	18,737	18,737	18,826	18,730	18,730	18,755
<b>Total Operations</b>	<b>21,646</b>	<b>21,646</b>	<b>21,668</b>	<b>21,647</b>	<b>21,702</b>	<b>21,714</b>	<b>21,608</b>	<b>21,608</b>	<b>21,697</b>	<b>21,601</b>	<b>21,601</b>	<b>21,635</b>
<b>Maintenance</b>												
Managers/Supervisors	3,745	3,745	3,746	3,746	3,745	3,745	3,730	3,730	3,728	3,728	3,728	3,861
Professional, Technical, Clerical	1,047	1,047	1,044	1,044	1,038	1,038	1,034	1,034	1,034	1,034	1,032	1,026
Operational Hourlies	15,749	15,749	15,752	15,751	15,755	15,738	15,713	15,713	15,699	15,687	15,687	15,549
<b>Total Maintenance</b>	<b>20,541</b>	<b>20,541</b>	<b>20,542</b>	<b>20,541</b>	<b>20,538</b>	<b>20,521</b>	<b>20,477</b>	<b>20,477</b>	<b>20,461</b>	<b>20,449</b>	<b>20,447</b>	<b>20,436</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	272	272	272	272	272	272	272	272	272	272	272	272
Professional, Technical, Clerical	944	944	944	944	944	944	944	944	944	944	944	944
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>
<b>Public Safety</b>												
Managers/Supervisors	129	129	129	129	129	129	129	129	129	129	129	129
Professional, Technical, Clerical	32	32	32	32	32	32	32	32	32	32	32	32
Operational Hourlies	343	343	343	343	343	343	343	343	343	343	343	343
<b>Total Public Safety</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>	<b>504</b>
<b>Total Positions</b>												
Managers/Supervisors	7,302	7,302	7,303	7,274	7,273	7,273	7,257	7,257	7,255	7,255	7,255	7,396
Professional, Technical, Clerical	3,603	3,603	3,600	3,455	3,449	3,449	3,444	3,444	3,444	3,444	3,442	3,438
Operational Hourlies	34,986	34,986	35,011	34,988	35,047	35,042	34,911	34,911	34,986	34,878	34,878	34,765
<b>Total Positions</b>	<b>45,891</b>	<b>45,891</b>	<b>45,914</b>	<b>45,717</b>	<b>45,769</b>	<b>45,764</b>	<b>45,612</b>	<b>45,612</b>	<b>45,685</b>	<b>45,577</b>	<b>45,575</b>	<b>45,599</b>

**MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN FOR 2012-2015  
2011 FINAL ESTIMATE AND 2012 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Staten Island Railway's 2011 Final Estimate, 2012 Adopted Budget and the Financial Plan for 2012-2015. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2011.

These adjustments are presented on the attached reconciliations from the November Financial Plan and are described below:

- Labor savings of \$0.313 million in 2012 and 2013, \$0.320 million in 2014 and \$0.326 million in 2015, from the assumption of a three-year net zero savings initiative for represented employees.
- Labor savings of \$0.063 million in 2012, \$0.064 million in 2013, \$0.065 million in 2014 and \$0.066 million in 2015, from the impact of a third year wage freeze in 2011 for non-represented employees.
- Revised inflation assumptions, which result in increases in traction & propulsion power costs of \$0.089 million in 2012, \$0.092 million in 2013, \$0.095 million in 2014 and \$0.098 million in 2015.
- Revised inflation assumptions, which result in decreases in fuel costs of \$0.003 million for each plan year.
- Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

This submission also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2012 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2012 - 2015**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2011 November Financial Plan: Baseline Surplus/(Deficit)	263	(\$38.564)	264	(\$45.023)	264	(\$44.126)	264	(\$45.722)	264	(\$47.396)

**Technical Adjustments:**

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
---------------------------------	---	---------	---	---------	---	---------	---	---------	---	---------

**MTA Plan Adjustments:**

**Labor:**

3 Zeros Salary/Wage Initiative	\$0.081	\$0.376	\$0.377	\$0.385	\$0.392
Accelerate 3 Zeros	0.000	0.000	0.000	0.000	0.000
New MTA Efficiencies	0.000	0.000	0.000	0.000	0.000
Energy/Other Reimbursements	0.001	(0.086)	(0.089)	(0.092)	(0.095)

Sub-Total MTA Plan Adjustments	0	\$0.062	0	\$0.290	0	\$0.288	0	\$0.293	0	\$0.297
--------------------------------	---	---------	---	---------	---	---------	---	---------	---	---------

2012 February Financial Plan: Baseline Surplus/(Deficit)	263	(\$38.502)	264	(\$44.733)	264	(\$43.838)	264	(\$45.429)	264	(\$47.099)
--	-----	------------	-----	------------	-----	------------	-----	------------	-----	------------



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2012 - 2015**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2011 November Financial Plan: Baseline</b>										
Surplus/(Deficit)	3	\$0.000	3	\$0.000	3	\$0.000	3	\$0.000	3	\$0.000
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments</i>										
Labor:										
3 Zeros Salary/Wage Initiative										
Accelerate 3 Zeros										
New MTA Efficiencies										
Energy/Other Reimbursements										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2012 February Financial Plan: Baseline</b>										
Surplus/(Deficit)	3	\$0.000	3	\$0.000	3	\$0.000	3	\$0.000	3	\$0.000

**MTA STATEN ISLAND RAILWAY**  
February Financial Plan 2012 - 2015  
Reconciliation to the November Plan - (Cash)  
(\$ in millions)

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2011 November Financial Plan: Baseline</b>										
Surplus/(Deficit)	266	(\$27.130)	267	(\$38.273)	267	(\$32.505)	267	(\$34.137)	267	(\$35.811)
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Labor:										
3 Zeros Salary/Wage Initiative		\$0.061		\$0.376		\$0.377		\$0.385		\$0.392
Accelerate 3 Zeros		0.000		0.000		0.000		0.000		0.000
New MTA Efficiencies		0.000		0.000		0.000		0.000		0.000
Energy/Other Reimbursements		0.001		(0.086)		(0.089)		(0.092)		(0.095)
Sub-Total MTA Plan Adjustments	0	\$0.062	0	\$0.290	0	\$0.288	0	\$0.293	0	\$0.297
<b>2012 February Financial Plan:</b>										
Baseline Surplus/(Deficit)	266	(\$27.068)	267	(\$37.983)	267	(\$32.217)	267	(\$33.844)	267	(\$35.514)

MTA Staten Island Railway  
2012 February Adopted Budget  
Reconciliation to the 2012 Final Proposed Budget Versus the 2012 Adopted Budget by Generic Category  
(\$ in millions)

NON-REIMBURSABLE	2012 MTA Plan Adjustments						February Adopted Budget
	Final Proposed Budget	Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA	All Other	
<b>Revenue</b>							
Farebox Revenue	\$5.728						5.728
Vehicle Toll Revenue	0.000						0.000
Other Operating Revenue	2.071						2.071
Capital and Other Reimbursements	0.000						0.000
<b>Total Revenue</b>	<b>\$7.797</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$7.797</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$17.116	(\$0.350)					16.766
Overtime	0.681						0.681
Health and Welfare	3.781						3.781
OPEB Current Payment	0.639						0.639
Pensions	5.941						5.941
Other Fringe Benefits	1.302	(0.026)					1.276
Reimbursable Overhead	0.000						0.000
<b>Total Labor Expenses</b>	<b>\$29.460</b>	<b>(\$0.376)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$29.084</b>
<b>Non-Labor:</b>							
Electric Power	\$3.997	\$0.000	\$0.000	\$0.089	\$0.633	\$0.000	4.719
Fuel	0.000	0.000	0.000	(0.003)	0.412	0.000	0.409
Insurance	0.267						0.267
Claims	0.277						0.277
Paratransit Service Contracts	0.000						0.000
Maintenance and Other Operating Contracts	2.779				(1.045)		1.734
Professional Service Contracts	0.421						0.421
Materials & Supplies	3.614						3.614
Other Business Expenses	0.005						0.005
<b>Total Non-Labor Expenses</b>	<b>\$11.360</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.086</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$11.446</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000						0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$40.820</b>	<b>(\$0.376)</b>	<b>\$0.000</b>	<b>\$0.086</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$40.530</b>
<b>Depreciation</b>	<b>\$9.000</b>						<b>9.000</b>
<b>Other Post Employment Benefits</b>	<b>\$3.000</b>						<b>3.000</b>
<b>Environmental Remediation</b>	<b>\$0.000</b>						<b>0.000</b>
<b>Total Expenses</b>	<b>\$52.820</b>	<b>(\$0.376)</b>	<b>\$0.000</b>	<b>\$0.086</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$52.530</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$45.023)</b>	<b>\$0.376</b>	<b>\$0.000</b>	<b>(\$0.086)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$44.733)</b>

MTA Staten Island Railway  
2012 February Adopted Budget  
Reconciliation to the 2012 Final Proposed Budget Versus the 2012 Adopted Budget by Generic Category  
(\$ in millions)

REIMBURSABLE	Final Proposed Budget	2012 MTA Plan Adjustments					February Adopted Budget
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA	All Other	
<b>Revenue</b>							
Farebox Revenue	\$0.000						0.000
Vehicle Toll Revenue	0.000						0.000
Other Operating Revenue	0.000						0.000
Capital and Other Reimbursements	1.672						1.672
<b>Total Revenue</b>	<b>\$1.672</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1.672</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$0.288						0.288
Overtime	0.704						0.704
Health and Welfare	0.509						0.509
OPEB Current Payment	0.000						0.000
Pensions	0.094						0.094
Other Fringe Benefits	0.077						0.077
Reimbursable Overhead	0.000						0.000
<b>Total Labor Expenses</b>	<b>\$1.672</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1.672</b>
<b>Non-Labor:</b>							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000						0.000
Claims	0.000						0.000
Paratransit Service Contracts	0.000						0.000
Maintenance and Other Operating Contracts	0.000						0.000
Professional Service Contracts	0.000						0.000
Materials & Supplies	0.000						0.000
Other Business Expenses	0.000						0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000						0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1.672</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1.672</b>
<b>Depreciation</b>	<b>\$0.000</b>						<b>0.000</b>
Other Post Employment Benefits	\$0.000						0.000
Environmental Remediation	\$0.000						0.000
<b>Total Expenses</b>	<b>\$1.672</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1.672</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

MTA Staten Island Railway  
2012 February Adopted Budget  
Reconciliation to the 2012 Final Proposed Budget Versus the 2012 Adopted Budget by Generic Category  
(\$ in millions)

NON REIMBURSABLE/REIMBURSABLE	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
<b>Revenue</b>		<b>Labor</b>	<b>New MTA Efficiencies</b>	<b>Energy/ Other Reimb.</b>	<b>New COA</b>		
Farebox Revenue	\$5.726	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.726
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	0.000	0.000	0.000	0.000	0.000	2.071
Capital and Other Reimbursements	1.672	0.000	0.000	0.000	0.000	0.000	1.672
<b>Total Revenue</b>	<b>\$9.469</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$9.469</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$17.404	(\$0.350)	\$0.000	\$0.000	\$0.000	\$0.000	\$17.054
Overtime	1.385	0.000	0.000	0.000	0.000	0.000	1.385
Health and Welfare	4.290	0.000	0.000	0.000	0.000	0.000	4.290
OPEB Current Payment	0.639	0.000	0.000	0.000	0.000	0.000	0.639
Pensions	6.035	0.000	0.000	0.000	0.000	0.000	6.035
Other Fringe Benefits	1.379	(0.026)	0.000	0.000	0.000	0.000	1.353
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$31.132</b>	<b>(\$0.376)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$30.756</b>
<b>Non-Labor:</b>							
Electric Power	\$3.997	\$0.000	\$0.000	\$0.089	\$0.633	\$0.000	\$4.719
Fuel	0.000	0.000	0.000	(0.003)	0.412	0.000	0.409
Insurance	0.267	0.000	0.000	0.000	0.000	0.000	0.267
Claims	0.277	0.000	0.000	0.000	0.000	0.000	0.277
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.779	0.000	0.000	0.000	(1.045)	0.000	1.734
Professional Service Contracts	0.421	0.000	0.000	0.000	0.000	0.000	0.421
Materials & Supplies	3.614	0.000	0.000	0.000	0.000	0.000	3.614
Other Business Expenses	0.005	0.000	0.000	0.000	0.000	0.000	0.005
<b>Total Non-Labor Expenses</b>	<b>\$11.360</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.086</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$11.446</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$42.492</b>	<b>(\$0.376)</b>	<b>\$0.000</b>	<b>\$0.086</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$42.202</b>
Depreciation	9.000	0.000	0.000	0.000	0.000	0.000	9.000
Other Post Employment Benefits	3.000	0.000	0.000	0.000	0.000	0.000	3.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$54.492</b>	<b>(\$0.376)</b>	<b>\$0.000</b>	<b>\$0.086</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$54.202</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$45.023)</b>	<b>\$0.376</b>	<b>\$0.000</b>	<b>(\$0.086)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$44.733)</b>

MTA Staten Island Railway  
2012 February Adopted Budget  
Reconciliation to the 2012 Final Proposed Budget Versus the 2012 Adopted Budget by Generic Category  
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
<b>Receipts</b>		<b>Labor</b>	<b>New MTA Efficiencies</b>	<b>Energy/ Other Reimb.</b>	<b>New COA</b>		
Farebox Revenue	\$5.726						\$5.726
Vehicle Toll Revenue	0.000						0.000
Other Operating Revenue	2.071			0.000			2.071
Capital and Other Reimbursements	1.672						1.672
<b>Total Receipts</b>	<b>\$9.469</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$9.469</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	\$21.959	(\$0.350)					\$21.609
Overtime	1.385						1.385
Health and Welfare	4.290						4.290
OPEB Current Payment	0.639						0.639
Pensions	6.035						6.035
Other Fringe Benefits	1.727	(0.028)					1.701
GASB Account	0.347						0.347
Reimbursable Overhead	0.000						0.000
<b>Total Labor Expenditures</b>	<b>\$36.382</b>	<b>(\$0.376)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$36.006</b>
<b>Non-Labor:</b>							
Electric Power	\$3.997	\$0.000	\$0.000	\$0.089	\$0.633	\$0.000	\$4.719
Fuel	0.000	0.000	0.000	(0.003)	0.412	0.000	0.409
Insurance	0.267						0.267
Claims	0.277						0.277
Paratransit Service Contracts	0.000						0.000
Maintenance and Other Operating Contracts	2.779				(1.045)		1.734
Professional Service Contracts	0.421						0.421
Materials & Supplies	3.614						3.614
Other Business Expenses	0.005						0.005
<b>Total Non-Labor Expenditures</b>	<b>\$11.360</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.086</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$11.446</b>
<b>Other Expense Adjustments:</b>							
B&T Capital Transfer	\$0.000						\$0.000
General Reserve	0.000						0.000
Interagency Subsidy	0.000						0.000
Other	0.000						0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$47.742</b>	<b>(\$0.376)</b>	<b>\$0.000</b>	<b>\$0.086</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$47.452</b>
<b>Operating Cash Deficit</b>	<b>(\$38.273)</b>	<b>\$0.376</b>	<b>\$0.000</b>	<b>(\$0.086)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$37.983)</b>

MTA Staten Island Railway  
2012 February Adopted Budget  
Reconciliation to the 2012 Final Proposed Budget Versus the 2012 Adopted Budget by Generic Category  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments					
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA	All Other	
<b>Receipts</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	(\$4.555)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$4.555)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	(0.348)	0.000	0.000	0.000	0.000	0.000	(0.348)
GASB Account	(0.347)	0.000	0.000	0.000	0.000	0.000	(0.347)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$5.250)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$5.250)</b>
<b>Non-Labor:</b>							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expense Adjustments:</b>							
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures Before Depreciation</b>	<b>(\$5.250)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$5.250)</b>
Depreciation	9.000	0.000	0.000	0.000	0.000	0.000	9.000
Other Post Employment Benefits	3.000	0.000	0.000	0.000	0.000	0.000	3.000
<b>Total Expenditures</b>	<b>\$6.750</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$6.750</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$6.750</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$6.750</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2012-2015**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2011 Final Estimate*</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$5.587	\$5.726	\$5.809	\$5.904	\$5.995
Toll Revenue					
Other Operating Revenue	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$7.658</b>	<b>\$7.797</b>	<b>\$7.880</b>	<b>\$7.975</b>	<b>\$8.066</b>
<b>Operating Expenses</b>					
<b>Labor:</b>					
Payroll	\$16.224	\$16.766	\$16.968	\$17.283	\$17.592
Overtime	0.792	0.681	0.696	0.712	0.727
Health and Welfare	3.390	3.781	3.982	4.299	4.641
OPEB Current Payment	0.585	0.639	0.678	0.733	0.793
Pensions	4.000	5.941	5.970	5.849	6.094
Other Fringe Benefits	1.234	1.276	1.290	1.313	1.342
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$26.225</b>	<b>\$29.084</b>	<b>\$29.584</b>	<b>\$30.189</b>	<b>\$31.189</b>
<b>Non-Labor:</b>					
Electric Power	\$3.658	\$4.719	\$5.267	\$5.903	\$6.631
Fuel	0.000	0.409	0.427	0.422	0.422
Insurance	0.349	0.267	0.293	0.440	0.355
Claims	0.272	0.277	0.282	0.288	0.294
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.321	1.734	1.717	1.740	1.799
Professional Service Contracts	0.415	0.421	0.429	0.439	0.447
Materials & Supplies	1.115	3.614	1.714	1.978	2.023
Other Business Expenses	0.005	0.005	0.005	0.005	0.005
<b>Total Non-Labor Expenses</b>	<b>\$8.135</b>	<b>\$11.446</b>	<b>\$10.134</b>	<b>\$11.215</b>	<b>\$11.976</b>
<b>Other Expenses Adjustments:</b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$34.360</b>	<b>\$40.530</b>	<b>\$39.718</b>	<b>\$41.404</b>	<b>\$43.165</b>
Depreciation	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.800	3.000	3.000	3.000	3.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$46.160</b>	<b>\$52.530</b>	<b>\$51.718</b>	<b>\$53.404</b>	<b>\$55.165</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$38.502)</b>	<b>(\$44.733)</b>	<b>(\$43.838)</b>	<b>(\$45.429)</b>	<b>(\$47.099)</b>

\*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented above, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2012-2015**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

**REIMBURSABLE**

	2011 Final Estimate*	2012 Adopted Budget	2013	2014	2015
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.600	1.672	1.674	1.680	1.680
<b>Total Revenue</b>	<b>\$0.600</b>	<b>\$1.672</b>	<b>\$1.674</b>	<b>\$1.680</b>	<b>\$1.680</b>
<b>Expenses</b>					
<u><b>Labor:</b></u>					
Payroll	\$0.100	\$0.288	\$0.287	\$0.288	\$0.288
Overtime	0.300	0.704	0.704	0.704	0.704
Health and Welfare	0.100	0.509	0.513	0.517	0.517
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.050	0.094	0.094	0.094	0.094
Other Fringe Benefits	0.050	0.077	0.076	0.077	0.077
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$0.600</b>	<b>\$1.672</b>	<b>\$1.674</b>	<b>\$1.680</b>	<b>\$1.680</b>
<u><b>Non-Labor:</b></u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<u><b>Other Expenses Adjustments:</b></u>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$0.600</b>	<b>\$1.672</b>	<b>\$1.674</b>	<b>\$1.680</b>	<b>\$1.680</b>
<b>Depreciation</b>					
<b>Total Expenses</b>	<b>\$0.600</b>	<b>\$1.672</b>	<b>\$1.674</b>	<b>\$1.680</b>	<b>\$1.680</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

\*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented above, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2012-2015**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2011 Final Estimate*</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Revenue</b>					
Farebox Revenue	\$5.587	\$5.726	\$5.809	\$5.904	\$5.995
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.600	1.672	1.674	1.680	1.680
<b>Total Revenue</b>	<b>\$8.258</b>	<b>\$9.469</b>	<b>\$9.554</b>	<b>\$9.655</b>	<b>\$9.746</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$16.324	\$17.054	\$17.255	\$17.571	\$17.880
Overtime	1.092	1.385	1.400	1.416	1.431
Health and Welfare	3.490	4.290	4.495	4.816	5.158
OPEB Current Payment	0.585	0.639	0.678	0.733	0.793
Pensions	4.050	6.035	6.064	5.943	6.188
Other Fringe Benefits	1.284	1.353	1.366	1.390	1.419
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$26.825</b>	<b>\$30.756</b>	<b>\$31.258</b>	<b>\$31.869</b>	<b>\$32.869</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$3.658	\$4.719	\$5.267	\$5.903	\$6.631
Fuel	0.000	0.409	0.427	0.422	0.422
Insurance	0.349	0.267	0.293	0.440	0.355
Claims	0.272	0.277	0.282	0.288	0.294
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.321	1.734	1.717	1.740	1.799
Professional Service Contracts	0.415	0.421	0.429	0.439	0.447
Materials & Supplies	1.115	3.614	1.714	1.978	2.023
Other Business Expenses	0.005	0.005	0.005	0.005	0.005
<b>Total Non-Labor Expenses</b>	<b>\$8.135</b>	<b>\$11.446</b>	<b>\$10.134</b>	<b>\$11.215</b>	<b>\$11.976</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$34.960</b>	<b>\$42.202</b>	<b>\$41.392</b>	<b>\$43.084</b>	<b>\$44.845</b>
Depreciation	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.800	3.000	3.000	3.000	3.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$46.760</b>	<b>\$54.202</b>	<b>\$53.392</b>	<b>\$55.084</b>	<b>\$56.845</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$38.502)</b>	<b>(\$44.733)</b>	<b>(\$43.838)</b>	<b>(\$45.429)</b>	<b>(\$47.099)</b>

\*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented above, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2012-2015**  
**Cash Receipts & Expenditures**  
(\$ in millions)

**CASH RECEIPTS AND EXPENDITURES**

	<u>2011 Final Estimate*</u>	<u>2012 Adopted Budget</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
<b>Receipts</b>					
Farebox Revenue	\$5.587	\$5.726	\$5.809	\$5.904	\$5.995
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.600	1.672	1.674	1.680	1.680
<b>Total Receipts</b>	<b>\$8.258</b>	<b>\$9.469</b>	<b>\$9.554</b>	<b>\$9.655</b>	<b>\$9.746</b>

**Expenditures**

**Labor:**

Payroll	\$16.324	\$21.609	\$17.255	\$17.571	\$17.880
Overtime	1.092	1.385	1.400	1.416	1.431
Health and Welfare	3.490	4.290	4.495	4.816	5.158
OPEB Current Payment	0.585	0.639	0.678	0.733	0.793
Pensions	4.050	6.035	6.064	5.943	6.188
Other Fringe Benefits	1.284	1.701	1.366	1.390	1.419
GASB Account	0.317	0.347	0.379	0.415	0.415
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$27.142</b>	<b>\$36.006</b>	<b>\$31.637</b>	<b>\$32.284</b>	<b>\$33.284</b>

**Non-Labor:**

Electric Power	\$3.658	\$4.719	\$5.267	\$5.903	\$6.631
Fuel	0.000	0.409	0.427	0.422	0.422
Insurance	0.383	0.267	0.293	0.440	0.355
Claims	0.272	0.277	0.282	0.288	0.294
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.321	1.734	1.717	1.740	1.799
Professional Service Contracts	0.415	0.421	0.429	0.439	0.447
Materials & Supplies	1.130	3.614	1.714	1.978	2.023
Other Business Expenses	0.005	0.005	0.005	0.005	0.005
<b>Total Non-Labor Expenditures</b>	<b>\$8.184</b>	<b>\$11.446</b>	<b>\$10.134</b>	<b>\$11.215</b>	<b>\$11.976</b>

**Other Expenditure Adjustments:**

**Other**

<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
--	----------------	----------------	----------------	----------------	----------------

<b>Total Expenditures</b>	<b>\$35.326</b>	<b>\$47.452</b>	<b>\$41.771</b>	<b>\$43.499</b>	<b>\$45.260</b>
---------------------------	-----------------	-----------------	-----------------	-----------------	-----------------

<b>Baseline Cash Deficit</b>	<b>(\$27.068)</b>	<b>(\$37.983)</b>	<b>(\$32.217)</b>	<b>(\$33.844)</b>	<b>(\$35.514)</b>
------------------------------	-------------------	-------------------	-------------------	-------------------	-------------------

\*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented above, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

MTA STATEN ISLAND RAILWAY  
February Financial Plan 2012-2015  
Cash Conversion (Cash Flow Adjustments)  
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2011 Final Estimate*	2012 Adopted Budget	2013	2014	2015
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$0.000	(\$4.555)	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	(0.348)	0.000	0.000	0.000
GASB Account	(0.317)	(0.347)	(0.379)	(0.415)	(0.415)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$0.317)</b>	<b>(\$5.250)</b>	<b>(\$0.379)</b>	<b>(\$0.415)</b>	<b>(\$0.415)</b>
<b>Non-Labor:</b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	(0.034)	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	(0.015)	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>(\$0.049)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expenditures Adjustments:</b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adj.</b>	<b>(\$0.366)</b>	<b>(\$5.250)</b>	<b>(\$0.379)</b>	<b>(\$0.415)</b>	<b>(\$0.415)</b>
Depreciation Adjustment	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.800	3.000	3.000	3.000	3.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$11.434</b>	<b>\$6.750</b>	<b>\$11.621</b>	<b>\$11.585</b>	<b>\$11.585</b>

\*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented above, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA Staten Island Railway  
2012 Adopted Budget  
2012 Non-Reimbursable/Reimbursable Overtime**

		Total		
<b>NON-REIMBURSABLE OVERTIME</b>		Hours	\$	%
<b>SCHEDULED:</b>				
	<u>Direct Service</u>	0	\$0.000	0.0%
	<u>Programmed Maintenance</u>	0	0.000	0.0%
Total Scheduled		-	\$0.000	0.0%
<b>UNSCHEDULED:</b>				
	<u>Vacancy/Absentee Coverage</u>	18,387	\$0.681	100.0%
	<u>Weather Emergencies</u>	0	0.000	0.0%
	<u>Maintenance</u>	0	0.000	0.0%
	<u>Service Delays</u>	0	0.000	0.0%
	<u>Emergencies</u>	0	0.000	0.0%
	<u>Tour Length</u>	0	0.000	0.0%
	<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
	<u>All Other</u>	0	0.000	0.0%
Total Unscheduled		18,387	\$0.681	100.0%
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>		18,387	\$0.681	100.0%
<b>REIMBURSABLE OVERTIME</b>		19,008	\$0.704	
<b>TOTAL OVERTIME</b>		37,395	\$1.385	

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2012 - 2015**  
**Ridership/(Utilization)**  
(in millions)

2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
---------------------------	---------------------------	------	------	------

**RIDERSHIP**

Fixed Route	4.566	4.658	4.716	4.781	4.843
-------------	-------	-------	-------	-------	-------

Baseline Total Ridership	4.566	4.658	4.716	4.781	4.843
--------------------------	-------	-------	-------	-------	-------

**FAREBOX REVENUE**

Fixed Route	\$5.587	\$5.726	\$5.809	\$5.904	\$5.995
-------------	---------	---------	---------	---------	---------

Paratransit

Baseline Total Revenue	\$5.587	\$5.726	\$5.809	\$5.904	\$5.995
------------------------	---------	---------	---------	---------	---------

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2012 - 2015**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full Time/Full Time Equivalents**

FUNCTION/DEPARTMENT	2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
<b>Administration</b>					
Executive	9	9	9	9	9
General Office	8	7	7	7	7
Purchasing/Stores	5	5	5	5	5
<b>Total Administration</b>	<b>22</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>
<b>Operations</b>					
Transportation	95	91	91	91	91
<b>Maintenance</b>					
Mechanical	35	35	35	35	35
Car and Station Cleaning	18	18	18	18	18
Power/Signals	25	25	25	25	25
Maintenance of Way	48	48	48	48	48
Bridge and Buildings	21	27	27	27	27
Material Handling	2	2	2	2	2
<b>Total Maintenance</b>	<b>149</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>
<b>Engineering/Capital</b>					
None	-	-	-	-	-
<b>Public Safety</b>					
Police	-	-	-	-	-
<b>Baseline Total Positions</b>	<b>266</b>	<b>267</b>	<b>267</b>	<b>267</b>	<b>267</b>
<b>Non-Reimbursable</b>	<b>263</b>	<b>264</b>	<b>264</b>	<b>264</b>	<b>264</b>
<b>Reimbursable</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>Total Full-Time</b>	<b>266</b>	<b>267</b>	<b>267</b>	<b>267</b>	<b>267</b>
<b>Total Full-Time Equivalents</b>					

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2012 - 2015**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP		2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
<b>Administration</b>						
	Managers/Supervisors	12	12	12	12	12
	Professional, Technical, Clerical	10	9	9	9	9
	Operational Hourlies	-	-	-	-	-
	<b>Total Administration</b>	<b>22</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>
<b>Operations</b>						
	Managers/Supervisors	8	8	8	8	8
	Professional, Technical, Clerical	4	4	4	4	4
	Operational Hourlies	83	79	79	79	79
	<b>Total Operations</b>	<b>95</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>
<b>Maintenance</b>						
	Managers/Supervisors	6	6	6	6	6
	Professional, Technical, Clerical	3	3	3	3	3
	Operational Hourlies	140	146	146	146	146
	<b>Total Maintenance</b>	<b>149</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>
<b>Engineering/Capital</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Public Safety</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-
	<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>						
	Managers/Supervisors	26	26	26	26	26
	Professional, Technical, Clerical	17	16	16	16	16
	Operational Hourlies	223	225	225	225	225
	<b>Baseline Total Positions</b>	<b>266</b>	<b>267</b>	<b>267</b>	<b>267</b>	<b>267</b>



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2012 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$0.454	\$0.437	\$0.489	\$0.458	\$0.493	\$0.494	\$0.492	\$0.499	\$0.472	\$0.527	\$0.482	\$0.429	\$5.726
Toll Revenue													
Other Operating Revenue	0.204	0.158	0.216	0.165	0.214	0.173	0.062	0.052	0.174	0.251	0.215	0.187	2.071
Capital and Other Reimbursements													
<b>Total Revenue</b>	<b>\$0.658</b>	<b>\$0.595</b>	<b>\$0.705</b>	<b>\$0.623</b>	<b>\$0.707</b>	<b>\$0.667</b>	<b>\$0.554</b>	<b>\$0.551</b>	<b>\$0.646</b>	<b>\$0.778</b>	<b>\$0.697</b>	<b>\$0.616</b>	<b>\$7.797</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$1.420	\$1.329	\$1.420	\$1.374	\$1.420	\$1.374	\$1.420	\$1.420	\$1.374	\$1.420	\$1.374	\$1.421	16.766
Overtime	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.054	0.681
Health and Welfare	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.316	3.781
OPEB Current Payment	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.056	0.639
Pensions	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.498	5.941
Other Fringe Benefits	0.108	0.101	0.108	0.105	0.108	0.105	0.108	0.108	0.105	0.108	0.105	0.107	1.276
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$2.448</b>	<b>\$2.350</b>	<b>\$2.448</b>	<b>\$2.399</b>	<b>\$2.448</b>	<b>\$2.399</b>	<b>\$2.448</b>	<b>\$2.448</b>	<b>\$2.399</b>	<b>\$2.448</b>	<b>\$2.399</b>	<b>\$2.450</b>	<b>\$29.084</b>
<b>Non-Labor:</b>													
Electric Power	\$0.394	\$0.394	\$0.394	\$0.394	\$0.394	\$0.394	\$0.393	\$0.393	\$0.393	\$0.392	\$0.392	\$0.392	\$4.719
Fuel	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.035	0.409
Insurance	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.023	0.023	0.023	0.267
Claims	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.024	0.277
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.144	0.144	0.144	0.144	0.144	0.144	0.145	0.145	0.145	0.145	0.145	0.145	1.734
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.036	0.421
Materials & Supplies	0.301	0.301	0.301	0.301	0.301	0.301	0.301	0.301	0.301	0.301	0.302	0.302	3.614
Other Business Expenses	0.001	0.001	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.005
<b>Total Non-Labor Expenses</b>	<b>\$0.984</b>	<b>\$0.984</b>	<b>\$0.984</b>	<b>\$0.984</b>	<b>\$0.984</b>	<b>\$0.983</b>	<b>\$0.983</b>	<b>\$0.983</b>	<b>\$0.983</b>	<b>\$0.983</b>	<b>\$0.984</b>	<b>\$0.987</b>	<b>\$11.448</b>
<b>Other Expenses Adjustments:</b>													
Other													\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$3.402</b>	<b>\$3.304</b>	<b>\$3.402</b>	<b>\$3.383</b>	<b>\$3.402</b>	<b>\$3.382</b>	<b>\$3.401</b>	<b>\$3.401</b>	<b>\$3.382</b>	<b>\$3.401</b>	<b>\$3.383</b>	<b>\$3.407</b>	<b>\$40.530</b>
Depreciation	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	9.000
OPEB Obligation	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	3.000
Environmental Remediation													
<b>Total Expenses</b>	<b>\$4.402</b>	<b>\$4.304</b>	<b>\$4.402</b>	<b>\$4.363</b>	<b>\$4.402</b>	<b>\$4.382</b>	<b>\$4.401</b>	<b>\$4.401</b>	<b>\$4.382</b>	<b>\$4.401</b>	<b>\$4.363</b>	<b>\$4.407</b>	<b>\$52.530</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$3.744)</b>	<b>(\$3.709)</b>	<b>(\$3.697)</b>	<b>(\$3.730)</b>	<b>(\$3.695)</b>	<b>(\$3.695)</b>	<b>(\$3.847)</b>	<b>(\$3.850)</b>	<b>(\$3.706)</b>	<b>(\$3.623)</b>	<b>(\$3.666)</b>	<b>(\$3.791)</b>	<b>(\$44.733)</b>

MTA STATEN ISLAND RAILWAY  
February Financial Plan - 2012 Adopted Budget  
Accrual Statement of Operations by Category  
(\$ in millions)

REIMBURSABLE		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>														
Farebox Revenue		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue		-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue		-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements		0.138	0.138	0.139	0.139	0.139	0.139	0.140	0.141	0.140	0.140	0.140	0.139	1.672
<b>Total Revenue</b>		<b>\$0.138</b>	<b>\$0.138</b>	<b>\$0.139</b>	<b>\$0.139</b>	<b>\$0.139</b>	<b>\$0.139</b>	<b>\$0.140</b>	<b>\$0.141</b>	<b>\$0.140</b>	<b>\$0.140</b>	<b>\$0.140</b>	<b>\$0.139</b>	<b>\$1.672</b>
<b>Expenses</b>														
<b>Labor:</b>														
Payroll		\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.288
Overtime		0.059	0.059	0.059	0.059	0.059	0.059	0.059	0.059	0.058	0.058	0.058	0.058	0.704
Health and Welfare		0.042	0.042	0.042	0.042	0.042	0.042	0.043	0.043	0.043	0.043	0.043	0.042	0.509
OPEB Current Payment		-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions		0.007	0.007	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.094
Other Fringe Benefits		0.006	0.006	0.006	0.006	0.006	0.006	0.006	0.007	0.007	0.007	0.007	0.007	0.077
Reimbursable Overhead		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>		<b>\$0.138</b>	<b>\$0.138</b>	<b>\$0.139</b>	<b>\$0.139</b>	<b>\$0.139</b>	<b>\$0.139</b>	<b>\$0.140</b>	<b>\$0.141</b>	<b>\$0.140</b>	<b>\$0.140</b>	<b>\$0.140</b>	<b>\$0.139</b>	<b>\$1.672</b>
<b>Non-Labor:</b>														
Electric Power		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance		-	-	-	-	-	-	-	-	-	-	-	-	-
Claims		-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts		-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts		-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts		-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies		-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenses		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Non-Labor Expenses</b>		<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expenses Adjustments:</b>														
<b>Other</b>														
<b>Total Other Expense Adjustments</b>		<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>		<b>\$0.138</b>	<b>\$0.138</b>	<b>\$0.139</b>	<b>\$0.139</b>	<b>\$0.139</b>	<b>\$0.139</b>	<b>\$0.140</b>	<b>\$0.141</b>	<b>\$0.140</b>	<b>\$0.140</b>	<b>\$0.140</b>	<b>\$0.139</b>	<b>\$1.672</b>
<b>Depreciation</b>														
<b>Total Expenses</b>		<b>\$0.138</b>	<b>\$0.138</b>	<b>\$0.139</b>	<b>\$0.139</b>	<b>\$0.139</b>	<b>\$0.139</b>	<b>\$0.140</b>	<b>\$0.141</b>	<b>\$0.140</b>	<b>\$0.140</b>	<b>\$0.140</b>	<b>\$0.139</b>	<b>\$1.672</b>
<b>Net Surplus/(Deficit)</b>		<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2012 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.454	\$0.437	\$0.489	\$0.458	\$0.493	\$0.494	\$0.492	\$0.499	\$0.472	\$0.527	\$0.482	\$0.429	\$5.728
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.204	0.158	0.216	0.165	0.214	0.173	0.062	0.052	0.174	0.251	0.215	0.187	2.071
Capital and Other Reimbursements	0.138	0.138	0.139	0.139	0.139	0.139	0.140	0.141	0.140	0.140	0.140	0.139	1.672
<b>Total Revenue</b>	<b>\$0.796</b>	<b>\$0.733</b>	<b>\$0.844</b>	<b>\$0.762</b>	<b>\$0.846</b>	<b>\$0.806</b>	<b>\$0.694</b>	<b>\$0.692</b>	<b>\$0.786</b>	<b>\$0.918</b>	<b>\$0.837</b>	<b>\$0.766</b>	<b>\$9.469</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$1.444	\$1.353	\$1.444	\$1.398	\$1.444	\$1.398	\$1.444	\$1.444	\$1.398	\$1.444	\$1.398	\$1.445	\$17.054
Overtime	0.116	0.116	0.116	0.116	0.116	0.116	0.116	0.116	0.115	0.115	0.115	0.112	1.385
Health and Welfare	0.357	0.357	0.357	0.357	0.357	0.357	0.358	0.358	0.358	0.358	0.358	0.358	4.280
OPEB Current Payment	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.056	0.639
Pensions	0.502	0.502	0.503	0.503	0.503	0.503	0.503	0.503	0.503	0.503	0.503	0.504	6.035
Other Fringe Benefits	0.114	0.107	0.114	0.111	0.114	0.111	0.114	0.115	0.112	0.115	0.112	0.114	1.353
Reimbursable Overhead													
<b>Total Labor Expenses</b>	<b>\$2.686</b>	<b>\$2.488</b>	<b>\$2.687</b>	<b>\$2.638</b>	<b>\$2.667</b>	<b>\$2.638</b>	<b>\$2.588</b>	<b>\$2.589</b>	<b>\$2.639</b>	<b>\$2.688</b>	<b>\$2.639</b>	<b>\$2.689</b>	<b>\$30.766</b>
<b>Non-Labor:</b>													
Electric Power	\$0.394	\$0.394	\$0.394	\$0.394	\$0.394	\$0.394	\$0.393	\$0.393	\$0.393	\$0.392	\$0.392	\$0.392	\$4.719
Fuel	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.035	0.409
Insurance	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.023	0.023	0.023	0.267
Claims	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.024	0.277
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.144	0.144	0.144	0.144	0.144	0.144	0.145	0.145	0.145	0.145	0.145	0.145	1.734
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.036	0.421
Materials & Supplies	0.301	0.301	0.301	0.301	0.301	0.301	0.301	0.301	0.301	0.301	0.302	0.302	3.614
Other Business Expenses	0.001	0.001	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.005
<b>Total Non-Labor Expenses</b>	<b>\$0.964</b>	<b>\$0.964</b>	<b>\$0.964</b>	<b>\$0.964</b>	<b>\$0.964</b>	<b>\$0.963</b>	<b>\$0.963</b>	<b>\$0.963</b>	<b>\$0.963</b>	<b>\$0.963</b>	<b>\$0.964</b>	<b>\$0.967</b>	<b>\$11.446</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$3.640</b>	<b>\$3.442</b>	<b>\$3.641</b>	<b>\$3.492</b>	<b>\$3.641</b>	<b>\$3.491</b>	<b>\$3.641</b>	<b>\$3.642</b>	<b>\$3.492</b>	<b>\$3.641</b>	<b>\$3.493</b>	<b>\$3.646</b>	<b>\$42.202</b>
Depreciation	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$9.000
OPEB Obligation	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	3.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$4.640</b>	<b>\$4.442</b>	<b>\$4.641</b>	<b>\$4.492</b>	<b>\$4.641</b>	<b>\$4.491</b>	<b>\$4.641</b>	<b>\$4.642</b>	<b>\$4.492</b>	<b>\$4.641</b>	<b>\$4.493</b>	<b>\$4.646</b>	<b>\$54.202</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$3.744)</b>	<b>(\$3.709)</b>	<b>(\$3.697)</b>	<b>(\$3.730)</b>	<b>(\$3.696)</b>	<b>(\$3.686)</b>	<b>(\$3.847)</b>	<b>(\$3.860)</b>	<b>(\$3.706)</b>	<b>(\$3.623)</b>	<b>(\$3.666)</b>	<b>(\$3.791)</b>	<b>(\$44.733)</b>

MTA STATEN ISLAND RAILWAY  
February Financial Plan - 2012 Adopted Budget  
Cash Receipts & Expenditures  
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.454	\$0.437	\$0.489	\$0.458	\$0.493	\$0.494	\$0.492	\$0.499	\$0.472	\$0.527	\$0.482	\$0.429	\$5.726
Vehicle Toll Revenue													0.000
Other Operating Revenue	0.204	0.158	0.216	0.165	0.214	0.173	0.062	0.052	0.174	0.251	0.215	0.187	2.071
Capital and Other Reimbursements	0.138	0.138	0.139	0.139	0.139	0.139	0.140	0.141	0.140	0.140	0.140	0.139	1.672
<b>Total Receipts</b>	<b>\$0.796</b>	<b>\$0.733</b>	<b>\$0.844</b>	<b>\$0.762</b>	<b>\$0.846</b>	<b>\$0.806</b>	<b>\$0.894</b>	<b>\$0.692</b>	<b>\$0.786</b>	<b>\$0.918</b>	<b>\$0.837</b>	<b>\$0.755</b>	<b>\$9.469</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$1.959	\$1.314	\$1.314	\$1.314	\$1.314	\$1.314	\$1.959	\$1.314	\$1.314	\$1.314	\$1.314	\$5.865	21.609
Overtime	0.116	0.116	0.116	0.116	0.116	0.116	0.116	0.116	0.115	0.115	0.115	0.112	1.385
Health and Welfare	0.357	0.357	0.357	0.357	0.357	0.357	0.358	0.358	0.358	0.358	0.358	0.358	4.290
OPEB Current Payment	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.053	0.056	0.639
Pensions	0.502	0.502	0.503	0.503	0.503	0.503	0.503	0.503	0.503	0.503	0.503	0.504	6.035
Other Fringe Benefits	0.114	0.107	0.114	0.111	0.114	0.111	0.114	0.115	0.112	0.115	0.112	0.462	1.701
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.347	0.347
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$3.101</b>	<b>\$2.449</b>	<b>\$2.467</b>	<b>\$2.454</b>	<b>\$2.457</b>	<b>\$2.454</b>	<b>\$3.103</b>	<b>\$2.459</b>	<b>\$2.455</b>	<b>\$2.458</b>	<b>\$2.455</b>	<b>\$7.704</b>	<b>\$38.006</b>
<b>Non-Labor:</b>													
Electric Power	\$0.394	\$0.394	\$0.394	\$0.394	\$0.394	\$0.394	\$0.393	\$0.393	\$0.393	\$0.392	\$0.392	\$0.392	\$4.719
Fuel	\$0.034	\$0.034	\$0.034	\$0.034	\$0.034	\$0.034	\$0.034	\$0.034	\$0.034	\$0.034	\$0.034	\$0.035	0.409
Insurance	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.023	0.023	0.023	0.267
Claims	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.024	0.277
Paratransit Service Contracts													0.000
Maintenance and Other Operating Contracts	0.144	0.144	0.144	0.144	0.144	0.144	0.145	0.145	0.145	0.145	0.145	0.146	1.734
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.036	0.421
Materials & Supplies	0.301	0.301	0.301	0.301	0.301	0.301	0.301	0.301	0.301	0.301	0.302	0.302	3.614
Other Business Expenses	0.001	0.001	0.001	0.001	0.001								0.005
<b>Total Non-Labor Expenditures</b>	<b>\$0.954</b>	<b>\$0.954</b>	<b>\$0.954</b>	<b>\$0.954</b>	<b>\$0.954</b>	<b>\$0.953</b>	<b>\$0.953</b>	<b>\$0.953</b>	<b>\$0.953</b>	<b>\$0.953</b>	<b>\$0.954</b>	<b>\$0.957</b>	<b>\$11.446</b>
<b>Other Expenditure Adjustments:</b>													
Other													\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$4.055</b>	<b>\$3.403</b>	<b>\$3.411</b>	<b>\$3.408</b>	<b>\$3.411</b>	<b>\$3.407</b>	<b>\$4.056</b>	<b>\$3.412</b>	<b>\$3.408</b>	<b>\$3.411</b>	<b>\$3.409</b>	<b>\$8.661</b>	<b>\$47.452</b>
<b>Net Cash Deficit</b>	<b>(\$3.259)</b>	<b>(\$2.670)</b>	<b>(\$2.667)</b>	<b>(\$2.646)</b>	<b>(\$2.665)</b>	<b>(\$2.601)</b>	<b>(\$3.362)</b>	<b>(\$2.720)</b>	<b>(\$2.622)</b>	<b>(\$2.493)</b>	<b>(\$2.672)</b>	<b>(\$7.906)</b>	<b>(\$37.983)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2012 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$0.515)	\$0.039	\$0.130	\$0.084	\$0.130	\$0.084	(\$0.515)	\$0.130	\$0.084	\$0.130	\$0.084	(\$4.420)	(\$4.555)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$0.515)</b>	<b>\$0.039</b>	<b>\$0.130</b>	<b>\$0.084</b>	<b>\$0.130</b>	<b>\$0.084</b>	<b>(\$0.515)</b>	<b>\$0.130</b>	<b>\$0.084</b>	<b>\$0.130</b>	<b>\$0.084</b>	<b>(\$5.115)</b>	<b>(\$5.250)</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expenditures Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>													
	(\$0.515)	\$0.039	\$0.130	\$0.084	\$0.130	\$0.084	(\$0.515)	\$0.130	\$0.084	\$0.130	\$0.084	(\$5.115)	(\$5.250)
Depreciation Adjustment	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	9.000
OPEB Obligation	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	3.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$0.485</b>	<b>\$1.039</b>	<b>\$1.130</b>	<b>\$1.084</b>	<b>\$1.130</b>	<b>\$1.084</b>	<b>\$0.485</b>	<b>\$1.130</b>	<b>\$1.084</b>	<b>\$1.130</b>	<b>\$1.084</b>	<b>(\$4.115)</b>	<b>\$6.750</b>

MTA STATEN ISLAND RAILWAY  
February Financial Plan - 2012 Adopted Budget  
Overtime - Non-Reimbursable/Reimbursable Basis  
(\$ in millions)

**NON-REIMBURSABLE**

SCHEDULED:  
Direct Service

Programmed Maintenance

**Total Scheduled**

UNSCHEDULED:

Vacancy/Absentee Coverage

Weather Emergencies

Maintenance

Service Delays

Emergencies

Tour Length

Safety/Security/Law Enforcement

All Other

**Total Unscheduled**

**TOTAL NON-REIMBURSABLE  
OVERTIME:**

**REIMBURSABLE OVERTIME**

**TOTAL NR & R OVERTIME**

Jan	Feb	Mar	Apr	May	June	July	August	September	October	November	December	Total
												\$0.000
												\$0.000
\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.054	\$0.681
												\$0.000
												\$0.000
-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.054	\$0.681
\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.057	\$0.054	\$0.681
\$0.059	\$0.059	\$0.059	\$0.059	\$0.059	\$0.059	\$0.059	\$0.059	\$0.058	\$0.058	\$0.058	\$0.058	\$0.704
\$0.116	\$0.116	\$0.116	\$0.116	\$0.116	\$0.116	\$0.116	\$0.116	\$0.115	\$0.115	\$0.115	\$0.112	\$1.385

MTA STATEN ISLAND RAILWAY  
February Financial Plan - 2012 Adopted Budget  
Ridership/(Utilization)  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Ridership	0.387	0.357	0.417	0.373	0.417	0.398	0.346	0.347	0.386	0.458	0.411	0.361	4.658
Total Ridership	0.387	0.357	0.417	0.373	0.417	0.398	0.346	0.347	0.386	0.458	0.411	0.361	4.658

MTA STATEN ISLAND RAILWAY  
February Financial Plan - 2012 Adopted Budget  
Total Positions by Function and Department  
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive	9	9	9	9	9	9	9	9	9	9	9	9
General Office	8	8	8	8	8	8	8	8	8	8	8	7
Purchasing/Stores	5	5	5	5	5	5	5	5	5	5	5	5
<b>Total Administration</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>21</b>
<b>Operations</b>												
Transportation	95	95	95	95	91	91	91	91	91	91	91	91
<b>Maintenance</b>												
Mechanical	35	35	35	35	35	35	35	35	35	35	35	35
Car and Station Cleaning	18	18	18	18	18	18	18	18	18	18	18	18
Power/Signals	25	25	25	25	25	25	25	25	25	25	25	25
Maintenance of Way	48	48	48	48	48	48	48	48	48	48	48	48
Bridge and Buildings	27	27	27	27	27	27	27	27	27	27	27	27
Material Handling	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Maintenance</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>
<b>Public Safety</b>												
Police	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Baseline Positions</b>	<b>272</b>	<b>272</b>	<b>272</b>	<b>272</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>267</b>
<b>Non-Reimbursable</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>265</b>	<b>265</b>	<b>265</b>	<b>265</b>	<b>265</b>	<b>265</b>	<b>265</b>	<b>264</b>
<b>Reimbursable</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>Total Full-Time</b>	<b>272</b>	<b>272</b>	<b>272</b>	<b>272</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>267</b>
<b>Total Full-Time-Equivalents</b>												



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2012 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	12	12	12	12	12	12	12	12	12	12	12	12
Professional, Technical, Clerical	10	10	10	10	10	10	10	10	10	10	10	9
Operational Hourlies												
<b>Total Administration</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>21</b>
<b>Operations</b>												
Managers/Supervisors	9	9	9	9	8	8	8	8	8	8	8	8
Professional, Technical, Clerical	4	4	4	4	4	4	4	4	4	4	4	4
Operational Hourlies	82	82	82	82	79	79	79	79	79	79	79	79
<b>Total Operations</b>	<b>95</b>	<b>95</b>	<b>95</b>	<b>95</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>
<b>Maintenance</b>												
Managers/Supervisors	6	6	6	6	6	6	6	6	6	6	6	6
Professional, Technical, Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	146	146	146	146	146	146	146	146	146	146	146	146
<b>Total Maintenance</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Baseline Positions</b>												
Managers/Supervisors	27	27	27	27	26	26	26	26	28	26	26	26
Professional, Technical, Clerical	17	17	17	17	17	17	17	17	17	17	17	16
Operational Hourlies	228	228	228	228	225	225	225	225	225	225	225	225
<b>Total Positions</b>	<b>272</b>	<b>272</b>	<b>272</b>	<b>272</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>267</b>

## **7. STANDARD FOLLOW-UP**



### **STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU 2011 Year-End Summary**

Total summons issuance decreased by just under 1% from 114,100 in 2010 to 113,200 in 2011. Total revenue receipts declined by 2.7% (\$8,544,200 from \$8,781,000). It is to be noted that the decrease in revenue receipts is wholly attributable to a decline in payments received from the State Finance Department Offset Program as described below, as TAB's revenues from direct payments and other regular collection activities somewhat increased in 2011.

Expenses in 2011 increased by 8.5% from the prior year (\$5,312,700 from \$4,896,800), primarily as a result of timing differences arising from a change in accounts payable processing as well as increased expenses for hearing related costs. TAB's overall revenues exceeded expenses by \$3,231,500 in 2011, reflecting a decrease of 16.8% from 2010. The number of hearings conducted by TAB increased by 18.8% (from 22,904 to 27,201), with a large percentage of the hearing increase arising from the issuance of summonses on newly established SBS routes.

Since 2005, TAB has been engaged in an effort to maximize the number of cases assigned to the State Finance Department Offset Program, pursuant to which specified liabilities, including TAB judgments, constitute a lien against New York State income tax refunds. As a result, older summons issuance years are filed in addition to the standard filing of cases as to which judgments were filed in the immediately preceding three years. In 2011, this resulted in 15,300 payments received from the State and related receipts of \$1,768,900 (compared to 18,300 payments and \$2,140,300 receipts in 2010).

**MTA NEW YORK CITY TRANSIT  
TRANSIT ADJUDICATION BUREAU  
KEY INDICATORS  
FOURTH QUARTER 2011**

INDICATOR			ANNUAL TOTALS	
	4th QTR 2011	4th QTR 2010	Y-T-D 2011	Y-T-D 2010
<b>ISSUANCE DATA</b>				
Violations Issued	25,700	29,700	113,200	114,100
% With Telephone Data	65%	65%	67%	65%
% With Employer Data	25%	25%	24%	24%
<b>PAYMENT DATA</b>				
Number of Payments	19,100	22,000	93,000	97,500
Regular	18,000	21,000	77,700	79,200
State Tax Refund	1,100	1,000	15,300	18,300
Amount Paid	\$1,710,000	\$1,806,700	\$8,635,700	\$8,832,900
Regular	\$1,616,600	\$1,708,900	\$6,866,800	\$6,692,600
State Tax Refund	\$93,400	\$97,800	\$1,768,900	\$2,140,300
Average Payment	\$89.47	\$82.11	\$92.88	\$90.55
Yield per NOV	\$66.58	\$60.83	\$76.31	\$77.43
<b>REVENUE/EXPENSE DATA</b>				
Revenue	\$1,684,000	\$1,799,300	\$8,544,200	\$8,781,000
Expenses	\$1,384,400	\$1,268,400	\$5,312,700	\$4,896,800
<b>ADJUDICATIONS</b>				
Total Cases Adjudicated	7,523	6,260	29,830	25,444
Admin Dismissals	578	593	2,629	2,540
Hearings	6,945	5,667	27,201	22,904

# Report



New York City Transit

## **STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS**

### **Introduction**

NYC Transit's weekday service quality indicators, the Subway Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (subway car, station, Staten Island Railway (SIR) cars and SIR stations). The results for all PES indicators for Second Half 2011 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

### **Passenger Environment Survey**

The Subway PES measures the environment of subway cars and stations from a customer-oriented perspective. It includes 55 indicators: 17 for subway cars, 17 for stations, 16 for SIR cars and five (5) for SIR stations.

Of the 55 indicators, 43 indicators remained unchanged, one (1) indicators showed improvement and 11 indicators declined when comparing Second Half 2011 and Second Half 2010. For PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

## Significant Indicator Improvements/Declines

Out of the 55 passenger environment indicators, one (1) improved and 11 declined when comparing the Second Half 2011 to Second Half 2010.

### IMPROVEMENTS

	2010 1st Half	2011 1st Half	Net Change
<b>Subway Cars</b>			
Cars with Correct Public Address Announcements	87%	90%	+3%

### DECLINES

<b>Subway Cars</b>			
Cleanliness of Cars Floors and Seats (in Service)	94%	90%	-4%
Cars with No Scratchtied Windows	85%	82%	-3%
Cars with No Clouded Windows	92%	89%	-3%
Cars with All System Maps Correct/Legible	99%	91%	-8%

<b>Stations</b>			
Litter Conditions in Stations - daytime (% none and light) includes Trackbed	70%	64%	-6%
<i>without Trackbed</i>	83%	78%	-5%
Floor and Seat Cleanliness Conditions in Stations - daytime (% none and light)	91%	84%	-7%
Station Control Areas with a Correct Subway Map Available	93%	84%	-9%
Station Public Telephones in Working Order	92%	82%	-10%
Station Agents Properly Displaying Badges	98%	92%	-6%

<b>SIR Cars</b>			
Cleanliness Conditions in SIR Cars (in Service)	93%	86%	-7%
SIR Cars with No Scratchtied Windows	81%	74%	-7%

## Passenger Environment Survey

### Subway Car Results

The Subway Car PES consists of 17 indicators. 12 remained statistically unchanged while one (1) showed an increase and four (4) showed a decrease when comparing the 2nd half 2011 to the 2nd half 2010. The table below depicts the results for the 2nd half of 2011 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

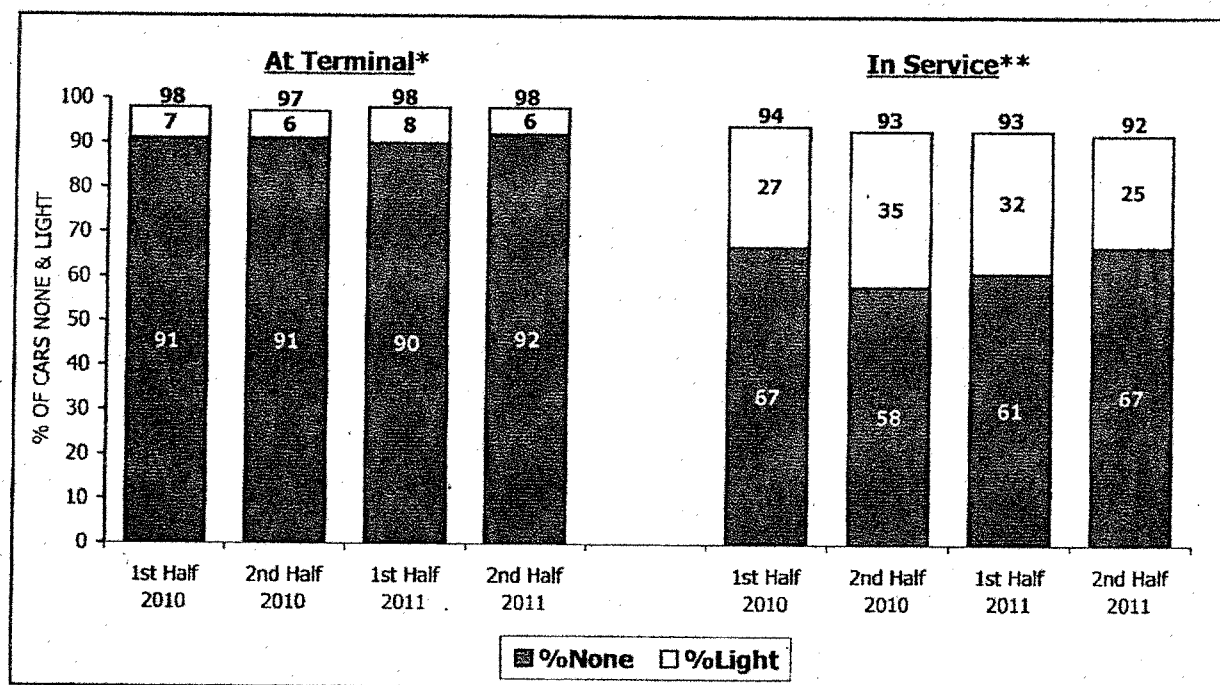
		2010				2011			
		1st Half		2nd Half		1st Half		2nd Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
<b>Cleanliness and Appearance</b>									
Litter Conditions in Cars	% None	91	67	91	58	90	61	92	67
Presence of Litter	% Light	7	27	6	35	8	32	6	25
See Chart 1	% Moderate	0	1	1	1	0	1	0	1
	% Heavy	2	5	2	6	2	6	2	7
Cleanliness of Car Floors and Seats	% None	97	90	96	89	94	88	91	84
Degree of Dirtiness	% Light	1	4	2	5	4	5	5	6
See Chart 2	% Moderate	0	1	0	0	0	1	2	3
	% Heavy	2	5	2	6	2	6	2	7
% Cars with No Interior Graffiti		99		99		98		97	
% Cars with No Exterior Graffiti		99		99		99		98	
% Cars with No Graffiti'd Windows		99		100		98		98	
% Cars with No Scratchitied Windows		79		85		89		82	
% Cars with No Clouded Windows		91		92		96		89	
% Cars with No Broken or Cracked Windows		100		100		100		100	
<b>Customer Information</b>									
% Cars with All System Maps Correct/Legible		100		99		99		91	
% Cars with All Signage Correct		100		98		99		99	
% Cars with Public Address Announcements		92		87		91		90	
Automated Announcements		99		99		99		99	
Conductor Announcements		84		78		81		80	
<b>Functioning Equipment</b>									
% Cars with No Broken Door Panels		100		99		100		99	
Lighting Conditions in Cars <sup>1</sup>		99		99		98		99	
Climate Control Conditions in Cars <sup>2</sup>		96		93		92		95	
<b>Operations</b>									
% Conductors in Proper Uniform		100		100		99		100	

<sup>1</sup>% cars with at least 90% of lights on.

<sup>2</sup>% cars with average interior temperature between 58°F and 78°F.

*At Terminal - Surveyed at terminals with cleaners present.*

# Passenger Environment Survey Litter Conditions in Subway Cars



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

\*\* Measured throughout the day while in service.

## Definition

Litter Conditions in Cars (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

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

**2011 Annual Goals:** (% none & light)      At Terminal: 98.0%      In Service: 94.0%

## Semi-Annual Results

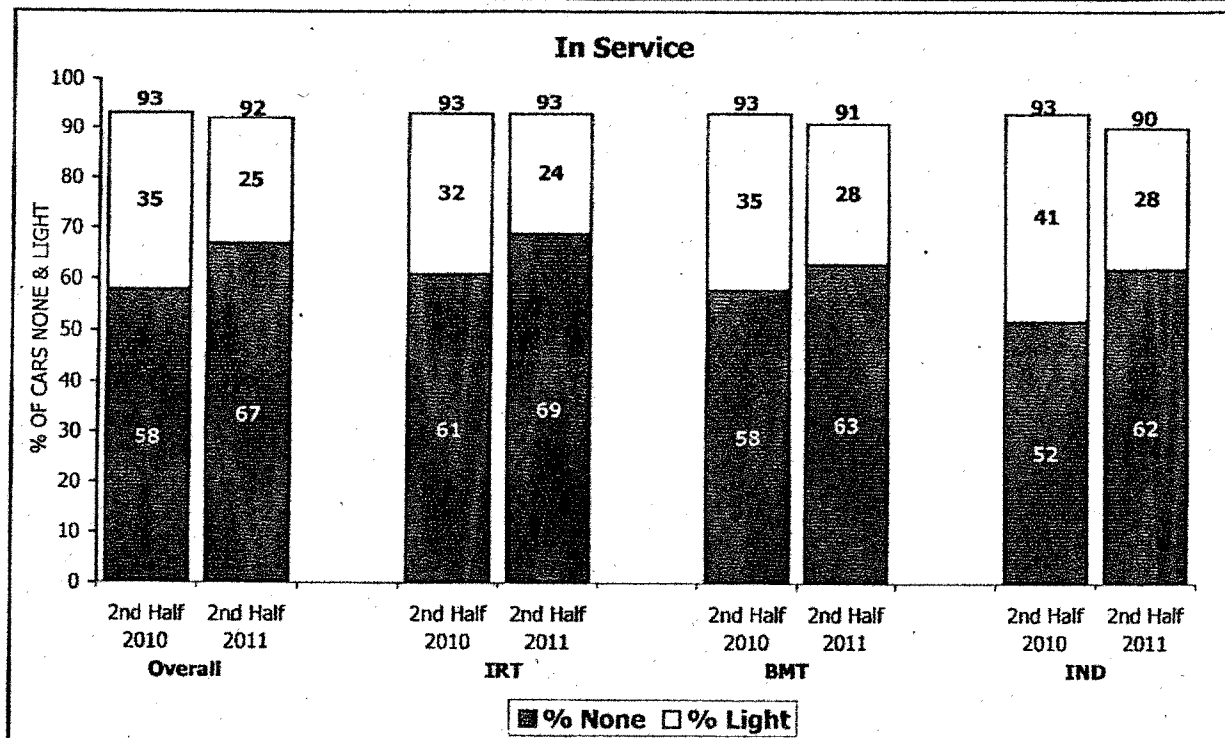
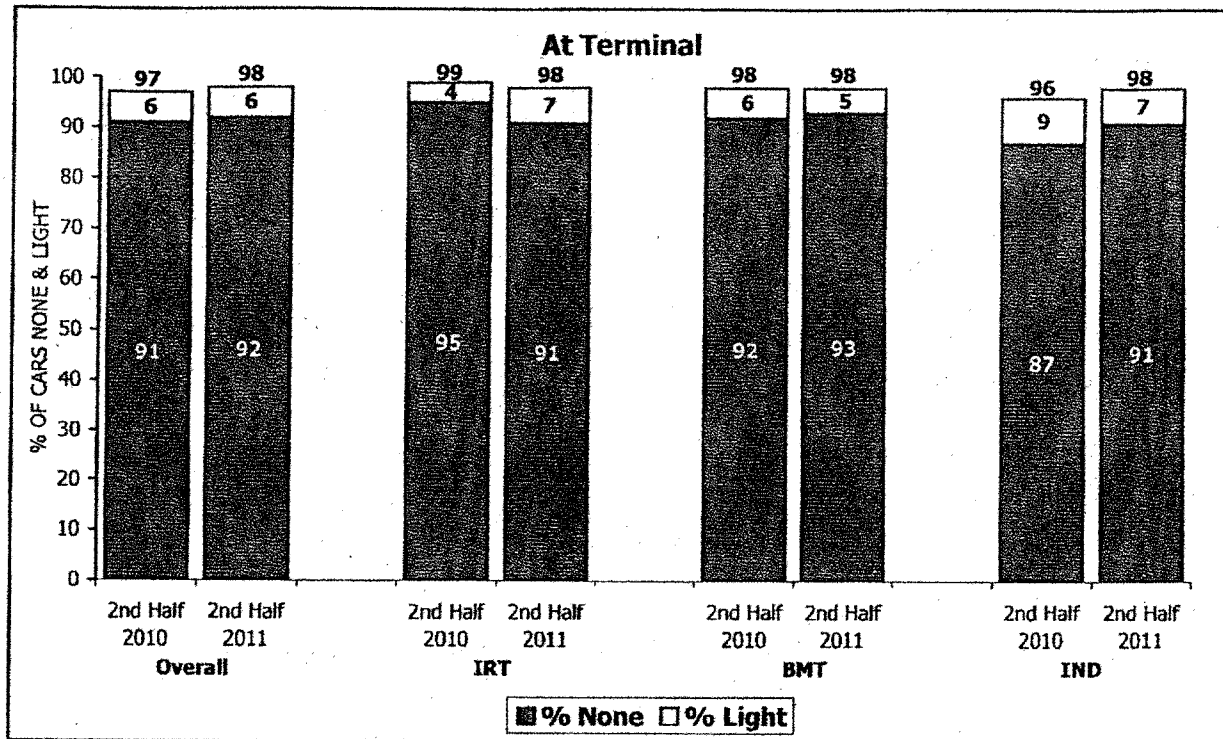
	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2011	92%	6%	0%	2%	67%	25%	1%	7%
1st Half 2011	90%	8%	0%	2%	61%	32%	1%	6%
2nd Half 2010	91%	6%	1%	2%	58%	35%	1%	6%
1st Half 2010	91%	7%	0%	2%	67%	27%	1%	5%

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

2nd Half 2011 vs. 2nd Half 2010: Both the "At Terminal" and "In Service" results remained statistically unchanged.

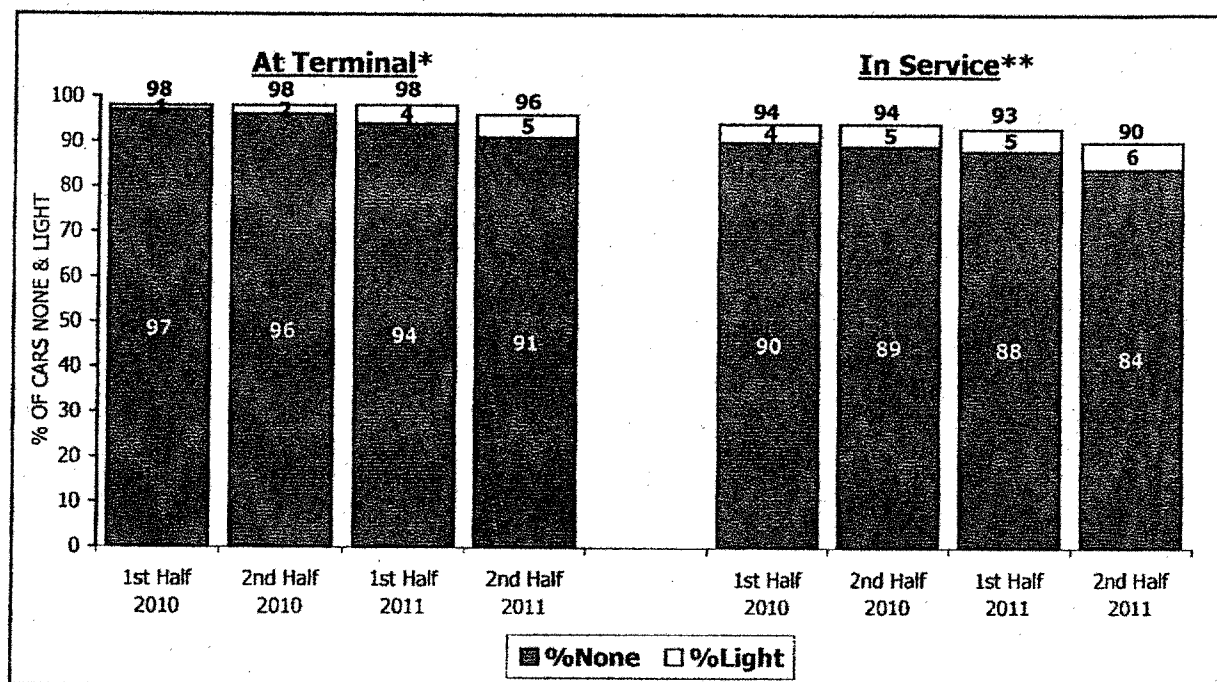


**Passenger Environment Survey**  
**Subway Car Litter Conditions by Group**



**Groups:**  
 IRT : ① ② ③ ④ ⑤ ⑥ ⑦ S-42nd Street  
 BMT: B Q N R J Z L M S-Franklin  
 IND: A C E D F G

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



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

\*\* Measured throughout the day while in service.

## **Definition**

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

**None**- basically dirt free;

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

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

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

**2011 Annual Goals:** (% none & light)      At Terminal: 98.0%      In Service: 94.0%

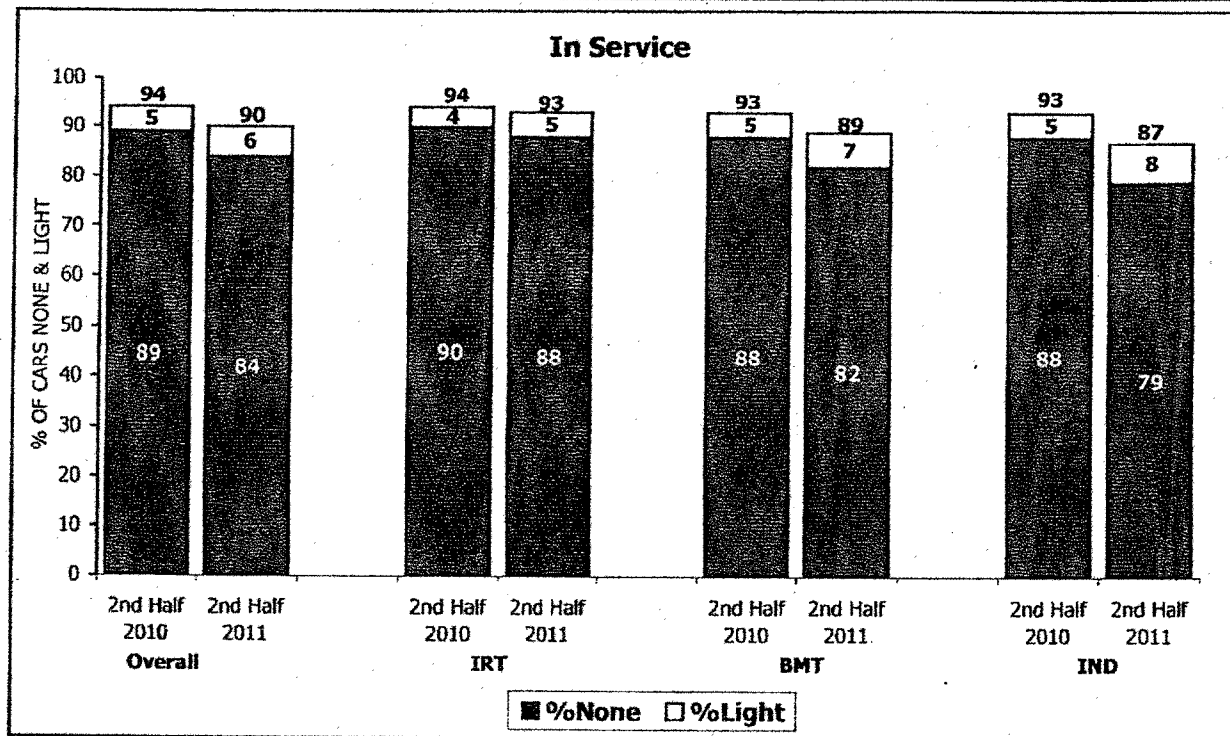
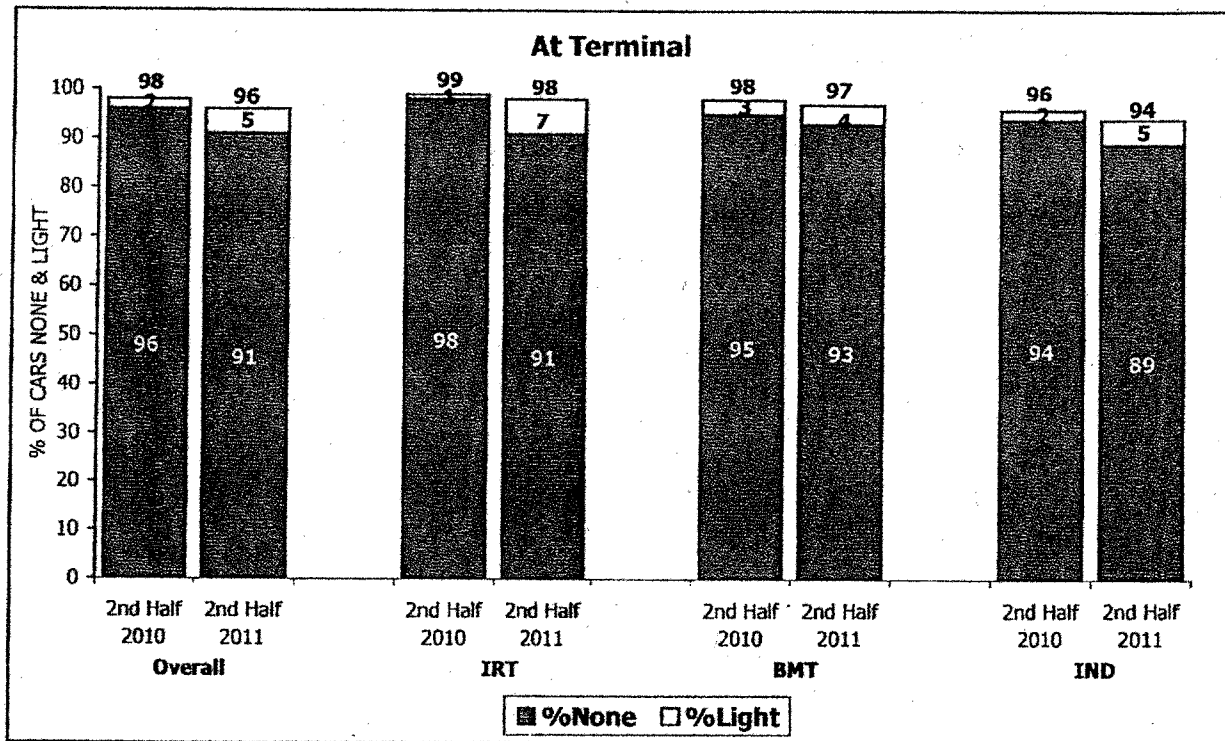
## **Semi-Annual Results**

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2011	91%	5%	2%	2%	84%	6%	3%	7%
1st Half 2011	94%	4%	0%	2%	88%	5%	1%	6%
2nd Half 2010	96%	2%	0%	2%	89%	5%	0%	6%
1st Half 2010	97%	1%	0%	2%	90%	4%	1%	5%

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

2nd Half 2011 vs. 2nd Half 2010: the "At Terminal" results remained statistically unchanged (-2%) while the "In Service" results showed a statistically significant decline (-4%).

# Passenger Environment Survey Subway Car Cleanliness Conditions by Group



Groups:

IRT : 1 2 3 4 5 6 7 S-42nd Street

BMT: B Q N R J Z L M S-Franklin

IND: A C E D F G

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

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>2nd Half 2010</u>	<u>2nd Half 2011</u>	<u>2nd Half 2010</u>	<u>2nd Half 2011</u>
<b>1</b>	99%	99%	92%	97%
<b>2</b>	99%	100%	91%	92%
<b>3</b>	100%	99%	95%	90%
<b>4</b>	97%	98%	92%	88%
<b>5</b>	99%	98%	93%	93%
<b>6</b>	99%	98%	94%	93%
<b>7</b>	100%	96%	94%	94%
<b>S 42nd St.</b>	-	-	97%	98%
<b>IRT</b>	<b>99%</b>	<b>98%</b>	<b>93%</b>	<b>93%</b>
<b>B</b>	98%	97%	92%	88%
<b>Q</b>	98%	97%	94%	93%
<b>S Fkln</b>	-	-	78%	94%
<b>N</b>	97%	97%	94%	89%
<b>R</b>	99%	98%	93%	92%
<b>J Z</b>	96%	98%	94%	90%
<b>L</b>	99%	96%	95%	88%
<b>M</b>	99%	99%	94%	93%
<b>BMT</b>	<b>98%</b>	<b>98%</b>	<b>93%</b>	<b>91%</b>
<b>A</b>	94%	97%	89%	93%
<b>C</b>	100%	99%	96%	86%
<b>E</b>	99%	96%	96%	93%
<b>D</b>	94%	99%	95%	86%
<b>F</b>	97%	98%	95%	91%
<b>G</b>	87%	99%	88%	95%
<b>IND</b>	<b>96%</b>	<b>98%</b>	<b>93%</b>	<b>90%</b>
<b>Systemwide</b>	<b>97%</b>	<b>98%</b>	<b>93%</b>	<b>92%</b>

Note: Changes of 6.0% or more by line are considered statistically significant.  
 \* at terminal - with cleaners present

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

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>2nd Half 2010</u>	<u>2nd Half 2011</u>	<u>2nd Half 2010</u>	<u>2nd Half 2011</u>
①	98%	99%	93%	97%
②	99%	95%	92%	90%
③	100%	99%	94%	89%
④	98%	98%	91%	89%
⑤	99%	98%	93%	93%
⑥	99%	95%	95%	94%
⑦	100%	97%	94%	96%
⑤ 42nd St.	-	-	97%	98%
<b>IRT</b>	<b>99%</b>	<b>98%</b>	<b>94%</b>	<b>93%</b>
⑧	99%	99%	91%	87%
⑨	99%	98%	95%	94%
⑤ Fkn	-	-	78%	94%
⑩	98%	97%	94%	85%
⑪	98%	98%	91%	87%
⑫ ⑬	96%	98%	94%	89%
⑭	100%	96%	95%	87%
⑮	99%	97%	94%	87%
<b>BMT</b>	<b>98%</b>	<b>97%</b>	<b>93%</b>	<b>89%</b>
⑯	94%	98%	89%	90%
⑰	100%	84%	96%	75%
⑱	99%	96%	96%	94%
⑲	95%	98%	95%	85%
⑳	99%	87%	95%	81%
㉑	87%	99%	87%	95%
<b>IND</b>	<b>96%</b>	<b>94%</b>	<b>93%</b>	<b>87%</b>
<b>Systemwide</b>	<b>98%</b>	<b>96%</b>	<b>94%</b>	<b>90%</b>

\* at terminal - with cleaners present

## Passenger Environment Survey

### Stations Results

The Stations PES consists of 17 indicators. Of the 17 indicators, 12 remained statistically unchanged while five (5) showed a decline when comparing the 2nd half 2011 to the 2nd half 2010. The table below depicts the results for the 2nd half of 2010 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2010				2011			
			1st Half		2nd Half		1st Half		2nd Half	
			Early AM	Daytime	Early AM	Daytime	Early AM	Daytime	Early AM	Daytime
<b>Cleanliness and Appearance</b>										
Litter Conditions in Stations	<i>Includes Trackbed component</i>	% None	11	6	5	5	6	5	3	6
Presence of Litter		% Light	64	64	68	65	73	57	71	58
See Chart 3		% Moderate	23	29	25	28	20	33	24	32
		% Heavy	2	1	2	2	1	5	2	4
	<i>Measured without Trackbed component</i>	% None	45	25	35	27	41	28	41	30
		% Light	41	57	49	56	47	48	44	48
See Chart 4		% Moderate	13	17	14	15	11	20	14	19
		% Heavy	1	1	2	2	1	4	1	3
Floor and Seat Cleanliness Conditions in Stations		% None	64	60	63	60	58	51	56	47
Degree of Dirtiness		% Light	27	29	27	31	36	34	32	37
See Chart 5		% Moderate	8	10	8	7	6	13	11	13
		% Heavy	1	1	2	2	0	2	1	3
Graffiti Conditions in Stations		% None	77		65		73		72	
Presence of Graffiti		% Light	23		34		27		28	
		% Moderate	0		1		0		0	
		% Heavy	0		0		0		0	

### Customer Information

% Stations with Legible/Correct System Maps	46	48	48	49
% Stations with Correct Passenger Information Center (PIC)	97	97	96	99
% Station Control Areas with a Correct Subway Map Available	93	93	89	84

### Functioning Equipment

% Stations with Functional Annunciator (where applicable)	97	99	96	97
% Escalators/Elevators in Operation	98	98	98	97
% Station Public Telephones in Working Order	94	92	86	82
% Station Control Areas with Working Booth Microphone	99	99	98	98
% Trash Receptacles Usable in Stations	99	100	100	99
% Working Turnstiles in Stations	99	100	99	99
% Working MetroCard Vending Machines	99	99	99	97

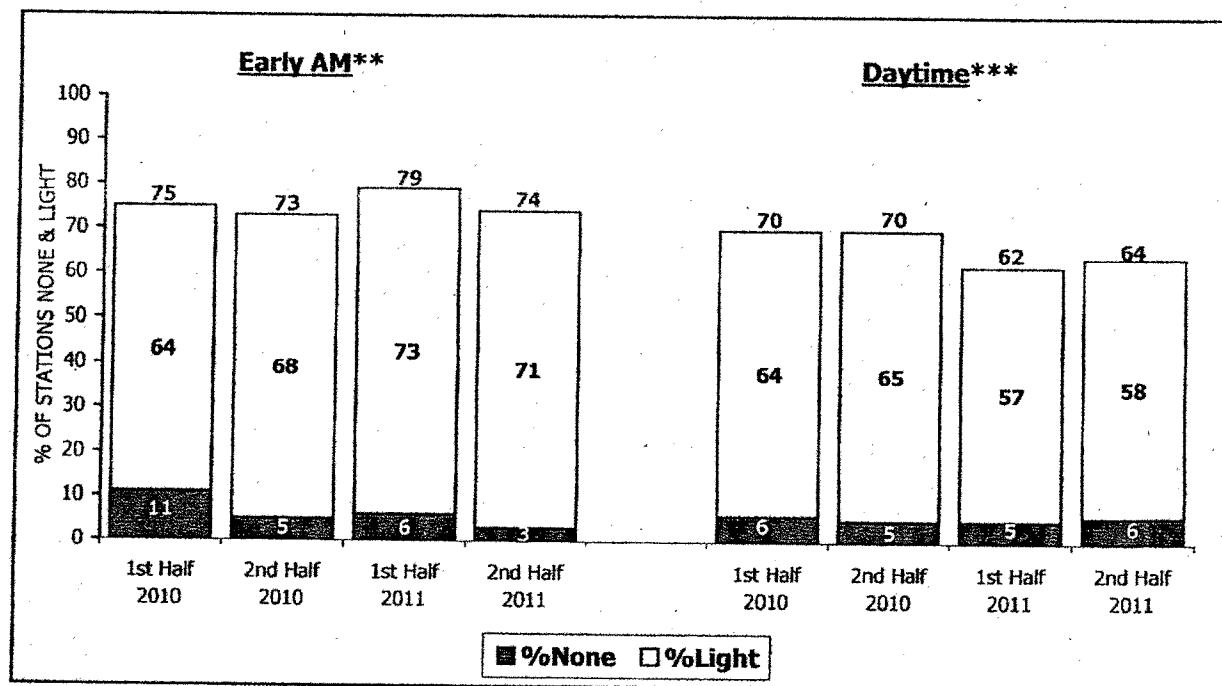
### Operations

% Station Agents in Proper Uniform	100	100	99	100
% Station Agents Properly Displaying Badges	99	98	94	92

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

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

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



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

\*\* Measured before heavy passenger utilization (pre-AM Peak).

\*\*\* Measured after heavy passenger utilization (post AM Peak).

### Definition

Litter Conditions in Stations (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

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

**2011 Annual Goals:** (% none & light)    Early AM: N/A    Daytime: N/A

### Semi-Annual Results

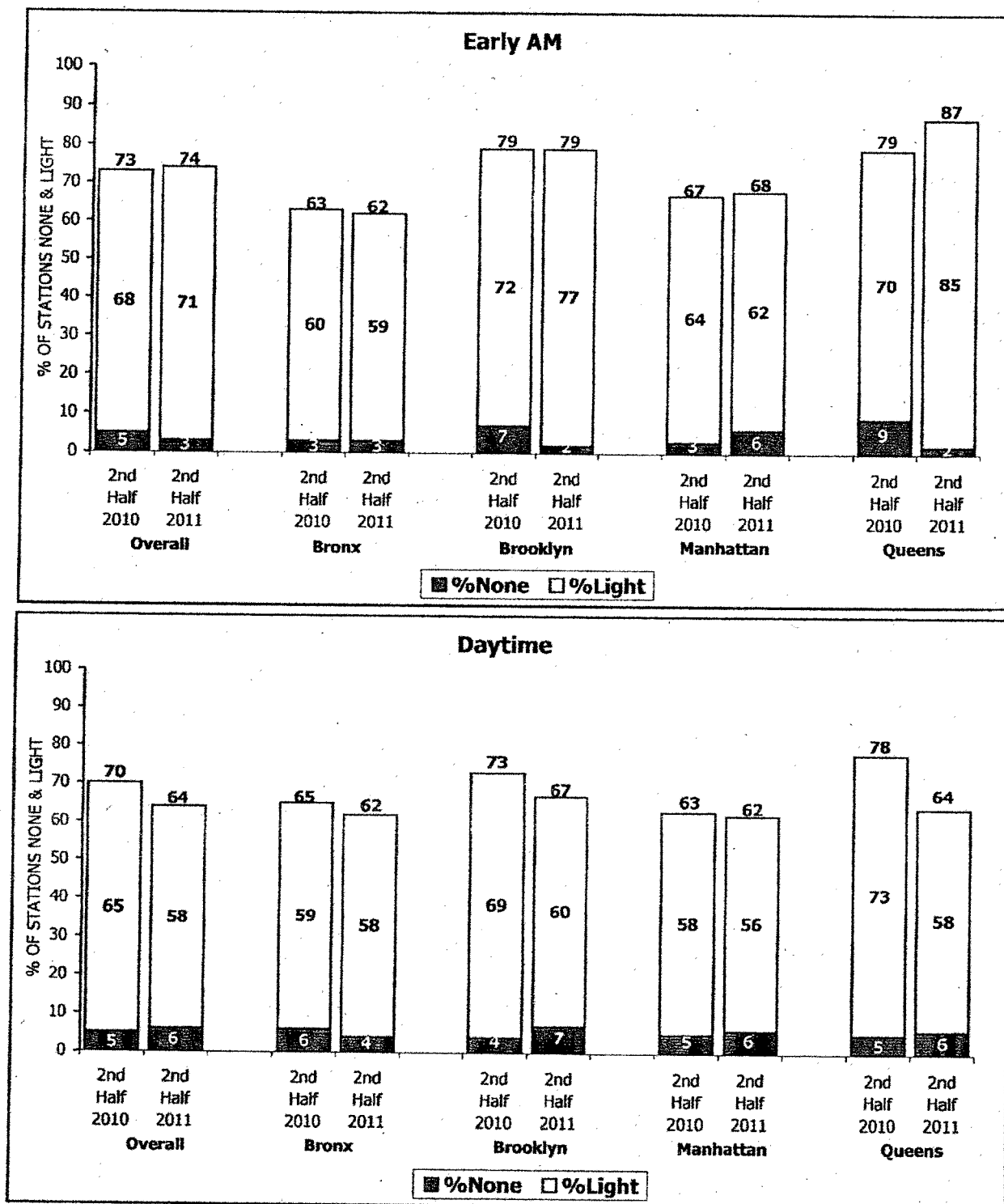
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2011	3%	71%	24%	2%	6%	58%	32%	4%
1st Half 2011	6%	73%	20%	1%	5%	57%	33%	5%
2nd Half 2010	5%	68%	25%	2%	5%	65%	28%	2%
1st Half 2010	11%	64%	23%	2%	6%	64%	29%	1%

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

2nd Half 2011 vs. 2nd Half 2010: the "Early AM" results remained statistically unchanged (+1%) while the "Daytime" results showed a statistically significant decline (-6%).

# Passenger Environment Survey

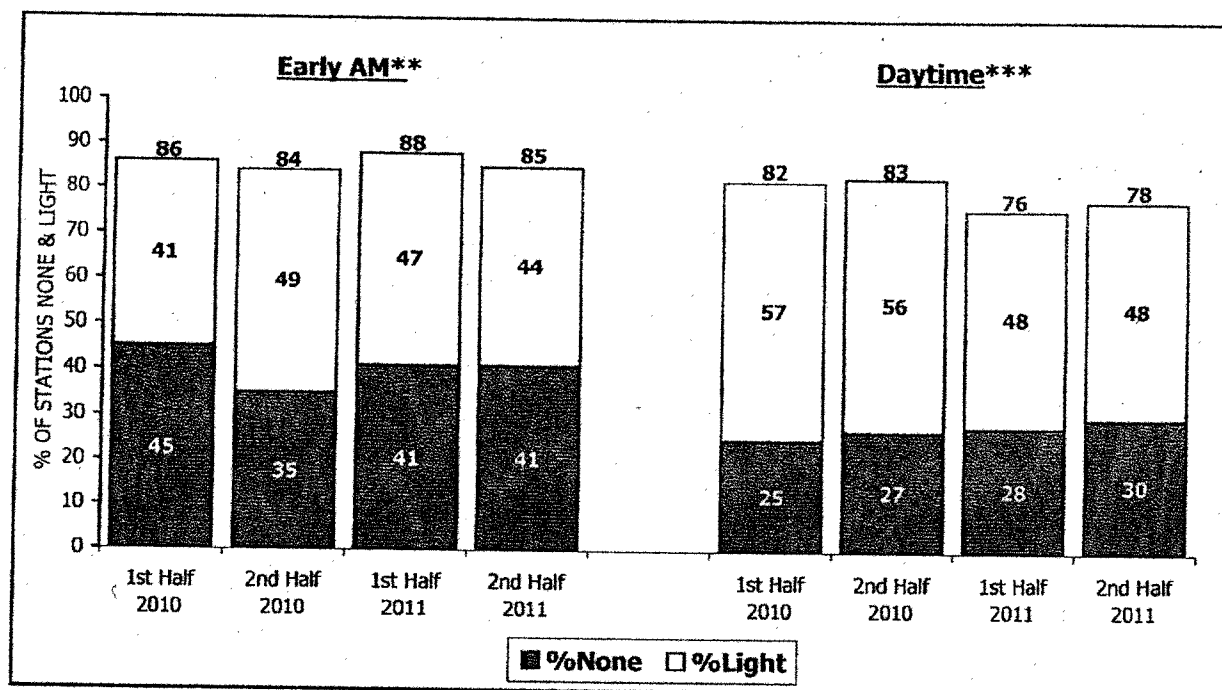
## Litter Conditions by Borough\* (includes Trackbed)



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



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



\* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

\*\* Measured before heavy passenger utilization (pre-AM Peak).

\*\*\* Measured after heavy passenger utilization (post AM Peak).

### Definition

Litter Conditions in Stations (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

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

**2011 Annual Goals:** (% none & light)      Early AM: 87.0%      Daytime: 83.0%

### Semi-Annual Results

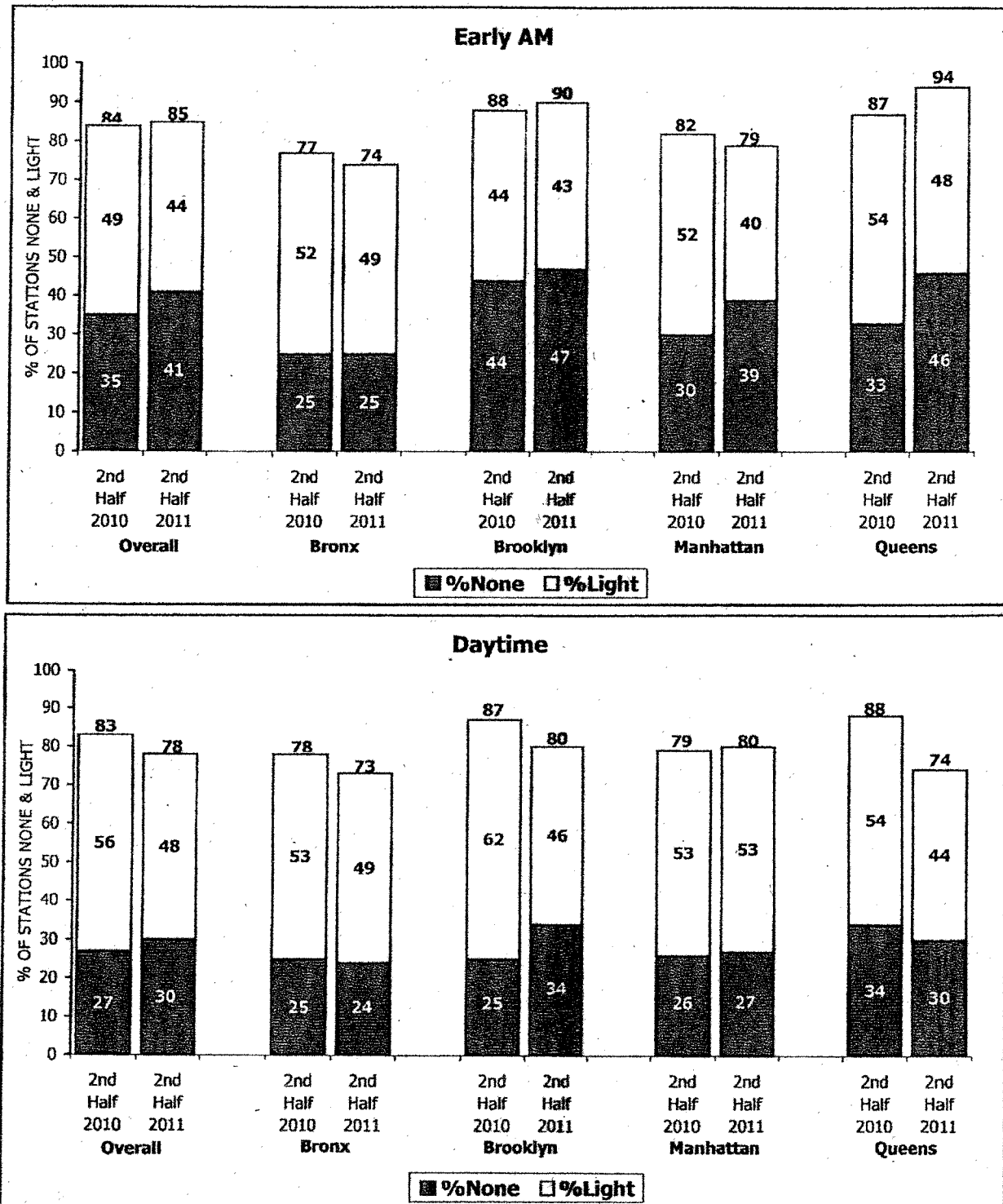
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2011	41%	44%	14%	1%	30%	48%	19%	3%
1st Half 2011	41%	47%	11%	1%	28%	48%	20%	4%
2nd Half 2010	35%	49%	14%	2%	27%	56%	15%	2%
1st Half 2010	45%	41%	13%	1%	25%	57%	17%	1%

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

2nd Half 2011 vs. 2nd Half 2010: the "Early AM" results remained statistically unchanged (+1%) while the "Daytime" results showed a statistically significant decline (-5%).

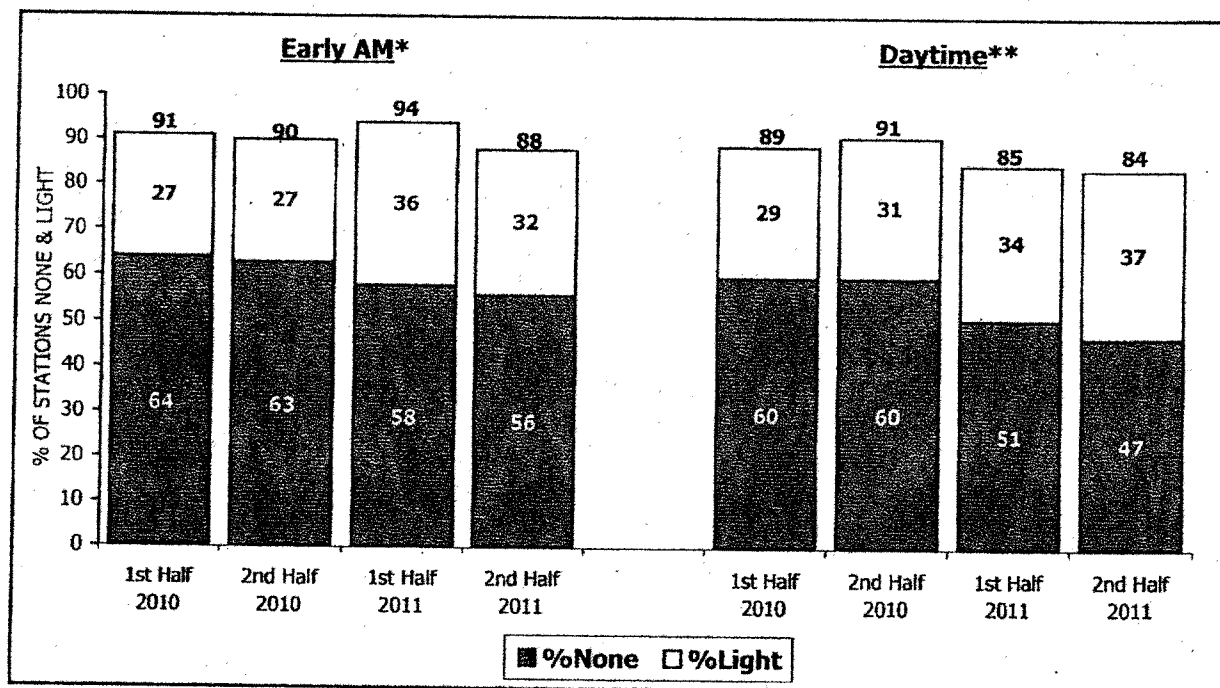
# Passenger Environment Survey

## Litter Conditions by Borough\* (without Trackbed)



\* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

**Passenger Environment Survey**  
**Cleanliness Conditions in Stations**



\* Measured before heavy passenger utilization (pre-AM Peak).

\*\* Measured after heavy passenger utilization (post AM Peak).

### Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

**None**- basically dirt free;

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

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

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

**2011 Annual Goals:** (% none & light)      Early AM: 93.0%      Daytime: 90.0%

### Semi-Annual Results

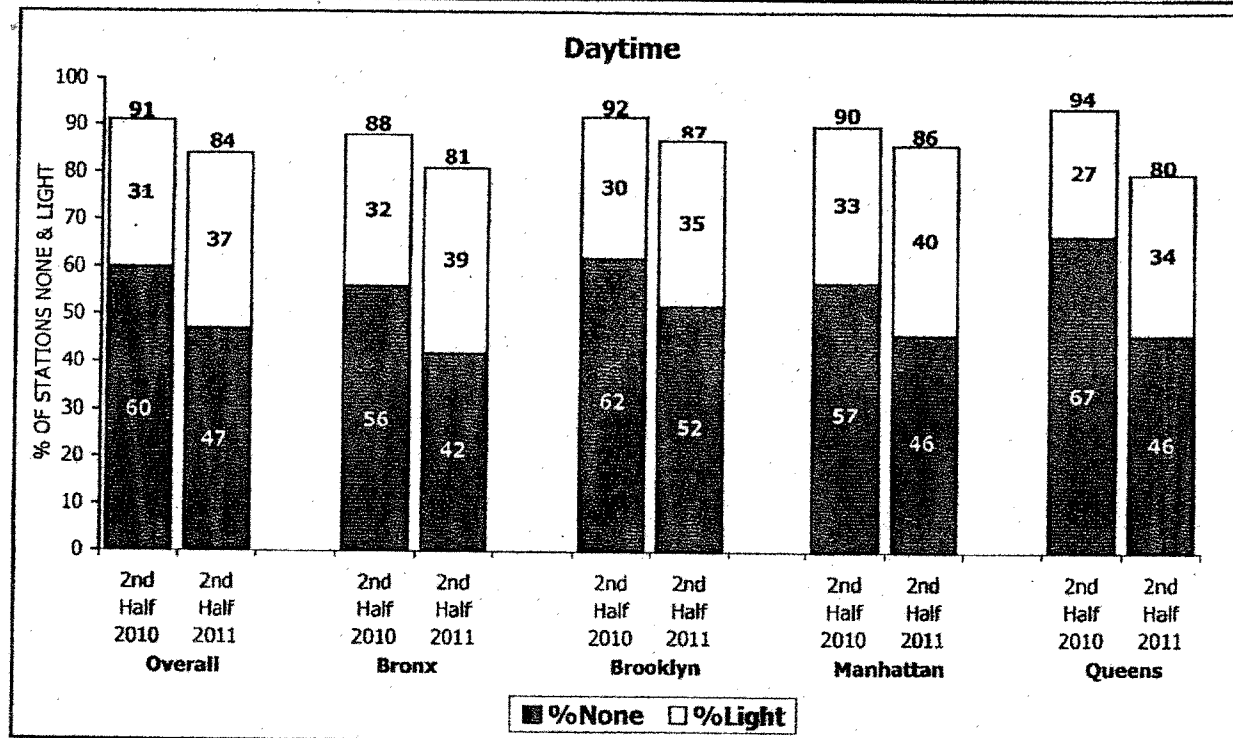
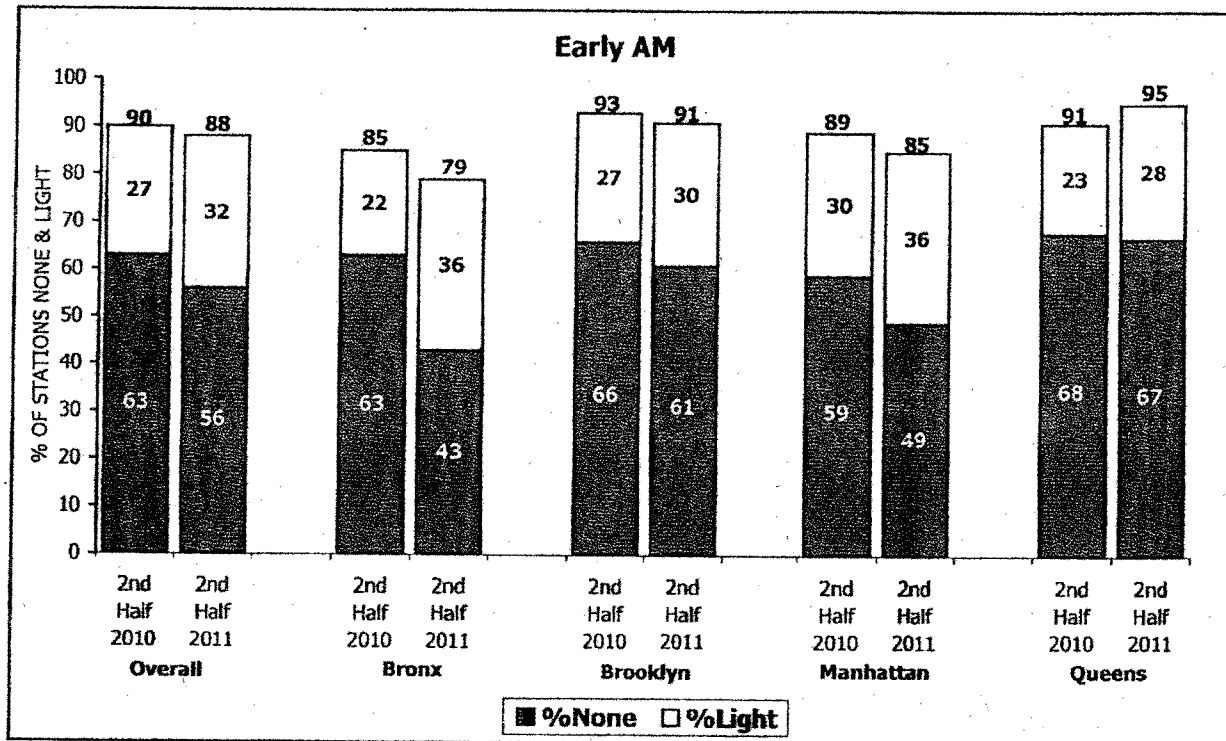
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2011	56%	32%	11%	1%	47%	37%	13%	3%
1st Half 2011	58%	36%	6%	0%	51%	34%	13%	2%
2nd Half 2010	63%	27%	8%	2%	60%	31%	7%	2%
1st Half 2010	64%	27%	8%	1%	60%	29%	10%	1%

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

2nd Half 2011 vs. 2nd Half 2010: the "Early AM" results remained statistically unchanged (-2%) while the "Daytime" results showed a statistically significant decline (-7%).

# Passenger Environment Survey

## Cleanliness Conditions by Borough



## Passenger Environment Survey

### Staten Island Railway (SIR) Car Results

The Staten Island Railway car PES consists of 16 indicators. 14 remained statistically unchanged while two (2) showed a decline when comparing the 2nd half 2011 to the 2nd half 2010. The table below depicts the results for the 2nd half of 2011 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2010				2011			
		1st Half		2nd Half		1st Half		2nd Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
<b>Cleanliness and Appearance</b>									
Litter Conditions in Cars	% None	98	77	96	66	94	60	98	71
Presence of Litter	% Light	2	19	2	25	5	30	2	15
See Chart 6	% Moderate	0	0	1	2	0	0	0	0
	% Heavy	0	4	1	7	1	10	0	14
Cleanliness of Car Floors and Seats	% None	98	86	99	88	92	86	91	77
Degree of Dirtiness	% Light	2	10	1	5	7	4	8	9
See Chart 7	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	4	0	7	1	10	1	14
% Cars with No Interior Graffiti		99		100		97		99	
% Cars with No Exterior Graffiti		100		100		100		100	
% Cars with No Graffitied Windows		99		99		98		98	
% Cars with No Scratchtied Windows		79		81		81		74	
% Cars with No Clouded Windows		99		99		99		99	
% Cars with No Broken or Cracked Windows		99		99		98		98	

#### Customer Information

% Cars with All System Maps Correct/Legible	96	97	95	97
% Cars with Public Address Announcements	72	71	66	75

#### Functioning Equipment

% Cars with No Broken Door Panels	100	100	99	98
Lighting Conditions in Cars <sup>1</sup>	99	99	100	99
Climate Control Conditions in Cars <sup>2</sup>	88	88	74	90

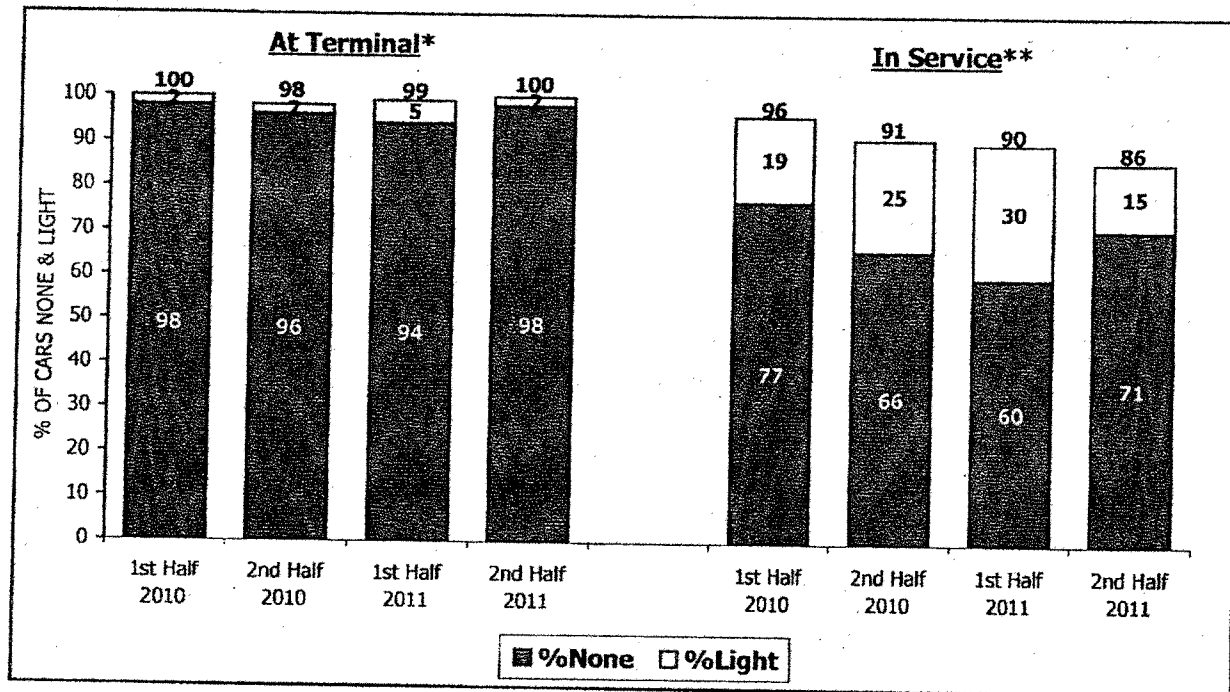
#### Operations

% Conductors in Proper Uniform	88	100	100	100
--------------------------------	----	-----	-----	-----

<sup>1</sup> % cars with at least 90% of lights on.

<sup>2</sup> % cars with average interior temperature between 58°F and 78°F

**Passenger Environment Survey**  
**Litter Conditions on Staten Island Railway (SIR) Cars**



\* Measured throughout the day at St. George Ferry Terminal

\*\* Measured throughout the day while in service.

### Definition

Litter Conditions in Cars (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

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

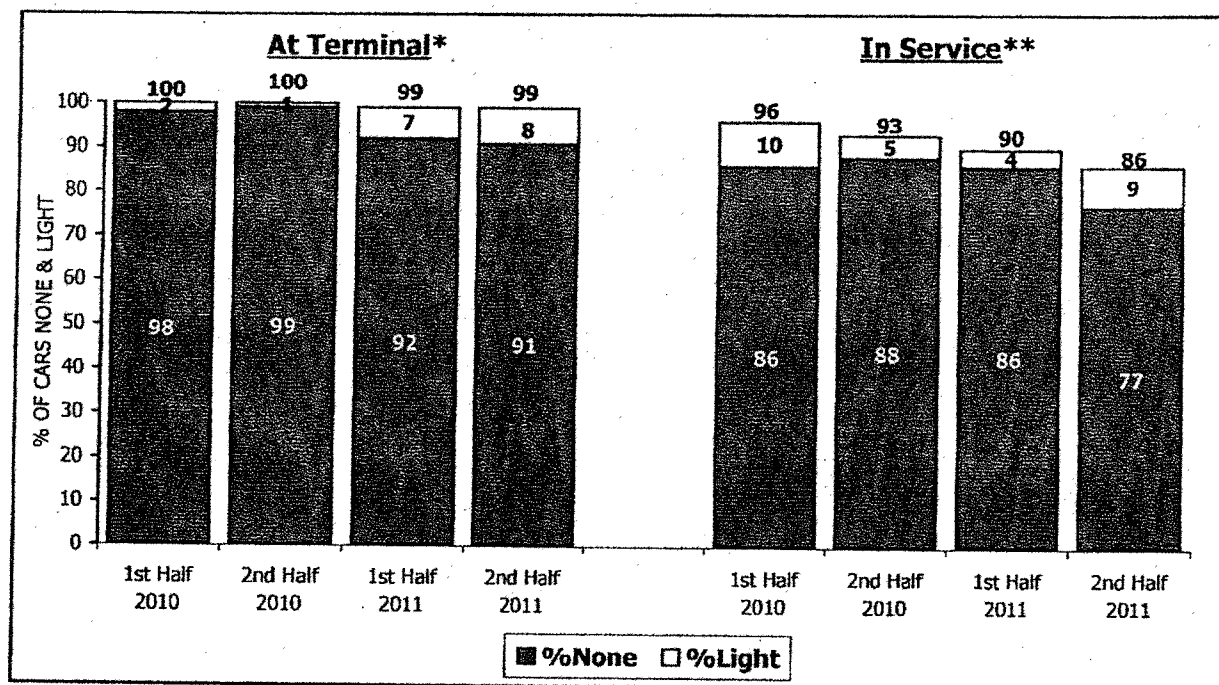
### Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2011	98%	2%	0%	0%	71%	15%	0%	14%
1st Half 2011	94%	5%	0%	1%	60%	30%	0%	10%
2nd Half 2010	96%	2%	1%	1%	66%	25%	2%	7%
1st Half 2010	98%	2%	0%	0%	77%	19%	0%	4%

**Discussion of Results:** an increase/decrease of less than 6% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: the "At Terminal" results remained statistically unchanged (+2%) while the "In Service" results showed a statistically significant decline (-5%).

**Passenger Environment Survey**  
**Cleanliness Conditions on Staten Island Railway (SIR) Cars**



\* Measured throughout the day at St. George Ferry Terminal

\*\* Measured throughout the day while in service.

### Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

**None**- basically dirt free;

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

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

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

### Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2011	91%	8%	0%	1%	77%	9%	0%	14%
1st Half 2011	92%	7%	0%	1%	86%	4%	0%	10%
2nd Half 2010	99%	1%	0%	0%	88%	5%	0%	7%
1st Half 2010	98%	2%	0%	0%	86%	10%	0%	4%

**Discussion of Results:** an increase/decrease of less than 6% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: the "At Terminal" results remained statistically unchanged (-1%) while the "In Service" results showed a statistically significant decline (-7%).

## Passenger Environment Survey

### Staten Island Railway (SIR) Stations Results

The Staten Island Railway stations PES consists of five (5) indicators all of which remained statistically unchanged when comparing the 2nd half 2011 to the 2nd half 2010. The table below depicts the results for the 2nd half of 2011 and the previous two half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance			2010		2011	
			1st Half	2nd Half	1st Half	2nd Half
Litter Conditions in Stations		% None	15	1	3	9
Presence of Litter	<i>Includes Trackbed component</i>	% Light	59	65	50	51
<i>See Chart 8</i>		% Moderate	23	32	38	34
		% Heavy	3	2	9	6
	<i>Measured without Trackbed component</i>	% None	58	39	38	32
		% Light	25	43	32	44
		% Moderate	15	18	24	22
		% Heavy	2	0	6	2
Floor and Seat Cleanliness Conditions in Stations		% None	64	55	45	41
Degree of Dirtiness		% Light	22	27	27	35
<i>See Chart 9</i>		% Moderate	12	18	23	22
		% Heavy	2	0	5	2
Graffiti Conditions in Stations		% None	81	73	67	86
Presence of Graffiti		% Light	18	24	31	14
		% Moderate	1	3	2	0
		% Heavy	0	0	0	0

#### Customer Information

% Stations with Correct Customer Information Center (CIC)	90	86	91	89
---	----	----	----	----

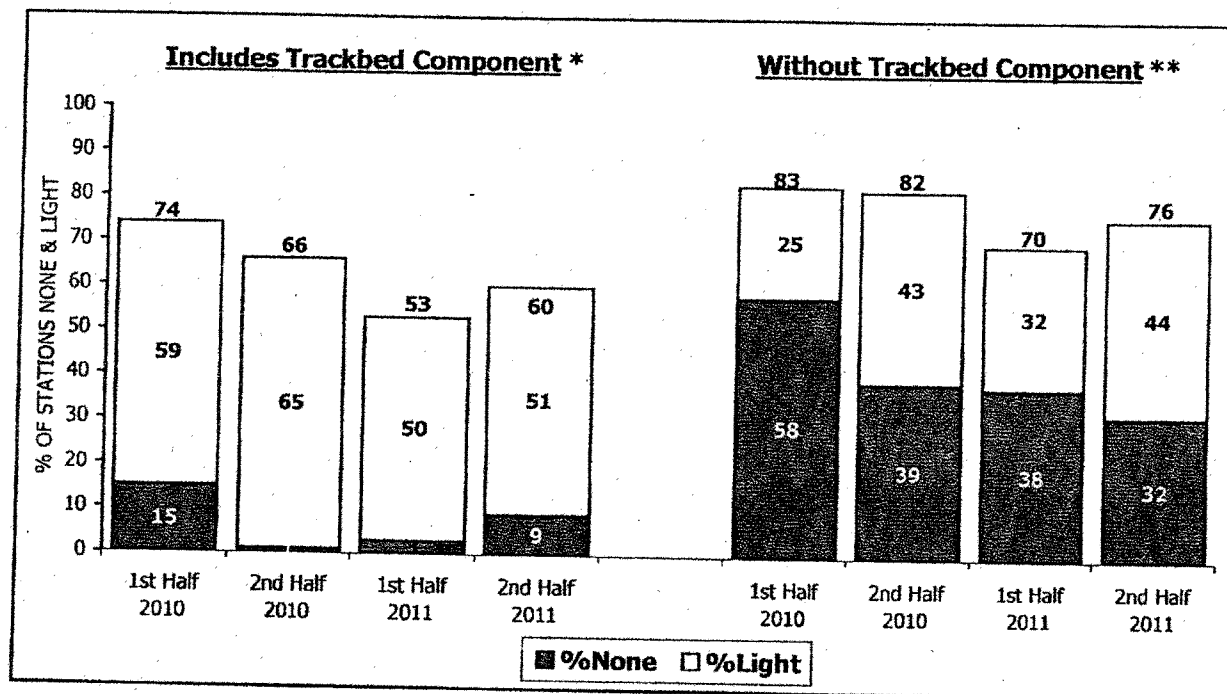
#### Functioning Equipment

% Trash Receptacles Usable in Stations	100	100	100	100
--	-----	-----	-----	-----

All surveys done after heavy passenger utilization (post AM Peak).



**Passenger Environment Survey**  
**Litter Conditions in Staten Island Railway (SIR) Stations**



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

\*\* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

### Definition

Litter Conditions in Stations (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

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

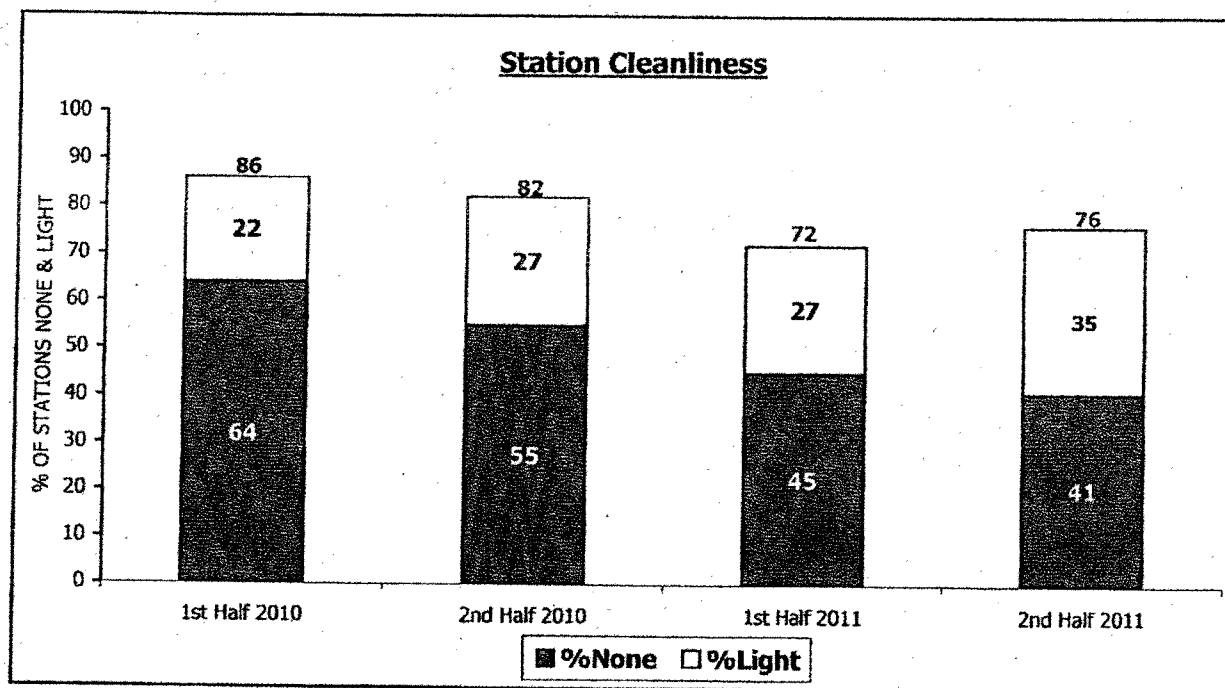
### Semi-Annual Results

	Includes Trackbed Component				Without Trackbed Component			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2011	9%	51%	34%	6%	32%	44%	22%	2%
1st Half 2011	3%	50%	38%	9%	38%	32%	24%	6%
2nd Half 2010	1%	65%	32%	2%	39%	43%	18%	0%
1st Half 2010	15%	59%	23%	3%	58%	25%	15%	2%

**Discussion of Results:** an increase/decrease of less than 10% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: Both litter with Trackbed (-6%) and without Trackbed (-6%) remained statistically unchanged.

**Passenger Environment Survey**  
**Cleanliness Conditions in Staten Island Railway (SIR) Stations**



### Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

**None**- basically dirt free;

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

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

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

### Semi-Annual Results

	Cleanliness			
	None	Light	Mod.	Heavy
2nd Half 2011	41%	35%	22%	2%
1st Half 2011	45%	27%	23%	5%
2nd Half 2010	55%	27%	18%	0%
1st Half 2010	64%	22%	12%	2%

**Discussion of Results:** an increase/decrease of less than 10% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: The Cleanliness results (-6%) remained statistically unchanged.

# **ELEVATOR AND ESCALATOR QUARTERLY REPORT**

7.25

MTA / New York City Transit

Fourth Quarter - 2011

## Passenger Elevator Availability

7.26

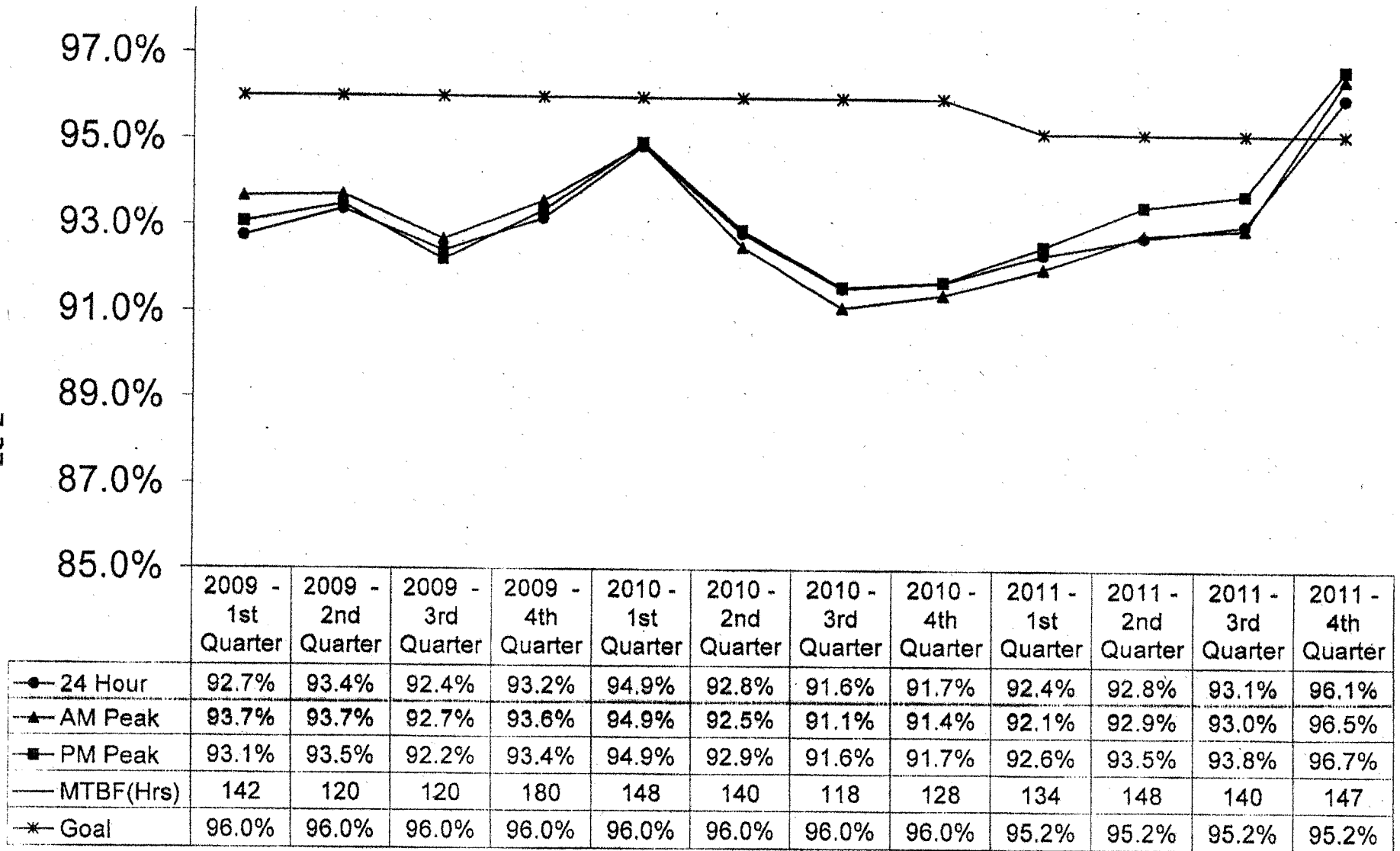
99.0%  
97.0%  
95.0%  
93.0%  
91.0%  
89.0%  
87.0%  
85.0%

	2009 - 1st Quarter	2009 - 2nd Quarter	2009 - 3rd Quarter	2009 - 4th Quarter	2010 - 1st Quarter	2010 - 2nd Quarter	2010 - 3rd Quarter	2010 - 4th Quarter	2011 - 1st Quarter	2011 - 2nd Quarter	2011 - 3rd Quarter	2011 - 4th Quarter
● 24 Hour	96.6%	96.6%	96.6%	96.3%	96.7%	96.8%	97.2%	96.8%	96.9%	95.3%	95.6%	97.0%
▲ AM Peak	97.3%	97.4%	97.2%	96.9%	97.3%	97.4%	97.7%	97.1%	97.2%	95.9%	96.2%	97.8%
■ PM Peak	96.7%	96.9%	96.8%	96.8%	97.2%	96.9%	97.3%	96.9%	97.2%	95.7%	96.0%	97.5%
— MTBF(Hrs)	314	402	353	408	351	315	317	381	372	404	358	378
* Goal	97.1%	97.1%	97.1%	97.1%	97.1%	97.1%	97.1%	97.1%	96.5%	96.5%	96.5%	96.5%

**Definitions:** Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

## Escalator Availability

7.27



**Definitions:** Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

# Elevator and Escalator Quarterly Performance Summary Fourth Quarter - 2011

## Elevator Performance

Borough	No. Units	Avg Age	Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled	
Bronx	22	6.0	98.2%	98.5%	98.5%	237	59	178	10
Brooklyn	48	5.4	97.6%	98.4%	98.0%	514	180	334	24
Manhattan	97	8.0	96.5%	97.3%	96.9%	1111	297	814	49
Queens	29	9.5	96.8%	98.0%	97.5%	352	127	230	11
<b>System</b>	<b>196</b>	<b>7.2</b>	<b>97.0%</b>	<b>97.8%</b>	<b>97.5%</b>	<b>2214</b>	<b>663</b>	<b>1556</b>	<b>94</b>

## Escalator Performance

Borough	No. Units	Avg Age	Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled	
Bronx	12	10.8	95.3%	96.2%	95.4%	276	47	229	0
Brooklyn	27	9.3	94.8%	95.0%	95.5%	754	141	613	0
Manhattan	89	9.5	97.0%	97.3%	97.8%	1910	364	1546	0
Queens	44	10.1	95.2%	95.9%	95.7%	776	180	596	0
<b>System</b>	<b>172</b>	<b>9.9</b>	<b>96.1%</b>	<b>96.5%</b>	<b>96.7%</b>	<b>3716</b>	<b>732</b>	<b>2984</b>	<b>0</b>

**Definitions:** Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

**AM Peak:** 6 AM - 10 AM

**PM Peak:** 3 PM - 7 PM

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Fourth Quarter - 2011**

Fourth Quarter - 2011											
Borough:		Bronx									
Unit ID	Age (Yrs)	Station	2011 Availability			2010 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Sched-uled	Non-Sched		
1 EL183	2	Gun Hill Rd 25	93.8%	94.1%	91.8%	98.1%	29	2	27	2	
2 EL131	7	161 St-Yankee Stadium 4B D	94.8%	95.9%	96.2%	98.9%	16	3	13	0	
3 EL127	4	Simpson St 25	97.3%	97.2%	98.9%	95.8%	15	2	13	0	
4 EL132	7	161 St-Yankee Stadium 4	97.3%	98.1%	96.7%	99.8%	18	4	14	1	
5 EL128	4	Simpson St 25	97.7%	97.8%	98.5%	99.1%	8	4	4	1	
6 EL192	2	233 St 25	97.7%	97.2%	97.6%	98.6%	13	4	9	0	
7 EL136	2	Pelham Pkwy 25	97.9%	96.9%	98.4%	97.1%	17	1	16	0	
8 EL138	2	Pelham Pkwy 25	98.0%	97.8%	98.8%	98.8%	6	3	3	0	
9 EL135	7	161 St-Yankee Stadium B D	98.0%	98.6%	100.0%	99.6%	14	4	10	0	
10 EL133	7	161 St-Yankee Stadium 4	98.3%	97.8%	98.3%	96.3%	4	2	2	0	
11 EL134	7	161 St-Yankee Stadium B D	98.6%	98.5%	99.3%	99.8%	10	2	8	2	
12 EL186	4	Fordham Rd 4	98.6%	99.8%	96.8%	98.8%	9	2	7	0	
13 EL122	20	Pelham Bay Park 6	98.8%	99.4%	98.1%	99.1%	11	3	8	1	
14 EL182	2	Gun Hill Rd 25	98.8%	99.8%	98.9%	99.5%	8	2	6	0	
15 EL193	2	233 St 25	98.9%	98.9%	100.0%	99.6%	8	2	6	1	
16 EL121	20	Pelham Bay Park 6	99.0%	100.0%	99.8%	97.9%	12	5	7	1	
17 EL187	4	Fordham Rd 4	99.1%	99.9%	100.0%	95.4%	9	5	4	0	
18 EL194	2	233 St 25	99.4%	100.0%	99.5%	97.6%	9	2	7	1	
19 EL188	4	Fordham Rd 4	99.4%	99.9%	100.0%	99.5%	6	3	3	0	
20 EL129	10	3 Av-149 St 25	99.6%	100.0%	99.6%	99.5%	8	1	7	0	
21 EL130	10	3 Av-149 St 25	99.8%	99.9%	100.0%	99.2%	5	2	3	0	
22 EL137	2	Pelham Pkwy 25	99.8%	99.9%	100.0%	99.4%	2	1	1	0	
22	6.0	Elevator Subtotal:	98.2%	98.5%	98.5%	98.5%	237	59	178	10	
1 ES108	17	Intervale Av 25	80.7%	80.5%	82.0%	54.6%	19	5	14	0	
2 ES121	20	Pelham Bay Park 6	91.8%	91.1%	93.5%	97.1%	8	4	4	0	
3 ES106	5	West Farms Sq-E Tremont Av 25	93.2%	96.0%	92.6%	92.2%	45	5	40	0	
4 ES105	4	Gun Hill Rd 25	95.1%	100.0%	93.5%	95.2%	42	3	39	0	
5 ES113	8	161 St-Yankee Stadium 4	96.5%	97.6%	96.6%	93.7%	31	5	26	0	
6 ES111	8	Parkchester 6	96.9%	95.9%	97.2%	99.9%	29	4	25	0	
7 ES123	13	Pelham Pkwy 25	96.9%	97.8%	95.8%	96.8%	9	3	6	0	
8 ES104	4	Gun Hill Rd 25	97.1%	98.6%	95.5%	81.7%	29	3	26	0	
9 ES114	10	161 St-Yankee Stadium 4	98.6%	98.8%	99.3%	94.1%	23	4	19	0	
10 ES112	8	Norwood-205 St D	98.7%	99.7%	100.0%	98.2%	18	3	15	0	
11 ES122	13	Pelham Pkwy 25	98.8%	99.0%	99.1%	97.3%	13	3	10	0	
12 ES120	20	Pelham Bay Park 6	99.1%	100.0%	99.6%	81.5%	10	5	5	0	
12	10.8	Escalator Subtotal:	95.3%	96.2%	95.4%	90.2%	276	47	229	0	
*Note the number of entrapments are included in the non scheduled outages count.											

\*Note the number of entrapments are included in the non scheduled outages count.

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Fourth Quarter - 2011**

Borough:		Manhattan										
Unit ID	Age (Yrs)	Station	2011 Availability			2010 4th Qtr. Availability	Outages			Entrap ments		
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched			
1 EL245	4	Lexington Av-53 St <b>E M</b>	54.8%	54.1%	53.9%	93.4%	14	1	13	0		
2 EL116	4	190 St <b>A</b>	80.6%	81.3%	78.8%	99.6%	14	2	12	0		
3 EL114	12	168 St <b>1</b>	81.9%	84.1%	83.2%	99.2%	28	3	25	2		
4 EL107	10	181 St <b>1</b>	84.2%	83.5%	85.4%	91.5%	12	3	9	1		
5 EL338	1	Chambers St <b>1 2 3</b>	86.7%	84.8%	87.8%	99.0%	18	3	15	0		
6 EL103	5	191 St <b>1</b>	87.4%	89.0%	85.3%	97.9%	23	2	21	5		
7 EL244	8	Grand Central-42 St <b>7</b>	87.9%	88.5%	86.4%	94.4%	33	4	29	2		
8 EL213	15	34 St-Herald Sq <b>E D F M N Q R</b>	88.2%	89.7%	87.4%	98.8%	9	1	8	0		
9 EL227	7	34 St-Penn Station <b>A</b>	91.5%	93.0%	93.0%	99.9%	10	2	8	0		
10 EL206	19	Grand Central-42 St <b>4 5 6</b>	92.7%	95.2%	93.1%	99.5%	20	4	16	2		
11 EL113	11	168 St <b>1</b>	93.5%	94.2%	93.4%	97.4%	13	2	11	0		
12 EL217	9	14 St-Union Sq <b>L N Q R</b>	93.8%	94.6%	93.2%	99.3%	4	1	3	1		
13 EL334	4	West 4 St <b>A B C D E F M</b>	93.8%	95.4%	94.5%	96.6%	19	5	14	0		
14 EL125	6	125 St <b>4 5 6</b>	94.0%	94.7%	94.9%	97.3%	26	5	21	0		
15 EL126	20	125 St <b>4 5 6</b>	94.1%	95.5%	94.3%	99.4%	12	3	9	0		
16 EL109	10	181 St <b>1</b>	94.5%	94.4%	95.0%	98.5%	19	3	16	1		
17 EL104	5	191 St <b>1</b>	95.3%	95.3%	96.7%	93.0%	22	2	20	1		
18 EL117	7	181 St <b>A</b>	95.6%	96.7%	95.8%	99.1%	9	5	4	0		
19 EL277	1	59th St-Columbus Circle <b>A B C D 1</b>	95.8%	96.1%	96.5%	97.8%	9	2	7	2		
20 EL202	8	51 St <b>6</b>	96.1%	97.6%	96.3%	97.9%	18	2	16	1		
21 EL224	7	8 Av <b>L</b>	96.2%	98.6%	95.4%	98.4%	18	3	15	1		
22 EL111	12	168 St <b>1</b>	96.3%	97.4%	96.2%	97.2%	10	3	7	0		
23 EL238	10	66 St-Lincoln Center <b>1</b>	96.4%	96.0%	98.2%	98.9%	19	3	16	1		
24 EL279	1	59th St-Columbus Circle <b>A B C D 1</b>	96.5%	97.2%	95.3%	95.6%	39	3	36	2		
25 EL237	10	66 St-Lincoln Center <b>1</b>	96.6%	97.8%	97.6%	99.6%	10	2	8	2		
26 EL115	8	190 St <b>A</b>	96.7%	98.2%	98.2%	98.4%	13	5	8	0		
27 EL314	17	Brooklyn Bridge <b>4 5 6</b>	96.8%	97.2%	96.4%	97.2%	19	4	15	0		
28 EL139	2	168 St <b>1 A C</b>	96.9%	98.5%	97.3%	96.7%	14	4	10	3		
29 EL105	7	191 St <b>1</b>	97.3%	97.1%	97.8%	88.1%	13	2	11	0		
30 EL142	4	125 St <b>A B C D</b>	97.3%	97.6%	98.7%	96.1%	19	3	16	1		
31 EL106	7	191 St <b>1</b>	97.4%	98.9%	98.3%	74.9%	9	4	5	0		
32 EL204	19	Grand Central-42 St <b>4 5 6 7 9</b>	97.4%	97.8%	97.8%	99.4%	10	5	5	0		
33 EL181	2	135 St <b>2 3</b>	97.4%	98.4%	97.7%	97.9%	11	3	8	2		
34 EL223	7	14 St <b>A C E</b>	97.4%	98.9%	97.4%	99.6%	11	1	10	0		
35 EL120	24	190 St <b>A</b>	97.6%	98.9%	97.7%	94.1%	12	5	7	0		
36 EL731	1	South Ferry <b>1</b>	97.8%	99.8%	97.7%	99.3%	16	7	9	0		
37 EL108	10	181 St <b>1</b>	97.9%	98.4%	99.5%	99.1%	26	6	20	2		
38 EL218	9	14 St-Union Sq <b>L</b>	98.0%	98.9%	99.7%	90.1%	13	6	7	0		
39 EL280	1	59th St-Columbus Circle <b>A B C D 1</b>	98.0%	98.2%	97.8%	97.1%	15	3	12	1		
40 EL119	24	181 St <b>A</b>	98.0%	98.9%	97.5%	96.3%	11	3	8	0		
41 EL221	7	14 St/8 Av <b>A C E L</b>	98.0%	99.6%	97.8%	98.9%	11	3	8	1		
42 EL205	19	Grand Central-42 St <b>4 5 6</b>	98.0%	100.0%	99.5%	98.9%	13	4	9	0		
43 EL214	5	34 St-Penn Station <b>1</b>	98.0%	98.6%	98.9%	99.6%	5	3	2	0		
44 EL402	20	Lexington Av-63 St <b>F</b>	98.1%	99.8%	97.8%	97.5%	15	4	11	2		
45 EL216	6	34 St-Penn Station <b>1</b>	98.1%	100.0%	98.9%	99.8%	10	5	5	0		
46 EL144	4	125 St <b>A B C D</b>	98.1%	98.9%	98.2%	98.1%	5	2	3	0		



**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Fourth Quarter - 2011**

Borough:		Manhattan												
Unit ID	Age (Yrs)	Station	2011 Availability			2010 4th Qtr. Availability	Outages			Entrap ments				
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Sche- duled		Non- Sched			
47 EL209	16	34 St-Herald Sq <b>B D F M</b>	98.1%	98.9%	96.9%	99.5%	8	1	7	2				
48 EL185	3	231 St <b>1</b>	98.2%	98.9%	99.9%	99.4%	8	2	6	0				
49 EL710	2	Bowling-Green <b>4 5</b>	98.3%	100.0%	98.0%	97.8%	17	3	14	3				
50 EL146	0	96th St <b>2 3 1</b>	98.4%	95.6%	100.0%	0.0%	10	2	8	1				
51 EL730	1	South Ferry <b>1</b>	98.4%	99.1%	98.9%	96.4%	11	4	7	0				
52 EL118	5	181 St <b>A</b>	98.4%	98.7%	99.0%	91.4%	17	6	11	1				
53 EL324	8	Canal St <b>6</b>	98.4%	98.8%	98.6%	99.0%	16	3	13	1				
54 EL201	8	51 St <b>6</b>	98.5%	99.1%	99.9%	99.3%	11	4	7	0				
55 EL180	2	135 St <b>2 3</b>	98.5%	98.9%	100.0%	99.1%	5	2	3	0				
56 EL110	10	181 St <b>1</b>	98.6%	98.7%	100.0%	98.2%	12	5	7	0				
57 EL325	8	Canal St <b>6</b>	98.6%	98.9%	98.6%	98.0%	16	4	12	0				
58 EL316	17	Brooklyn Bridge <b>4 5 6</b>	98.6%	100.0%	98.6%	94.1%	10	4	6	1				
59 EL212	16	34 St-Herald Sq <b>N O R</b>	98.6%	99.7%	98.4%	100.0%	7	3	4	0				
60 EL145	0	96th St <b>2 3 1</b>	98.7%	99.6%	98.5%	0.0%	11	2	9	0				
61 EL234	1	47-50 Sts-Rockefeller Center <b>B D F M</b>	98.8%	99.0%	98.5%	98.2%	15	1	14	1				
62 EL215	10	34 St-Penn Station <b>2 3</b>	98.8%	99.3%	100.0%	99.7%	8	3	5	0				
63 EL143	4	125 St <b>A B C D</b>	98.8%	99.1%	100.0%	35.5%	8	4	4	0				
64 EL711	2	Bowling Green <b>4 5</b>	98.9%	98.7%	100.0%	99.4%	13	3	10	0				
65 EL281	1	57 St-7 Av <b>N O R</b>	98.9%	100.0%	99.9%	95.4%	18	4	14	0				
66 EL222	7	14 St <b>A C E</b>	98.9%	99.7%	99.4%	99.8%	7	4	3	1				
67 EL220	9	14 St-Union Sq <b>N O R</b>	98.9%	99.2%	100.0%	98.6%	5	3	2	0				
68 EL184	3	231 St <b>1</b>	99.0%	99.9%	99.5%	90.3%	8	1	7	0				
69 EL219	9	14 St-Union Sq <b>N O R</b>	99.0%	100.0%	100.0%	91.0%	10	3	7	0				
70 EL229	6	Times Sq-42 St <b>N O R</b>	99.1%	98.9%	99.5%	98.2%	4	3	1	0				
71 EL315	17	Brooklyn Bridge <b>4 5 6</b>	99.1%	99.9%	99.1%	98.0%	8	4	4	0				
72 EL148	10	Inwood-207 St <b>A</b>	99.1%	99.9%	100.0%	99.2%	9	4	5	0				
73 EL336	1	Chambers St <b>1 2 3</b>	99.1%	99.2%	99.7%	98.4%	9	4	5	0				
74 EL278	1	59th St-Columbus Circle <b>A B C D 1</b>	99.1%	99.2%	100.0%	98.1%	5	2	3	0				
75 EL149	10	Inwood-207 St <b>A</b>	99.1%	99.6%	99.6%	99.3%	6	3	3	0				
76 EL228	7	34 St-Penn Station <b>C E</b>	99.2%	100.0%	100.0%	99.9%	6	5	1	0				
77 EL233	3	Times Sq-42 St <b>1 2 3</b>	99.2%	100.0%	99.7%	99.6%	9	3	6	0				
78 EL401	20	Lexington Av-63 St <b>F</b>	99.2%	100.0%	99.0%	99.0%	8	3	5	1				
79 EL337	1	Chambers St <b>1 2 3</b>	99.2%	99.8%	100.0%	97.6%	4	2	2	0				
80 EL239	6	72 St <b>1 2 3</b>	99.2%	100.0%	100.0%	98.3%	5	3	2	0				
81 EL335	4	West 4 St <b>A B C D E F M</b>	99.2%	100.0%	100.0%	94.9%	6	3	3	0				
82 EL123	20	175 St <b>A</b>	99.3%	100.0%	99.4%	98.1%	4	2	2	0				
83 EL140	2	168 St <b>A C</b>	99.3%	100.0%	100.0%	99.5%	5	4	1	0				
84 EL124	20	175 St <b>A</b>	99.3%	99.1%	100.0%	99.5%	4	2	2	0				
85 EL141	2	168 St <b>A C</b>	99.3%	100.0%	100.0%	96.8%	5	3	2	0				
86 EL232	3	Times Sq-42 St <b>1 2 3 7</b>	99.3%	100.0%	100.0%	93.3%	12	3	9	0				
87 EL236	1	47-50 Sts-Rockefeller Center <b>B D F M</b>	99.3%	100.0%	99.6%	99.7%	4	3	1	0				
88 EL211	16	34 St-Herald Sq <b>N O R</b>	99.4%	100.0%	100.0%	100.0%	6	3	3	0				
89 EL210	16	34 St-Herald Sq <b>B D F M</b>	99.4%	100.0%	100.0%	100.0%	5	3	2	0				
90 EL230	6	Times Sq-42 St <b>N O R</b>	99.4%	100.0%	100.0%	99.6%	3	3	0	0				
91 EL240	6	72 St <b>1 2 3</b>	99.4%	99.8%	100.0%	99.1%	5	1	4	0				
92 EL235	1	47-50 Sts-Rockefeller Center <b>B D F M</b>	99.5%	100.0%	99.1%	96.7%	7	2	5	0				
93 EL226	7	34 St-Penn Station <b>C E</b>	99.5%	99.8%	99.8%	99.8%	6	1	5	1				
94 EL333	4	West 4 St <b>A B C D E F M</b>	99.6%	99.6%	100.0%	98.5%	7	3	4	0				
95 EL112	12	168 St <b>1</b>	99.6%	99.9%	98.9%	99.1%	5	0	5	0				
96 EL732	2	Fulton St <b>2 3</b>	99.7%	100.0%	100.0%	98.9%	2	2	0	0				
97 EL225	7	34 St-Penn Station <b>C E</b>	99.8%	100.0%	100.0%	99.2%	2	1	1	0				
97	8.0	Elevator Subtotal:	96.5% 7/31	97.3%	96.9%	96.8%	1111	297	814	49				

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Fourth Quarter - 2011**

Borough:		Manhattan		2011 Availability			2010 4th Qtr. Availability	Outages			Entrap ments
Unit ID	Age (Yrs)	Station		24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched	
1 ES213	10	59 St 456		88.3%	88.2%	88.4%	99.0%	14	1	13	0
2 ES338	5	Bowling Green 45		88.3%	88.7%	89.0%	96.5%	14	5	9	0
3 ES248	6	Lexington Av-59 St NOR		90.0%	90.2%	90.8%	95.6%	18	4	14	0
4 ES229	3	34 St-Herald Sq BDFM		90.9%	89.4%	92.1%	83.0%	29	1	28	0
5 ES116	8	145 St BD		91.1%	93.2%	90.7%	97.5%	24	7	17	0
6 ES409	20	Lexington Av-63 St F		92.4%	90.8%	93.9%	66.4%	17	2	15	0
7 ES327	10	Delancey St F		92.9%	95.9%	94.3%	95.6%	49	3	46	0
8 ES238	10	7 Av BDE		94.4%	94.2%	97.6%	94.3%	65	4	61	0
9 ES328	10	Delancey St F		95.1%	94.8%	95.9%	98.6%	25	4	21	0
10 ES339	5	Bowling Green 45		95.1%	97.8%	94.3%	95.3%	26	8	18	0
11 ES329	25	East Broadway F		95.1%	96.2%	96.5%	97.7%	13	6	7	0
12 ES269	6	Lexington Av-53 St EM		95.2%	96.6%	94.2%	91.8%	74	4	70	0
13 ES337	6	Bowling Green 45		95.4%	96.4%	97.8%	97.7%	22	2	20	0
14 ES217	3	Times Sq-42 St 7		95.4%	96.6%	97.0%	96.1%	55	4	51	0
15 ES230	3	34 St-Herald Sq BDFM		95.6%	95.9%	97.0%	91.4%	45	5	40	0
16 ES118	12	181 St A		95.7%	95.1%	97.1%	93.5%	16	5	11	0
17 ES374	1	South Ferry 1		95.8%	95.0%	95.0%	98.8%	25	4	21	0
18 ES221	3	34 St-Herald Sq BDFM NOR		95.8%	92.8%	98.7%	97.7%	26	4	22	0
19 ES231	3	34 St-Herald Sq BDFM		95.9%	96.0%	97.0%	51.4%	24	2	22	0
20 ES237	10	7 Av BDE		96.0%	95.4%	98.3%	96.8%	31	5	26	0
21 ES212	10	59 St 456		96.1%	92.4%	98.2%	98.3%	46	4	42	0
22 ES249	6	Lexington Av-59 St NOR		96.3%	97.3%	94.9%	95.5%	44	4	40	0
23 ES311	8	Whitehall St R		96.3%	98.4%	94.7%	18.7%	16	2	14	0
24 ES239	10	5 Av-53 St EM		96.4%	97.1%	95.9%	95.3%	51	4	47	0
25 ES214	11	59 St 456		96.4%	95.1%	97.8%	96.3%	25	4	21	0
26 ES334	25	Bowery J2		96.5%	95.5%	96.2%	96.7%	13	4	9	0
27 ES101	8	125 St 1		96.6%	96.8%	96.6%	83.4%	33	4	29	0
28 ES343	6	Bowling Green 45		96.7%	97.3%	96.3%	96.6%	30	5	25	0
29 ES245	12	Lexington Av-53 St EM		96.9%	97.6%	99.4%	97.2%	32	6	26	0
30 ES215	12	Lexington Av-59 St NOR		96.9%	97.0%	99.4%	98.2%	33	8	25	0
31 ES205	8	Grand Central-42 St 7		97.0%	98.1%	98.1%	95.9%	36	5	31	0
32 ES218	3	Times Sq-42 St 7		97.0%	98.3%	98.6%	94.2%	31	3	28	0
33 ES241	11	5 Av-53 St EM		97.1%	96.9%	98.5%	94.9%	24	4	20	0
34 ES370	1	South Ferry 1		97.1%	97.1%	98.0%	96.3%	27	5	22	0
35 ES233	1	34 St-Herald Sq BDFM		97.1%	97.2%	97.8%	93.6%	26	2	24	0
36 ES119	12	181 St A		97.1%	96.4%	98.9%	96.0%	15	5	10	0
37 ES410	20	Lexington Av-63 St F		97.2%	98.8%	97.6%	99.7%	8	4	4	0
38 ES406	20	Lexington Av-63 St F		97.2%	98.0%	97.2%	97.2%	17	3	14	0
39 ES102	7	125 St 1		97.2%	97.7%	97.5%	94.9%	26	3	23	0
40 ES403	20	Lexington Av-63 St F		97.3%	98.9%	97.4%	95.9%	14	4	10	0
41 ES223	3	34 St-Herald Sq BDFM NOR		97.3%	95.4%	98.8%	94.5%	25	4	21	0
42 ES234	1	34 St-Herald Sq BDFM		97.4%	94.9%	98.9%	98.9%	43	3	40	0
43 ES115	8	145 St BD		97.5%	96.0%	98.2%	95.9%	25	5	20	0
44 ES325	10	West 4 St ABCDEFM		97.6%	97.7%	98.4%	94.6%	14	4	10	0
45 ES341	5	Bowling Green 45		97.6%	98.7%	96.7%	94.2%	26	6	20	0
46 ES369	1	South Ferry 1		97.6%	99.3%	98.8%	96.3%	16	4	12	0

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Fourth Quarter - 2011**

Borough:		Manhattan		2011 Availability			2010 4th Qtr. Availability	Outages			Entrapments
Unit ID	Age (Yrs)	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Scheduled	Non-Scheduled		
47	ES408	20	Lexington Av-63 St <b>F</b>	97.6%	98.9%	97.8%	96.5%	9	4	5	0
48	ES243	13	Lexington Av-53 St <b>E M</b>	97.8%	99.5%	99.4%	60.8%	15	6	9	0
49	ES240	10	5 Av-53 St <b>E M</b>	97.8%	99.3%	99.7%	97.2%	15	4	11	0
50	ES242	11	5 Av-53 St <b>E M</b>	97.8%	97.3%	98.4%	95.5%	29	5	24	0
51	ES208	9	Grand Central-42 St <b>7</b>	97.8%	100.0%	97.2%	94.5%	26	4	22	0
52	ES372	1	South Ferry <b>1</b>	97.9%	98.3%	100.0%	88.3%	18	5	13	0
53	ES222	3	34 St-Herald Sq <b>B D F M N C R</b>	98.0%	97.4%	99.2%	81.8%	23	3	20	0
54	ES211	11	59 St <b>4 5 6</b>	98.0%	98.2%	99.2%	97.1%	16	6	10	0
55	ES232	3	34 St-Herald Sq <b>B D F M</b>	98.1%	97.7%	99.1%	71.9%	28	2	26	0
56	ES336	6	Bowling Green <b>4 5</b>	98.1%	99.4%	99.0%	95.0%	12	4	8	0
57	ES375	1	South Ferry <b>1</b>	98.1%	99.5%	98.9%	93.5%	18	4	14	0
58	ES340	4	Bowling Green <b>4 5</b>	98.1%	99.7%	98.5%	96.5%	13	5	8	0
59	ES373	1	South Ferry <b>1</b>	98.2%	98.8%	99.2%	67.7%	19	6	13	0
60	ES246	12	Lexington Av-53 St <b>E M</b>	98.2%	99.4%	99.7%	94.6%	17	7	10	0
61	ES351	9	Whitehall St <b>R</b>	98.2%	100.0%	99.0%	97.1%	16	4	12	0
62	ES103	13	125 St <b>1</b>	98.3%	98.3%	98.5%	97.4%	21	3	18	0
63	ES255	20	Grand Central-42 St <b>4 5 6 7 S</b>	98.3%	98.9%	99.8%	97.9%	9	5	4	0
64	ES345	14	Bowling Green <b>4 5</b>	98.3%	99.2%	100.0%	98.8%	12	5	7	0
65	ES235	1	34 St-Herald Sq <b>B D F M</b>	98.3%	98.0%	98.9%	95.0%	8	1	7	0
66	ES252	20	51 St <b>6</b>	98.3%	98.1%	100.0%	44.2%	13	5	8	0
67	ES203	10	Grand Central-42 St <b>7</b>	98.3%	98.6%	98.6%	98.3%	24	4	20	0
68	ES117	13	181 St <b>A</b>	98.4%	98.9%	98.9%	32.8%	15	6	9	0
69	ES404	20	Lexington Av-63 St <b>F</b>	98.4%	99.5%	99.6%	97.3%	13	4	9	0
70	ES204	10	Grand Central-42 St <b>7</b>	98.4%	99.0%	99.2%	98.8%	14	4	10	0
71	ES206	8	Grand Central-42 St <b>7</b>	98.5%	99.6%	100.0%	93.5%	15	5	10	0
72	ES407	20	Lexington Av-63 St <b>F</b>	98.5%	99.6%	99.2%	59.7%	9	4	5	0
73	ES326	10	West 4 St <b>A B C D E F M</b>	98.5%	98.1%	99.0%	87.5%	12	4	8	0
74	ES244	13	Lexington Av-53 St <b>E M</b>	98.5%	100.0%	100.0%	97.1%	18	8	10	0
75	ES342	4	Bowling Green <b>4 5</b>	98.5%	100.0%	98.3%	96.8%	13	3	10	0
76	ES402	20	Lexington Av-63 St <b>F</b>	98.6%	98.0%	99.8%	98.6%	11	5	6	0
77	ES405	20	Lexington Av-63 St <b>F</b>	98.6%	100.0%	98.7%	53.4%	8	4	4	0
78	ES224	3	34 St-Herald Sq <b>B D F M N C R</b>	98.8%	98.3%	99.7%	81.7%	13	4	9	0
79	ES236	1	34 St-Herald Sq <b>B D F M</b>	98.8%	98.6%	99.8%	98.3%	17	3	14	0
80	ES210	7	Grand Central-42 St <b>7</b>	98.9%	100.0%	100.0%	98.8%	7	3	4	0
81	ES401	20	Lexington Av-63 St <b>F</b>	98.9%	100.0%	99.8%	98.4%	9	5	4	0
82	ES371	1	South Ferry <b>1</b>	98.9%	98.9%	99.7%	98.7%	11	3	8	0
83	ES207	9	Grand Central-42 St <b>7</b>	99.0%	99.6%	100.0%	96.4%	7	4	3	0
84	ES209	7	Grand Central-42 St <b>7</b>	99.1%	100.0%	99.9%	95.5%	9	4	5	0
85	ES302	10	Park Pl <b>2 3</b>	99.1%	100.0%	98.9%	93.6%	9	3	6	0
86	ES216	3	Times Sq-42 St <b>7</b>	99.2%	99.5%	100.0%	95.5%	14	1	13	0
87	ES301	10	Park Pl <b>2 3</b>	99.3%	98.9%	100.0%	99.0%	8	2	6	0
88	ES312	25	Whitehall St <b>R</b>	99.4%	98.6%	100.0%	98.6%	5	2	3	0
89	ES256	20	Grand Central-42 St <b>4 5 6 7 S</b>	99.5%	100.0%	100.0%	98.4%	4	2	2	0
89	9.5	Escalator Subtotal:		97.0%	97.3%	97.8%	90.7%	1910	364	1546	0
*Note the number of entrapments are included in the non scheduled outage count.											

\*Note the number of entrapments are included in the non scheduled outage count.

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Fourth Quarter - 2011**

Borough:		Brooklyn										
Unit ID	Age (Yrs)	Station	2011 Availability			2010 4th Qtr. Availability	Outages			Entrapments		
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Scheduled	Non-Sched			
1 EL319	12	Brooklyn College-Flatbush Av 25	88.0%	87.1%	88.8%	57.1%	15	4	11	0		
2 EL709	0	Jay St A C F R	94.7%	97.3%	91.8%	0.0%	20	2	18	1		
3 EL307	5	Atlantic Av B C	95.1%	96.6%	96.1%	97.9%	14	2	12	0		
4 EL393	6	Flushing Av J M	95.3%	95.3%	96.6%	76.8%	10	4	6	0		
5 EL317	14	Borough Hall 2 3 4 5	95.3%	96.2%	97.1%	95.5%	20	5	15	1		
6 EL306	5	Atlantic Av 2 3	95.5%	96.2%	95.5%	99.7%	13	4	9	4		
7 EL318	14	Borough Hall 2 3 4 5	95.6%	94.8%	96.4%	99.2%	19	3	16	0		
8 EL309	8	Court St R	95.6%	96.1%	97.8%	97.8%	21	5	16	1		
9 EL308	8	Court St R	95.8%	96.6%	95.6%	99.7%	12	2	10	1		
10 EL342	3	Euclid Av A C	95.9%	99.4%	94.7%	82.5%	26	5	21	0		
11 EL310	9	Clark St 2 3	96.3%	99.2%	96.2%	96.7%	17	6	11	2		
12 EL395	6	Flushing Av J M	97.0%	95.3%	98.5%	95.1%	16	5	11	1		
13 EL383	6	Prospect Park B C S	97.1%	97.8%	97.5%	97.0%	8	3	5	0		
14 EL339	10	Frankin Av C S	97.2%	98.3%	96.0%	97.7%	9	1	8	0		
15 EL375	1	Church Av F G	97.4%	98.8%	97.6%	99.8%	18	5	13	0		
16 EL343	3	Euclid Av A C	97.6%	97.4%	98.9%	95.9%	16	5	11	1		
17 EL701	4	Coney Island-Stillwell Av D F N O	97.6%	98.3%	97.0%	93.4%	17	2	15	2		
18 EL311	9	Clark St 2 3	97.6%	98.5%	98.9%	95.6%	13	6	7	0		
19 EL396	1	Myrtle-Wyckoff Aves L M	97.6%	98.1%	96.8%	98.9%	21	2	19	0		
20 EL312	9	Clark St 2 3	97.7%	99.6%	97.6%	99.7%	17	5	12	1		
21 EL382	6	Prospect Park B C S	97.8%	98.5%	98.2%	98.5%	8	4	4	0		
22 EL322	5	Crown Hts-Utica Av 3 4	97.9%	99.5%	98.7%	99.7%	12	5	7	1		
23 EL373	1	Church Av F G	98.0%	97.8%	98.9%	96.5%	5	3	2	0		
24 EL392	5	Marcy Av J M Z	98.0%	98.9%	98.5%	97.9%	7	4	3	0		
25 EL370	4	DeKalb Av B O R	98.0%	100.0%	99.0%	98.8%	10	7	3	0		
26 EL760	0	Kings Highway B C	98.4%	97.7%	96.8%	0.0%	6	0	6	2		
27 EL707	0	Jay St A C F R	98.4%	98.9%	98.7%	97.8%	4	2	2	0		
28 EL320	11	Church Av 2 5	98.5%	100.0%	98.3%	70.3%	8	4	4	0		
29 EL394	6	Flushing Av J M	98.5%	99.9%	99.4%	99.4%	12	5	7	0		
30 EL321	11	Church Av 2 5	98.6%	98.9%	98.9%	99.4%	7	3	4	0		
31 EL706	0	Jay St A C F R	98.6%	98.9%	99.0%	96.4%	8	3	5	1		
32 EL304	5	Atlantic Av 2 3	98.6%	100.0%	99.0%	99.8%	11	6	5	1		
33 EL372	4	DeKalb Av B O R	98.7%	100.0%	99.7%	98.8%	8	6	2	0		
34 EL340	10	Frankin Av C S	98.8%	99.3%	99.5%	95.4%	9	2	7	1		
35 EL323	5	Crown Hts-Utica Av 3 4	98.8%	100.0%	98.9%	97.3%	6	5	1	1		
36 EL305	5	Atlantic Av 4 5	98.9%	100.0%	100.0%	99.8%	6	5	1	1		
37 EL398	1	Myrtle-Wyckoff Aves M	98.9%	100.0%	100.0%	94.1%	7	5	2	1		
38 EL371	4	DeKalb Av B O R	99.0%	100.0%	100.0%	99.1%	6	5	1	0		
39 EL374	1	Church Av F G	99.1%	100.0%	100.0%	99.6%	6	4	2	0		
40 EL341	3	Euclid Av A C	99.3%	100.0%	99.4%	99.6%	6	3	3	0		
41 EL303	5	Pacific St-Atlantic Av D N R	99.3%	99.4%	100.0%	97.6%	5	4	1	0		
42 EL302	5	Pacific St-Atlantic Av D N R	99.3%	99.2%	99.5%	99.6%	7	2	5	0		
43 EL397	1	Myrtle-Wyckoff Aves L	99.3%	100.0%	99.6%	100.0%	6	4	2	0		
44 EL708	0	Jay St A C F R	99.4%	100.0%	100.0%	99.4%	5	3	2	0		
45 EL391	5	Marcy Av J M Z	99.4%	100.0%	100.0%	98.8%	5	4	1	0		
46 EL301	5	Pacific St-Atlantic Av D N R	99.5%	99.9%	100.0%	97.9%	6	3	3	0		
47 EL761	0	Kings Highway B C	99.5%	99.4%	100.0%	0.0%	3	0	3	0		
48 EL702	4	Coney Island-Stillwell Av D F N O	99.5%	100.0%	100.0%	97.3%	3	3	0	0		
48	5.4	Elevator Subtotal:	97.6%	98.4%	98.0%	95.7%	514	180	334	24		

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Fourth Quarter - 2011**

Borough:		Brooklyn		2011 Availability			2010 4th Qtr. Availability	Outages			Entrapments
Unit ID	Age (Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Scheduled	Non-Scheduled		
				Peak	Peak						
1	ES335	6	West 8 St-NY Aquarium <b>FQ</b>	83.8%	84.1%	85.1%	88.4%	37	5	32	0
2	ES346	7	Brighton Beach <b>BQ</b>	86.0%	81.4%	86.3%	93.0%	37	0	37	0
3	ES305	6	Court St <b>R</b>	86.3%	85.6%	86.9%	93.9%	21	4	17	0
4	ES324	10	High St <b>AC</b>	89.2%	87.2%	90.9%	44.2%	50	5	45	0
5	ES303	6	Borough Hall <b>2345</b>	90.9%	91.5%	91.6%	98.5%	29	4	25	0
6	ES330	13	Broadway Junction <b>ACJLZ</b>	91.8%	94.2%	94.2%	95.9%	28	10	18	0
7	ES307	9	Lawrence St <b>R</b>	93.2%	89.0%	96.1%	96.1%	51	2	49	0
8	ES320	11	Jay St <b>ACF</b>	93.4%	88.8%	94.7%	98.1%	58	4	54	0
9	ES333	6	Myrtle-Wyckoff Aves <b>LM</b>	93.5%	97.1%	94.1%	98.6%	56	11	45	0
10	ES306	6	Court St <b>R</b>	94.1%	96.8%	94.7%	90.5%	43	2	41	0
11	ES332	6	Myrtle-Wyckoff Aves <b>LM</b>	94.3%	95.3%	94.1%	96.8%	45	12	33	0
12	ES347	13	Broadway Junction <b>ACJLZ</b>	95.1%	95.3%	96.9%	91.4%	51	11	40	0
13	ES331	14	Broadway Junction <b>ACJLZ</b>	95.6%	95.0%	97.2%	87.1%	35	6	29	0
14	ES304	7	President St <b>25</b>	95.9%	97.4%	93.7%	96.4%	31	2	29	0
15	ES356	0	Jay St <b>ACFR</b>	96.7%	96.9%	97.2%	98.3%	15	7	8	0
16	ES321	11	High St <b>AC</b>	97.4%	98.4%	98.1%	99.1%	12	6	6	0
17	ES357	0	Jay St <b>ACFR</b>	97.6%	98.6%	98.8%	97.8%	16	7	9	0
18	ES310	7	Atlantic Av <b>BQ</b>	97.6%	99.0%	98.1%	97.9%	24	6	18	0
19	ES319	11	Jay St <b>ACF</b>	97.8%	98.9%	96.4%	95.4%	16	4	12	0
20	ES323	11	High St <b>AC</b>	98.1%	98.7%	99.1%	95.4%	17	4	13	0
21	ES309	9	DeKalb Av <b>BQR</b>	98.2%	98.7%	97.8%	85.4%	16	3	13	0
22	ES317	10	Jay St <b>ACF</b>	98.5%	98.8%	98.9%	94.3%	14	4	10	0
23	ES350	12	High St <b>AC</b>	98.7%	100.0%	99.5%	96.8%	8	6	2	0
24	ES352	10	Franklin Av <b>S</b>	98.8%	99.6%	99.5%	80.4%	11	4	7	0
25	ES318	10	Jay St <b>ACF</b>	98.8%	99.8%	99.1%	97.2%	15	4	11	0
26	ES322	11	High St <b>AC</b>	98.9%	100.0%	99.8%	99.5%	10	6	4	0
27	ES308	9	DeKalb Av <b>BQR</b>	99.1%	98.8%	99.3%	98.0%	8	2	6	0
27	9.3	Escalator Subtotal:		94.8%	95.0%	95.5%	91.8%	754	141	613	0
*Note the number of entrapments are included in the non scheduled outage count.											

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Fourth Quarter - 2011**

Borough:		Queens										
Unit ID	Age (Yrs)	Station	2011 Availability			2010 4th Qtr.	Outages			Entrapments		
			24 Hr	AM	PM	Availability	Total	Sche- duled	Non- Sched			
				Peak	Peak							
1	EL427	2	Junction Blvd 7	81.8%	81.6%	82.4%	94.0%	9	3	6	0	
2	EL447	0	CitiCorp/Court Square 7 E G	91.1%	92.4%	91.1%	0.0%	11	2	9	0	
3	EL433	4	Jamaica-179 St F	92.9%	94.6%	92.1%	97.9%	23	2	21	1	
4	EL407	20	21 St-Queensbridge F	94.7%	96.7%	95.5%	97.2%	21	5	16	1	
5	EL404	20	Roosevelt Island F	95.2%	96.6%	96.9%	97.2%	19	6	13	0	
6	EL412	21	Jamaica Center E J Z	95.6%	95.7%	97.8%	95.4%	11	6	5	1	
7	EL403	20	Roosevelt Island F	95.9%	97.5%	94.6%	96.5%	20	5	15	0	
8	EL420	3	74 St-Broadway 7	95.9%	96.2%	96.5%	97.9%	21	6	15	0	
9	EL413	21	Jamaica Center E J Z	96.0%	99.7%	94.0%	96.1%	26	4	22	3	
10	EL426	2	Junction Blvd 7	96.3%	97.5%	96.7%	93.0%	10	4	6	0	
11	EL421	3	Jackson Hts-Roosevelt Av E F M R	96.7%	98.6%	99.6%	99.3%	21	6	15	1	
12	EL406	20	21 St-Queensbridge F	97.5%	99.3%	99.2%	98.2%	21	5	16	0	
13	EL408	21	Jamaica-Van Wyck E	97.7%	98.9%	99.1%	99.3%	9	6	3	0	
14	EL436	1	Kew Gardens-Union Tpke E F	98.0%	98.9%	98.3%	99.9%	9	5	4	1	
15	EL411	21	Sutphin Blvd-Archer Av-JFK E J Z	98.1%	100.0%	100.0%	99.9%	11	9	2	0	
16	EL422	3	Jackson Hts-Roosevelt Av E F M R	98.2%	100.0%	98.9%	98.3%	9	6	3	0	
17	EL405	20	21 St-Queensbridge F	98.4%	98.9%	99.8%	99.6%	12	4	8	0	
18	EL425	2	Junction Blvd 7	98.4%	100.0%	98.4%	88.9%	14	5	9	1	
19	EL435	1	Kew Gardens-Union Tpke E F	98.6%	99.9%	100.0%	99.2%	10	5	5	1	
20	EL430	3	Queens Plaza E M R	98.7%	99.8%	99.5%	99.6%	7	4	3	0	
21	EL409	21	Jamaica-Van Wyck E	98.7%	100.0%	99.7%	93.1%	8	6	2	0	
22	EL423	3	74 St-Broadway 7	98.9%	100.0%	100.0%	97.9%	9	5	4	0	
23	EL432	4	Jamaica-179 St F	98.9%	100.0%	99.3%	97.6%	10	1	9	0	
24	EL446	0	CitiCorp/Court Square 7 E G	99.0%	99.7%	100.0%	0.0%	9	4	5	0	
25	EL414	9	Flushing-Main St 7	99.1%	100.0%	98.8%	99.7%	8	3	5	0	
26	EL429	3	Queens Plaza E M R	99.3%	99.6%	100.0%	99.7%	6	3	3	1	
27	EL431	4	Jamaica-179 St F	99.5%	100.0%	100.0%	99.5%	5	3	2	0	
28	EL428	3	Queens Plaza E M R	99.5%	100.0%	100.0%	99.0%	3	3	0	0	
29	EL434	1	Kew Gardens-Union Tpke E F	99.5%	100.0%	99.7%	93.3%	5	1	4	0	
	29	9.5	Elevator Subtotal:	96.8%	98.0%	97.5%	97.3%	352	127	230	11	



**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Fourth Quarter - 2011**

Borough:		Queens										
				2011 Availability			2010 4th Qtr. Availability	Outages			Entrap ments	
	Unit ID	Age (Yrs)	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched		
1	ES457	10	Flushing-Main St 7	56.5%	57.0%	57.4%	91.5%	48	8	40	0	
2	ES452	18	74 St-Broadway 7	83.3%	85.8%	80.3%	58.3%	29	4	25	0	
3	ES456	10	Flushing-Main St 7	83.5%	83.5%	77.4%	96.3%	91	6	85	0	
4	ES411	2	Roosevelt Island F	87.7%	87.2%	86.9%	95.4%	24	3	21	0	
5	ES415	1	Roosevelt Island F	89.2%	90.0%	91.5%	96.4%	18	4	14	0	
6	ES440	1	Jamaica Center E J Z	92.9%	93.5%	95.4%	96.7%	25	5	20	0	
7	ES430	2	Jamaica-Van Wyck E	93.1%	93.2%	94.6%	91.8%	14	4	10	0	
8	ES413	13	Roosevelt Island F	93.4%	95.2%	94.4%	94.3%	31	5	26	0	
9	ES448	10	Woodside-61 St 7	93.9%	90.1%	93.2%	88.7%	45	4	41	0	
10	ES428	1	Jamaica-Van Wyck E	94.5%	96.7%	94.9%	98.2%	10	4	6	0	
11	ES412	1	Roosevelt Island F	94.9%	94.2%	96.0%	96.4%	11	2	9	0	
12	ES453	18	74 St-Broadway 7	95.6%	97.3%	94.3%	89.4%	29	8	21	0	
13	ES429	1	Jamaica-Van Wyck E	95.8%	94.6%	96.6%	99.4%	21	3	18	0	
14	ES450	10	74 St-Broadway 7	95.8%	96.5%	96.7%	94.6%	7	4	3	0	
15	ES441	2	Jamaica Center E J Z	95.8%	96.0%	96.1%	95.1%	18	4	14	0	
16	ES425	20	21 St-Queensbridge F	96.1%	97.7%	95.7%	99.1%	8	4	4	0	
17	ES455	10	Flushing-Main St 7	96.2%	98.9%	95.9%	86.3%	22	3	19	0	
18	ES414	2	Roosevelt Island F	96.3%	97.6%	96.3%	96.7%	21	2	19	0	
19	ES444	1	Jamaica Center E J Z	96.4%	97.1%	96.9%	98.1%	19	5	14	0	
20	ES431	2	Jamaica-Van Wyck E	96.8%	97.0%	96.9%	98.9%	22	5	17	0	
21	ES442	2	Jamaica Center E J Z	97.3%	96.6%	99.1%	90.4%	15	3	12	0	
22	ES427	1	Jamaica-Van Wyck E	97.5%	98.3%	99.5%	90.5%	28	5	23	0	
23	ES418	20	Roosevelt Island F	97.7%	98.3%	96.5%	97.3%	20	2	18	0	
24	ES424	20	21 St-Queensbridge F	97.7%	98.2%	98.9%	98.0%	8	5	3	0	
25	ES437	21	Sutphin Blvd-Archer Av-JFK E J Z	97.8%	98.2%	98.9%	98.6%	15	4	11	0	
26	ES434	21	Sutphin Blvd-Archer Av-JFK E J Z	97.8%	98.6%	97.8%	98.8%	7	2	5	0	
27	ES421	20	21 St-Queensbridge F	98.0%	98.2%	98.3%	89.2%	10	4	6	0	
28	ES451	12	74 St-Broadway 7	98.0%	98.9%	98.9%	97.1%	8	4	4	0	
29	ES439	2	Jamaica Center E J Z	98.0%	98.2%	99.7%	97.7%	24	5	19	0	
30	ES445	1	Jamaica Center E J Z	98.2%	100.0%	99.5%	99.2%	11	6	5	0	
31	ES422	20	21 St-Queensbridge F	98.4%	99.4%	99.7%	82.9%	9	5	4	0	
32	ES436	21	Sutphin Blvd-Archer Av-JFK E J Z	98.4%	99.4%	100.0%	98.6%	20	4	16	0	
33	ES446	1	Jamaica Center E J Z	98.6%	99.9%	99.4%	98.2%	13	5	8	0	
34	ES438	2	Jamaica Center E J Z	98.7%	99.9%	100.0%	98.7%	10	5	5	0	
35	ES417	20	Roosevelt Island F	98.8%	99.3%	99.6%	97.9%	8	3	5	0	
36	ES447	2	Jamaica Center E J Z	98.8%	100.0%	100.0%	96.9%	7	5	2	0	
37	ES443	1	Jamaica Center E J Z	98.8%	99.9%	99.7%	99.2%	10	4	6	0	
38	ES423	20	21 St-Queensbridge F	98.9%	99.6%	99.5%	95.5%	5	3	2	0	
39	ES449	10	74 St-Broadway 7	99.0%	99.5%	99.5%	97.7%	7	4	3	0	
40	ES435	21	Sutphin Blvd-Archer Av-JFK E J Z	99.0%	100.0%	100.0%	98.5%	8	4	4	0	
41	ES426	20	21 St-Queensbridge F	99.1%	99.9%	100.0%	99.8%	5	3	2	0	
42	ES416	13	Roosevelt Island F	99.2%	99.4%	100.0%	65.8%	5	3	2	0	
43	ES419	20	Roosevelt Island F	99.2%	99.4%	99.0%	98.9%	5	2	3	0	
44	ES420	20	Roosevelt Island F	99.2%	100.0%	99.6%	98.4%	5	3	2	0	
	44	10.1	Escalator Subtotal:	95.2%	95.9%	95.7%	94.2%	776	180	596	0	
*Note the number of entrapments are included in the non scheduled outage count.												

\*Note the number of entrapments are included in the non scheduled outage count.

## ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
<b>Bronx</b>			
EL121	Pelham Bay Park ⑥	1	The entrapment on 12/12/11 was a result of the car not leveling properly at the upper landing. The hydraulic control valve was cleaned and adjusted. The machine was tested and placed back in service.
EL122	Pelham Bay Park ⑥	1	The entrapment on 10/29/11 was caused by a defective oil heater.
EL128	Simpson St ②⑤	1	The entrapment on 12/7/11 was caused by a broken lower landing hatch door interlock.
EL132	161 St-Yankee Stadium ④	1	The entrapment on 12/27/11 was a result of debris in the lower landing door saddle that prevented the doors from closing completely.
EL134	161 St-Yankee Stadium ④⑤	2	MOW Control reported passengers were entrapped on 12/18/11 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered. The entrapment on 12/30/11 was caused by the motor overload relay opening the control circuit.
EL183	Gun Hill Rd ②⑤	2	The entrapment on 11/11/11 was caused by a defective lower landing normal limit switch. The entrapment on 11/28/11 resulted from the programmable logic controller (PLC) program being corrupt.
EL193	233 St ②⑤	1	The entrapment on 12/27/11 was caused by dirty contacts in the upper landing hatch door interlock.
EL194	233 St ②⑤	1	The entrapment on 10/25/11 was a result of debris in the lower landing door saddle that prevented the doors from closing completely.
<b>Manhattan</b>			
EL103	191 St ①	5	Three entrapments (11/4/11, 12/8/11 & 12/11/11) were a result of an intermittent ground in the hoist motor brush rigging assembly that caused the main line circuit breaker to trip. The entrapment on 10/24/11 was caused by a defective transformer in the motor drive circuit. The entrapment on 10/29/11 was caused by a defective rectifier in the brake circuit.
EL104	191 St ①	1	The entrapment on 11/26/11 was a result of a defective control circuit relay.
EL107	181 St ①	1	The entrapment on 11/2/11 was caused by a defective electronic circuit board that controls and monitors the cars speed.
EL108	181 St ①	2	The entrapment on 11/2/11 was caused by worn control relay contacts. The entrapment on 12/20/11 was a result of the release roller assembly being out of adjustment.
EL109	181 St ①	1	The entrapment on 10/6/11 was a result of debris in the lower landing door saddle that prevented the doors from closing completely.
EL114	168 St ①	2	The entrapment on 10/11/11 was caused by defective control relay contacts in the brake circuit. The entrapment on 10/15/11 was the result of dirty contacts in the upper landing slow down switch.
EL118	181 St ①	1	The entrapment on 12/14/11 was caused by a loose upper landing hatch door interlock assembly.



## ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL139	168 St 1 A C	3	Two entrapments (10/3/11 & 10/4/11) were caused by a defective control transformer. The entrapment on 10/5/11 was caused by defective contacts in the upper landing gate switch.
EL142	125 St A B C D	1	The entrapment on 10/25/11 was caused by a broken door operator drive arm bracket.
EL146	96th St 2 3 1	1	The entrapment on 10/27/11 was a result of a defective lower landing hatch door interlock. The door operator drive belt tension was also adjusted.
EL181	135 St 2 3	2	The entrapment on 10/26/11 was caused by a defective door operator power supply. MOW Control reported passengers were entrapped on 11/4/11 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL202	51 St 6	1	The entrapment on 12/25/11 was a result of the hydraulic control valve requiring an adjustment; hydraulic oil was also added to the reservoir tank.
EL206	Grand Central-42 St 4 5 6	2	The entrapment on 10/4/11 was caused by a defective door operator drive belt. The entrapment on 10/6/11 was a result of a defective motor starter relay.
EL209	34 St-Herald Sq B D F M	2	The two entrapments (11/4/11 & 11/6/11) were caused by operational problems with the lower landing hatch doors. The door track was raised, the operator was adjusted and the saddle was cleaned. The machine was tested and returned to service.
EL217	14 St-Union Sq L N O R	1	The entrapment on 12/12/11 was caused by a defective hydraulic control valve.
EL221	14 St-8 Av A C E L	1	The entrapment on 10/27/11 was a result of debris in the hatch door saddles.
EL222	14 St A C E	1	The entrapment on 12/1/11 was caused by a loose lower landing hatch door interlock.
EL224	8 Av L	1	MOW Control reported passengers were entrapped on 10/20/11 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL226	34 St-Penn Station C E	1	The entrapment on 10/29/11 was a result of the car not leveling while traveling in the up direction. The up direction speed was adjusted and the machine was placed back in service.
EL234	47-50 Sts-Rockefeller Center B D F M	1	MOW Control reported passengers were entrapped on 11/4/11 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL237	66 St-Lincoln Center 1	2	The entrapment on 10/31/11 was a result of the door close limit switch being out of adjustment. The entrapment on 12/19/11 was caused by the lower landing hatch door interlock being out of adjustment.
EL238	66 St-Lincoln Center 1	1	The entrapment on 11/10/11 was caused by a defective electronic circuit board in the door operator.
EL244	Grand Central-42 St 7	2	The entrapment on 10/8/11 was a result of debris in the upper landing door saddle that prevented the doors from closing completely. The entrapment on 10/18/11 was caused by the hydraulic control valve being out of adjustment.
EL277	59th St-Columbus Circle A B C D 1	2	The entrapment on 11/12/11 was caused by a defective lower landing slow down limit switch. MOW Control reported passengers were entrapped on 12/4/11 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL279	59th St-Columbus Circle A B C D 1	2	The entrapment on 11/3/11 was a result of the car door disengaging from the track.
EL280	59th St-Columbus Circle A B C D 1	1	The entrapment on 12/3/11 was caused by the activation of the governor switch.
			The entrapment on 11/21/11 was caused by a glass switch being out of adjustment.

## ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL316	Brooklyn Bridge ④⑤⑥	1	The entrapment on 11/27/11 was caused by a loose connection in the safety circuit.
EL324	Canal St ⑥	1	The entrapment on 12/12/11 was caused by dirt clogging the down direction port in the hydraulic control valve.
EL401	Lexington Av-63 St ⑥	1	The entrapment on 11/18/11 was caused by a power outage that effected the entire station.
EL402	Lexington Av-63 St ⑥	2	The entrapment on 10/17/11 was a result of the front door interlock and gate switch being out of adjustment. The entrapment on 11/18/11 was caused by a power outage that effected the entire station.
EL710	Bowling Green ④⑤	3	The entrapment on 10/9/11 was caused by debris in the lower landing hatch door saddle that prevented the door from closing completely. The entrapment on 10/25/11 was a result of the lower landing hatch door interlock being out of adjustment. MOW Control reported passengers were entrapped on 11/7/11 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered
<b>Brooklyn</b>			
EL304	Atlantic Av ②③	1	The entrapment on 12/29/11 was caused by a broken release roller assembly.
EL305	Atlantic Av ④⑤	1	MOW Control reported passengers were entrapped on 12/20/11 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered
EL306	Atlantic Av ②③	4	The entrapment on 10/8/11 was caused by the guide shoe assembly being out of adjustment. The entrapment on 10/11/11 was a result of defective interlock contacts; the slow down limit switch was also replaced. MOW Control reported passengers were entrapped on 11/25/11 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered. The entrapment on 12/12/11 was caused by the upper level interlock and release roller assembly being out of adjustment.
EL308	Court St ⑥	1	The entrapment on 10/13/11 was a result of customers removing a barricade and entering the elevator while personnel were in the process of performing repairs to the equipment.
EL309	Court St ⑥	1	MOW Control reported passengers were entrapped on 12/9/11 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered
EL310	Clark St ②③	2	The entrapment on 10/21/11 was caused by a defective door operator. The entrapment on 11/14/11 was a result of the upper landing hatch door release roller assembly being out of adjustment.
EL312	Clark St ②③	1	The entrapment on 11/7/11 was caused by a broken bracket that secures the tachometer.
EL317	Borough Hall ②③④⑤	1	The entrapment on 11/10/11 was caused by a blown control fuse.
EL322	Crown Hts-Utica Av ③④	1	The entrapment on 10/27/11 was a result of worn lower landing hatch door hanger rollers.
EL323	Crown Hts-Utica Av ③④	1	The entrapment on 12/21/11 was caused by a broken rear door linkage arm. The door re-opening device was also replaced.
EL340	Franklin Av ③⑤	1	The entrapment on 10/17/11 was a result of worn upper landing hatch door hanger rollers.

## ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL343	Euclid Av <b>A C</b>	1	The entrapment on 10/24/11 was caused by the hatch door interlock being out of adjustment.
EL395	Flushing Av <b>J M</b>	1	The entrapment on 10/10/11 was caused by dirt clogging the up direction port in the hydraulic control valve.
EL398	Myrtle-Wyckoff Aves <b>M</b>	1	The entrapment on 10/29/11 was a result of the machine running sluggish due to the hydraulic fluid being too cold.
EL701	Coney Island-Stillwell Av <b>D E N O</b>	2	The entrapment on 10/9/11 was caused by a glass switch being out of adjustment. The entrapment on 11/26/11 was a result of a worn door operator drive belt.
EL706	Jay St <b>A C C F R</b>	1	The entrapment on 11/3/11 was caused by the lower landing hatch door interlock being out of adjustment.
EL709	Jay St <b>A C C F R</b>	1	The entrapment on 10/9/11 was a result of the door operator limit switches being out of adjustment.
EL760	Kings Highway <b>B O</b>	2	The entrapment on 12/14/11 was caused by the lower landing hatch door interlock being out of adjustment. The entrapment on 12/28/11 was caused by debris in the door saddles.
<b>Queens</b>			
EL407	21 St-Queensbridge <b>F</b>	1	The entrapment on 10/2/11 was the result of a power outage at the station.
EL412	Jamaica Center <b>E J Z</b>	1	The entrapment on 11/25/11 was caused by a defective door re-opening device.
EL413	Jamaica Center <b>E J Z</b>	3	Two entrapments (10/14/11 & 11/23/11) were caused by the upper landing release roller assembly not engaging with the clutch. MOW Control reported passengers were entrapped on 12/5/11 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL421	Jackson Hts-Roosevelt Av <b>E F M R</b>	1	The entrapment on 12/29/11 was caused by a low oil condition resulting from a leak.
EL425	Junction Blvd <b>7</b>	1	The entrapment on 11/29/11 was caused by debris in the upper landing door saddle preventing the doors from closing completely.
EL429	Queens Plaza <b>E M R</b>	1	The entrapment on 10/16/11 was a result of a defective control relay in the door operator circuit.
EL433	Jamaica-179 St <b>F</b>	1	The entrapment on 12/5/11 was caused by a defective hydraulic door operator piston.
EL435	Kew Gardens-Union Tpke <b>E F</b>	1	The entrapment on 11/25/11 was a result of debris in the upper landing door saddles that prevented the doors from closing completely.
EL436	Kew Gardens-Union Tpke <b>E F</b>	1	MOW Control reported passengers were entrapped on 11/22/11 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.

# ELEVATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
<b>Manhattan</b>			
EL107	181 St ①	84.2%	This machine was out of service from 11/2/11 thru 11/9/11 as a result of a defective leveling unit. The leveling unit and several control relays were replaced; the machine was tested and returned to service.
EL114	168 St ①	81.9%	This machine was out of service on numerous occasions between 10/3/11 and 10/20/11 due to brake circuit failures. The brake shoes, control relays, electronic circuit boards and shaft way leveling switches were replaced. The machine operation was tested and the unit was placed back in service.
EL116	190 St ①	80.6%	This machine was out of service from 9/29/11 thru 10/14/11 due to a defective motor control unit. The drive unit was replaced; the machine was tested and returned to service.
EL245	Lexington Av-53 St ⑤ ⑥	54.8%	This machine was out of service from 8/22/11 thru 10/28/11 due to the drive piston jamming against the cylinder wall. A replacement cylinder and piston assembly was installed; the machine was tested and returned to service.
<b>Queens</b>			
EL427	Junction Blvd ⑦	81.8%	This machine was out of service from 11/23/11 thru 12/6/11 due to a defective leveling unit. The leveling unit and door zone sensors were replaced; the machine was tested and returned to service.

# ESCALATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
<b>Bronx</b>			
ES108	Intervale Av ②⑤	80.7%	This machine was out of service from 11/15/11 thru 12/1/11 due to a step crash at the upper landing. Damage to the comb carrier and landing plate were repaired; several steps, comb segments and step guides were replaced. The machine was inspected by engineering and maintenance prior to performing a 24 hour operational test. Following the test the machine was placed back into service.
<b>Brooklyn</b>			
ES335	West 8 St-NY Aquarium ②①	83.8%	This machine was out of service from 11/17/11 thru 11/24/11 due to a defective right side hand rail. The right side hand rail was replaced and the tension, pressure rollers were adjusted. The machine was tested and placed back into service.
<b>Queens</b>			
ES452	74 St-Broadway ⑦	83.3%	This machine has been out of service since 12/21/11 due to defective head shaft bearings. The head shaft bearings, step-chain and steps are in the process of being replaced. The current estimated return to service date is 2/17/12
ES456	Flushing-Main St ⑦	83.5%	A low oil fault has caused numerous shutdowns of this unit due to a worn seal on the auxiliary brake unit. A replacement split seal has been procured and will be installed.
ES457	Flushing-Main St ⑦	56.5%	This machine was out of service from 12/1/11 thru 12/28/11 due to a worn step-chain. The step chain; steps and axles were replaced and guide tracks were repaired. The machine was tested and returned to service.



## **STANDARD FOLLOW UP REPORT: AMERICAN WITH DISABILITIES ACT COMPLIANCE**

This report is the annual update to the New York City Transit Committee on the status of compliance with the Americans With Disabilities Act (ADA) at MTA New York City Transit.

The report summarizes the activities for compliance with the ADA, including:

- Rehabilitation projects of Key Stations
- ADA requirements in bus and subway transportation
- Customer services
- Salient achievements throughout the year

## AMERICANS WITH DISABILITIES ACT COMPLIANCE

### Title VI July 2001 - December 2011

This section is a summary of activities associated with implementing the Americans with Disabilities Act (ADA). It includes an update on matters related to the Key Station Plan, bus accessibility, the transition plan for facilities, the self-evaluation plan and oversight activities.

#### I. KEY STATION PLAN

In 1994, the New York Public Buildings Law and Transportation Law were amended (Chapter 6.10, L. 1994). These amendments require MTA New York City Transit to expand its Key Stations Plan from 54 stations to be made accessible to people with disabilities by the year 2010, to 100 stations to be made accessible by the year 2020. While 46 additional stations are added, the new law exempts the transportation facilities of MTA New York City Transit and Staten Island Railway from the accessibility obligations that otherwise apply to public buildings under the Public Buildings Law, except for new subway construction. The Revised Key Stations Plan specified 91 of the 100 stations with the remaining 9 to be identified over time by New York City Transit in consultation with the New York City Transportation Disabled Committee. Subsequently, 66<sup>th</sup> Street/Broadway (1 line) and Prospect Park/Brighton (B, Q, S lines) were identified and included as the 92<sup>nd</sup> and 93<sup>rd</sup> stations in the revised Key Stations Plan. The revised plan was submitted in October 1998 for FTA's approval. While awaiting FTA's response, it became necessary to "fine tune" the plan. Three proposals were presented for public comments at the ADA Compliance Coordination Committee meeting on March 24, 2000. The first proposal was to add 2 stations: Broadway/Lafayette (B, D, F, V lines) and Bleecker Street (6 line) to the Key Station Plan. The second proposal was to substitute 2 non-feasible stations: Broad Street (J, M, Z lines) and Church Avenue (B, Q lines); with feasible alternates: Chambers Street (J, M, Z lines) and Kings Highway (B, Q lines). The third proposal was to revise dates for Chambers Street and 96<sup>th</sup> Street stations for later completion dates and to effect minor date revisions for six other Key Stations. All three proposals received public support. The proposals and a schedule to complete a specified number of Key Stations in each 5-year period was presented to the FTA in March and approved in June 2000. On October 16, 2000, a NYCT proposal to add Mott Avenue (A line) to the Key Station Plan as the 96<sup>th</sup> Key Station received public support. On December 16, 2002 at the ADA Compliance Coordination Committee meeting, a proposal to add East 180th Street (2, 5 lines) to the Key Station Plan as the 97<sup>th</sup> Key Station received support.

On July 16, 2003 at the ADA Compliance Coordination Committee meeting, a proposal to add South Ferry (1 line) to the Key Station Plan as the 98<sup>th</sup> Key Station received support; (previously determined to be technically infeasible due to gap fillers). On August 5, 2004 Brooklyn Museum (2, 3 lines) was presented and received support at the ADA Compliance Coordination Committee meeting and has since been accepted as the 99<sup>th</sup> Key Station. On May 5, 2005 at the ADA Compliance Coordination Committee meeting, a proposal to add Borough Hall (4, 5 lines) was presented as the 100<sup>th</sup> Key Station, but did not receive widespread support. On June 16, 2006 at the ADA Compliance Coordination Committee meeting, a proposal to add Bedford Park Boulevard (B, D lines) was presented as the 100<sup>th</sup> Key Station and received support. The final proposed station was reviewed by New York City Transportation Disabled Committee and has been accepted as the 100<sup>th</sup> Key Station.

The following reports on our progress in complying with the Revised Key Station Plan:

**i) Wheelchair Accessible Stations**

The following 74 Key Stations in New York City Transit's Revised Key Station Plan are wheelchair accessible, listed in order of completion.

<b>Station</b>	<b>Line</b>	<b>Borough</b>	<b>Status</b>
1. 125 Street	4, 5, 6	Manhattan	Completed
2. 175 Street	A	Manhattan	Completed
3. 42 Street-Port Authority	A, C, E	Manhattan	Completed
4. Pelham Bay Park	6	Bronx	Completed
5. Great Kills	SIR	Staten Island	Completed
6. 51 Street	6	Manhattan	Completed
7. 42 St-Grand Central	4, 5, 6	Manhattan	Completed
8. World Trade Center*	E	Manhattan	Completed
9. Simpson Street	2, 5	Bronx	Completed
10. Coney Island-Stillwell Avenue	D, F, N, Q	Brooklyn	Completed
11. 34 Street-Herald Square **	N, Q, R	Manhattan	Completed
12. 34 Street-Herald Square **	B, D, F, M	Manhattan	Completed
13. Brooklyn Bridge-City Hall	4, 5, 6	Manhattan	Completed
14. 149 Street-3rd Avenue	2, 5	Bronx	Completed
15. Borough Hall	2, 3	Brooklyn	Completed
16. Dongan Hills	SIR	Staten Island	Completed
17. Flatbush Avenue-Brooklyn College	2, 5	Brooklyn	Completed
18. Church Avenue	2, 5	Brooklyn	Completed
19. 34 Street-Penn Station	1, 2, 3	Manhattan	Completed
20. Woodside-61 Street	7	Queens	Completed
21. Flushing-Main Street	7	Queens	Completed
22. Union Square	N, Q, R	Manhattan	Completed
Union Square	L	Manhattan	Completed
23. 207 Street	A	Manhattan	Completed
24. 66 Street-Lincoln Center	1	Manhattan	Completed
25. 14 Street	A, C, E	Manhattan	Completed
26. 8 Avenue	L	Manhattan	Completed



## (Continued)

Station	Line	Borough	Status
27. Franklin Avenue	C	Brooklyn	Completed
28. Franklin Avenue	S	Brooklyn	Completed
29. 161 Street-Yankee Stadium	4	Bronx	Completed
30. 161 Street-Yankee Stadium	B, D	Bronx	Completed
31. Grand Central-42 Street	7	Manhattan	Completed
32. Grand Central-42 Street	S	Manhattan	Completed
33. 34 Street-Penn Station	A, C, E	Manhattan	Completed
34. Flushing Avenue	J, M	Brooklyn	Completed
35. Prospect Park	B, Q, S	Brooklyn	Completed
36. 72 Street	1, 2, 3	Manhattan	Completed
37. Pacific Street	D, N, R	Brooklyn	Completed
38. Atlantic Avenue	B, Q	Brooklyn	Completed
39. Atlantic Avenue	2, 3, 4, 5	Brooklyn	Completed
40. Howard Beach	A	Queens	Completed
41. Marcy Avenue	J, M, Z	Brooklyn	Completed
42. Lexington Avenue	E, M	Manhattan	Completed
43. Utica Avenue	3, 4	Brooklyn	Completed
44. Dekalb Avenue	B, Q, R	Brooklyn	Completed
45. West 4 Street	A, B, C, D, E, F, M	Manhattan	Completed
46. 179 Street	F	Queens	Completed
47. Times Square-42 Street	N, Q, R	Manhattan	Completed
48. 74 Street-Broadway	7	Queens	Completed
49. Jackson Hts-Roosevelt Avenue	E, F, M, R	Queens	Completed
50. 125 Street	A, B, C, D	Manhattan	Completed
51. Euclid Avenue	A, C	Brooklyn	Completed
52. Fordham Road	4	Bronx	Completed
53. Queens Plaza	E, M, R	Queens	Completed
54. Times Square-42 Street	1, 2, 3	Manhattan	Completed
55. Times Square-42 Street	7	Manhattan	Completed
56. 231 Street	1	Bronx	Completed
57. Junction Boulevard	7	Queens	Completed
58. 168 Street	A, C	Manhattan	Completed
59. Pelham Parkway	2, 5	Bronx	Completed
60. 233 Street	2, 5	Bronx	Completed
61. Bowling Green	4, 5	Manhattan	Completed
62. Myrtle Avenue	L	Brooklyn	Completed
63. Wyckoff Avenue	M	Brooklyn	Completed
64. 135 Street	2, 3	Manhattan	Completed
65. Church Av	F, G	Brooklyn	Completed
66. St. George	SIR	Staten Island	Completed
67. Union Turnpike	E, F	Queens	Completed
68. South Ferry	1	Manhattan	Completed
69. 47-50 Sts-Rockefeller Ctr	B, D, F, M	Manhattan	Completed
70. Chambers Street	1, 2, 3	Manhattan	Completed
71. 59 Street	A, B, C, D	Manhattan	Completed
72. 59 Street	1	Manhattan	Completed
73. Jay Street-MetroTech	A, C, F	Brooklyn	Completed
74. 96 Street	1, 2, 3	Manhattan	Completed

\* World Trade Center elevator is not in service due to long-term construction.

\*\* New York City Transit was granted a time extension to 2011 by the FTA for replacement of the

platform edge warning strip at 34<sup>th</sup> Street on the B, D, F, M, N, Q and R Lines. Construction contract was completed in November 2011.

**ii) Key Stations Under Construction for Accessibility:**

The following 9 Key Stations are under construction for accessibility:

Station	Line	Borough	Planned VCA Completion
1. Kings Highway	B, Q	Brooklyn	November 2007***
2. Bay Parkway	D	Brooklyn	November 2010***
3. 71 Avenue	E, F, M, R	Queens	November 2013
4. Cortlandt Street	R	Manhattan	November 2013
5. Utica Avenue	A, C	Brooklyn	November 2013
6. Bleecker Street	6	Manhattan	November 2020
7. B'way/Lafayette Street	B, D, F, M	Manhattan	November 2020
8. Mott Avenue	A	Queens	November 2020
9. East 180 Street	2, 5	Bronx	November 2020

**iii) Key Stations Under Design for Accessibility:**

The following 8 Key Stations are undergoing design to incorporate accessibility features:

Station	Line	Borough	Planned VCA Completion
1. Times Square	S	Manhattan	November 2008***
2. Hunts Point	6	Bronx	November 2013
3. 68 Street	6	Manhattan	November 2013
4. 57 Street	N, Q, R,	Manhattan	November 2013
5. 23 Street	6	Manhattan	November 2013
6. Kingsbridge Road	B, D	Bronx	November 2013
7. Lefferts Boulevard	A	Queens	November 2014
8. Chambers Street	J, Z	Manhattan	November 2020

\*\*\* Forecast completion changed; see summary (below) of Revised Forecast Completion Dates for Key Stations.

Station	VCA Date	Forecast Date	Comments
Kings Highway (B, Q)	Nov. 2007	-	Challenge from property owners forced redesign of station control area at Av "M" station and delaying the legal process of the project because of Avenue "U" easement issues. Additional delay was due to the lowest bidder withdrawal. Construction contract was awarded in October 2008 and is anticipated to be completed by 2011.
Times Square (S)	Nov. 2008	Not in 2010-2014 Capital Program	Design was completed in 2006. Design consisted of major track re-alignment to eliminate the platform gaps and substantial other improvements to make the station ADA compliant in all other respects. Total project costs far exceeded the funding allocated for the project scope. Because funding at this level is not currently available the project has been delayed.

Bay Parkway (D)	Nov. 2010	-	ADA Accessibility at Bay Parkway Station is part of a larger project that includes 12 stations and repairs of the line structure along 6 miles of tracks. Construction contract was awarded in August 2009 and is anticipated to be completed by 2013.
--------------------	-----------	---	--

## **II. BUSES**

### **Wheelchair Accessibility**

The bus fleet, which has approximately 5,607 buses (MTA Bus included), is 100% accessible with wheelchair lifts, securement devices, public address systems, required priority seating signage and kneeling features. From January through December 2011, 1,323,613 customers used the wheelchair lift to access New York City Transit buses compared to January through December 2010 figures of 1,290,852; this is an increase of 2.5%.

## **III. TRANSITION PLAN FOR FACILITIES**

ADA requires public agencies to develop a Transition Plan to ensure that appropriate measures are taken toward the implementation of the law. As required by ADA, the plan has been available for review by the general public since 1992. Minor modifications that were readily achievable were completed on schedule by January 26, 1995.

## **IV. SELF-EVALUATION PLAN**

ADA requires an internal assessment and modifications, where needed, of existing policies, practices and procedures to ensure non-discrimination on the basis of disability. Policy instructions on reasonable accommodations, grievance procedures and provision of accessible service have been issued.

Monitoring and review of the Self-Evaluation Plan is ongoing to ensure that programs, practices and procedures are in compliance with ADA.

## **V. OVERSIGHT**

The New York City Transit ADA Compliance Coordination Committee (CCC) established in June 1992, ensures appropriate agency-wide coordination and implementation of the ADA requirements. This committee, comprised of representatives from all departments in New York City Transit, meets regularly to discuss implementation strategies and policies, and to address ADA related issues.

## **VI. OUTREACH**

New York City Transit frequently meets with people from the disability community to ensure involvement and input in planning for improved accessible transportation and barrier removal efforts throughout the agency. Annual reports are sent to the Mayor's Office of the City of New York on the status of the ADA compliance within New York City Transit. Representatives from the disability community participate in the meetings of the ADA Compliance Coordination Committee (CCC). The last CCC meeting was held on August 9, 2011. In addition, meetings of the Paratransit Development Committee (PDC) are held with representatives of the disability community to seek input in the planning and implementation of Access-A-Ride, the Paratransit service.

The Subway Track Education Program, also known as S.T.E.P. is held at the NYC Transit Museum. The Office of ADA Compliance partners with the Department of Subways to train customers who are blind or visually impaired to familiarize them on the subway system and learn about track safety. A training model of a subway station (platform level) was created as a hands-on tool to aide in the visualization of our stations. As a result, the program helps to ensure the safety of our customers with visual disabilities.

The Office of ADA Compliance participates in outreach throughout the New York City and regional areas by way of workshops, seminars and information fairs. At these functions, information regarding programs and features of NYC Transit are communicated to people with disabilities and senior citizens.

## **VII. TRAINING**

In keeping with ADA requirements to train personnel to "proficiency" in their roles, in 2005 the Office of ADA Compliance partnered with the Department of Subways to administer the ADA Sensitivity Training Course. In addition, all Bus Operators have received ADA training on announcements, priority seating, kneeling features and sensitivity with respect to differences among disabilities. Bus Operators returning from long term absences also receive ADA refresher training. The training reinforces the importance of meeting ADA service requirements. Agency-wide, a total of 13,633 employees, who provide direct service to customers, received ADA training or refresher training in 2011.

## **VIII. DETECTABLE EDGE WARNING STRIPS**

ADA requires the installation of platform edge warning strips when Key Stations are rehabilitated. New York City Transit has adopted a policy requiring the installation of ADA-specified platform edge warning strips during rehabilitation of all Key and Non-Key Stations. At the end of 2011, a total of 227 stations have had ADA-specified platform edge warning strips installed.

## **IX. SIGNAGE**

All Key Stations will have station identification and route signs that comply with ADA Guidelines. Tactile-Braille signs are routinely incorporated in capital construction contracts.

## **X. COMMUNICATION**

The ADA requires bus stop announcements at intermodal transfer points, major intersections, terminal arrivals, points of interest and for any requested stop. New buses are equipped with the speakeasy hands-free microphones, which allow for hands-free bus stop announcements as well as automatic announcements of bus routes.

The ADA requires that, when public address systems are provided to convey information to the public, a means of conveying the same information to people who have a hearing disability shall be provided. Under the Public Address system and electronic Customer Information Screens (PA/CIS) Program, text information accompanied by audio messages is provided. As of the end of 2011, 1002 PA/CIS units were installed in 153 stations. The MetroCard Vending Machines (MVM) feature both text and audible information. Furthermore, for all customer information, alternative formats are made available upon request; e.g. Braille, large print or audio tapes.

## **XI. MAINTENANCE OF ACCESSIBILITY FEATURES**

The ADA requires transportation providers to maintain in operative condition, features and equipment that make facilities and vehicles accessible to and usable by individuals with disabilities. Accordingly, wheelchair lifts in buses are routinely cycled. A policy was adopted requiring that a bus be taken out of service for repairs at the end of a run following a lift malfunction during service.

In 2001, New York City Transit implemented an inspection program geared toward Key and Non-Key stations that are accessible. One of the goals of the program is to ensure that accessibility features and equipment are maintained in proper operating condition. From January through December 2011, 155

Key Station inspections were performed and 365 deficiencies were found and referred for action of which by year end, 262 deficiencies had already been corrected.

## **XII. PARATRANSIT**

Reports on Paratransit operations are covered in separate monthly reports included in New York City Transit Committee Agendas.

### **2011 ACHIEVEMENTS**

- New York City Transit (NYCT) has met the deadline to complete two-thirds of the Key Stations set forth in the Key Station Plan to make 67 of the 100 Key Stations to be made compliant by the year 2010. Therefore, NYCT is in compliance with our Voluntary Compliance Agreement with the Federal Transit Administration (FTA). In fact, NYCT is ahead of schedule with the current Key Station count standing at 74 stations.
- In an effort to work more closely with the disability community and listen to their needs and concerns, the Office of ADA Compliance held two Compliance Coordination Committee (CCC) Meetings in 2011 featuring specific topics of interest that directly impacted the disability community. On March 7<sup>th</sup> the meeting's featured topic was the "Paratransit Service" providing an update to the changes and new initiatives within Paratransit service; Then on August 9<sup>th</sup>, "NYCT Bus Initiatives Pilot Program was presented as the feature topic providing information on a pilot program to inform customers of real-time bus service information.
- In 2011, 21 people were trained in the Subway Track Education Program (STEP). This includes people with visual impairments/blind, orientation and mobility specialists, and family members. A total of 722 customers have been trained since 1995.
- In 2011, the ADA Office attended 10 outreach events and various materials were disseminated, which included Accessible Stations Pocket Guides and Subway Maps for Customers with Disabilities.

- The Office of ADA Compliance partnered with the Department of Subways to administer ADA sensitivity training. In 2011, 424 Department of Subways employees were trained. In its five year existence, a total of 5,766 employees from this department were trained.
- A few years ago, the ADA Office fielded the concerns of people with hearing impairments and participated in the installation and testing of a loop system for customers with hearing impairments. A pilot program began in 2007 and was well received by the hearing-impaired community. As a result, in August 2009 a three-year capital contract was awarded to complete 642 agent booths. At the end of 2011, a total of 259 agent booths have been completed and inspected by the ADA Office.

## **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 - February 2012

(data thru January 2012; \$s in million)

	Budget	Expenditures
Construction	\$ 954.7	\$ 575.0
Design	104.6	101.9
Construction Management	119.8	67.4
Real Estate	220.9	205.5
<b>Total</b>	<b>\$ 1,400.0</b>	<b>\$ 949.8</b>

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

8.1

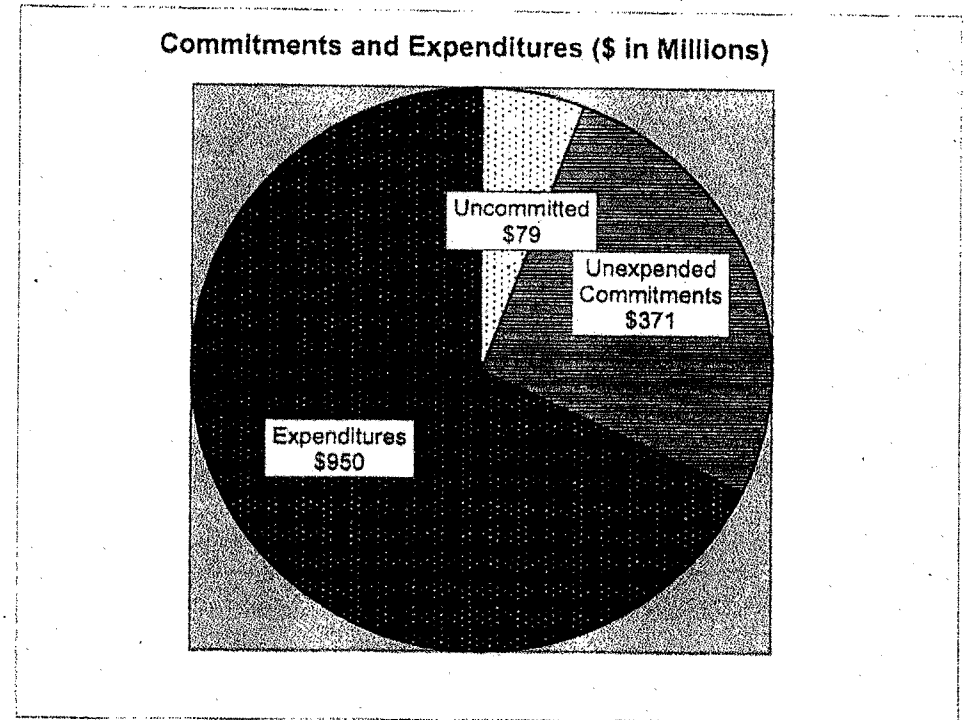
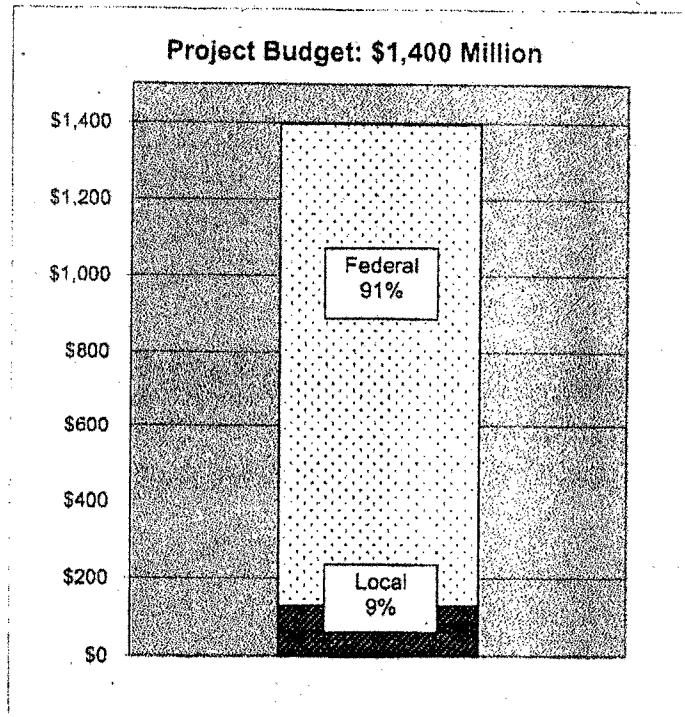
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i>	\$ 132.0	\$ 126.0	\$ 6.0	\$ 85.0	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	42.9	Sep-2009	Aug-2009	Jul-2012	Jul-2012
4E: Dey St Concourse & R Underpass Finishes <i>Skanska US Civil Northeast</i>	18.8	18.5	0.3	9.3	Sep-2010	Mar-2010	Nov-2012	Jul-2012
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	193.6	177.4	16.2	53.6	Jan-2011	Aug-2010	Jun-2014	Jun-2014
4G: Corbin Building Restoration <i>Judlau Contracting</i>	65.1	61.7	3.4	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

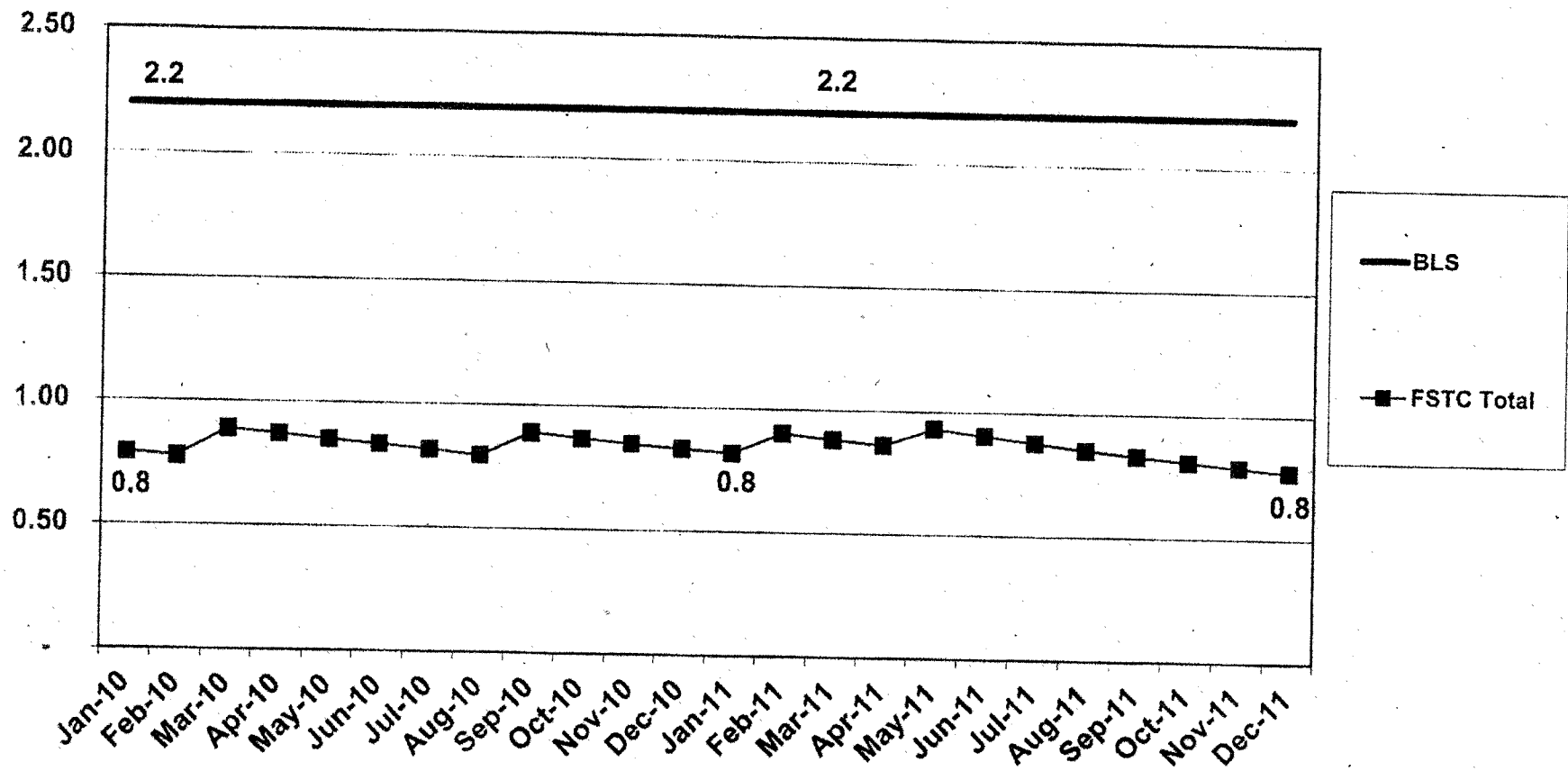
Report to the Transit Committee - February 2012

(data thru January 2012)

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	\$ 898	\$ 58	\$ 764
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	-	186
<b>Total</b>	<b>\$ 1,400</b>	<b>\$ 130</b>	<b>\$ 1,270</b>	<b>\$ 1,249</b>	<b>\$ 1,321</b>	<b>\$ 79</b>	<b>\$ 950</b>



# 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 - February 2012

(data thru January 2012; \$s in million)

	Budget	Expenditures
Final Design	\$ 114.0	\$ 102.6
Construction	1,870.9	1,173.7
Construction Management	40.0	17.4
Subway Project Reserve	75.9	-
<b>Total of HYDC-Funded Subway Work</b>	<b>\$ 2,100.8</b>	<b>\$ 1,293.7</b>
HYDC-Funded Non-Subway Work†	266.0	114.7
<b>Total of HYDC-Funded Subway and Non-Subway Work</b>	<b>\$ 2,366.8</b>	<b>\$ 1,408.4</b>
MTA-Funded PE/EIS Work and Other	53.1	53.0
<b>Total</b>	<b>\$ 2,419.9</b>	<b>\$ 1,461.4</b>

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Project Construction Completion	September-2013
Systems Testing and Integration Start	October-2013
Revenue Service Date	June-2014

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>	\$ 1,147.1	\$ 1,145.0	\$ 2.1	\$ 1,108.2	Dec-2007	Sep-2012	Apr-2012
Site L (Vent Building) Excavation and Core & Shell <i>CCA Civil Halmar Internat'l LLC</i>	62.5	57.6	5.0	36.2	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	116.4	11.4	54.1	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	56.9	3.6	23.0	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	Jun-2014
Site P (Vent Building) Core & Shell and Building Systems/Finishes ††		In Procurement			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.

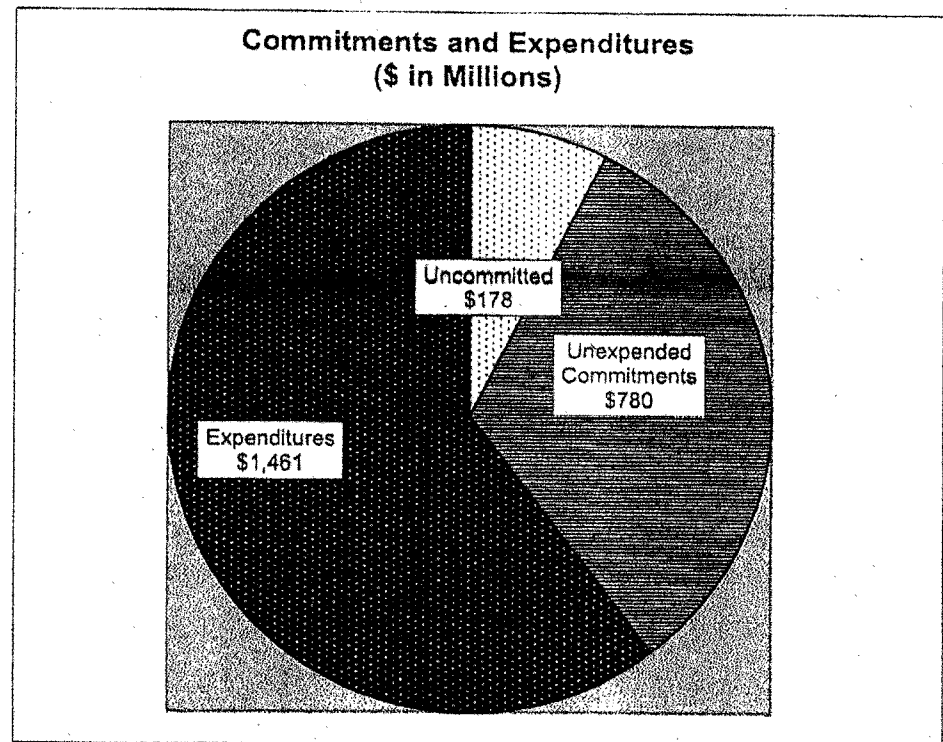
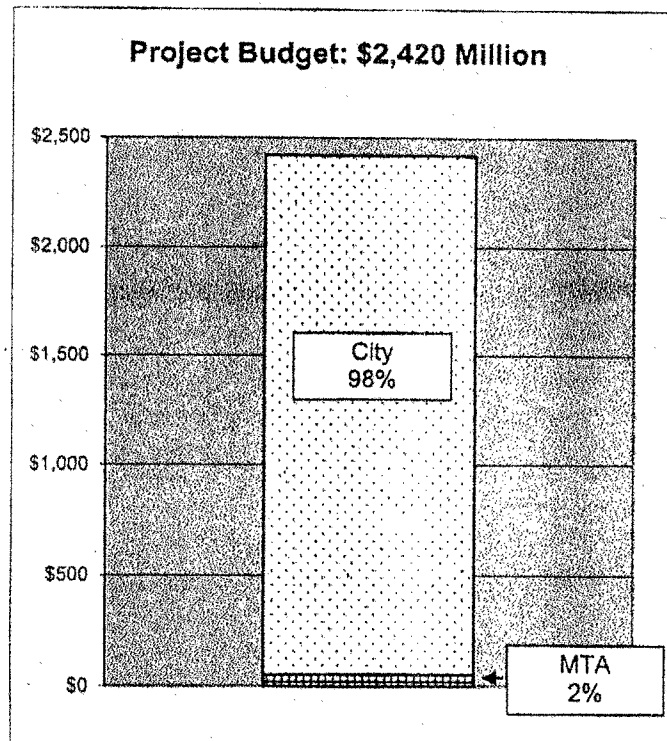
## 7 Line Extension Status

Report to the Transit Committee - February 2012

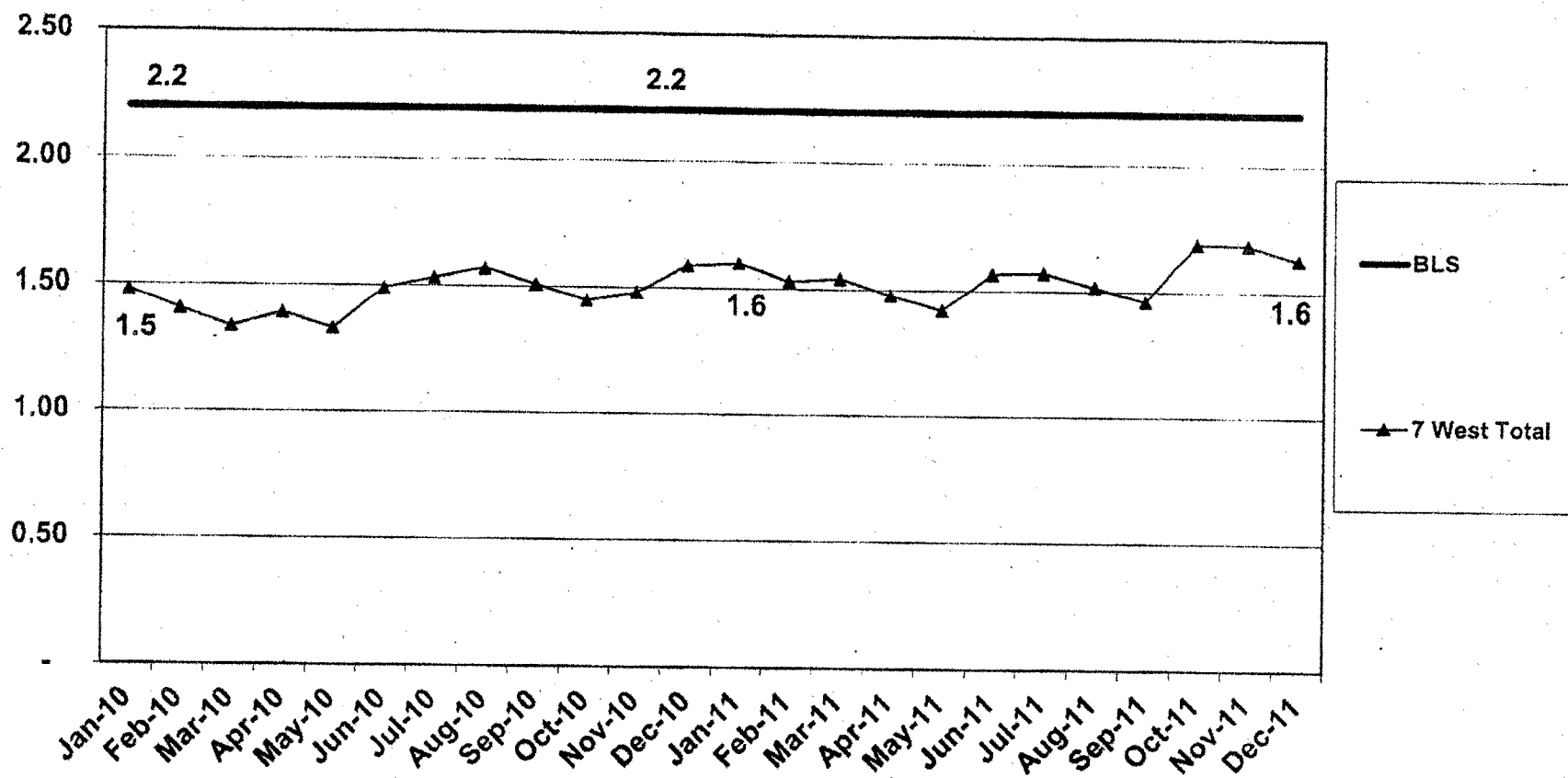
(data thru January 2012)

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	2,189	2,189	178	1,409
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,189	\$ 2,242	\$ 178	\$ 1,461

\* 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 - February 2012**

(data thru January 2012; \$s in million)

	Budget	Expenditures
Construction	\$ 3,501.1	\$ 873.1
Design	477.0	421.0
Construction Management	191.4	52.9
Real Estate	281.5	175.3
<b>Total</b>	<b>\$ 4,451.0</b>	<b>\$ 1,522.3</b>

	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	\$ 382.1	\$ 10.9	\$ 347.4	Mar-2007	Mar-2007	Jun-2011	Mar-2012
96th St Station Structure <i>EE Cruz &amp; Tully, JV</i>	351.1	339.2	11.9	180.0	Feb-2009	May-2009	Jan-2013	Jun-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	447.2	22.4	128.1	Jun-2010	Oct-2010	Oct-2013	Nov-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	14.1	Jan-2011	Aug-2011	Sep-2014	Sep-2014
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	282.9	261.9	21.0	0.0	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes	<i>In Procurement</i>				Mar-2011	May-2012	N/A	Oct-2015
72nd St Station Finishes	<i>In Design</i>				Nov-2012	Jan-2013	N/A	Oct-2015
86th St Station Finishes	<i>In Design</i>				Oct-2013	May-2013	N/A	Jul-2016

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

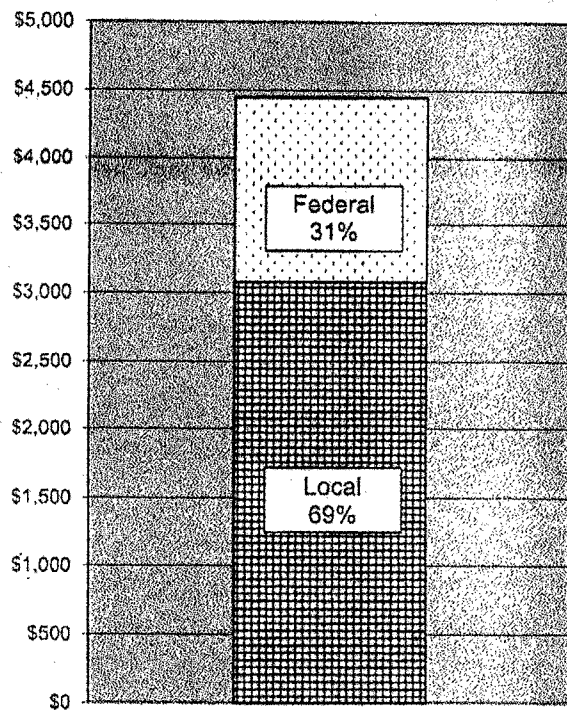
## Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - February 2012

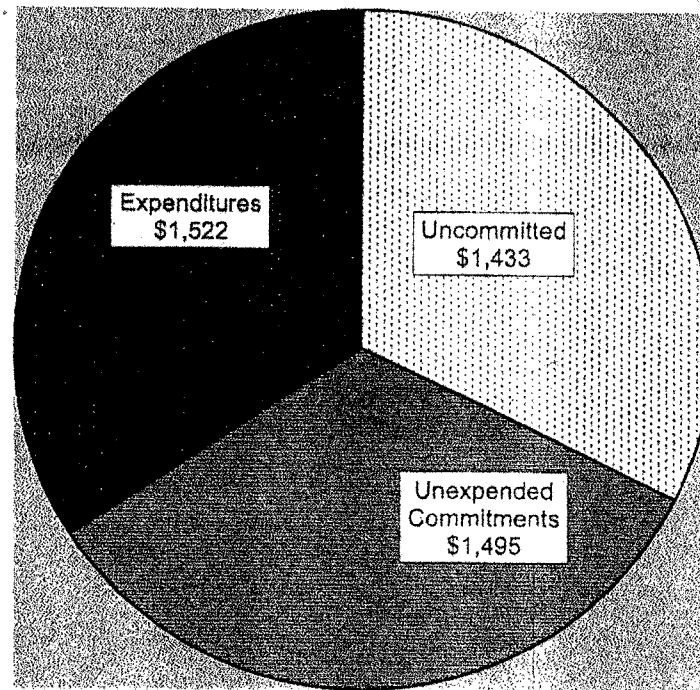
(data thru January 2012)

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	\$ 933
2005-2009	1,914	\$ 551	\$ 1,363	\$ 858	\$ 1,708	206	\$ 575
2010-2014	1,487	1,487	-	-	\$ 260	1,227	\$ 14
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 867	\$ 3,018	\$ 1,433	\$ 1,522

Project Budget: \$4,451 Million



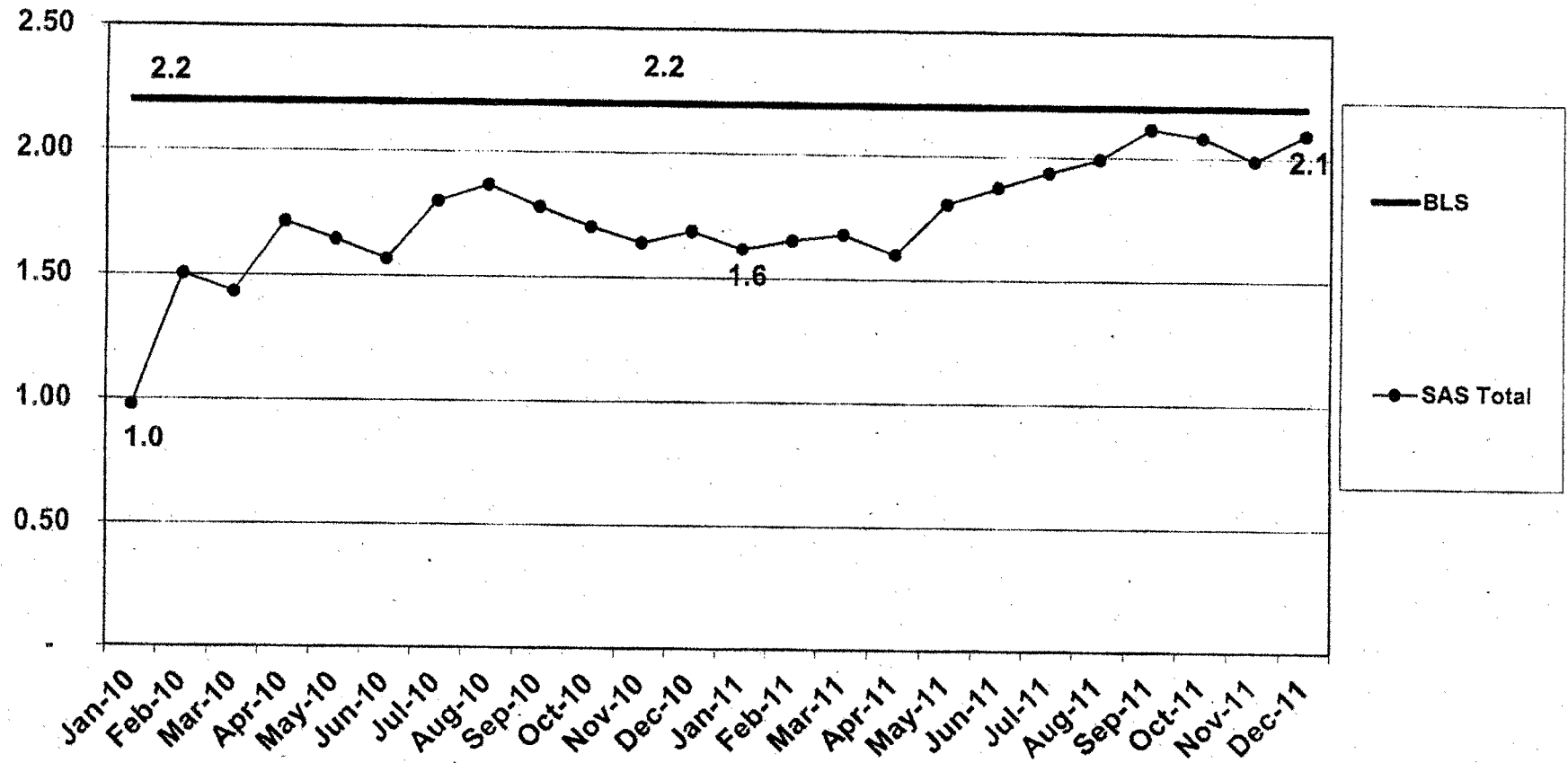
Commitments and Expenditures (\$ in Millions)





# Lost Time Injury Rate Second Avenue Subway Project, 2010-2011 vs. US BLS National Standard for Heavy & Civil Construction

6.8



## Note:

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