



New York City Transit

Transit Committee Meeting

March 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



Metropolitan Transportation Authority

MEETING AGENDA

MTA NEW YORK CITY TRANSIT COMMITTEE

March 26, 2012 - 10:00 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

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Date of next meeting April 23, 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
February 27, 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. Andrew Albert
Hon. Fernando Ferrer
Hon. Jeffrey Kay
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Mark Page
Hon. James L. Sedore, Jr.

The following Member was absent:
Hon. John H. Banks III, Vice Chair

Also present were:
Hon. Robert C. Bickford
Hon. Ira R. Greenberg

Joseph Lhota, Chairman and CEO, MTA

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 was one public speaker:

Murray Bodin commended the Committee for its implementation of the Fast Track approach to station work. He also requested that an interactive version of the Committee Agenda be made available on-line.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Members approved the Minutes of the January 2012 meeting.

EVP Bergen noted a typographical error in the work plan, and clarified that the Transit Adjudication Bureau Report would be issued in May 2012, not April 2012.

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 December 2011 with those of December 2010, as well as providing year-to-date or twelve-month average performance figures as appropriate.

In response to a questions from Members Albert and Greenberg, SVP Bianco explained that although work on the ③ was performed south of 34th street during the most recent installment of FastTrack, service north to 148th Street was suspended. He noted that this suspension of service was needed to optimize flexibility in performing necessary work and to minimize the likelihood of congestion at transfer points. He also noted that the scope of the work that could be performed during service suspension was affected by available resources.

In response to comments from Members Moerdler regarding delays to ④ and ⑤ service in the Bronx and comments from Member Greenberg regarding the statistics on the ⑥, ⑦, ⑧ and ⑨ lines, SVP Bianco noted that the decision had been made to prioritize the regularity of train service over terminal on-time performance.

Vice President Kennedy presented the monthly Safety Report. Chief Fox presented the NYPD Transit Bureau statistics, informing Members that 243 new recruits had been assigned to the Transit Bureau and that additional overtime for officers had been approved. Chief Fox noted that electronic devices had been taken from victims in 59% of transit crimes in January of this year, and that 1,034 arrests had been made by the Transit Bureau in under a month.

In response to a comment from Member Moerdler regarding the role of right-of-way debris in track fires, SVP Bianco noted the daily use of vacuum trains to clear refuse from the track area and bi-weekly clearing of debris from the stations. President Prendergast noted the effectiveness of vacuum trains and indicated that he would approach the Committee with a request to purchase a new vacuum train as part of the next Capital Program. In response to Member Kay's question regarding the impact of newspapers on the accumulation of debris in the right-of-way, he noted that he was reviewing possible approaches on how to manage the problem, including an initiative implemented at London Transport.

In response to comments from Members Albert and Moerdler, President Prendergast noted that the Help Point Intercom devices will be capable of supporting cameras. He also noted and that in certain stations, the NYPD has been granted access to live camera footage. In response to a question from Member Page, Chief Fox noted that customers are encouraged to upload phone locator applications so that stolen devices can be tracked down more easily and commented on the use of reverse stings to determine who is purchasing the stolen phones.

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 suggestion that smaller sized buses be considered in lower ridership areas where regular bus service has been cut, President Prendergast explained that a fleet of small buses with their own maintenance facility would be required and that labor agreement modifications would be necessary. Members Albert and Moerdler expressed their concern that service cuts could result in the obsolescence of certain bus routes since low ridership prompts the service reductions, which further reduce ridership, thereby justifying lower levels of service going forward.

C. Procurements

VP Plochochi introduced to the Committee the NYCT and MTACC procurement agenda, which consisted of nine procurement action items totaling \$10.6 Million in proposed expenditures.

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

NYCT's non-competitive procurements requiring a majority vote (Schedule E 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 (Schedule I in the Agenda). The proposed ratification of completed procurement actions requiring a majority vote (Schedule K in the Agenda) was also approved and forwarded to the full Board for consideration.

MTACC's competitive procurements requiring a majority vote (Schedule I 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. Special Reports and Presentations

The MetroCard Report and the NYCT and SIR Adopted Budgets/Financial Plans 2012-2015 were presented to the Committee for information.

VI. Standard Follow Up Reports

The Transit Adjudication Bureau Report, PES/Service Quality Indicator Report, Escalator/Elevator Report, and ADA Compliance Report were presented to the Committee for information.

In response to Member Moerdler's inquiry into how the number of unscheduled elevator outages can be reduced, SVP Bianco clarified that "outages" do not necessarily reflect elevator reliability since they can be attributed to a number of different causes, and President Prendergast noted that the "percentage availability" statistic best reflects customer impact. Members Ferrer and Moerdler suggested specifying the cause of the outages and distinguishing significant outages from minor ones in the Agenda materials.

VII. 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.

Responding to Member Page's expressed hope that the projected June 2014 revenue service date for the 7 Extension could be improved upon, President Prendergast assured the Committee that it was NYCT's intention to institute revenue service as soon as circumstances permitted.

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 WORK PLAN



2012 Transit Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes
NYC Transit Committee Work Plan
Operations Performance Summary Presentation
(including Financial/Ridership, Capital Program
Status, Crime & Safety)
Procurements
MetroCard Report
Service Changes (if any)
Tariff Changes (if any)
Capital Budget Modifications (if any)
Action Items (if any)
MTACC Projects Report

Committee Chair & Members
Committee Chair & Members
NYC Transit President

Materiel
AFC Program Mgmt & Sales
Operations Planning
Management & Budget
Capital Planning & Budget
As Listed
MTACC

II. SPECIFIC AGENDA ITEMS

Responsibility

March 2012

April 2012

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

Management & Budget
Management & Budget

May 2012

Transit Adjudication Bureau Report
Elevator & Escalator Service Report

Law
Subways

June 2012

July 2012

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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

February 2013

Preliminary Review of NYC Transit 2012 Operating
Results
Preliminary Review of SIR 2012 Operating Results
NYC Transit Adopted Budget/Financial Plan 2013-2016
SIR Adopted Budget/Financial Plan 2013-2016
Service Quality Indicators (including PES)
ADA Compliance Report
Elevator & Escalator Service Report
Transit Adjudication Bureau Report

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



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.

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.

MTACC Projects Report

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

II. SPECIFIC AGENDA ITEMS

MARCH 2012

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

II. SPECIFIC AGENDA ITEMS (con't)

SEPTEMBER 2012

2012 NYC Transit Mid-Year Forecast Monthly Allocation

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

2012 SIR Mid-Year Forecast Monthly Allocation

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

2013 NYC Transit Preliminary Budget

Public comments will be accepted on the 2013 Preliminary Budget.

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

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

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.

FEBRUARY 2013

Preliminary Review of NYC Transit's 2012 Operating Results

NYC Transit will present a brief review of its 2012 Budget results.

Preliminary Review of SIR 2012 Operating Results

NYC Transit will present a brief review of SIR's 2012 Budget results.

Adopted Budget/Financial Plan 2013-2016

NYC Transit will present its revised 2013-2016 Financial Plan. This plan will reflect the 2013 Adopted Budget and an updated Financial Plan for 2013-2016 reflecting the out-year impact of any changes incorporated into the 2013 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2013 by category.

SIR Adopted Budget/Financial Plan 2013-2016

NYC Transit will present SIR's revised 2013-2016 Financial Plan. This plan will reflect the 2013 Adopted Budget and an updated Financial Plan for 2013-2016 reflecting the out-year impact of any changes incorporated into the 2013 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2013 by category.

II. SPECIFIC AGENDA ITEMS (con't)

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.

3. OPERATIONS PERFORMANCE SUMMARY

Monthly Operations Report

Statistical results for the month of January 2012 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: January 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Weekday Wait Assessment (charts 1-2)				78.8%	78.0%	+0.8%
IRT Weekday Wait Assessment - ATS-A lines (1 thru 6 lines)	74.1%	70.6%	+3.5%			
IRT Weekday Wait Assessment - Non-ATS-A (7 and S 42nd)				76.1%	72.5%	+3.6%
BMT Weekday Wait Assessment	80.9%	81.4%	-0.5%	81.2%	81.9%	-0.7%
IND Weekday Wait Assessment	80.3%	79.8%	+0.5%	79.1%	79.8%	-0.7%
System Weekend Wait Assessment (charts 3)				83.8%	N/A	N/A
IRT Weekend Wait Assessment - ATS-A lines (1 thru 6 lines)	84.6%	+85.4%	-0.8%			
IRT Weekend Wait Assessment - Non-ATS-A (7 and S 42nd)				85.5%	N/A	N/A
BMT Weekend Wait Assessment	88.5%	+87.9%	+0.6%	86.3%	N/A	N/A
IND Weekend Wait Assessment	81.1%	+82.7%	-1.6%	79.0%	N/A	N/A
System Weekday Terminal On-Time Performance (charts 4-5)	85.5%	83.5%	+2.0%	85.5%	N/A	N/A
IRT Weekday Terminal On-Time Performance	79.3%	77.4%	+1.9%	80.8%	N/A	N/A
BMT Weekday Terminal On-Time Performance	91.8%	87.6%	+4.2%	91.0%	N/A	N/A
IND Weekday Terminal On-Time Performance	88.8%	88.9%	-0.1%	87.2%	N/A	N/A
System Number of Terminal Delays (chart 6)	22,240	24,984	-11.0%	22,293	N/A	N/A
System Weekend Terminal On-Time Performance (Chart 7-8)	89.2%	92.3%	-3.1%	88.3%	N/A	N/A
IRT Weekend Terminal On-Time Performance	86.3%	88.5%	-2.2%	84.4%	N/A	N/A
BMT Weekend Terminal On-Time Performance	90.6%	96.6%	-6.0%	93.3%	N/A	N/A
IND Weekend Terminal On-Time Performance	91.6%	93.2%	-1.6%	88.5%	N/A	N/A
System Number of Weekend Terminal Delays (chart 9)	5,442	3,933	+38.4%	5,547	N/A	N/A
Mean Distance Between Failures (charts 10-12)	174,687	193,371	-9.7%	171,314	171,431	-0.1%
IRT Mean Distance Between Failures	155,166	209,192	-25.8%	163,409	160,478	+1.8%
BMT Mean Distance Between Failures	293,237	218,802	+34.0%	218,733	239,374	-8.6%
IND Mean Distance Between Failures	151,758	162,807	-6.8%	154,758	152,227	+1.7%
System Weekday Service-KPI (charts 13-14)	82.9%	81.9%	+1.0%			
IRT Weekday Service-KPI	79.2%	76.7%	+2.5%			
BMT Weekday Service-KPI	86.2%	85.4%	+0.8%			
IND Weekday Service-KPI	83.3%	84.3%	-1.0%			
System Weekday PES-KPI (charts 15-17)	90.8%	91.9%	-1.1%			
Staten Island Railway						
24 Hour On-Time Performance	95.3%	93.9%	+1.5%	95.3%	95.1%	+0.2%
AM Rush On-Time Performance	100.0%	92.6%	+8.0%	96.3%	97.3%	-1.0%
PM Rush On-Time Performance	99.6%	99.4%	+0.2%	97.8%	97.9%	-0.1%
Percentage of Completed Trips	99.4%	96.8%	+2.7%	99.5%	98.5%	+1.0%
Mean Distance Between Failures	34,449	202,809	-83.0%	134,564	466,614	-71.2%
Staten Island Railway PES-KPI (charts 18)	85.1%	89.3%	-4.2%			

Safety

Indicator	Current Month: January 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents/Million Customers (chart 19) ¹	2.69	4.14	-35.0%	2.86	3.05	-6.2%
Subway Customer Injuries/Million Customers (chart 20) ¹	2.72	4.39	-38.0%	2.91	3.11	-6.4%
Subway Collisions (chart 21) ^{2,4}	0	0	NA	2	3	-33.3%
Subway Derailments (chart 22) ^{2,4}	0	0	NA	3	1	+200.0%
Subway Fires (charts 23-24) ²	58	109	-46.8%	981	1,116	-12.1%
Employee On-Duty Lost-Time Accidents (chart 25)	2.49	3.70	-32.7%	3.22	3.25	-0.9%

Crime

Indicator	Current Month: January 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies (Attachments 26-28) ^{3,4}	224	161	+39.1%	472	354	+33.3%
Robberies ^{3,4}	83	51	+62.7%	169	115	+47.0%

¹ Current month data are for December 2011.

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

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

² Current month data are for February 2012.

Monthly Departmental Update

Monthly accomplishments for the following:

Capital Program Awards

On February 22, 2012, NYCT awarded a \$3.5 million station component project to repair the platform edges, ceilings, and lighting at the Vernon Jackson Station on the Flushing 7 Line in Queens.

On February 15, 2012, NYCT awarded a \$13.9 million project to provide full Americans with Disability Act (ADA) accessibility at the Hunts Point Avenue Station on the Pelham 6 Line in the Bronx. This station has been identified as an ADA Key Station. This project will install three hydraulic elevators with associated equipment and machinery rooms. Progressive ADA elements will be provided to comply with ADA guidelines.

On February 15, 2012, NYCT awarded a \$10.8 million project to purchase and install new sprinkler systems at five employee facilities at various prioritized locations in order to provide improved safety for NYCT employees and property.

On February 6, 2012, NYCT awarded a \$3.5 million station component project to reconstruct or repair ventilators (vent bays, gratings, etc.) at seven locations in Manhattan and Brooklyn.

Capital Program Substantial Completions

On February 29, 2012, NYCT substantially completed a project to install Access Control and Intrusion Detection systems at the remaining 229 passenger station communications control rooms in four boroughs of NYC; Manhattan, Brooklyn, Queens and Bronx.

On February 29, 2012, a project to furnish and install HVAC equipment to cool communications rooms at five locations achieved substantial completion. The five locations are; 59th Street-Bk (R,N), Bedford Ave-Bk (L), Union Tpke-Qn (E,F), 149th St/Grand Concourse-Bx (4,5,2), 14th St/Union Sq-Mn (4,5,6)

On February 29, 2012, NYCT substantially completed the replacement of radiating antenna cable on the right of way to augment VHF radio communication for RTO, NYPD Transit Bureau, and UHF co-radio communication for FDNY, EMS and NYPD. Work undertaken under this contract used piggybacking opportunities to save TA labor expenses, including avoiding high expenses of bus operations during some of the diversions.

Monthly Departmental Update

MAINTENANCE OF WAY

Track Rehabilitation Projects (Update)

Work is in progress at Court House Square on the Flushing Line and also on the White Plains Road Line south of East 180th Street. Work is also continuing on the Jamaica Line south of Halsey Street to Gates Avenue.

February 13 to 17 - "FASTRACK" on the 7th Ave Line from 34th Street to Nevins Street

Some of the work accomplished during this "FASTRACK" included:

Scraped 27,655 square feet, primed 32,100 square feet and painted 31,300 square feet of platform and track ceilings at 3 stations

Cleaned and sanitized 16 stations with mobile wash and removed garbage from all refuse rooms

Replaced 15 platform edge signs and 4 conductor boards at 6 stations

Replaced 1,093 bulbs at 3 stations and replaced 1,434 bulbs in tunnels/tubes

Painted 13 stairway copings and 22 street level (KA) railings at 5 stations

Repaired 330 feet of rubbing board at 4 stations and painted rubbing board at 4 stations

Removed 200 feet of track graffiti

Safety painted stairways for visually impaired (yellow paint at top and bottom risers and steps) at 6 stations and replaced missing/damaged floor tiles at 3 stations

Installed 1,386 track plates, 114 cross tie blocks and 63 rails

Scraped 19,262 feet of track and removed of 17,200 lbs of scrap material

Corrected 2,813 third rail defects and cleaned/scraped the under side 14,705 feet of contact rail

Cleaned 5,103 feet of no-clearance signs, sounded and tapped 239 square feet of loose concrete, cleaned/vacuumed drains at 11 stations and serviced 20 FDNY gate valves

Monthly Departmental Update

Serviced and tested 17 track switches, 53 signals and completed 10 outstanding work orders.

Performed routine inspection and maintenance of 85 emergency alarm locations, 34 CCTV and 21 monitors.

February 27 to March 1 - "FASTRACK" on the 6th Ave Line from 59th Street to West 4th Street

Some of the work accomplished during this "FASTRACK" included:

Scraped 30,900 square feet, primed 40,950 square feet and painted 34,200 square feet of platform and track ceilings at 2 stations

Cleaned and sanitized 8 stations with mobile wash and removed garbage from all refuse rooms

Replaced 62 platform edge signs at 2 stations

Replaced 2,545 bulbs at 4 stations and replaced 777 bulbs in tunnels

Repaired 1,603 feet of rubbing board at 5 stations and painted rubbing board at 4 stations

Safety painted stairways for visually impaired (yellow paint at top and bottom risers and steps) at 8 stations and replaced missing/damaged floor tiles at 1 station.

Installed 1,130 track plates, 57 tie blocks and 24 rails

Scraped 16,750 feet of track bed and removed of 42,550 lbs of scrap material

Corrected 1,555 third rail defects and cleaned/scraped the under side 6,000 feet of contact rail

Cleaned 1,945 feet of no-clearance signs, sounded and tapped 500 square feet of loose concrete, cleaned/vacuumed 3,100 feet of drains and made 2 major steel repairs

Serviced and tested 29 track switches, 46 signals, completed 9 outstanding work orders and the Cable Section inspected 10 manholes and installed 68 feet of communication cable

Performed routine inspection and maintenance of 101 emergency alarm locations, 23 CCTV's and 12 monitors

Monthly Departmental Update

March 12th to March 16th - "FASTRACK" completed on the 8th Avenue Line between 59th Street and Jay Street/Borough Hall (details of work performed will be in the April report).

Court House Square Station Closure Program

March 9th began the eighth of eleven weekend closures on the 7 line for the Court House Square Station Closure program. The program began the weekend of 1/21/12 and will end the weekend of 4/2/12. The closure includes all tracks between Queensboro Plaza and Time Square station on the 7 line. The purpose of the closure is to perform ADA work at Court Square, station renewal work at Hunters Point Ave., copper cable replacement in the Steinway tube, installation of track panels south of Queensboro Plaza, installation of CBTC equipment, and build out of the 1st Ave. Relay Room. Customers will be directed to BMT lines to continue their travels from Queensboro Plaza. Also, shuttle buses will operate between Queensboro Plaza and Vernon/Jackson Avenues. Customers will be kept current via platform coverage, special signage, and local announcements.

Staten Island Railway

February 17-19 – Staten Island Railway (SIR) completed its third weekend of bridge rehabilitation work for the Eight Bridge Rehabilitation Project, Sunday, February 19, 2012. The Willowbrook Parkway Bridge, located between Oakwood Heights and Bay Terrace Stations, is the second bridge of the project. The work required the shutdown of two tracks on the Willowbrook Parkway Bridge span so that the tracks and ballast could be removed to allow the repair of bridge deck concrete and an application of a waterproofing membrane.

March 9-12 - The Willowbrook Parkway Bridge project was completed. The work required the shutdown of one track of the Willowbrook Parkway Bridge span so that the tracks and ballast could be removed to allow the repair of bridge deck concrete and an application of waterproofing membrane.

STATION ENVIRONMENT

Work Experience Program (WEP) Update

To date, there are 786 Work Experience Program (WEP) participants on NYCT property, closer to the goal of 1,500. Under this program, the Division of Station Environment & Operations assigns employable public assistance recipients to supplement routine station

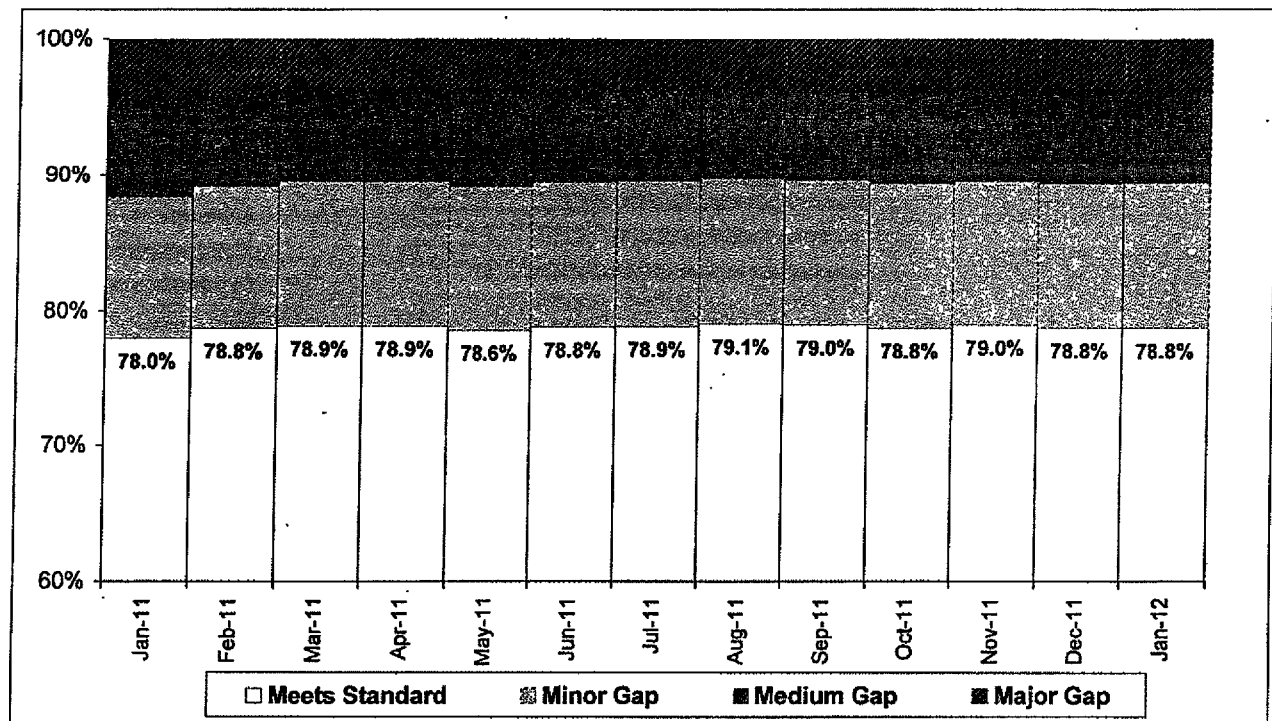
Monthly Departmental Update

cleaning system wide. The purpose of this program is to provide a supportive environment in which participants can gain work experience while improving the subway environment.

Culver Viaduct Rehabilitation Project – Station House Rehabilitation

Through coordination with various Departments the station house on the east side of 4th Avenue between 9th and 10th Streets in Brooklyn was re-opened on February 23rd after being renovated by Station Maintenance forces. This work is part of the station component work being done in conjunction with the Culver Viaduct Rehabilitation Project. This entrance had been closed for more than 40 years and customers can now avoid crossing busy 4th Avenue to get to the station.

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>		
Feb '11-Jan '12	78.8%	10.6%	6.4%	4.1%	2012 GOAL: 79.2%
Feb '11-Jan '11	78.0%	10.4%	6.8%	4.8%	2011 ACTUAL: 78.8%

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)

Feb '11-Jan '12					Feb '10-Jan '11				
Line	Headways*				Headways*				Standard Difference
	Meets Standard	Minor	GAP		Meets Standard	Minor	GAP		
			Medium	Major			Medium	Major	
1	78.9%	10.4%	6.2%	4.4%	75.8%	10.9%	7.8%	5.6%	+3.1%
2	71.4%	11.0%	10.0%	7.6%	69.5%	11.6%	9.4%	9.4%	+1.9%
3	75.4%	11.2%	7.4%	6.0%	75.0%	11.4%	7.9%	5.7%	+0.4%
4	73.0%	10.3%	8.3%	8.4%	70.2%	10.6%	9.5%	9.8%	+2.8%
5	70.9%	10.4%	8.7%	10.0%	67.1%	10.3%	9.9%	12.7%	+3.8%
6	74.9%	10.2%	7.6%	7.2%	66.4%	9.4%	9.7%	14.5%	+8.5%
7	75.8%	12.5%	7.9%	3.8%	74.2%	11.4%	9.6%	4.8%	+1.6%
S 42nd	88.4%	7.4%	2.4%	1.8%	82.0%	9.5%	5.8%	2.7%	+6.4%
IRT	76.1%	10.4%	7.3%	6.2%	72.5%	10.6%	8.7%	8.2%	+3.6%
B	78.4%	11.4%	6.8%	3.3%	78.0%	13.2%	6.0%	2.9%	+0.4%
JZ	82.6%	9.7%	5.5%	2.2%	84.9%	10.3%	3.8%	1.0%	-2.3%
L	79.5%	11.9%	6.1%	2.5%	77.1%	12.6%	6.7%	3.6%	+2.4%
M	78.4%	12.5%	7.0%	2.1%	82.7%	10.8%	5.0%	1.5%	-4.3%
N	78.1%	12.3%	7.1%	2.5%	77.7%	12.8%	6.8%	2.7%	+0.4%
Q	78.3%	11.7%	6.2%	3.7%	78.9%	11.5%	6.6%	3.1%	-0.6%
S Fkln	96.4%	2.8%	0.7%	0.2%	98.2%	1.5%	0.3%	0.1%	-1.8%
R	77.6%	11.1%	7.4%	3.9%	77.9%	11.0%	7.8%	3.3%	-0.3%
BMT	81.2%	10.4%	5.9%	2.6%	81.9%	10.5%	5.4%	2.3%	-0.7%
A	73.7%	10.8%	8.5%	7.0%	71.5%	10.9%	9.4%	8.2%	+2.2%
S Rock	93.2%	5.9%	0.6%	0.3%	92.7%	5.5%	1.5%	0.3%	+0.5%
C	79.8%	11.9%	6.2%	2.1%	81.6%	11.2%	5.0%	2.2%	-1.8%
D	79.2%	11.8%	6.0%	3.1%	79.6%	11.2%	6.6%	2.7%	-0.4%
E	72.2%	12.7%	9.2%	5.9%	75.9%	10.7%	7.7%	5.7%	-3.7%
F	73.6%	12.3%	8.3%	5.7%	73.4%	11.1%	9.8%	5.6%	+0.2%
G	81.8%	12.7%	4.1%	1.3%	83.9%	10.9%	3.9%	1.3%	-2.1%
IND	79.1%	11.1%	6.1%	3.6%	79.8%	10.2%	6.3%	3.7%	-0.7%
Systemwide	78.8%	10.6%	6.4%	4.1%	78.0%	10.4%	6.8%	4.8%	+0.8%

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)

Feb '11-Jan '12					Feb '10-Jan '11				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	84.1%	9.6%	4.6%	1.7%	83.8%	10.1%	4.4%	1.8%	+0.3%
②	83.0%	9.7%	5.4%	1.9%	82.9%	10.3%	4.9%	1.9%	+0.1%
③	88.0%	8.4%	2.8%	0.8%	89.1%	7.3%	2.7%	0.9%	-1.1%
④	80.9%	9.5%	6.2%	3.4%	78.9%	10.4%	6.7%	4.1%	+2.0%
⑤	88.0%	8.1%	2.0%	1.9%	91.2%	5.6%	1.5%	1.8%	-3.2%
⑥	83.7%	9.8%	4.5%	1.9%	86.4%	9.1%	3.3%	1.2%	-2.7%
⑦	80.5%	13.0%	4.7%	1.8%	-	-	-	-	N/A
④ 42nd	95.6%	3.1%	0.2%	1.0%	-	-	-	-	N/A
IRT	85.5%	8.9%	3.8%	1.8%	-	-	-	-	N/A
① ②	86.5%	8.7%	3.6%	1.2%	-	-	-	-	N/A
①	85.4%	11.1%	2.7%	0.8%	-	-	-	-	N/A
①	80.5%	11.3%	5.2%	3.1%	-	-	-	-	N/A
①	85.7%	10.6%	3.3%	0.4%	-	-	-	-	N/A
④ Fkin	98.0%	1.8%	0.2%	0.0%	-	-	-	-	N/A
①	81.8%	13.4%	3.2%	1.7%	-	-	-	-	N/A
BMT	86.3%	9.5%	3.0%	1.2%	-	-	-	-	N/A
①	77.9%	9.8%	9.6%	2.8%	-	-	-	-	N/A
①	74.8%	12.5%	10.3%	2.4%	-	-	-	-	N/A
①	79.0%	11.8%	6.8%	2.4%	-	-	-	-	N/A
①	79.3%	11.1%	4.2%	5.4%	-	-	-	-	N/A
①	76.5%	12.7%	9.0%	1.8%	-	-	-	-	N/A
①	86.2%	11.4%	1.5%	0.8%	-	-	-	-	N/A
IND	79.0%	11.5%	6.9%	2.6%	-	-	-	-	N/A
Systemwide	83.8%	9.9%	4.5%	1.9%	-	-	-	-	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 ATS-A 42nd Street Shuttle. The weekend ① and Rockaway Shuttle are not reported as sufficient sample was not collected.

*** Headway Definitions:**

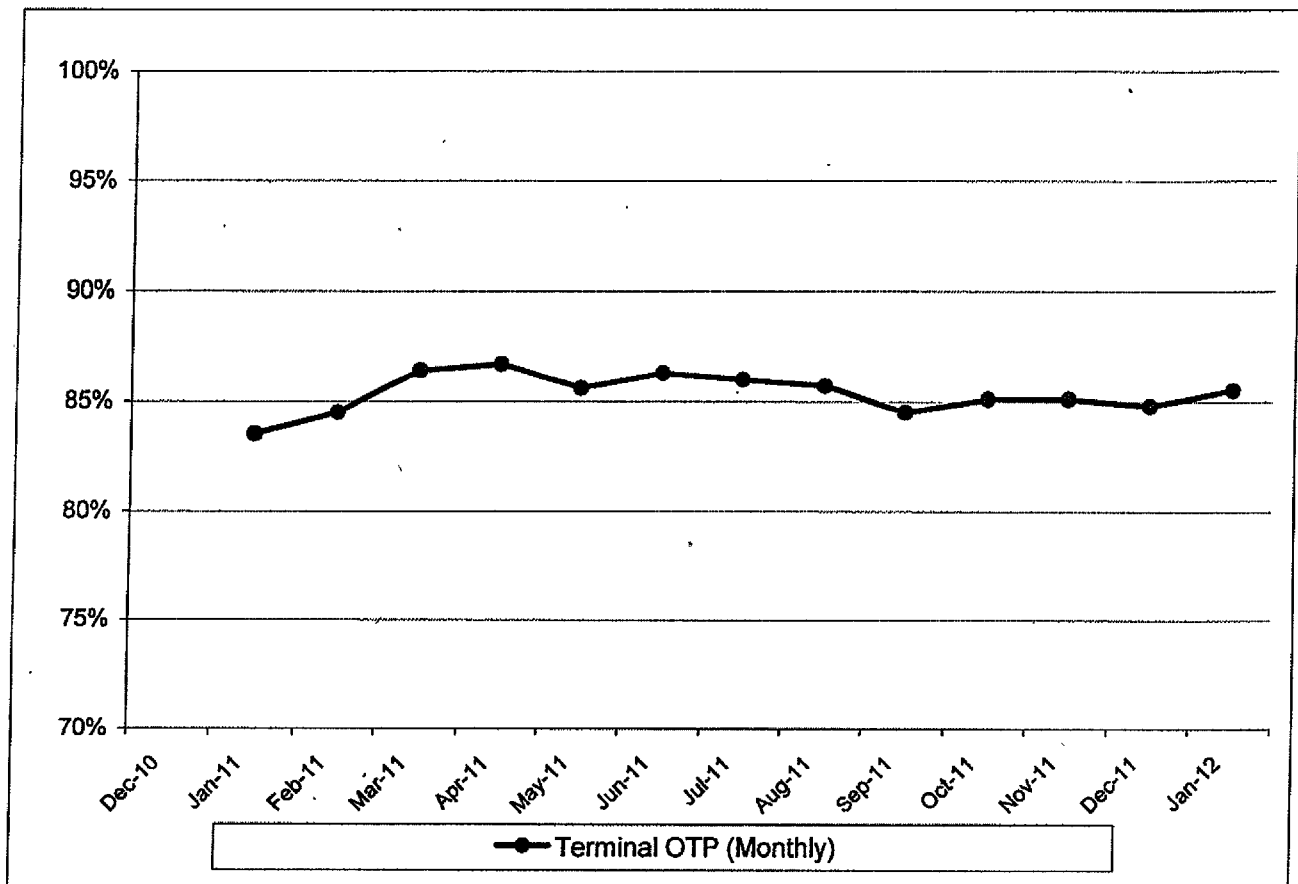
Meets Standard: meets Wait Assessment standard of scheduled headway +25%

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

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

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

Weekday Terminal On-Time Performance (24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide	IRT	BMT	IND
<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>
Jan 2012: 85.5%	Jan 2012: 79.3%	Jan 2012: 91.8%	Jan 2012: 88.8%
Jan 2011: 83.5%	Jan 2011: 77.4%	Jan 2011: 87.6%	Jan 2011: 88.9%
12-Mon Avg: 85.5%	12-Mon Avg: 80.8%	12-Mon Avg: 91.0%	12-Mon Avg: 87.2%
(Feb '11-Jan '12)	(Feb '11-Jan '12)	(Feb '11-Jan '12)	(Feb '11-Jan '12)

Discussion of Results

In January 2012, Right of Way (5,934 delays), Track Gangs (4,409 delays), and Over Crowding (4,222 delays) were the highest categories of delays, representing 65.5% of the total (22,240) delays.

Weekday Terminal On-Time Performance (24 hours)

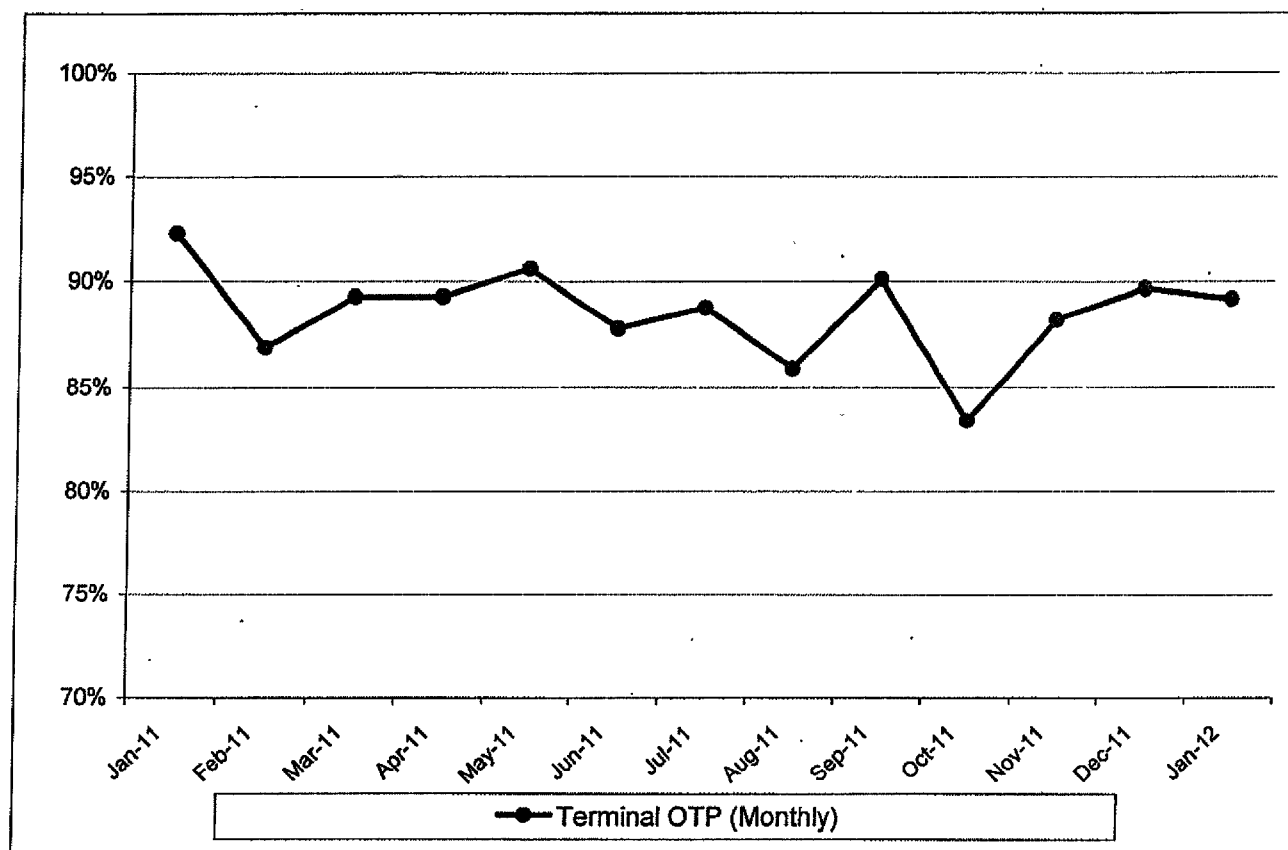
<u>Line</u>	<u>January '12</u>	<u>January '11</u>	<u>% Difference</u>
①	89.0%	90.8%	-1.8%
②	63.1%	67.4%	-4.3%
③	71.3%	74.9%	-3.6%
④	66.5%	64.6%	+1.9%
⑤	68.2%	63.7%	+4.5%
⑥	78.3%	71.9%	+6.4%
⑦	89.6%	83.4%	+6.2%
⑤ 42 St	99.3%	99.1%	+0.2%
IRT	79.3%	77.4%	+1.9%
⑧	89.1%	83.0%	+6.1%
⑨ ⑩	96.7%	96.1%	+0.6%
⑪	95.5%	95.2%	+0.3%
⑫	92.0%	89.2%	+2.8%
⑬	81.5%	73.6%	+7.9%
⑭	90.0%	80.4%	+9.6%
⑮ Fkln	99.9%	97.0%	+2.9%
⑯	91.0%	85.8%	+5.2%
BMT	91.8%	87.6%	+4.2%
⑰	82.6%	83.3%	-0.7%
⑱ Rock	95.7%	93.9%	+1.8%
⑲	94.0%	95.3%	-1.3%
⑳	91.2%	87.2%	+4.0%
㉑	88.8%	90.1%	-1.3%
㉒	84.6%	87.0%	-2.4%
㉓	94.7%	92.6%	+2.1%
IND	88.8%	88.9%	-0.1%
Systemwide	85.5%	83.5%	+2.0%

Weekday Terminal Delays **Systemwide Summary** **January 2012**

<u>Categories</u>	<u>Delays</u>
ROW Delays	5,934
Track Gangs	4,409
Over Crowding	4,222
Sick Customer	1,837
Car Equipment	1,320
Police	1,130
Work Equipment/G.O.	955
Fire	693
Operational Diversions	523
Unruly Customer	429
Inclement Weather	363
Employee	227
External	153
Infrastructure	45
Collision/Derailment	1
Total Delays	✓ 22,240

* Total may differ slightly due to rounding.

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide Monthly Results

Jan 2012: 89.2%
Jan 2011: 92.3%
12-Mon Avg: 88.3%
(Feb '11-Jan '12)

IRT Monthly Results

Jan 2012: 86.3%
Jan 2011: 88.5%
12-Mon Avg: 84.4%
(Feb '11-Jan '12)

BMT Monthly Results

Jan 2012: 90.6%
Jan 2011: 96.6%
12-Mon Avg: 93.3%
(Feb '11-Jan '12)

IND Monthly Results

Jan 2012: 91.6%
Jan 2011: 93.2%
12-Mon Avg: 88.5%
(Feb '11-Jan '12)

Discussion of Results

In January 2011, Track Gangs (1,700 delays), Over Crowding (712 delays), and Right of Way (695 delays) were the highest categories of delays, representing 57.1% of the total (5,442) delays.

Weekend Terminal On-Time Performance (24 hours)

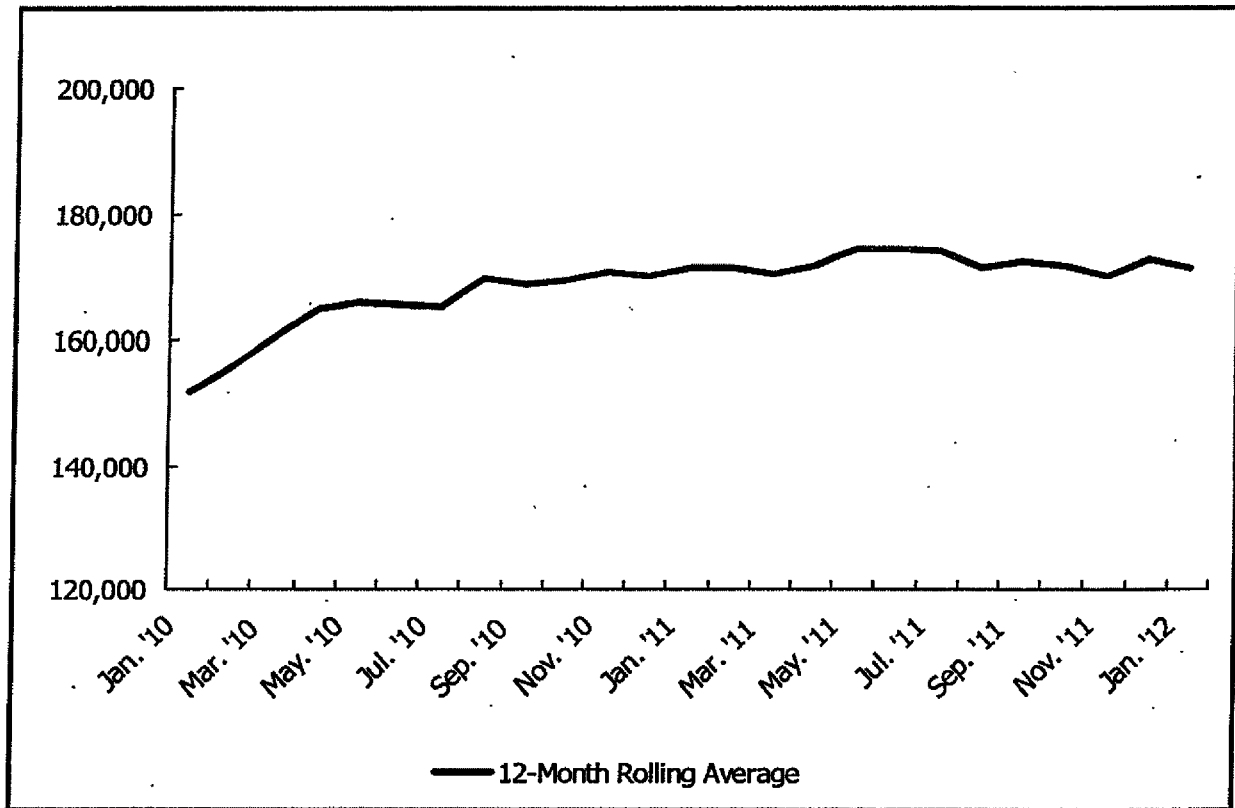
<u>Line</u>	<u>January '12</u>	<u>January '11</u>	<u>% Difference</u>
①	79.9%	90.1%	-10.2%
②	80.9%	80.4%	+0.5%
③	90.5%	84.5%	+6.0%
④	79.7%	84.3%	-4.6%
⑤	85.4%	94.7%	-9.3%
⑥	82.6%	84.2%	-1.6%
⑦	94.9%	91.5%	+3.4%
⑤ 42 St	97.4%	99.4%	-2.0%
IRT	86.3%	88.5%	-2.2%
① ②	98.5%	98.8%	-0.3%
③	92.8%	97.5%	-4.7%
④	84.0%	99.0%	-15.0%
⑤	76.9%	93.6%	-16.7%
⑥	97.4%	93.3%	+4.1%
⑤ Fkln	99.8%	100.0%	-0.2%
⑦	92.3%	97.4%	-5.1%
BMT	90.6%	96.6%	-6.0%
①	86.3%	89.6%	-3.3%
⑤ Rock	92.0%	97.8%	-5.8%
③	89.0%	94.0%	-5.0%
④	93.6%	93.6%	+0.0%
⑤	96.3%	91.8%	+4.5%
⑥	87.0%	93.7%	-6.7%
⑦	98.0%	96.2%	+1.8%
IND	91.6%	93.2%	-1.6%
Systemwide	89.2%	92.3%	-3.1%

Weekend Terminal Delays Systemwide Summary January 2012

<u>Categories</u>	<u>Delays</u>
Track Gangs	1,700
Over Crowding	712
ROW Delays	695
Work Equipment/G.O.	591
Police	418
Inclement Weather	365
Sick Customer	292
Car Equipment	217
Unruly Customer	214
Employee	120
Operational Diversions	49
External	38
Fire	26
Infrastructure	7
Total Delays	5,442

* 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	12-Month Average	Annual Results
Jan 2012: 174,687	Feb 11-Jan 12: 171,314	2012 Goal: 168,000
Jan 2011: 193,371	Feb 10-Jan 11: 171,431	2011 Actual: 172,700
Jan 2010: 176,405	Feb 09-Jan 10: 151,828	2010 Actual: 170,217

Discussion of Results

MDBF in January 2012 decreased 9.7% from January 2011. Over the past year, the MDBF 12-month average decreased 0.1%. With the R160 cars coming off the warranty by June 2012, it is expected that MDBF will maintain its current level.

Car Reliability

Mean Distance Between Failure (Miles)

Car Class	#s of Cars	<u>Monthly MDBF</u>			<u>12 Month Average MDBF</u>		
		Jan. '12	Jan. '11	% Change	Jan. '12	Jan. '11	% Change
R32	222	62,381	106,688	-41.53%	59,500	58,373	1.93%
R42	50	26,964	37,999	-29.04%	42,973	86,704	-50.44%
R46	752	80,334	83,935	-4.29%	81,728	89,357	-8.54%
R62	315	313,279	219,882	42.48%	196,088	164,959	18.87%
R62A	824	112,895	144,742	-22.00%	121,944	133,367	-8.57%
R68	425	178,913	126,371	41.58%	139,208	165,139	-15.70%
R68A	200	139,384	97,959	42.29%	176,120	158,107	11.39%
R142	1,030	217,885	281,206	-22.52%	248,145	232,395	6.78%
R142A	590	118,257	219,360	-46.09%	124,518	120,851	3.03%
R143	212	216,985	286,879	-24.36%	194,751	181,296	7.42%
R160	1,662	1,444,078	590,970	144.36%	707,275	570,706	23.93%
Fleet	6,282	174,687	193,371	-9.66%	171,314	171,431	-0.07%

Chart 11

Car Reliability

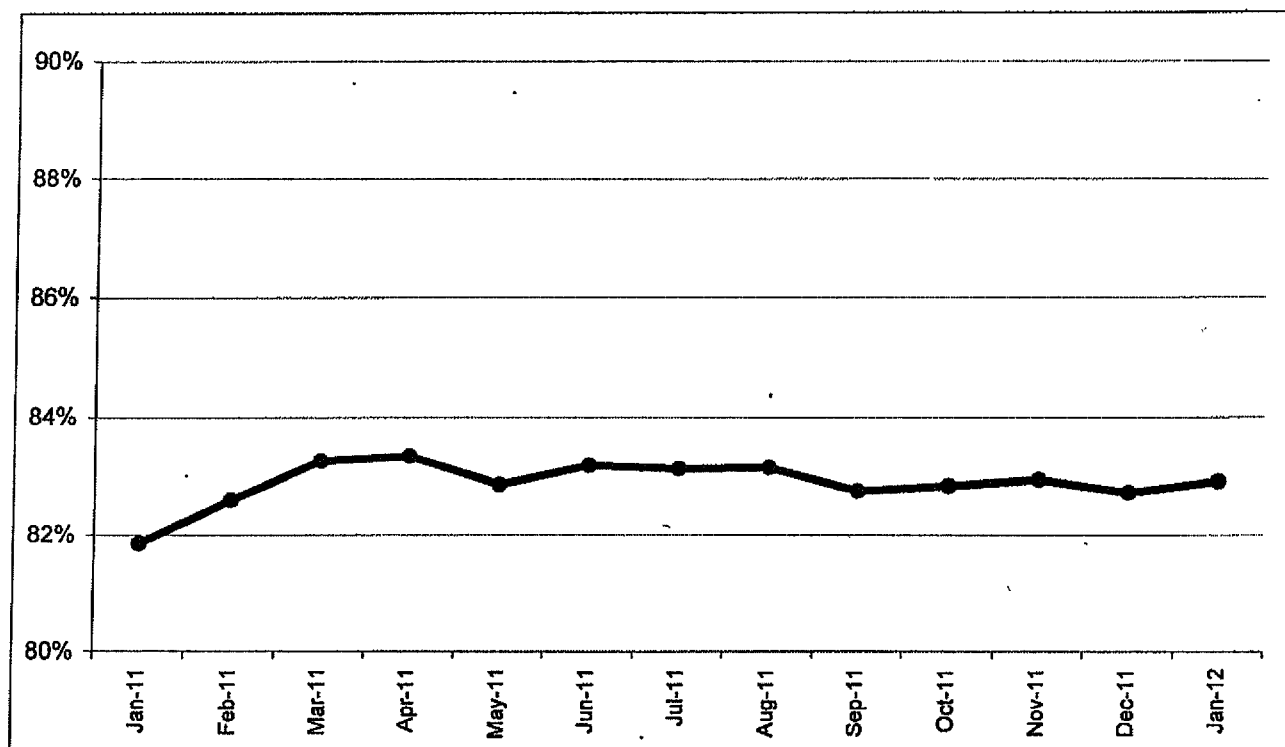
Mean Distance Between Failures By Line (Miles)

Line	Fleet ¹	Monthly MDBF			12-Month Average MDBF		
		January 2011	January 2012	% Change	January 2011	January 2012	% Change
①	R62A	127,957	99,758	-22.0	94,965	99,683	+5.0
②	R142	350,400	235,803	-32.7	235,255	267,790	+13.8
③	R62	219,880	312,477	+42.1	166,295	198,378	+19.3
⑦	R62A	205,158	141,288	-31.1	234,702	171,735	-26.8
④	R142(67%); (R142A(33%))	347,683	209,030	-39.9	169,596	156,803	-7.5
⑤	R142	186,536	212,640	+14.0	226,444	246,937	+9.0
⑥	R142A	201,319	101,612	-49.5	126,601	138,911	+9.7
GCS	R62A	12,176	24,869	+104.2	35,701	28,420	-20.4
IRT		209,192	155,166	-25.8	160,478	163,409	+1.8
⑧	R68(19%); R68A(81%)	133,693	140,053	+4.8	168,274	166,365	-1.1
F S	R68	19,105	19,513	+2.1	75,146	57,208	-23.9
N	R160	213,295	1,595,036	+647.8	394,281	535,603	+35.8
Q	R160(62%); R68A(38%)	447,155	1,235,493	+176.3	498,361	789,004	+58.3
J Z	R160(75%); R42(25%)	408,718	279,513	-31.6	416,154	312,156	-25.0
L	R143(86%); R160(14%)	339,806	246,699	-27.4	222,746	208,348	-6.5
M	R160	706,692	719,349	+1.8	880,171	460,117	-47.7
R	R46	96,234	102,994	+7.0	102,888	78,660	-23.5
BMT		218,802	293,237	+34.0	239,374	218,733	-8.6
A	R46	82,784	70,962	-14.3	105,553	82,788	-21.6
C	R32	106,688	62,292	-41.6	56,785	62,056	+9.3
D	R68	131,646	201,285	+52.9	168,353	143,519	-14.8
E	R160	840,220	1,663,555	+98.0	684,719	851,717	+24.4
F	R46(2%); R160(98%)	700,544	550,356	-21.4	488,486	764,334	+56.5
G	R46	63,148	108,572	+71.9	59,306	83,800	+41.3
RK WY	R44						
S		58,797	56,700	-3.6	41,961	88,041	+109.8
IND		162,807	151,758	-6.8	152,227	154,758	+1.7
SOUTH		183,113	192,412	+5.1	180,771	177,573	-1.8
FLEET		193,370	174,687	-9.7	171,431	171,313	-0.1

¹ Car assignments as of June 26, 2011

Chart 12

Service - Key Performance Indicator (S-KPI)



S-KPI Definition

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

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

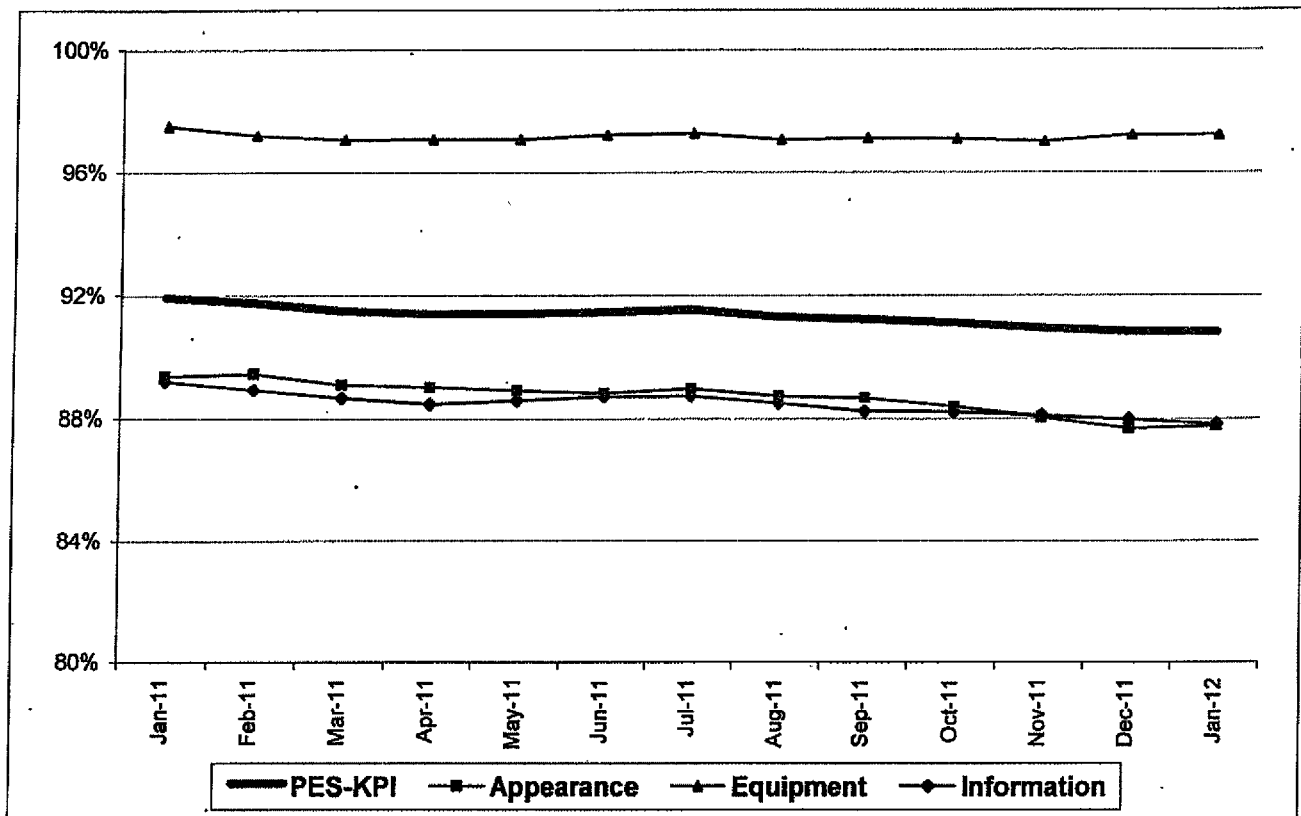
S-KPI Results

Systemwide Monthly Results	Goal
January 2012: 82.9%	2012 GOAL: 84.4%
January 2011: 81.9%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>January 2012</u>	<u>January 2011</u>	<u>% Difference</u>
①	80.0%	78.2%	+1.8%
②	71.8%	72.8%	-1.0%
③	76.7%	78.4%	-1.7%
④	73.1%	73.3%	-0.2%
⑤	73.0%	72.0%	+1.0%
⑥	76.7%	74.4%	+2.3%
⑦	82.3%	79.5%	+2.8%
⑤ 42nd	84.5%	81.3%	+3.2%
IRT	79.2%	76.7%	+2.5%
⑧	83.7%	81.7%	+2.0%
⑨ ⑩	88.6%	89.8%	-1.2%
⑪	86.4%	84.8%	+1.6%
⑫	84.6%	86.4%	-1.8%
⑬	81.3%	78.7%	+2.6%
⑭	84.0%	81.4%	+2.6%
⑮ Fkln	91.2%	92.8%	-1.6%
⑯	78.5%	79.1%	-0.6%
BMT	86.2%	85.4%	+0.8%
⑰	74.0%	74.7%	-0.7%
⑱ Rock	89.9%	86.5%	+3.4%
⑲	79.8%	81.2%	-1.4%
⑳	83.4%	83.9%	-0.5%
㉑	80.0%	82.6%	-2.6%
㉒	79.6%	80.1%	-0.5%
㉓	82.5%	81.9%	+0.6%
IND	83.3%	84.3%	-1.0%
Systemwide	82.9%	81.9%	+1.0%

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



PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
January 2012:	90.8%	87.8%	97.2%	87.8%
January 2011:	91.9%	89.4%	97.5%	89.2%
% Difference:	-1.1%	-1.6%	-0.3%	-1.4%

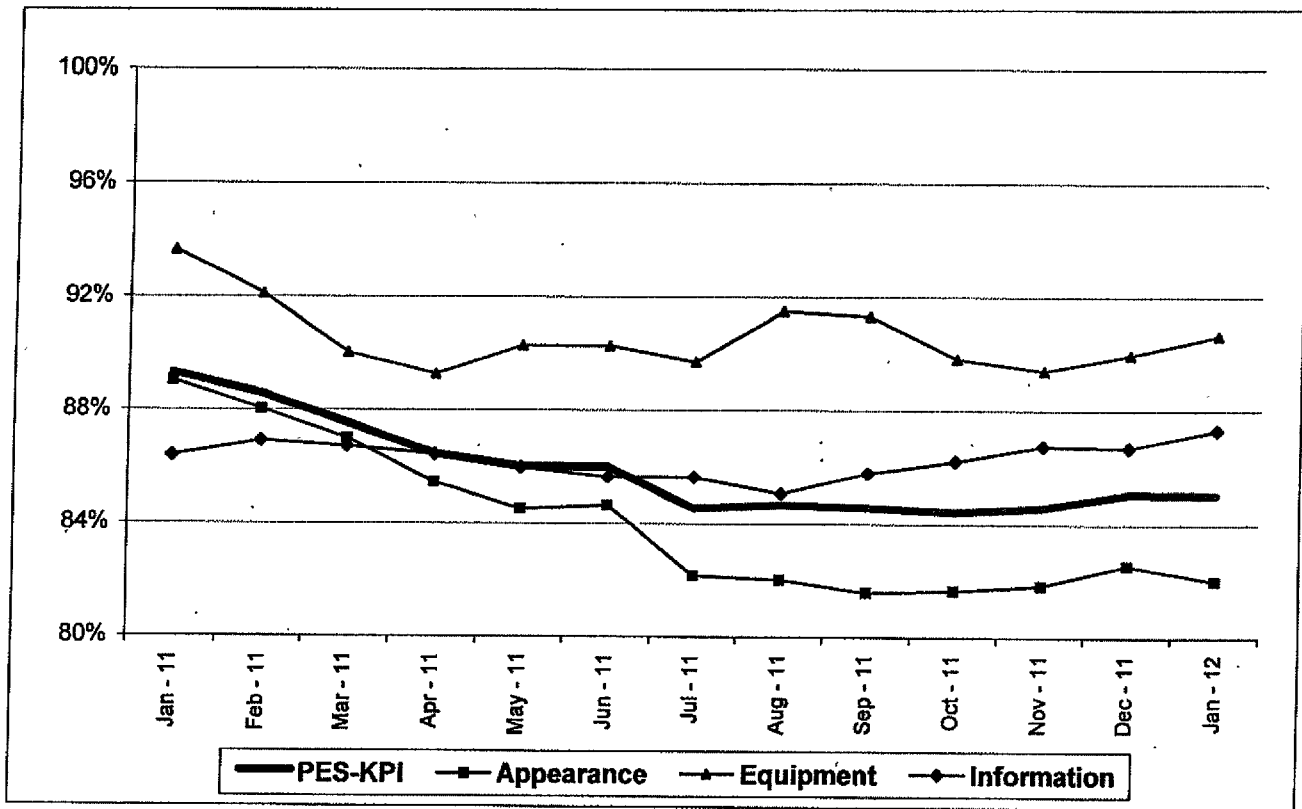
PES-KPI - Subway Car

Line	January 2012:				January 2011:				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	92.6%	96.7%	97.0%	84.0%	95.2%	95.0%	98.0%	92.5%	-2.6%
②	95.2%	91.3%	97.7%	96.6%	95.6%	94.9%	94.9%	96.9%	-0.4%
③	92.2%	94.5%	94.4%	87.5%	95.0%	96.7%	93.3%	95.0%	-2.8%
④	96.5%	93.0%	97.5%	99.2%	97.4%	94.4%	98.8%	99.0%	-0.9%
⑤	95.5%	92.8%	97.1%	96.7%	96.8%	95.1%	97.0%	98.5%	-1.3%
⑥	94.7%	93.5%	92.6%	98.1%	97.4%	95.9%	96.8%	99.5%	-2.7%
⑦	93.9%	96.5%	94.2%	90.9%	94.3%	95.7%	96.1%	91.0%	-0.4%
S 42nd	92.2%	98.9%	96.7%	80.7%	95.3%	97.7%	93.6%	94.4%	-3.1%
IRT	94.2%	94.1%	95.7%	92.7%	95.8%	95.4%	96.3%	95.7%	-1.6%
Ⓑ	93.0%	89.8%	96.7%	92.7%	91.9%	94.0%	91.3%	90.5%	+1.1%
J/Z	95.4%	92.2%	96.7%	97.4%	95.7%	92.0%	96.7%	98.7%	-0.3%
Ⓐ	97.2%	93.1%	99.8%	99.0%	98.2%	96.2%	99.8%	98.6%	-1.0%
Ⓜ	97.4%	93.5%	99.8%	98.9%	97.7%	94.9%	98.7%	99.6%	-0.3%
Ⓝ	95.7%	91.0%	97.7%	98.5%	97.7%	95.8%	98.4%	98.9%	-2.0%
Ⓚ	97.1%	95.8%	95.9%	99.6%	96.9%	95.1%	96.3%	99.3%	+0.2%
S Fkln	93.8%	94.8%	94.4%	92.0%	91.4%	87.9%	92.7%	93.7%	+2.4%
Ⓡ	92.9%	91.8%	96.2%	90.9%	94.8%	93.1%	98.0%	93.4%	-1.9%
BMT	95.6%	92.5%	97.5%	96.7%	96.1%	94.5%	96.8%	97.1%	-0.5%
Ⓐ	94.1%	92.8%	97.9%	91.5%	95.1%	92.1%	97.4%	95.9%	-1.0%
Ⓒ	90.6%	85.2%	97.0%	89.9%	94.2%	93.8%	97.1%	91.7%	-3.6%
Ⓓ	93.0%	89.3%	96.7%	93.2%	93.4%	94.1%	95.0%	91.1%	-0.4%
Ⓔ	96.8%	94.0%	98.0%	98.5%	97.0%	95.9%	95.2%	99.8%	-0.2%
Ⓕ	96.2%	92.0%	98.2%	98.6%	96.7%	96.3%	95.9%	97.9%	-0.5%
Ⓖ	95.6%	96.1%	96.3%	94.5%	94.1%	90.3%	98.7%	93.5%	+1.5%
IND	94.5%	91.6%	97.4%	94.5%	95.2%	93.9%	96.7%	95.1%	-0.7%
Systemwide	94.7%	92.9%	96.8%	94.6%	95.7%	94.6%	96.6%	96.0%	-1.0%

PES-KPI - Station

<u>Borough</u>	<u>January 2012:</u>				<u>January 2011:</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	84.0%	78.8%	97.3%	77.1%	83.7%	79.0%	98.0%	75.2%	+0.3%
Manhattan	87.1%	81.8%	97.4%	83.2%	88.5%	82.6%	98.9%	85.3%	-1.4%
Brooklyn	86.8%	84.5%	97.9%	78.8%	88.8%	87.3%	98.5%	81.2%	-2.0%
Queens	89.3%	86.4%	98.5%	83.6%	89.6%	86.9%	97.9%	84.6%	-0.3%
Systemwide	86.9%	83.1%	97.7%	80.9%	88.1%	84.5%	98.5%	82.2%	-1.2%

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.

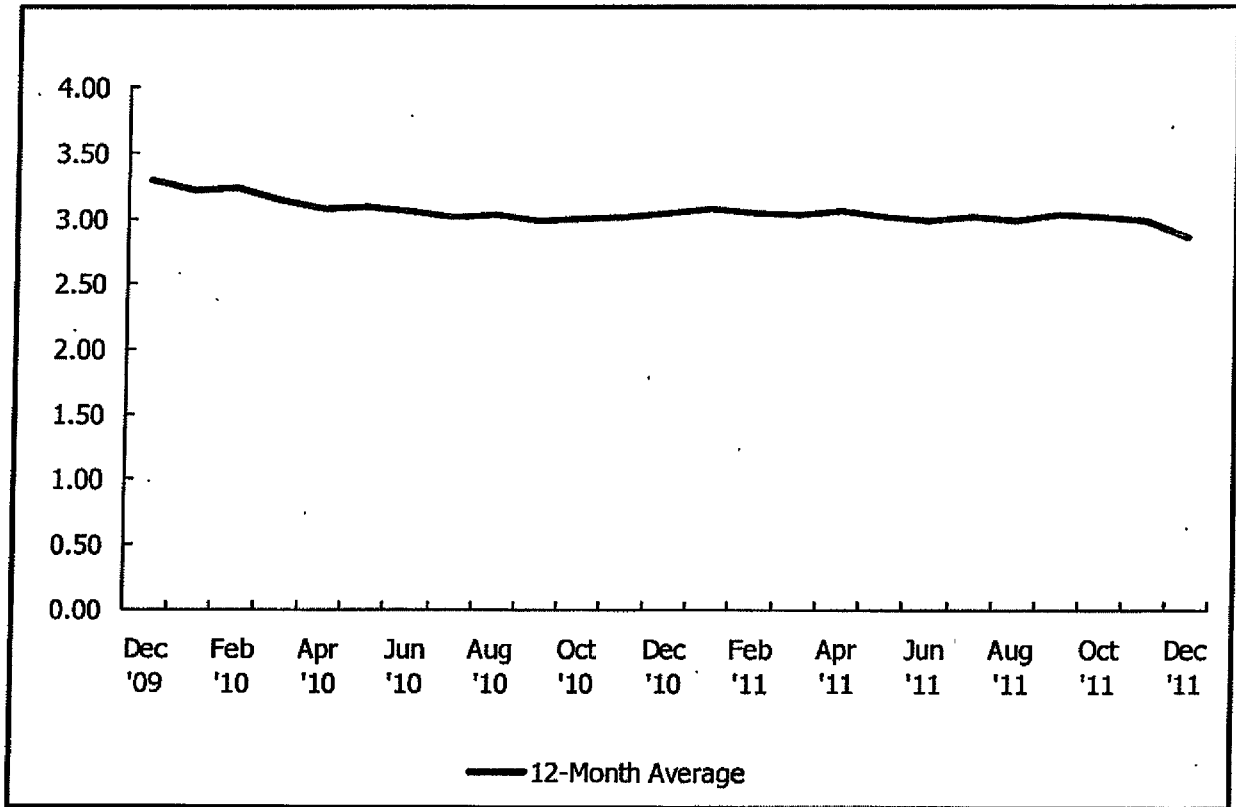
Equipment: includes in Cars, the functionality of Door Panels, Lighting and Climate Control.

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
January 2012:	85.1%	82.0%	90.6%	87.3%
January 2011:	89.3%	89.0%	93.6%	86.4%
% Difference:	-4.2%	-7.0%	-3.0%	+0.9%

Subway Customer Accidents/Million Customers



Definition

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

Monthly Results

Dec 2011: 2.69

Dec 2010: 4.14

Dec 2009: 3.81

12-Month Average

Jan 11 - Dec 11: 2.86

Jan 10 - Dec 10: 3.05

Jan 09 - Dec 09: 3.29

Annual Results

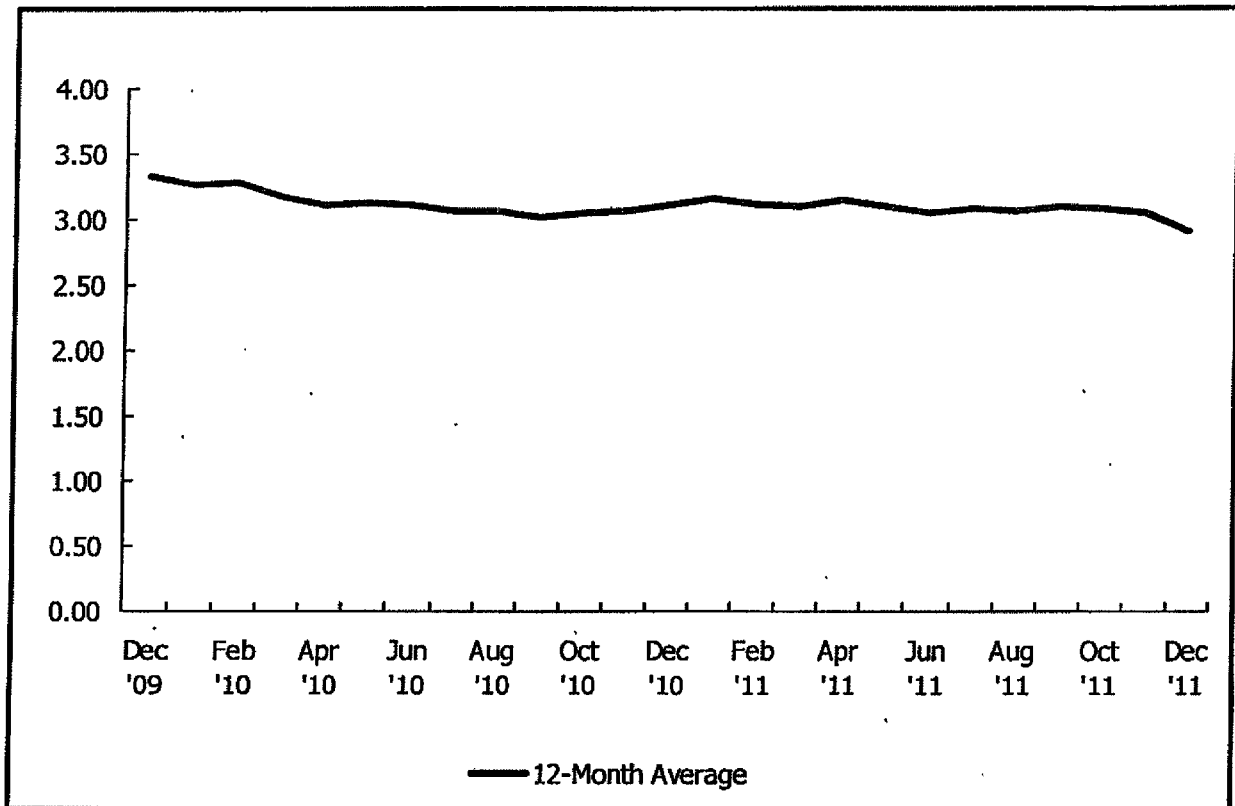
2011 YTD: 2.86

2010 Actual: 3.05

2009 Actual: 3.29

Discussion of Results: Overall accident rate decreased 6.2% in the 12-month period ending December '11 vs. the 12-month period ending December '10. Comparing December '11 to December '10, the monthly accident rate decreased by 35.0% 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

Dec 2011: 2.72

Dec 2010: 4.39

Dec 2009: 3.85

12-Month Average

Jan 11 - Dec 11: 2.91

Jan 10 - Dec 10: 3.11

Jan 09 - Dec 09: 3.33

Annual Results

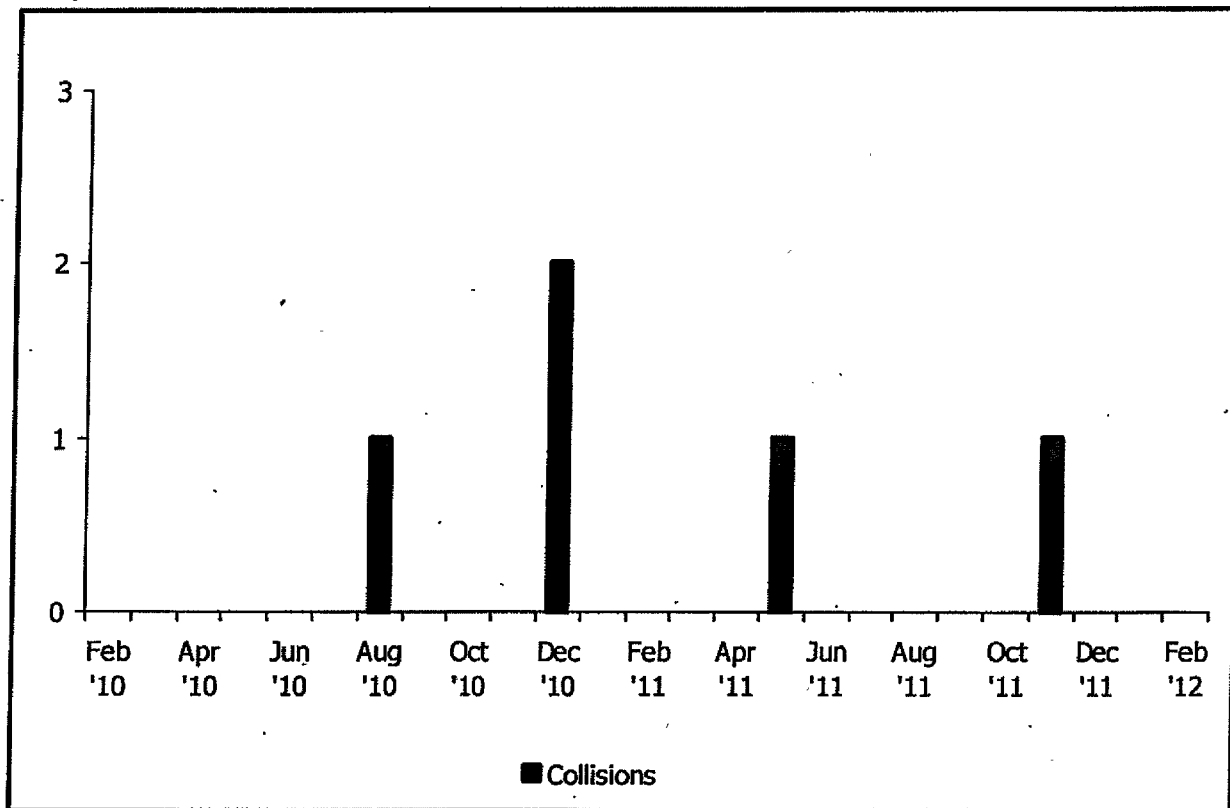
2011 YTD: 2.91

2010 Actual: 3.11

2009 Actual: 3.33

Discussion of Results: Overall injury rate is down 6.4% in the 12-month period ending December '11 vs. the 12-month period ending December '10. Comparing December '11 to December '10, the monthly injury rate decreased by 38.0% 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

Feb 2012: 0

Feb 2011: 0

Feb 2010: 0

12-Month Total

Mar 11 - Feb 12: 2

Mar 10 - Feb 11: 3

Mar 09 - Feb 10: 0

Annual Results

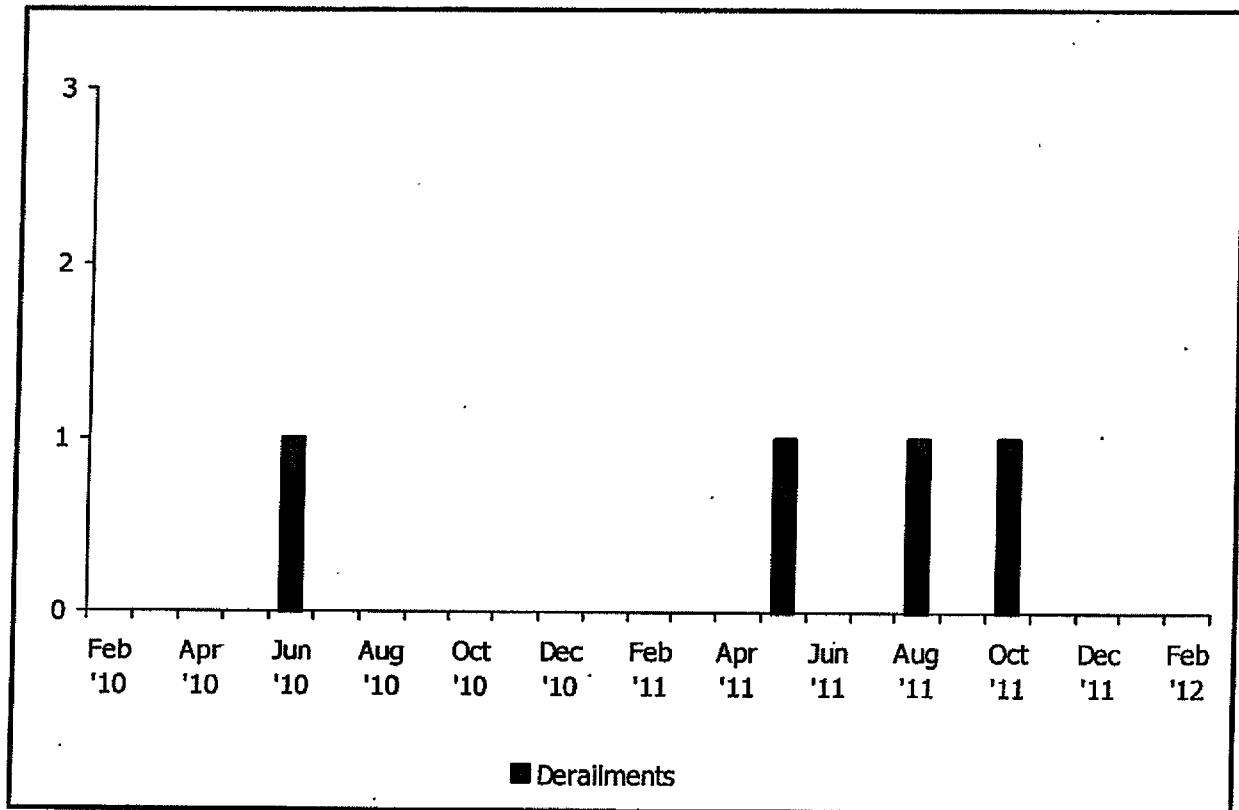
2012 YTD: 0

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

Feb 2012: 0

Feb 2011: 0

Feb 2010: 0

12-Month Total

Mar 11 - Feb 12: 3

Mar 10 - Feb 11: 1

Mar 09 - Feb 10: 1

Annual Results

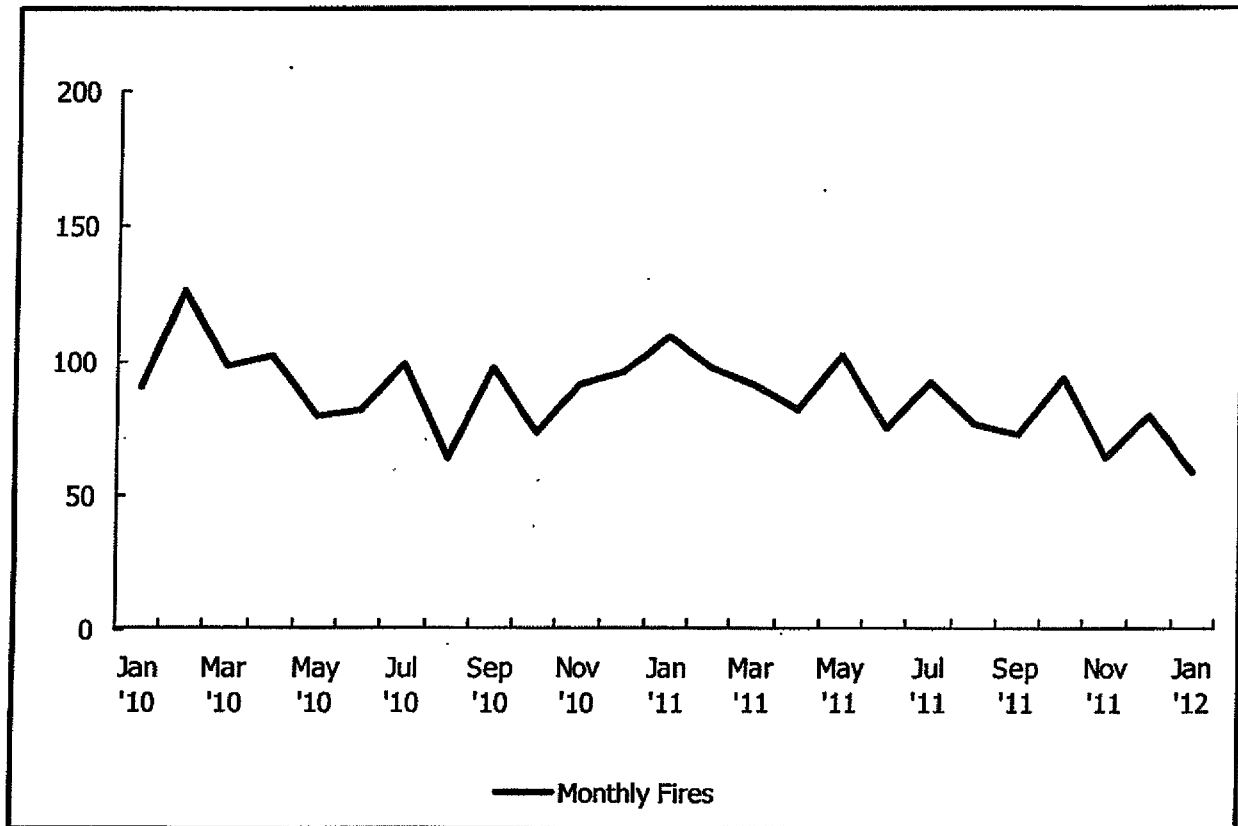
2012 YTD: 0

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
Jan 2012: 58	Feb 11 - Jan 12: 981	2012 YTD: 58
Jan 2011: 109	Feb 10 - Jan 11: 1,116	2011 Actual: 1,032
Jan 2010: 90	Feb 09 - Jan 10: 1,071	2010 Actual: 1,097

Discussion of Results:

Fires for the month of January 2012 were 58 and 109 for fires in January 2011. Fires were down 46.8% for the 12-Month Total through January 2012 vs. January 2011. 100.0% (58) of all the fires in the month of January 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

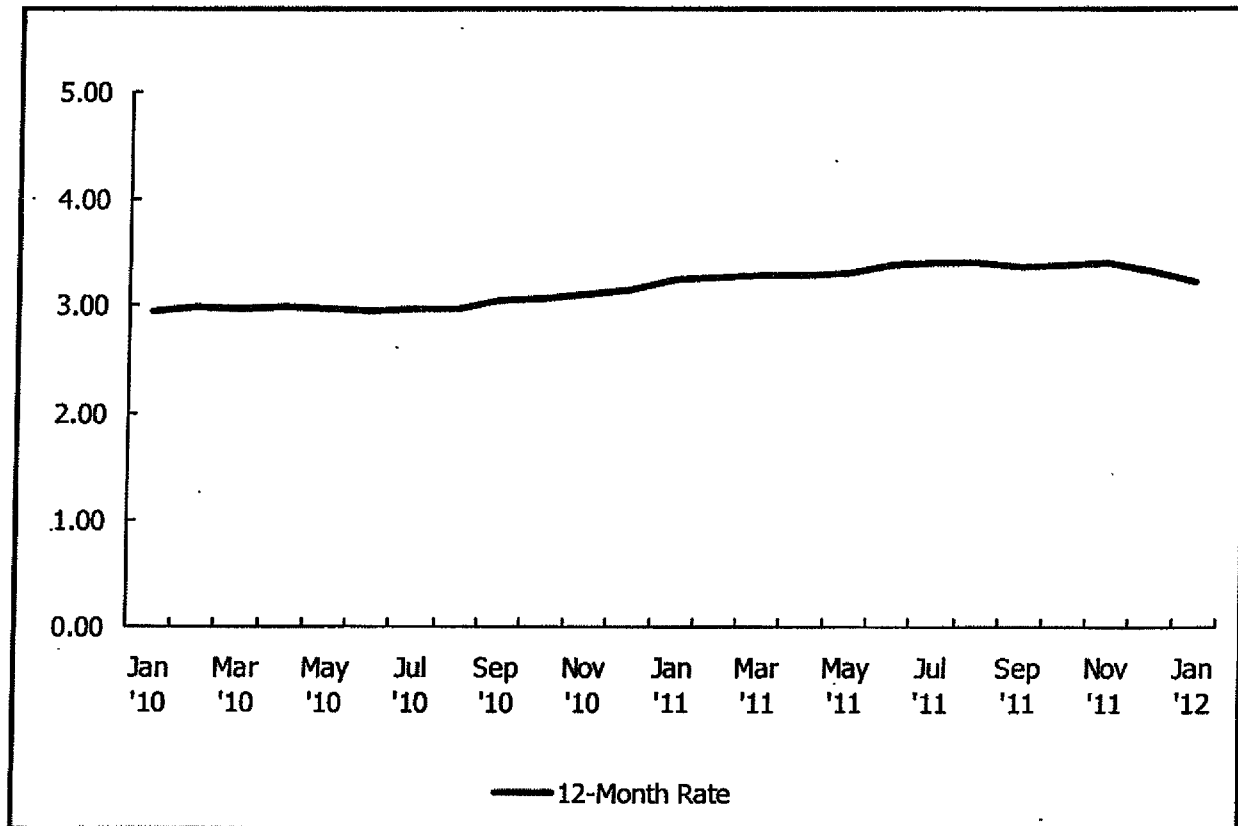
Severity & Location of fires during the current month were as follows:

Low:	70.7%	Train:	14
Average:	29.3%	Right-of-way:	32
Above Average:	0.0%	Station:	11
High	0.0%	Other:	0
		Total:	58

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

Train:	Right-of-Way:	Station:
Brake Shoes: 4	Debris: 24	Refuse/Debris: 10
Debris: 3	Insulator: 4	Electrical: 1
Element: 3	Tie: 2	

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
Jan 2012: 2.49	Feb 11 – Jan 12: 3.22	2012 Goal: 3.15
Jan 2011: 3.70	Feb 10 – Jan 11: 3.25	2011 Actual: 3.32
Jan 2010: 2.41	Feb 09 – Jan 10: 2.94	2010 Actual: 3.15

Discussion of Results: Overall accident rate decreased by 0.9% in the 12-month period ending Jan '12 vs. the 12-month period ending Jan '11. Comparing Jan '12 to Jan '11, the monthly accident rate decreased by 32.7%.



Police Department
City of New York

REPORT

CRIME STATISTICS FEBRUARY

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	0	1	***. *0%
ROBBERY	83	51	32	62.7%
FELASSAULT	14	19	-5	-26.3%
BURGLARY	0	0	0	0.0%
GRLARCENY	126	91	35	38.5%
<u>TOTAL MAJOR FELONIES</u>	<u>224</u>	<u>161</u>	<u>63</u>	<u>39.1%</u>

During February the daily Robbery average increased from 1.8 to 3

During February the daily Major Felony average increased from 5.8 to 8

CRIME STATISTICS JANUARY THRU FEBRUARY

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	0	1	***. *0%
ROBBERY	169	115	54	47.0%
FELASSAULT	24	39	-15	-38.5%
BURGLARY	0	0	0	0.0%
GRLARCENY	278	200	78	39.0%
<u>TOTAL MAJOR FELONIES</u>	<u>472</u>	<u>354</u>	<u>118</u>	<u>33.3%</u>

Year to date, the daily Robbery average increased from 1.9 to 2.9

Year to date, the daily Major Felony average increased from 6 to 8

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

REPORT

FEBRUARY ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	4081	4110	-29	-0.7%
TosArrest	2145	1865	280	15.0%
Summ	7970	8483	-513	-6.0%

JANUARY - FEBRUARY ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	9111	8552	559	6.5%
TosArrest	4895	4076	819	20.1%
Summ	16075	16668	-593	-3.6%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-FEBRUARY															
	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	2	1	1	0	1	0	0	0
Rape	1	1	0	1	1	0	1	0	1	1	0	2	0	0	0	1
Robbery	404	316	267	230	208	208	192	172	205	174	131	128	123	127	115	169
Assault	65	76	64	62	46	38	33	42	47	22	33	29	33	30	39	24
Burglary	9	4	0	2	1	0	2	0	0	0	0	2	0	2	0	0
GL	486	405	333	356	355	329	257	296	324	182	193	215	213	176	200	278
TOTAL MAJOR FELONIES	965	802	666	651	611	575	485	511	579	380	358	376	370	335	354	472
Major Fel Per Day	16.36	13.59	11.29	11.03	10.36	9.75	8.22	8.66	9.81	6.44	6.07	6.37	6.27	5.68	6.00	8.00

4. FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for January 2012 are presented in the table below and compared to the Adopted Budget (budget).

Category (\$ in millions)	January 2012 Results			
	Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	\$	\$	%
Farebox Rev: Subway	217.8	217.2	(0.5)	(0.2)
Bus	69.6	68.3	(1.3)	(1.9)
Paratransit	1.3	1.2	(0.1)	(5.2)
Fare Media Liability	4.7	4.7	0.0	0.0
Total Farebox Revenue	293.4	291.4	(1.9)	(0.7)
Other Operating Revenue	27.8	27.0	(0.8)	(2.9)
Capital & Other Reimbursements	68.5	62.5	(6.1)	(8.8)
Total Revenue	389.7	380.9	(8.8)	(2.3)
Nonreimb. Exp. before Dep./OPEB	500.8	505.5	(4.8)	(1.0)
Depreciation	114.5	113.1	1.4	1.2
Other Post-Employment Benefits	0.0	0.0	0.0	0.0
Subtotal Nonreimbursable Expenses	615.3	618.6	(3.4)	(0.6)
Capital & Other Expenses	68.5	62.5	6.1	8.8
Total Expenses	683.8	681.1	2.7	0.4
Net Surplus/(Deficit)*	(294.1)	(300.2)	(6.1)	(2.1)
Depreciation/OPEB/Other Cash Adjust.	197.0	164.5	(32.5)	(16.5)
Net Cash Deficit*	(97.1)	(135.7)	(38.6)	(39.8)

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

January 2012 farebox revenue was \$291.4 million, \$1.9 million (0.7 percent) below budget. Subway revenue was \$0.5 million (0.2 percent) below budget, bus revenue was \$1.3 million (1.9 percent) below budget, and paratransit revenue was \$0.1 million (5.2 percent) below budget; accrued fare media liability was on budget.

Nonreimbursable expenses before depreciation and OPEB exceeded budget in January by \$4.8 million (1.0 percent). Labor expenses were over by \$4.1 million (1.1 percent), due mostly to higher overtime expenses, caused by the unfavorable timing of "banked" overtime payments to represented employees and additional signal inspection and signal/bus maintenance requirements. Non-labor expenses were higher than budget by a net \$0.7 million (0.5 percent). Overruns were reported in materials & supplies (timing of vehicle and non-vehicle maintenance material requirements), paratransit service contracts and professional service contracts (both timing of expenses) and electric power (timing of accrual adjustments). Favorable results were reported in maintenance contracts (timing of building maintenance expenses), insurance (timing of expenses), other business expenses (MVM debit/credit card charge underruns) and fuel (lower heating fuel expenses and diesel fuel consumption).

The net cash deficit was \$135.7 million, unfavorable to budget by \$38.6 million (39.8 percent), due mostly to the unfavorable timing of capital reimbursements.

Average weekday ridership in January 2012 was 7.2 million, an increase of 4.9 percent from January 2011, when ridership was lowered by multiple snowstorms. Average weekday ridership for the twelve months ending January 4, 2012 was 7.5 million, an increase of 1.1 percent from the twelve months ending January 2011.

FINANCIAL RESULTS

Farebox Revenue

- January 2012 preliminary total farebox revenue of \$291.4 million was \$1.9 million (0.7 percent) below budget.
- January 2012 subway revenue was \$0.5 million (0.2 percent) below budget, bus revenue was \$1.3 million (1.9 percent) below budget, and paratransit revenue was \$0.1 million (5.2 percent) below budget.
- Fare media liability was on budget.

January 2012 Farebox Revenue - (\$ in millions)

	Budget	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent
Subway	217.8	217.2	(0.5)	(0.2%)
Bus	69.6	68.3	(1.3)	(1.9%)
Paratransit	1.3	1.2	(0.1)	(5.2%)
Subtotal	288.7	286.7	(1.9)	(0.7%)
Fare Media Liability	4.7	4.7	0.0	0.0%
Total	293.4	291.4	(1.9)	(0.7%)

Average Fare

- The January 2012 non-student average fare of \$1.647 increased 3.0¢ from January 2011, due to fare media purchased prior to the December 2010 fare increase that was valid in January 2011. The subway fare increased 3.4¢, the local bus fare increased 1.8¢, and the express bus fare increased 15.0¢.

January Non-Student Average Fare - \$

	2011	2012	Change
Subway	1.688	1.722	0.034
Local Bus	1.365	1.383	0.018
Subway & Local Bus	1.602	1.631	0.029
Express Bus	4.502	4.652	0.150
Total	1.617	1.647	0.030

- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the January average fare of \$1.09 in 2012 was 30¢ lower than the average fare of \$1.39 in 1996.

Other Operating Revenue

Other operating revenue was under budget in January by \$0.8 million (2.9 percent), due primarily to lower advertising revenue.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB exceeded budget in January by \$4.8 million (1.0 percent). Major variances are reviewed below:

Labor exceeded budget by \$4.1 million (1.1 percent), due mostly to higher overtime expenses, caused by the unfavorable timing of "banked" overtime payments to represented employees and additional signal inspection and signal/bus maintenance requirements. Other fringe benefit direct overhead credits and reimbursable overhead credits were both reduced, resulting from reimbursable payroll underruns. These negative impacts were partly offset by the favorable timing of MaBSTOA pension expenses.

Non-labor expenses overran by \$0.7 million (0.5 percent). Unfavorable results included the following:

- Materials & supplies-largely the unfavorable timing of vehicle and non-vehicle maintenance material requirements
- Paratransit service contracts-the unfavorable timing of expenses to be offset in February
- Electric power-mostly due to the timing of non-traction accrual adjustments
- Professional service contracts-the unfavorable timing of expenses

Favorable results included the following:

- Maintenance and other operating contracts-mainly the favorable timing of building maintenance expenses
- Fuel-primarily lower heating fuel expenses, due to mild weather, and lower diesel fuel consumption, partly offset by the unfavorable timing of accrual adjustments
- Insurance-the favorable timing of expenses
- Other business expenses-mainly underruns in MVM debit/credit card charges

Depreciation expenses were below budget by \$1.4 million (1.2 percent), due to the timing of assets reaching beneficial use.

Net Cash Deficit

The net cash deficit was \$135.7 million, unfavorable to budget by \$38.6 million (39.8 percent), due mostly to the unfavorable timing of capital reimbursements.

Inventory (see Inventory Note following)

Inventory at the end of January was \$203.3 million, \$10.3 million (5.3 percent) higher than the December 2011 balance of \$193.0 million, due to buildups in support of track replacement and subway/bus maintenance requirements.

Incumbents

There were 45,033 full-time paid incumbents at the end of January, 17 more than in December 2011 (excluding 117 temporary December active incumbents).

RIDERSHIP RESULTS

Total Ridership vs. Budget

- January 2012 total ridership (subway, bus, and paratransit combined) of 186.8 million was 0.8 percent (1.5 million trips) below budget.
- January 2012 subway ridership was 0.5 percent (0.6 million trips) below budget, bus ridership was 1.5 percent (0.8 million trips) below budget, and paratransit ridership was 4.7 percent (less than 0.1 million boardings) below budget.

Average Weekday Ridership vs. Prior Year

- Average weekday total ridership was 7.2 million in January 2012, an increase of 4.9 percent (337,000 trips) from January 2011, when multiple snowstorms caused lower ridership. Average weekday ridership for the twelve months ending January 2012 was 7.5 million, an increase of 1.1 percent (84,000 trips) from the twelve months ending January 2011.
- Average weekday subway ridership was 5.1 million in January 2012, an increase of 4.5 percent (219,000 trips) from January 2011; this was the first January with average weekday subway ridership above five million in at least forty-five years. Average weekday ridership for the twelve months ending January 2012 increased 2.9 percent (149,000 trips) from the twelve months ending January 2011.
- Average weekday local bus ridership was 2.0 million in January 2012, an increase of 5.7 percent (110,000 trips) from January 2011. Adjusted for weather differences, bus ridership would have had a small decrease. Average weekday ridership for the twelve months ending January 2012 decreased 3.0 percent (65,000 trips) from the twelve months ending January 2011.
- Average weekday express bus ridership was 42,000 in January 2012, an increase of 7.0 percent (3,000 trips) from January 2011; excluding the two days in January 2011 most affected by snow, ridership increased only 1.4 percent. Average weekday ridership for the twelve months ending January 2012 decreased 1.0 percent from the twelve months ending January 2011.
- Average weekday paratransit ridership was 29,000 in January 2012, an increase of 26.0 percent (6,000 boardings) from January 2011. Average weekday ridership for the twelve months ending January 2012 increased 2.4 percent (1,000 boardings) from the twelve months ending January 2011.

Average Weekend Ridership vs. Prior Year

- Average weekend (Saturday plus Sunday) total ridership was 7.1 million in January 2012, an increase of 0.1 percent (6,000 trips) from January 2011. Average weekend ridership for the twelve months ending January 2012 decreased 1.8 percent (143,000 trips) from the twelve months ending January 2011.
- Average weekend subway ridership was 5.0 million in January 2012, a decrease of 0.1 percent (4,000 trips) from January 2011. Average weekend ridership for the twelve months ending January 2012 increased 0.1 percent (3,000 trips) from the twelve months ending January 2011.

- Average weekend local bus ridership was 2.0 million in January 2012, an increase of 0.3 percent (6,000 trips) from January 2011. Average weekend ridership for the twelve months ending January 2012 decreased 6.1 percent (145,000 trips) from the twelve months ending January 2011.
- Average weekend express bus ridership was 9,000 in January 2012, an increase of 9.5 percent (1,000 trips) from January 2011. Average weekend ridership for the twelve months ending January 2012 decreased 7.1 percent (1,000 trips) from the twelve months ending January 2011.
- Average weekend paratransit ridership was 29,000 in January 2012, an increase of 12.4 percent (3,000 boardings) from January 2011. Average weekend ridership for the twelve months ending January 2012 was virtually unchanged from the twelve months ending January 2011.

Weekday and Weekend Ridership						
	Average Weekday (thousands)			Average Weekend (thousands)		
January	2011	2012*	Change	2011	2012*	Change
Subway	4,893	5,111	+4.5%	5,048	5,044	-0.1%
Local Bus	1,913	2,022	+5.7%	2,034	2,040	+0.3%
Express Bus	39	42	+7.0%	8	9	+9.5%
Paratransit	23	29	+26.0%	26	29	+12.4%
TOTAL	6,868	7,205	+4.9%	7,116	7,122	+0.1%
12-Month Rolling Average						
Subway	5,153	5,302	+2.9%	5,400	5,404	+0.1%
Local Bus	2,166	2,102	-3.0%	2,387	2,241	-6.1%
Express Bus	42	41	-1.0%	10	9	-7.1%
Paratransit	28	29	+2.4%	31	31	-0.0%
TOTAL	7,390	7,475	+1.1%	7,827	7,685	-1.8%

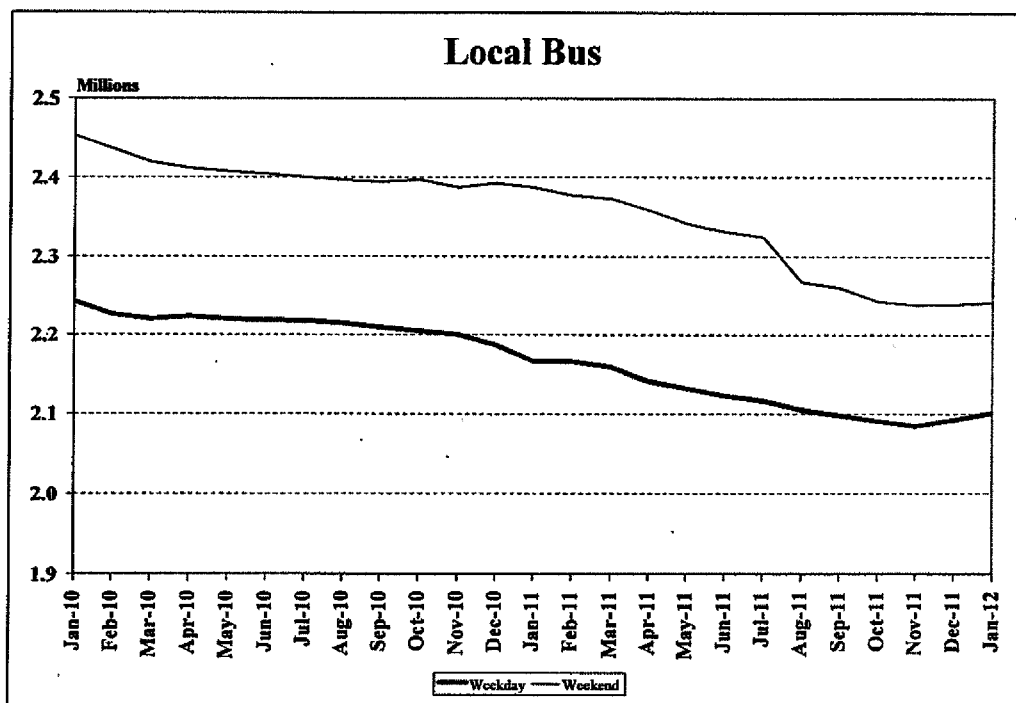
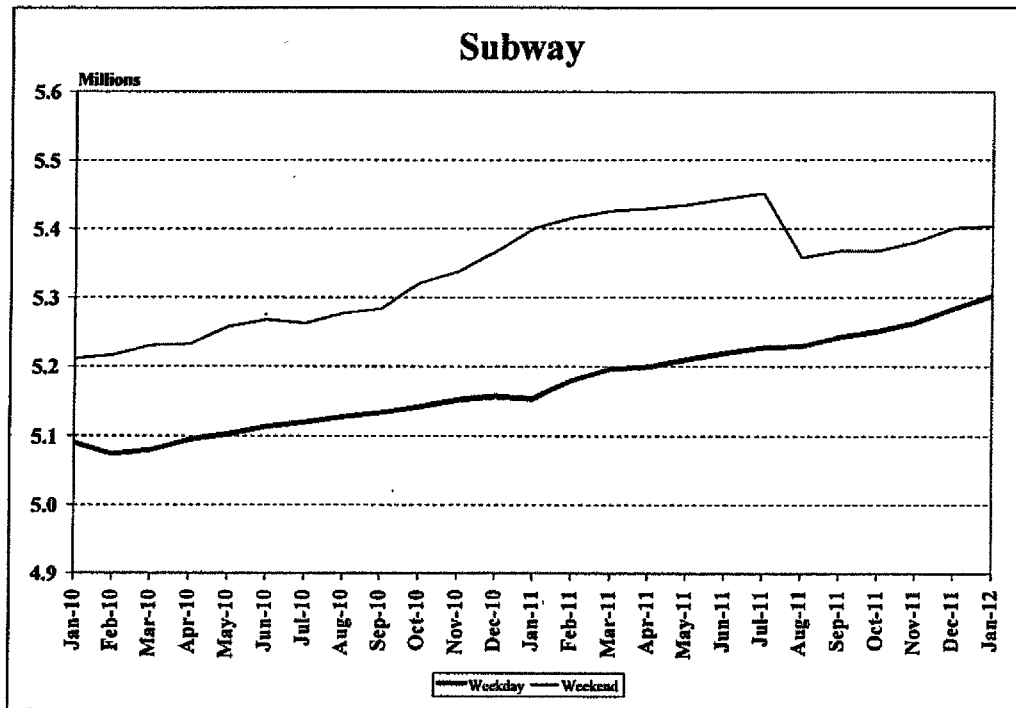
Notes: Totals may not add due to rounding.

Percentages are based on unrounded figures.

* Preliminary

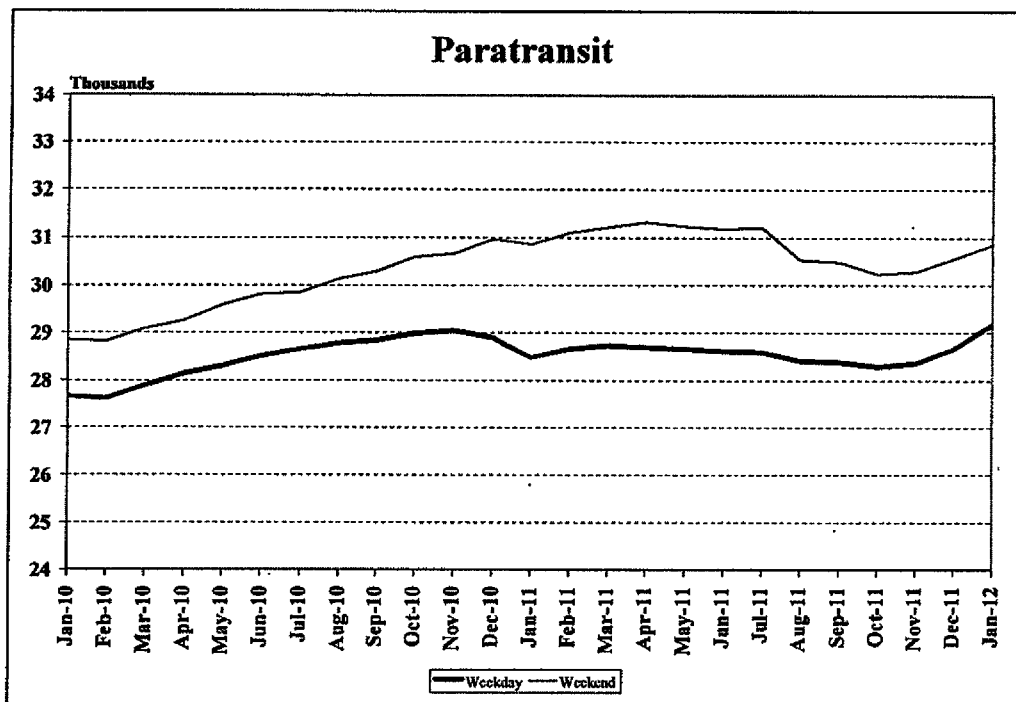
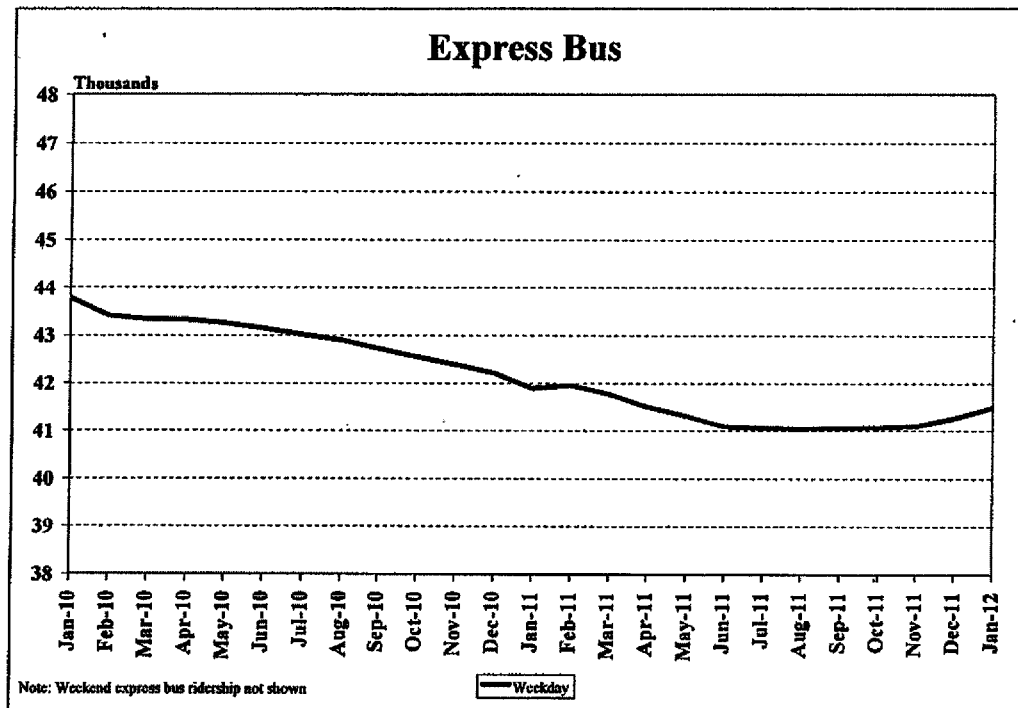
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From January 2011 to January 2012, average weekday ridership increased for every service, due in part to low ridership in January 2011 caused by snow. The largest weekday increase was on NYCT Paratransit (up 26.0 percent). Bridges and Tunnels traffic also increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jan-11	Jan-12*	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	4,893	5,111	+4.5%	+2.9%
NYCT Local Bus	1,913	2,022	+5.7%	-3.0%
NYCT Express Bus	39	42	+7.0%	-1.0%
NYCT Paratransit	23	29	+26.0%	+2.4%
Staten Island Railway	15	17	+8.7%	+5.3%
MTA Local Bus	322	347	+7.9%	-0.1%
MTA Express Bus	31	33	+5.5%	-2.5%
Long Island Rail Road	269	281	+4.5%	+0.7%
Metro-North Railroad	256	268	+5.0%	+2.2%
Staten Island Ferry	51	55	+8.7%	+3.6%
PATH	234	245	+5.0%	+4.1%
<u>Average Saturday</u>				
NYCT Subway	2,830	2,848	+0.7%	-0.3%
NYCT Local Bus	1,161	1,162	+0.1%	-7.3%
NYCT Express Bus	5	6	+8.3%	-7.8%
NYCT Paratransit	12	14	+15.1%	-0.8%
Staten Island Railway	4	5	+6.6%	+4.1%
MTA Local Bus	179	181	+1.3%	-4.2%
MTA Express Bus	7	8	+5.9%	-4.4%
Long Island Rail Road	85	91	+7.0%	-0.5%
Metro-North Railroad	100	109	+8.9%	+3.3%
Staten Island Ferry	30	34	+12.8%	-1.2%
PATH	100	107	+7.6%	+1.4%
<u>Average Sunday</u>				
NYCT Subway	2,218	2,196	-1.0%	+0.6%
NYCT Local Bus	873	878	+0.5%	-4.5%
NYCT Express Bus	3	3	+11.7%	-5.8%
NYCT Paratransit	14	16	+10.1%	+0.8%
Staten Island Railway	3	3	-4.6%	+4.3%
MTA Local Bus	130	135	+3.6%	-1.8%
MTA Express Bus	4	4	-1.9%	-1.3%
Long Island Rail Road	72	79	+9.9%	-0.3%
Metro-North Railroad	81	88	+8.5%	+2.7%
Staten Island Ferry	22	29	+34.8%	+7.3%
PATH	77	79	+3.1%	+2.6%

MTA Bridges and Tunnels (thousands)				
Average Weekday	683	736	+7.9%	-0.9%
Average Saturday	616	616	+0.1%	-4.1%
Average Sunday	609	610	+0.2%	-3.8%

Notes: Percentages are based on unrounded data.

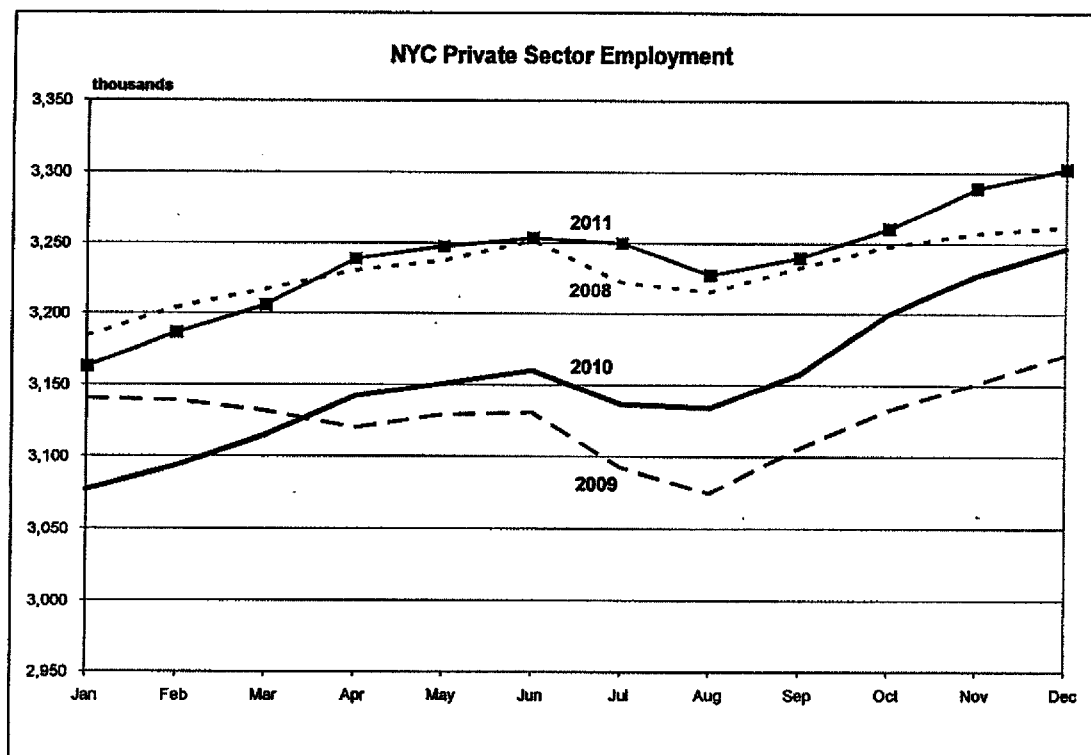
* Preliminary

Economy

From January 2011 to January 2012, New York City employment increased 1.9 percent (70,700 jobs). Private sector employment increased 2.3 percent (71,400 jobs) and government employment decreased 0.1 percent (700 jobs). The sub-sector with the largest absolute and percentage increases was professional/business services (up 31,600 jobs or 5.5 percent). The only sub-sectors with decreases were construction (down 2,400 jobs or 2.3 percent) and manufacturing (down 2,200 jobs or 3.0 percent).

Employment numbers have recently been re-benchmarked by the New York State Department of Labor, resulting in larger 2011 New York City employment increases than originally reported. Total employment increased by 2.0 percent or 74,700 jobs (up from 0.9 percent or 33,400 jobs) and private sector employment increased by 2.7 percent or 85,300 jobs (up from 1.4 percent or 44,900 jobs).

Private sector employment reached a peak in 2008 before declining significantly. The re-benchmarked numbers now show that employment levels since March 2011 have been higher than in 2008, indicating that the private sector has recovered all of the jobs lost during the recession.



**MTA NEW YORK CITY TRANSIT
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2012 BUDGET VERSUS 2012 PRELIMINARY ACTUAL
(in millions)**

	Month of January				Explanation
	Budget	Actual	Variance		
			Amount	Percent	
Subway	133.409	132.772	(0.637)	(0.5%)	Reduced demand
Bus	54.068	53.239	(0.829)	(1.5%)	
Paratransit	0.795	0.757	(0.038)	(4.7%)	
Total	188.272	186.769	(1.503)	(0.8%)	

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)
2011 ACTUAL VERSUS 2012 PRELIMINARY ACTUAL
(in millions)**

4.11

	Month of January				
	2011	2012	Variance		
			Amount	Percent	Explanation
<u>Average Weekday</u>					
Subway	4.893	5.111	0.219	4.5%	Low ridership in January 2011 due to snow
Local Bus	1.913	2.022	0.110	5.7%	Low ridership in January 2011 due to snow
Express Bus	0.039	0.042	0.003	7.0%	Low ridership in January 2011 due to snow
Paratransit	0.023	0.029	0.006	26.0%	Service suspension and low ridership in January 2011 due to snow
Total	6.868	7.205	0.337	4.9%	Low ridership in January 2011 due to snow
<u>Average Weekend</u>					
Subway	5.048	5.044	(0.004)	(0.1%)	
Local Bus	2.034	2.040	0.006	0.3%	
Express Bus	0.008	0.009	0.001	9.5%	Low ridership in January 2011 due to snow
Paratransit	0.026	0.029	0.003	12.4%	Low ridership in January 2011 due to snow
Total	7.116	7.122	0.006	0.1%	
	12-Month Rolling Average				
<u>Average Weekday</u>					
Subway	5.153	5.302	0.149	2.9%	
Local Bus	2.166	2.102	(0.065)	(3.0%)	Continuing negative trend
Express Bus	0.042	0.041	(0.000)	(1.0%)	
Paratransit	0.028	0.029	0.001	2.4%	
Total	7.390	7.475	0.084	1.1%	
<u>Average Weekend</u>					
Subway	5.400	5.404	0.003	0.1%	
Local Bus	2.387	2.241	(0.145)	(6.1%)	Continuing negative trend
Express Bus	0.010	0.009	(0.001)	(7.1%)	Mostly non-Staten Island ridership losses
Paratransit	0.031	0.031	(0.000)	(0.0%)	
Total	7.827	7.685	(0.143)	(1.8%)	

Notes: Paratransit ridership includes guests and personal care attendants.

Totals may not add due to rounding.

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$217.761	\$217.221	(\$0.540)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$217.761	\$217.221	(\$0.540)	(0.2)
Bus	69.629	68.297	(1.332)	(1.9)	0.000	0.000	0.000	-	69.629	68.297	(1.332)	(1.9)
Paratransit	1.288	1.221	(0.067)	(5.2)	0.000	0.000	0.000	-	1.288	1.221	(0.067)	(5.2)
Fare Media Liability	4.685	4.685	0.000	0.0	0.000	0.000	0.000	-	4.685	4.685	0.000	0.0
Total Farebox Revenue	293.363	291.424	(1.939)	(0.7)	0.000	0.000	0.000	-	293.363	291.424	(1.939)	(0.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	7.722	7.721	(0.001)	(0.0)	0.000	0.000	0.000	-	7.722	7.721	(0.001)	(0.0)
Paratransit Reimbursement	11.051	11.078	0.027	0.2	0.000	0.000	0.000	-	11.051	11.078	0.027	0.2
Other	9.049	8.212	(0.837)	(9.2)	0.000	0.000	0.000	-	9.049	8.212	(0.837)	(9.2)
Total Other Operating Revenue	27.822	27.011	(0.811)	(2.9)	0.000	0.000	0.000	-	27.822	27.011	(0.811)	(2.9)
Capital and Other Reimbursements	0.000	0.000	0.000	-	68.542	62.491	(6.051)	(8.8)	68.542	62.491	(6.051)	(8.8)
Total Revenue	\$321.185	\$318.435	(\$2.750)	(0.8)	\$68.542	\$62.491	(\$6.051)	(8.8)	\$389.727	\$380.926	(\$8.801)	(2.3)
Expenses												
Labor:												
Payroll	244.028	242.895	1.133	0.5	29.883	28.385	3.498	11.7	273.911	269.280	4.631	1.7
Overtime	22.092	28.172	(6.080)	(27.5)	4.987	5.327	(0.340)	(6.8)	27.079	33.499	(6.420)	(23.7)
Total Salaries & Wages	266.120	271.067	(4.947)	(1.9)	34.870	31.712	3.158	9.1	300.990	302.779	(1.789)	(0.6)
Health and Welfare	47.527	48.412	(0.885)	(1.9)	1.971	1.655	0.316	16.0	49.498	50.067	(0.569)	(1.1)
OPEB Current Payment	26.124	24.533	1.591	6.1	0.000	0.000	0.000	-	26.124	24.533	1.591	6.1
Pensions	17.893	15.758	2.135	11.9	0.075	0.082	(0.007)	(9.3)	17.968	15.840	2.128	11.8
Other Fringe Benefits	22.305	23.479	(1.174)	(5.3)	8.622	7.187	1.435	16.6	30.927	30.666	0.261	0.8
Total Fringe Benefits	113.849	112.182	1.667	1.5	10.668	8.924	1.744	16.3	124.517	121.106	3.411	2.7
Reimbursable Overhead	(15.514)	(14.700)	(0.814)	(5.2)	15.514	14.700	0.814	5.2	0.000	0.000	0.000	-
Total Labor Expenses	\$364.455	\$368.549	(\$4.094)	(1.1)	\$61.052	\$55.336	\$5.716	9.4	\$425.507	\$423.685	\$1.822	0.4
Non-Labor:												
Electric Power	24.145	25.300	(1.155)	(4.8)	0.021	0.019	0.002	9.5	24.166	25.319	(1.153)	(4.8)
Fuel	16.250	15.253	0.997	6.1	0.002	0.003	(0.001)	(50.0)	16.252	15.256	0.996	6.1
Insurance	5.396	4.815	0.581	10.8	0.000	0.000	0.000	-	5.396	4.815	0.581	10.8
Claims	7.917	7.920	(0.003)	(0.0)	0.000	0.000	0.000	-	7.917	7.920	(0.003)	(0.0)
Paratransit Service Contracts	31.108	33.383	(2.275)	(7.3)	0.000	0.000	0.000	-	31.108	33.383	(2.275)	(7.3)
Misc. and Other Operating Contracts	15.157	10.151	5.006	33.0	2.705	2.012	0.693	25.6	17.862	12.163	5.699	31.9
Professional Service Contracts	9.607	10.290	(0.683)	(7.1)	1.031	0.357	0.674	65.4	10.638	10.647	(0.009)	(0.1)
Materials & Supplies	21.464	25.118	(3.654)	(17.0)	3.438	4.554	(1.116)	(32.5)	24.902	29.672	(4.770)	(19.2)
Other Business Expenses	5.258	4.737	0.521	9.9	0.293	0.210	0.083	28.3	5.551	4.947	0.604	10.9
Total Non-Labor Expenses	\$136.302	\$136.967	(\$0.665)	(0.5)	\$7.490	\$7.155	\$0.335	4.5	\$143.792	\$144.122	(\$0.330)	(0.2)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$500.757	\$505.516	(\$4.759)	(1.0)	\$68.542	\$62.491	\$6.051	8.8	\$569.299	\$568.007	\$1.292	0.2
Depreciation	114.500	113.131	1.369	1.2	0.000	0.000	0.000	-	114.500	113.131	1.369	1.2
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$615.257	\$618.647	(\$3.390)	(0.5)	\$68.542	\$62.491	\$6.051	8.8	\$683.799	\$681.138	\$2.661	0.4
Net Surplus/(Deficit)	(\$294.072)	(\$300.212)	(\$6.140)	(2.1)	\$0.000	\$0.000	\$0.000	-	(\$294.072)	(\$300.212)	(\$6.140)	(2.1)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCURAL STATEMENT of OPERATIONS by CATEGORY
January 2012 Year-to-Date
(\$ in millions)

Table 2

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$217.761	\$217.221	(\$0.540)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$217.761	\$217.221	(\$0.540)	(0.2)
Bus	69.629	68.297	(1.332)	(1.9)	0.000	0.000	0.000	-	69.629	68.297	(1.332)	(1.9)
Paratransit	1.288	1.221	(0.067)	(5.2)	0.000	0.000	0.000	-	1.288	1.221	(0.067)	(5.2)
Fare Media Liability	4.685	4.685	0.000	0.0	0.000	0.000	0.000	-	4.685	4.685	0.000	0.0
Total Farebox Revenue	293.363	291.424	(1.939)	(0.7)	0.000	0.000	0.000	-	293.363	291.424	(1.939)	(0.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	7.722	7.721	(0.001)	(0.0)	0.000	0.000	0.000	-	7.722	7.721	(0.001)	(0.0)
Paratransit Reimbursement	11.051	11.078	0.027	0.2	0.000	0.000	0.000	-	11.051	11.078	0.027	0.2
Other	9.049	8.212	(0.837)	(9.2)	0.000	0.000	0.000	-	9.049	8.212	(0.837)	(9.2)
Total Other Operating Revenue	27.822	27.011	(0.811)	(2.9)	0.000	0.000	0.000	-	27.822	27.011	(0.811)	(2.9)
Capital and Other Reimbursements	0.000	0.000	0.000	-	68.542	62.491	(6.051)	(8.8)	68.542	62.491	(6.051)	(8.8)
Total Revenue	\$321.185	\$318.435	(\$2.750)	(0.9)	\$68.542	\$62.491	(\$6.051)	(8.8)	\$389.727	\$380.926	(\$8.801)	(2.3)
Expenses												
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Payroll	244.028	242.895	1.133	0.5	29.863	26.385	3.498	11.7	273.911	269.280	4.631	1.7
Overtime	22.092	28.172	(6.080)	(27.5)	4.987	5.327	(0.340)	(6.8)	27.079	33.499	(6.420)	(23.7)
Total Salaries & Wages	266.120	271.067	(4.947)	(1.9)	34.870	31.712	3.158	9.1	300.990	302.779	(1.789)	(0.6)
Health and Welfare	47.527	48.412	(0.885)	(1.9)	1.971	1.655	0.316	16.0	49.498	50.067	(0.569)	(1.1)
OPEB Current Payment	26.124	24.533	1.591	6.1	0.000	0.000	0.000	-	26.124	24.533	1.591	6.1
Pensions	17.893	15.758	2.135	11.9	0.075	0.082	(0.007)	(9.3)	17.968	15.840	2.128	11.8
Other Fringe Benefits	22.305	23.479	(1.174)	(5.3)	8.622	7.187	1.435	16.6	30.927	30.686	0.261	0.8
Total Fringe Benefits	113.849	112.182	1.667	1.5	10.668	8.924	1.744	16.3	124.517	121.106	3.411	2.7
Reimbursable Overhead	(15.514)	(14.700)	(0.814)	(5.2)	15.514	14.700	0.814	5.2	0.000	0.000	0.000	-
Total Labor Expenses	\$364.455	\$368.549	(\$4.094)	(1.1)	\$61.052	\$55.336	\$5.716	9.4	\$425.507	\$423.885	\$1.622	0.4
Non-Labor:												
Electric Power	24.145	25.300	(1.155)	(4.8)	0.021	0.019	0.002	9.5	24.166	25.319	(1.153)	(4.8)
Fuel	16.250	15.253	0.997	6.1	0.002	0.003	(0.001)	(50.0)	16.252	15.256	0.996	6.1
Insurance	5.396	4.815	0.581	10.8	0.000	0.000	0.000	-	5.396	4.815	0.581	10.8
Claims	7.917	7.920	(0.003)	(0.0)	0.000	0.000	0.000	-	7.917	7.920	(0.003)	(0.0)
Paratransit Service Contracts	31.108	33.383	(2.275)	(7.3)	0.000	0.000	0.000	-	31.108	33.383	(2.275)	(7.3)
Mtce. and Other Operating Contracts	16.157	10.151	6.006	33.0	2.705	2.012	0.693	25.6	17.862	12.163	5.699	31.9
Professional Service Contracts	9.607	10.290	(0.683)	(7.1)	1.031	0.357	0.674	65.4	10.638	10.647	(0.009)	(0.1)
Materials & Supplies	21.464	25.118	(3.654)	(17.0)	3.438	4.554	(1.116)	(32.5)	24.902	29.672	(4.770)	(19.2)
Other Business Expenses	5.258	4.737	0.521	9.9	0.293	0.210	0.083	28.3	5.551	4.947	0.604	10.9
Total Non-Labor Expenses	\$136.302	\$136.967	(\$0.665)	(0.5)	\$7.490	\$7.155	\$0.335	4.5	\$143.792	\$144.122	(\$0.330)	(0.2)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$500.757	\$505.516	(\$4.759)	(1.0)	\$68.542	\$62.491	\$6.051	8.8	\$569.299	\$568.007	\$1.292	0.2
Depreciation	114.500	113.131	1.369	1.2	0.000	0.000	0.000	-	114.500	113.131	1.369	1.2
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$615.257	\$618.647	(\$3.390)	(0.6)	\$68.542	\$62.491	\$6.051	8.8	\$683.799	\$681.138	\$2.661	0.4
Net Surplus/(Deficit)	(\$294.072)	(\$300.212)	(\$6.140)	(2.1)	\$0.000	\$0.000	\$0.000	-	(\$294.072)	(\$300.212)	(\$6.140)	(2.1)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
January 2012
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	NR	(0.8)	(2.9)	Mostly due to lower advertising revenue	Same as Month Variances		
Overtime	NR	(6.1)	(27.5)	Mainly due to the unfavorable timing of "banked" overtime payments to represented employees and additional signal inspection and signal/bus maintenance requirements			
Pension	NR	2.1	11.9	Largely the favorable timing of MaBSTOA pension expenses			
Other Fringe Benefits	NR	(1.2)	(5.3)	Mostly lower direct overhead credits due to reimbursable payroll underruns			
Reimbursable Overhead	NR	(0.8)	(5.2)	Mainly lower overhead credits from reimbursable payroll underruns			
Electric Power	NR	(1.2)	(4.8)	Mostly due to the timing of non-traction accrual adjustments			
Fuel	NR	1.0	6.1	Primarily lower heating fuel expenses, due to mild weather, and lower diesel fuel consumption, partly offset by the unfavorable timing of accrual adjustments			
Insurance	NR	0.6	10.8	Due to the favorable timing of expenses			
Paratransit Service Contracts	NR	(2.3)	(7.3)	The unfavorable timing of expenses to be offset in February			
Maintenance and Other Operating Contracts	NR	5.0	33.0	Mainly due to the favorable timing of building maintenance expenses			
Professional Service Contracts	NR	(0.7)	(7.1)	Primarily the unfavorable timing of expenses			
Materials and Supplies	NR	(3.7)	(17.0)	Largely the unfavorable timing of vehicle and non-vehicle maintenance material requirements			
Other Business Expenses	NR	0.5	9.9	Mainly underruns in MVM debit/credit card charges			

MTA NEW YORK CITY TRANSIT
 FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
 January 2012
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Same as Month Variances							
Capital and Other Reimbursements	R	(6.1)	(8.8)	Reimbursement reduction consistent with expense reduction			
Payroll	R	3.5	11.7	Mostly due to capital construction underruns			
Overtime	R	(0.3)	(6.8)	Mostly due to additional track-work requirements			
Health & Welfare	R	0.3	16.0	Mainly the favorable timing of expenses			
Other Fringe Benefits	R	1.4	16.6	Mostly lower direct overhead expenses due to reimbursable payroll underruns			
Maintenance and Other Operating Contracts	R	0.7	25.6	Largely the favorable timing of equipment rental expenses			
Professional Service Contracts	R	0.7	65.4	Mostly the favorable timing of data center expenses			
Materials & Supplies	R	(1.1)	(32.5)	The unfavorable timing of non-vehicle maintenance material requirements			

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

Table 4

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$289.781	\$302.000	\$12.219	4.2	\$289.781	\$302.000	\$12.219	4.2
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	15.000	15.000	-	0.000	15.000	15.000	-
Paratransit Reimbursement	2.185	2.100	(0.085)	(3.9)	2.185	2.100	(0.085)	(3.9)
Other	63.334	64.600	1.266	2.0	63.334	64.600	1.266	2.0
Total Other Operating Revenue	65.519	81.700	16.181	24.7	65.519	81.700	16.181	24.7
Capital and Other Reimbursements	78.542	27.500	(51.042)	(65.0)	78.542	27.500	(51.042)	(65.0)
Total Receipts	\$433.842	\$411.200	(\$22.642)	(5.2)	\$433.842	\$411.200	(\$22.642)	(5.2)
Expenditures								
Labor:								
Payroll	240.694	243.392	(2.698)	(1.1)	240.694	243.392	(2.698)	(1.1)
Overtime	23.899	30.408	(6.509)	(27.2)	23.899	30.408	(6.509)	(27.2)
Total Salaries & Wages	264.593	273.800	(9.207)	(3.5)	264.593	273.800	(9.207)	(3.5)
Health and Welfare	49.498	52.867	(3.369)	(6.8)	49.498	52.867	(3.369)	(6.8)
OPEB Current Payment	26.124	24.533	1.591	6.1	26.124	24.533	1.591	6.1
Pensions	17.968	15.800	2.168	12.1	17.968	15.800	2.168	12.1
Other Fringe Benefits	25.725	28.900	(3.175)	(12.3)	25.725	28.900	(3.175)	(12.3)
Total Fringe Benefits	119.315	122.100	(2.785)	(2.3)	119.315	122.100	(2.785)	(2.3)
GASB Account	2.644	2.600	0.044	1.7	2.644	2.600	0.044	1.7
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$386.652	\$398.500	(\$11.848)	(3.1)	\$386.652	\$398.500	(\$11.848)	(3.1)
Non-Labor:								
Electric Power	24.166	16.300	7.866	32.5	24.166	16.300	7.866	32.5
Fuel	16.251	15.500	0.751	4.6	16.251	15.500	0.751	4.6
Insurance	(0.021)	11.400	(11.421)	-	(0.021)	11.400	(11.421)	-
Claims	7.252	8.500	(1.248)	(17.2)	7.252	8.500	(1.248)	(17.2)
Paratransit Service Contracts	30.941	25.100	5.841	18.9	30.941	25.100	5.841	18.9
Mtca. and Other Operating Contracts	17.862	27.900	(10.038)	(56.2)	17.862	27.900	(10.038)	(56.2)
Professional Service Contracts	10.638	4.800	5.838	54.9	10.638	4.800	5.838	54.9
Materials & Supplies	31.719	34.100	(2.381)	(7.5)	31.719	34.100	(2.381)	(7.5)
Other Business Expenditures	5.553	4.800	0.753	13.6	5.553	4.800	0.753	13.6
Total Non-Labor Expenditures	\$144.361	\$148.400	(\$4.039)	(2.8)	\$144.361	\$148.400	(\$4.039)	(2.8)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$530.913	\$546.900	(\$15.987)	(3.0)	\$530.913	\$546.900	(\$15.987)	(3.0)
Net Surplus/(Deficit)	(\$97.071)	(\$135.700)	(\$38.629)	(39.8)	(\$97.071)	(\$135.700)	(\$38.629)	(39.8)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL CASH BASIS
January 2012
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
				Same as Month Variances		
Farebox Receipts	12.2	4.2	Primarily due to the favorable counting and depositing of receipts			
Other Operating Receipts	16.2	24.7	Mostly due to the favorable timing of student fare reimbursements, originally assumed to be received in December 2011			
Capital and Other Reimbursements	(51.0)	(65.0)	Mostly due to the unfavorable timing of reimbursements			
Salaries & Wages	(9.2)	(3.5)	Mainly due to the unfavorable timing of "banked" overtime payments to represented employees and additional signal inspection and signal/bus maintenance requirements			
Pensions	2.2	12.1	Largely the favorable timing of MaBSTOA pension payments			
Other Fringe Benefits	(3.2)	(12.3)	The unfavorable timing of payments			
Electric Power	7.9	32.5	Mostly the favorable timing of payments			
Fuel	0.8	4.6	Primarily lower heating fuel expenses, due to mild weather, and lower diesel fuel consumption			
Insurance	(11.4)	(100.0)	The unfavorable timing of payments			
Claims	(1.2)	(17.2)	The unfavorable timing of payments			
Paratransit Service Contracts	5.8	18.9	Mainly due to the favorable timing of payments			
Maintenance Contracts	(10.0)	(56.2)	Mostly the unfavorable timing of payments			
Professional Service Contracts	5.8	54.9	The favorable timing of payments			
Materials & Supplies	(2.4)	(7.5)	Largely the unfavorable timing of vehicle and non-vehicle maintenance material requirements, partly offset by the favorable timing of payments			
Other Business Expenses	0.8	13.6	Mainly underruns in MVM debit/credit card charges			

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

Table 6

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$3.582)	\$10.576	\$14.158	395.3	(\$3.582)	\$10.576	\$14.158	395.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(7.722)	7.279	15.001	194.3	(7.722)	7.279	15.001	194.3
Paratransit Reimbursement	(8.866)	(8.978)	(0.112)	(1.3)	(8.866)	(8.978)	(0.112)	(1.3)
Other	54.285	56.388	2.103	3.9	54.285	56.388	2.103	3.9
Total Other Operating Revenue	37.697	54.689	16.992	45.1	37.697	54.689	16.992	45.1
Capital and Other Reimbursements	10.000	(34.991)	(44.991)	(449.9)	10.000	(34.991)	(44.991)	(449.9)
Total Receipts	\$44.115	\$30.274	(\$13.841)	(31.4)	\$44.115	\$30.274	(\$13.841)	(31.4)
Expenditures								
Labor:								
Payroll	33.217	25.888	(7.329)	(22.1)	33.217	25.888	(7.329)	(22.1)
Overtime	3.180	3.091	(0.089)	(2.8)	3.180	3.091	(0.089)	(2.8)
Total Salaries & Wages	36.397	28.979	(7.418)	(20.4)	36.397	28.979	(7.418)	(20.4)
Health and Welfare	0.000	(2.800)	(2.800)	-	0.000	(2.800)	(2.800)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	0.040	0.040	-	0.000	0.040	0.040	-
Other Fringe Benefits	5.202	1.766	(3.436)	(66.1)	5.202	1.766	(3.436)	(66.1)
Total Fringe Benefits	5.202	(0.994)	(6.196)	(119.1)	5.202	(0.994)	(6.196)	(119.1)
GASB Account	(2.644)	(2.600)	0.044	1.7	(2.644)	(2.600)	0.044	1.7
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$38.955	\$25.385	(\$13.570)	(34.8)	\$38.955	\$25.385	(\$13.570)	(34.8)
Non-Labor:								
Electric Power	0.000	9.019	9.019	-	0.000	9.019	9.019	-
Fuel	0.001	(0.244)	(0.245)	-	0.001	(0.244)	(0.245)	-
Insurance	5.417	(6.585)	(12.002)	(221.6)	5.417	(6.585)	(12.002)	(221.6)
Claims	0.665	(0.580)	(1.245)	(187.2)	0.665	(0.580)	(1.245)	(187.2)
Paratransit Service Contracts	0.167	8.283	8.116	-	0.167	8.283	8.116	-
Misc. and Other Operating Contracts	0.000	(15.737)	(15.737)	-	0.000	(15.737)	(15.737)	-
Professional Service Contracts	0.000	5.847	5.847	-	0.000	5.847	5.847	-
Materials & Supplies	(6.817)	(4.428)	2.389	35.0	(6.817)	(4.428)	2.389	35.0
Other Business Expenses	(0.002)	0.147	0.149	-	(0.002)	0.147	0.149	-
Total Non-Labor Expenditures	(\$0.589)	(\$4.278)	(\$3.709)	(651.8)	(\$0.589)	(\$4.278)	(\$3.709)	(651.8)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	\$38.366	\$21.107	(\$17.279)	(45.0)	\$38.366	\$21.107	(\$17.279)	(45.0)
Depreciation	114.500	113.131	(1.369)	(1.2)	114.500	113.131	(1.369)	(1.2)
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$152.866	\$134.238	(\$18.648)	(12.2)	\$152.866	\$134.238	(\$18.648)	(12.2)
Total Cash Conversion Adjustments	\$197.001	\$164.512	(\$32.489)	(16.5)	\$197.001	\$164.512	(\$32.489)	(16.5)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
January 2012

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav)</u>	<u>Explanation</u>
Administration:				
Office of the President	20	20	0	
Law	265	249	16	
Office of the EVP	41	37	4	
Human Resources	303	296	7	
Office of Management and Budget	39	36	3	
Capital Planning & Budget	31	28	3	
Corporate Communications	243	234	9	
AFC Program Management & Sales	54	51	3	
Technology & Information Services	426	419	7	
Non-Departmental	84	-	84	
Labor Relations	96	95	1	
Materiel	235	235	-	
Controller	145	150	(5)	
Total Administration	1,982	1,850	132	
Operations				
Subways Service Delivery	7,412	7,367	45	
Subways Operations Support/Admin.	312	304	8	
Subways Stations	2,682	2,659	23	
Sub-total Subways	10,406	10,330	76	
Buses	10,293	10,270	23	
Paratransit	148	157	(9)	
Operations Planning	376	372	4	
Revenue Control	423	391	32	
Total Operations	21,646	21,520	126	
Maintenance				
Subways Operations Support/Admin.	161	166	(5)	
Subways Engineering	298	301	(3)	
Subways Car Equipment	4,126	4,016	110	
Subways Infrastructure	1,708	1,650	58	
Subways Stations	3,542	3,494	48	
Subways Track	2,711	2,682	29	
Subways Power	609	636	(27)	
Subways Signals	1,447	1,362	85	
Subways Electronic Maintenance	1,427	1,353	74	
Sub-total Subways	16,029	15,660	369	
Buses	3,740	3,696	44	
Revenue Control	137	137	0	
Supply Logistics	547	540	7	
System Safety	88	87	1	
Total Maintenance	20,541	20,120	421	
Engineering/Capital				
Capital Program Management	1,218	1,242	(24)	
Total Engineering/Capital	1,218	1,242	(24)	
Public Safety				
Security	504	494	10	
Total Public Safety	504	494	10	
Total Positions	45,891	45,226	665	
Non-Reimbursable	41,220	41,049	171	
Reimbursable	4,671	4,177	494	
Total Full-Time	45,737	45,033	704	
Total Full-Time Equivalents	154	193	(39)	

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
January 2012

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./Unfav)	Explanation
Administration:				
Managers/Supervisors	648	581	67	
Professional, Technical, Clerical	1,217	1,244	(27)	
Operational Hourlies	117	25	92	
Total Administration	1,982	1,850	132	
Operations				
Managers/Supervisors	2,508	2,433	75	
Professional, Technical, Clerical	363	384	(21)	
Operational Hourlies	18,775	18,703	72	
Total Operations	21,646	21,520	126	
Maintenance				
Managers/Supervisors	3,745	3,606	139	
Professional, Technical, Clerical	1,047	1,013	34	
Operational Hourlies	15,749	15,501	248	
Total Maintenance	20,541	20,120	421	
Engineering/Capital				
Managers/Supervisors	272	262	10	
Professional, Technical, Clerical	944	978	(34)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,242	(24)	
Public Safety				
Managers/Supervisors	129	124	5	
Professional, Technical, Clerical	32	31	1	
Operational Hourlies	343	339	4	
Total Public Safety	504	494	10	
Total Positions				
Managers/Supervisors	7,302	7,006	296	
Professional, Technical, Clerical	3,603	3,650	(47)	
Operational Hourlies	34,986	34,570	416	
Total Positions	45,891	45,226	665	

**MTA NEW YORK CITY TRANSIT
(PRELIMINARY) INVENTORY NOTES
January 2012
(\$ in millions)**

	<u>1/31/12</u>	<u>1/31/11</u>
<u>Operating Inventory</u>		
Gross Inventory	\$269.959	\$278.488
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(66.200)	(66.100)
Net Inventory	\$203.259	\$211.888

MTA
New York City Transit
2012 February Financial Plan
Non-Reimbursable / Reimbursable
(\$ in millions)

NON - REIMBURSABLE
SCHEDULED OVERTIME

Subways
Buses
All Other

Total Scheduled

UNSCHEDULED OVERTIME

Subways
Buses
All Other

Total Unscheduled

TOTAL NON-REIMBURSABLE OVERTIME

REIMBURSABLE

SCHEDULED OVERTIME

Subways
Buses
All Other

Total Scheduled

UNSCHEDULED OVERTIME

Subways
Buses
All Other

Total Unscheduled

TOTAL REIMBURSABLE OVERTIME

TOTAL OVERTIME

January 2012						January YTD 2012					
Adopted Budget		Actuals		Variance		Adopted Budget		Actuals		Variance	
Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
87,598	\$2.65	85,238	\$2.54	(2,360)	(\$0.10)	87,598	\$2.65	85,238	\$2.54	(2,360)	(\$0.10)
253,683	\$7.41	240,009	\$6.87	(13,674)	(\$0.54)	253,683	\$7.41	240,009	\$6.87	(13,674)	(\$0.54)
2,152	\$0.05	898	\$0.02	(1,254)	(\$0.02)	2,152	\$0.05	898	\$0.02	(1,254)	(\$0.02)
343,433	\$10.11	326,145	\$9.44	(17,288)	(\$0.67)	343,433	\$10.11	326,145	\$9.44	(17,288)	(\$0.67)
210,235	\$6.98	346,690	\$11.07	136,456	\$4.08	210,235	\$6.98	346,690	\$11.07	136,456	\$4.08
135,838	\$4.28	236,083	\$6.80	100,245	\$2.52	135,838	\$4.28	236,083	\$6.80	100,245	\$2.52
25,201	\$0.73	26,551	\$0.87	1,350	\$0.14	25,201	\$0.73	26,551	\$0.87	1,350	\$0.14
371,274	\$11.99	609,324	\$18.73	238,051	\$6.74	371,274	\$11.99	609,324	\$18.73	238,051	\$6.74
714,707	\$22.1	935,469	\$28.2	220,763	\$6.08	714,707	\$22.1	935,469	\$28.2	220,763	\$6.08
5,163	\$0.16	2,366	\$0.11	(2,797)	(\$0.05)	5,163	\$0.16	2,366	\$0.11	(2,797)	(\$0.05)
-	\$0.00	550	\$0.01	550	\$0.01	-	\$0.00	550	\$0.01	550	\$0.01
-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00
5,163	\$0.16	2,916	\$0.12	(2,247)	(\$0.04)	5,163	\$0.16	2,916	\$0.12	(2,247)	(\$0.04)
140,330	\$4.04	162,144	\$4.46	21,814	\$0.42	140,330	\$4.04	162,144	\$4.46	21,814	\$0.42
16,514	\$0.39	14,177	\$0.38	(2,337)	(\$0.00)	16,514	\$0.39	14,177	\$0.38	(2,337)	(\$0.00)
10,646	\$0.41	566	\$0.36	(10,080)	(\$0.05)	10,646	\$0.41	566	\$0.36	(10,080)	(\$0.05)
167,490	\$4.83	176,887	\$5.20	9,398	\$0.37	167,490	\$4.83	176,887	\$5.20	9,398	\$0.37
172,653	\$4.99	179,803	\$5.32	7,151	\$0.34	172,653	\$4.99	179,803	\$5.32	7,151	\$0.34
887,359	\$27.09	1,115,272	\$33.50	227,913	\$6.41	887,359	\$27.09	1,115,272	\$33.50	227,913	\$6.41



FINANCIAL AND RIDERSHIP REPORT

January 2012

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.7 million in January, exceeded budget by less than \$0.1 million (2.7 percent), due mostly to higher student fare reimbursements, partly offset by an underrun in farebox revenue due to lower non-student ridership.

January 2012 average weekday ridership was 16,555, 8.7 percent (1,331 riders) higher than January 2011, due mostly to better weather in 2012. Average weekday ridership for the twelve months ending January 2012 was 16,243, 5.3 percent (815 riders) higher than the previous twelve-month period, which represents a continuing positive trend.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were lower than budget in January by \$0.4 million (11.5 percent). Labor was under by \$0.2 million (6.2 percent), mainly from vacancies/absence control savings and the timing of health insurance expenses, partly offset by higher overtime expenses due mostly to vacancy coverage requirements. Non labor expenses underran by \$0.2 million (25.1 percent), primarily due to the favorable timing of materials & supplies and maintenance contract expenses.

Depreciation expenses of \$0.8 million were equal to budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$0.3 million in January, equal to budget.

The operating cash deficit (excluding subsidies) was \$2.4 million, \$0.9 million (27.3 percent) favorable to budget, due mainly to vacancy savings and the favorable timing of expenses and payments.

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2012
(\$ in millions)

4.24

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.454	0.432	(0.022)	(4.8)	-	-	-	-	0.454	0.432	0.022	(4.8)
Other Operating Revenue	0.204	0.244	0.040	19.6	-	-	-	-	0.204	0.244	0.040	19.6
Capital and Other Reimbursements	-	-	-	-	0.138	0.222	0.084	60.9	0.138	0.222	0.084	60.9
Total Revenue	\$ 0.658	\$ 0.676	\$ 0.018	2.7	\$ 0.138	\$ 0.222	\$ 0.084	60.9	\$ 0.796	\$ 0.898	\$ 0.102	12.8
Expenses												
Labor:												
Payroll	1.420	1.270	0.150	10.6	0.024	0.068	(0.044)	(183.3)	1.444	1.338	0.106	7.3
Overtime	0.057	0.126	(0.069)	(121.1)	0.059	0.032	0.027	45.8	0.116	0.158	(0.042)	(36.2)
Total Salaries & Wages	\$ 1.477	\$ 1.396	\$ 0.081	5.5	\$ 0.083	\$ 0.100	\$ (0.017)	(20.5)	\$ 1.560	\$ 1.496	\$ 0.064	4.1
Health and Welfare	0.315	0.243	0.072	22.9	0.042	0.016	0.026	61.9	0.357	0.259	0.098	27.5
OPEB Current Portion	0.053	0.053	-	0.0	-	-	-	-	0.053	0.053	-	0.0
Pensions	0.495	0.477	0.018	3.6	0.007	0.025	(0.018)	(257.1)	0.502	0.502	-	0.0
Other Fringe Benefits	0.108	0.127	(0.019)	(17.6)	0.006	0.019	(0.013)	(216.7)	0.114	0.146	(0.032)	(28.1)
Total Fringe Benefits	\$ 0.971	\$ 0.900	\$ 0.071	7.3	\$ 0.055	\$ 0.060	\$ (0.005)	(9.1)	\$ 1.026	\$ 0.960	\$ 0.066	6.4
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.448	\$ 2.296	\$ 0.152	6.2	\$ 0.138	\$ 0.160	\$ (0.022)	(15.9)	\$ 2.586	\$ 2.456	\$ 0.130	5.0
Non-Labor:												
Electric Power	0.394	0.420	(0.026)	(6.6)	-	-	-	-	0.394	0.420	(0.026)	(6.6)
Fuel	0.034	0.012	0.022	64.7	-	-	-	-	0.034	0.012	0.022	64.7
Insurance	0.022	0.022	-	0.0	-	-	-	-	0.022	0.022	-	0.0
Claims	0.023	0.023	-	0.0	-	-	-	-	0.023	0.023	-	0.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.144	0.070	0.074	51.4	-	-	-	-	0.144	0.070	0.074	51.4
Professional Service Contracts	0.035	0.035	-	0.0	-	-	-	-	0.035	0.035	-	0.0
Materials & Supplies	0.301	0.133	0.168	55.8	-	0.062	(0.062)	-	0.301	0.195	0.106	35.2
Other Business Expenses	0.001	-	0.001	100.0	-	-	-	-	0.001	-	0.001	100.0
Total Non-Labor Expenses	\$ 0.954	\$ 0.715	\$ 0.239	25.1	\$ -	\$ 0.062	\$ (0.062)	-	\$ 0.954	\$ 0.777	\$ 0.177	18.6
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.402	\$ 3.011	\$ 0.391	11.5	\$ 0.138	\$ 0.222	\$ (0.084)	(60.9)	\$ 3.540	\$ 3.233	\$ 0.307	8.7
Depreciation	0.750	0.750	-	0.0	-	-	-	-	0.750	0.750	-	0.0
Other Post Employment Benefits	0.250	0.250	-	0.0	-	-	-	-	0.250	0.250	-	0.0
Total Expenses	\$ 4.402	\$ 4.011	\$ 0.391	8.9	\$ 0.138	\$ 0.222	\$ (0.084)	(60.9)	\$ 4.540	\$ 4.233	\$ 0.307	6.8
Net Surplus/(Deficit)	\$ (3.744)	\$ (3.335)	\$ 0.409	10.9	\$ -	\$ -	\$ -	-	\$ (3.744)	\$ (3.335)	\$ 0.409	10.9

Table 2

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2012 Year-to-Date
(\$ in millions)

4.25

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.454	0.432	(0.022)	(4.8)	-	-	-	-	0.454	0.432	(0.022)	(4.8)
Other Operating Revenue	0.204	0.244	0.040	19.6	-	-	-	-	0.204	0.244	0.040	19.6
Capital and Other Reimbursements	-	-	-	-	0.138	0.222	0.084	60.9	0.138	0.222	0.084	60.9
Total Revenue	\$ 0.658	\$ 0.676	\$ 0.018	2.7	\$ 0.138	\$ 0.222	\$ 0.084	60.9	\$ 0.796	\$ 0.898	\$ 0.102	12.8
Expenses												
Labor:												
Payroll	1.420	1.270	0.150	10.6	0.024	0.068	(0.044)	(183.3)	1.444	1.338	0.106	7.3
Overtime	0.057	0.126	(0.069)	(121.1)	0.059	0.032	0.027	45.8	0.116	0.158	(0.042)	(36.2)
Total Salaries & Wages	\$ 1.477	\$ 1.396	\$ 0.081	5.5	\$ 0.083	\$ 0.100	\$ (0.017)	(20.5)	\$ 1.560	\$ 1.496	\$ 0.064	4.1
Health and Welfare	0.315	0.243	0.072	22.9	0.042	0.016	0.026	61.9	0.357	0.259	0.098	27.5
OPEB Current Portion	0.053	0.053	-	0.0	-	-	-	-	0.053	0.053	-	0.0
Pensions	0.495	0.477	0.018	3.6	0.007	0.025	(0.018)	(257.1)	0.502	0.502	-	0.0
Other Fringe Benefits	0.108	0.127	(0.019)	(17.6)	0.006	0.019	(0.013)	(216.7)	0.114	0.146	(0.032)	(28.1)
Total Fringe Benefits	\$ 0.971	\$ 0.900	\$ 0.071	7.3	\$ 0.055	\$ 0.060	\$ (0.005)	(9.1)	\$ 1.026	\$ 0.960	\$ 0.066	6.4
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.448	\$ 2.296	\$ 0.152	6.2	\$ 0.138	\$ 0.160	\$ (0.022)	(15.9)	\$ 2.586	\$ 2.456	\$ 0.130	5.0
Non-Labor:												
Electric Power	0.394	0.420	(0.026)	(6.6)	-	-	-	-	0.394	0.420	(0.026)	(6.6)
Fuel	0.034	0.012	0.022	64.7	-	-	-	-	0.034	0.012	0.022	64.7
Insurance	0.022	0.022	-	0.0	-	-	-	-	0.022	0.022	-	0.0
Claims	0.023	0.023	-	0.0	-	-	-	-	0.023	0.023	-	0.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtca. and Other Operating Contracts	0.144	0.070	0.074	51.4	-	-	-	-	0.144	0.070	0.074	51.4
Professional Service Contracts	0.035	0.035	-	0.0	-	-	-	-	0.035	0.035	-	0.0
Materials & Supplies	0.301	0.133	0.168	55.8	-	0.062	(0.062)	-	0.301	0.195	0.106	35.2
Other Business Expenses	0.001	-	0.001	100.0	-	-	-	-	0.001	-	0.001	100.0
Total Non-Labor Expenses	\$ 0.954	\$ 0.715	\$ 0.239	25.1	\$ -	\$ 0.062	\$ (0.062)	-	\$ 0.954	\$ 0.777	\$ 0.177	18.6
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.402	\$ 3.011	\$ 0.391	11.5	\$ 0.138	\$ 0.222	\$ (0.084)	(60.9)	\$ 3.540	\$ 3.233	\$ 0.307	8.7
Depreciation	0.750	0.750	-	0.0	-	-	-	-	0.750	0.750	-	0.0
Other Post Employment Benefits	0.250	0.250	-	0.0	-	-	-	-	0.250	0.250	-	0.0
Total Expenses	\$ 4.402	\$ 4.011	\$ 0.391	8.9	\$ 0.138	\$ 0.222	\$ (0.084)	(60.9)	\$ 4.540	\$ 4.233	\$ 0.307	6.8
Net Surplus/(Deficit)	\$ (3.744)	\$ (3.335)	\$ 0.409	10.9	\$ -	\$ -	\$ -	-	\$ (3.744)	\$ (3.335)	\$ 0.409	10.9

MTA STATEN ISLAND RAILWAY
 FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
 January 2012
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		Reason for Variance	YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.022)	(4.8)%	Due mostly to lower non-student ridership	SAME VARIANCES AS MONTH		
Other Operating Revenue	Non Reimb.	0.040	19.6%	Mainly higher student fare reimbursements			
Payroll	Non Reimb.	0.150	10.6%	Timing/vacancy control savings			
Overtime	Non Reimb.	(0.069)	(121.1)%	Mostly vacancy coverage requirements			
Health and Welfare	Non Reimb.	0.072	22.9%	Timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.019)	(17.6)%	Timing of inter-company billing			
Electric Power	Non Reimb.	(0.026)	(6.6)%	Higher prices			
Fuel	Non Reimb.	0.022	64.7%	The favorable timing of non-revenue fuel expenses			
Mtce. And Other Operating Contracts	Non Reimb.	0.074	51.4%	Favorable timing of expenses			
Materials and Supplies	Non Reimb.	0.168	55.8%	Favorable timing of expenses			
Capital and Other Reimbursements	Reimb.	0.084	60.9%	Timing of Contractor requirements			
Payroll	Reimb.	(0.044)	(183.3)%	Timing of Contractor requirements			
Overtime	Reimb.	0.027	45.8%	Timing of Contractor requirements			
Health and Welfare	Reimb.	0.026	61.9%	Timing of Contractor requirements			
Pension	Reimb.	(0.018)	(257.1)%	Timing of Contractor requirements			
Other Fringe Benefits	Reimb.	(0.013)	(216.7)%	Timing of Contractor requirements			

Table 4

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
CASH RECEIPTS and EXPENDITURES
January 2012
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.454	0.474	0.020	4.4	0.454	0.474	0.020	4.4
Other Operating Revenue	0.204	0.244	0.040	19.6	0.204	0.244	0.040	19.6
Capital and Other Reimbursements	0.138	-	(0.138)	(100.0)	0.138	-	(0.138)	(100.0)
Total Receipts	\$ 0.796	\$ 0.718	\$ (0.078)	(9.8)	\$ 0.796	\$ 0.718	\$ (0.078)	(9.8)
<u>Expenditures</u>								
Labor:								
Payroll	1.959	1.646	0.313	16.0	1.959	1.646	0.313	16.0
Overtime	0.116	0.184	(0.068)	(58.6)	0.116	0.184	(0.068)	(58.6)
Health and Welfare	0.357	0.257	0.100	28.0	0.357	0.257	0.100	28.0
OPEB Current Portion	0.053	0.053	-	0.0	0.053	0.053	-	0.0
Pensions	0.502	-	0.502	100.0	0.502	-	0.502	100.0
Other Fringe Benefits	0.114	0.165	(0.051)	(44.7)	0.114	0.165	(0.051)	(44.7)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 3.101	\$ 2.305	\$ 0.796	25.7	\$ 3.101	\$ 2.305	\$ 0.796	25.7
Non-Labor:								
Electric Power	0.394	0.420	(0.026)	(6.6)	0.394	0.420	(0.026)	(6.6)
Fuel	0.034	0.012	0.022	64.7	0.034	0.012	0.022	64.7
Insurance	0.022	-	0.022	100.0	0.022	-	0.022	100.0
Claims	0.023	0.018	0.005	21.7	0.023	0.018	0.005	21.7
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.144	0.059	0.085	59.0	0.144	0.059	0.085	59.0
Professional Service Contracts	0.035	0.010	0.025	71.4	0.035	0.010	0.025	71.4
Materials & Supplies	0.301	0.260	0.041	13.6	0.301	0.260	0.041	13.6
Other Business Expenditures	0.001	0.003	(0.002)	(200.0)	0.001	0.003	(0.002)	(200.0)
Total Non-Labor Expenditures	\$ 0.954	\$ 0.782	\$ 0.172	18.0	\$ 0.954	\$ 0.782	\$ 0.172	18.0
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 4.055	\$ 3.087	\$ 0.968	23.9	\$ 4.055	\$ 3.087	\$ 0.968	23.9
Operating Cash Deficit	\$ (3.259)	\$ (2.369)	\$ 0.890	27.3	\$ (3.259)	\$ (2.369)	\$ 0.890	27.3

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
January 2012
(\$ In millions)

<u>Operating Receipts or Disbursements</u>	<u>MONTH</u>			<u>YEAR TO DATE</u>		
	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
	<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
						SAME VARIANCES AS MONTH
Farebox Revenue	0.020	4.4%	Favorable timing of cash receipts			
Other Operating Revenue	0.040	19.6%	Mainly higher student fare reimbursements			
Capital and Other Reimbursements	(0.138)	(100.0%)	Unfavorable timing of reimbursements			
Payroll	0.313	16.0%	Timing/vacancy control savings			
Overtime	(0.068)	(58.6%)	Mostly vacancy coverage requirements			
4.28 Health and Welfare	0.100	28.0%	Favorable timing of expenses			
Pensions	0.502	100.0%	Favorable timing of payments			
Other Fringe Benefits	(0.051)	(44.7%)	Unfavorable timing of inter-company billing and payments			
Electric Power	(0.026)	(6.6%)	Higher prices			
Fuel	0.022	64.7%	The favorable timing of non-revenue fuel expenses			
Insurance	0.022	100.0%	The favorable timing of payments			
Claims	0.005	21.7%	Timing of third party claims paid			
Maintenance Contracts	0.085	59.0%	Favorable timing of expenses			
Professional Service Contracts	0.025	71.4%	Favorable timing of payments			
Materials and Supplies	0.041	13.6%	Favorable timing of expenses, partly offset by the unfavorable timing of payments			

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
 January 2012
 (\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.000	0.042	0.042	-	0.000	0.042	0.042	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Capital and Other Reimbursements	0.000	(0.222)	(0.222)	-	0.000	(0.222)	(0.222)	-
Total Receipts	\$0.000	(\$0.180)	(\$0.180)	-	\$0.000	(\$0.180)	(\$0.180)	-
<u>Expenditures</u>								
Labor:								
Payroll	(0.515)	(0.308)	0.207	40.2	(0.515)	(0.308)	0.207	40.2
Overtime	0.000	(0.026)	(0.026)	-	0.000	(0.026)	(0.026)	-
Health and Welfare	0.000	0.002	0.002	-	0.000	0.002	0.002	-
OPEB Current Portion	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	0.502	0.502	-	0.000	0.502	0.502	-
Other Fringe Benefits	0.000	(0.019)	(0.019)	-	0.000	(0.019)	(0.019)	-
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$0.515)	\$0.151	\$0.666	129.3	(\$0.515)	\$0.151	\$0.666	129.3
Non-Labor:								
Electric Power	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	-
Insurance	0.000	0.022	0.022	-	0.000	0.022	0.022	-
Claims	0.000	0.005	0.005	-	0.000	0.005	0.005	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	0.011	0.011	-	0.000	0.011	0.011	-
Professional Service Contracts	0.000	0.025	0.025	-	0.000	0.025	0.025	-
Materials & Supplies	0.000	(0.065)	(0.065)	-	0.000	(0.065)	(0.065)	-
Other Business Expenditures	0.000	(0.003)	(0.003)	-	0.000	(0.003)	(0.003)	-
Total Non-Labor Expenditures	\$0.000	(\$0.005)	(\$0.005)	-	\$0.000	(\$0.005)	(\$0.005)	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses								
before Depreciation and OPEB	(\$0.515)	\$0.146	\$0.661	128.3	(\$0.515)	\$0.146	\$0.661	128.3
Depreciation Adjustment	0.750	0.750	0.000	0.0	0.750	0.750	0.000	0.0
Other Post Employment Benefits	0.250	0.250	0.000	0.0	0.250	0.250	0.000	0.0
Total Expenditures	\$0.485	\$1.146	\$0.661	136.3	\$0.485	\$1.146	\$0.661	136.3
Total Cash Conversion Adjustments	\$0.485	\$0.966	\$0.481	99.2	\$0.485	\$0.966	\$0.481	99.2

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2012 BUDGET VERSUS 2012 PRELIMINARY ACTUAL
(in millions)**

<u>Month of January</u>		<u>Variance</u>		<u>Explanation</u>
<u>Budget</u>	<u>Actual</u>	<u>Amount</u>	<u>Percent</u>	
0.387	0.386	(0.001)	(0.3%)	

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

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2011 ACTUAL VERSUS 2012 PRELIMINARY ACTUAL
(in millions)**

	<u>Month of January</u>				
	<u>2011</u>	<u>2012</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	<u>Explanation</u>
Average Weekday	0.015	0.017	0.001	8.7%	Mostly due to better weather in 2012 than in 2011.
Average Weekend	0.007	0.008	0.000	1.9%	
	<u>12-Month Rolling Average</u>				
Average Weekday	0.015	0.016	0.001	5.3%	Continuing positive trend.
Average Weekend	0.008	0.009	0.000	4.2%	

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

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
January 2012

4.32

<u>Function/Departments</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	
Executive	9	12	(3)	Classification-Offset in Transportation
General Office	8	8	0	
Purchasing/Stores	5	7	(2)	Classification-Offset in Material Handling
Total Administration	22	27	(5)	
Operations				
Transportation	95	92	3	Classification-Offset in Executive
Total Operations	95	92	3	
Maintenance				
Mechanical	35	43	(8)	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	27	30	(3)	Classification-Offset in Car/Station Cleaning
Material Handling	2	0	2	Classification-Offset in Purchasing/Stores
Total Maintenance	155	143	12	
Total Positions	272	262	10	
Non-Reimbursable	269	259	10	
Reimbursable	3	3	0	
Total Full-Time	272	262	10	
Total Full-Time-Equivalents	0	0	0	

MTA STATEN ISLAND RAILWAY
 FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 January 2012

	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	12	13	(1)	
Professional, Technical, Clerical	10	14	(4)	
Operational Hourlies	0	0	0	
Total Administration	22	27	(5)	
Operations				
Managers/Supervisors	9	6	3	
Professional, Technical, Clerical	4	4	0	
Operational Hourlies	82	82	0	
Total Operations	95	92	3	
Maintenance				
Managers/Supervisors	6	4	2	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	146	137	9	
Total Maintenance	155	143	12	
Engineering/Capital				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
Total Engineering/Capital	0	0	0	
Public Safety				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
Total Public Safety	0	0	0	
Total Positions				
Managers/Supervisors	27	23	4	
Professional, Technical, Clerical	17	20	(3)	
Operational Hourlies	228	219	9	
Total Positions	272	262	10	



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through January 31, NYC Transit's performance against its 2012 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$7.3	\$7.7	106
Design Completions	3.4	3.4	100
Awards	315.3	227.9	72
Substantial Completions	108.7	124.8	115
Closeouts	5.3	4.7	89

During January, NYCT awarded projects totaling \$227.9 million, including:

- replacement of underground subway track, track panels, mainline switches, and install continuous welded rail throughout the subway system as part of the 2012 Track and Switch Reconstruction Program;
- rehabilitation of deteriorated duct banks and installation of new negative cabling in the Steinway Tube on the Flushing 7 Line; and
- replacement of selected Automated Fare Control equipment on all NYCT buses.

During the same period, NYCT substantially completed projects totaling \$124.8 million. The completions included:

- the purchase of 90 express buses;
- two line structure overcoat painting projects on the Astoria and Flushing Lines in Queens; and
- four projects as part of the 2011 track and switch reconstruction program.

Also during January, NYCT started seven design projects totaling \$7.7 million, completed four designs for \$3.4 million, and closed out two projects for \$4.7 million.

Capital Program Status

During January, NYCT awarded projects totaling \$227.9 million, including \$171.3 million for a portion of the 2012 track and switch reconstruction program. NYCT will replace underground subway track, mainline switches, mainline panels, yard switches, and yard panels in an ongoing effort to keep this integral portion of the infrastructure in a state of good repair. In addition, NYCT will install continuous welded rail to replace worn jointed rail. The program also includes track and switch alignment, system maintenance, structural repairs, and replacement of ties, rail and plates. It is anticipated that additional funds for the remainder of the 2012 track program will be committed later this year.

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, to the south end of the Vernon Jackson Station in Queens, one in each of two under-river tubes. The length of each duct bank is approximately 5,500 feet. Two new circuit breaker houses will be constructed to provide voltage support for the line. The project will be divided into three phases; Phase 1 includes installation of temporary cables to maintain service while the ductbanks are demolished and rebuilt; Phase 2 involves the removal the existing cables from the ducts, demolition of the ducts, and rebuild of the ducts; and Phase 3 includes installation of new permanent cables in the ducts, removal of the temporary cables, and installation of new negative return cables.

NYCT also awarded a \$9.9 million project consisting of the normal replacement of selected Automated Fare Control equipment on all NYCT buses, specifically the Integrated Farebox Unit's Ticket Processing Unit, Coin Module, Operator's Data Interface (ODI), Memory and Controller Boards.

During January, NYCT substantially completed projects totaling \$124.8 million, including the \$55.5 million purchase of 90 express buses. The new buses are designed to operate in revenue service for a minimum of 12 years and 500,000 miles and will provide increased reliability and passenger comfort by replacing over-aged buses. The buses meet Environmental Protection Administration (EPA) emission standards as well as Americans with Disabilities Act (ADA) standards.

NYCT completed two line structure overcoat painting projects totaling \$28.0 million on the Astoria and Flushing Lines in Queens. The project limits for the two projects extend from south of 27th Street to north of the intersection of 41st Avenue and Northern Boulevard, and from the portal to 27th Street. The scope included the removal of lead-based paint, dirt, grease, grime from the elevated steel structure followed by the application of three coats of alkyd-based paint on all steel surfaces. All lead paint chips and debris were handled and disposed in accordance with federal regulations.

NYCT also completed four projects totaling \$35.0 million as part of the 2011 track and switch reconstruction program.

Also during January, NYCT started seven design projects totaling \$7.7 million, completed four designs for \$3.4 million, and closed out two projects for \$4.7 million.

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

Projects Closed During January 2012
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Station Ventilator Rehab-3 Locations	2.8	2.8	12/10	13
Station Ventilator Rehab-149 St Grand Concourse WPR	1.8	1.8	01/12	0

Closeout for the station ventilator rehabilitation at 3 locations project was delayed 13 months in order to complete outstanding punchlist items related to several structural elements outside of this contract's scope of work. As a result, the structural items are being addressed via a separate contract. Additional delays were caused by severe snow conditions during punchlist work in the winter of 2010-2011.

CAPITAL PROJECT MILESTONE SUMMARY 2012

(THROUGH JANUARY 31, 2012)

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

January

Design Starts	\$7.3	7	\$7.7	7	105.5	100.0
Design Completions	3.4	4	3.4	4	100.0	100.0
Construction Awards	315.3	32	227.9	21	72.3	65.6
Substantial Completions	108.7	9	124.8	11	114.8	122.2
Closeouts	5.3	3	4.7	2	88.6	66.7

2012 Year-To-Date

Design Starts	\$7.3	7	\$7.7	7	105.5	100.0
Design Completions	3.4	4	3.4	4	100.0	100.0
Construction Awards	315.3	32	227.9	21	72.3	65.6
Substantial Completions	108.7	9	124.8	11	114.8	122.2
Closeouts	5.3	3	4.7	2	88.6	66.7

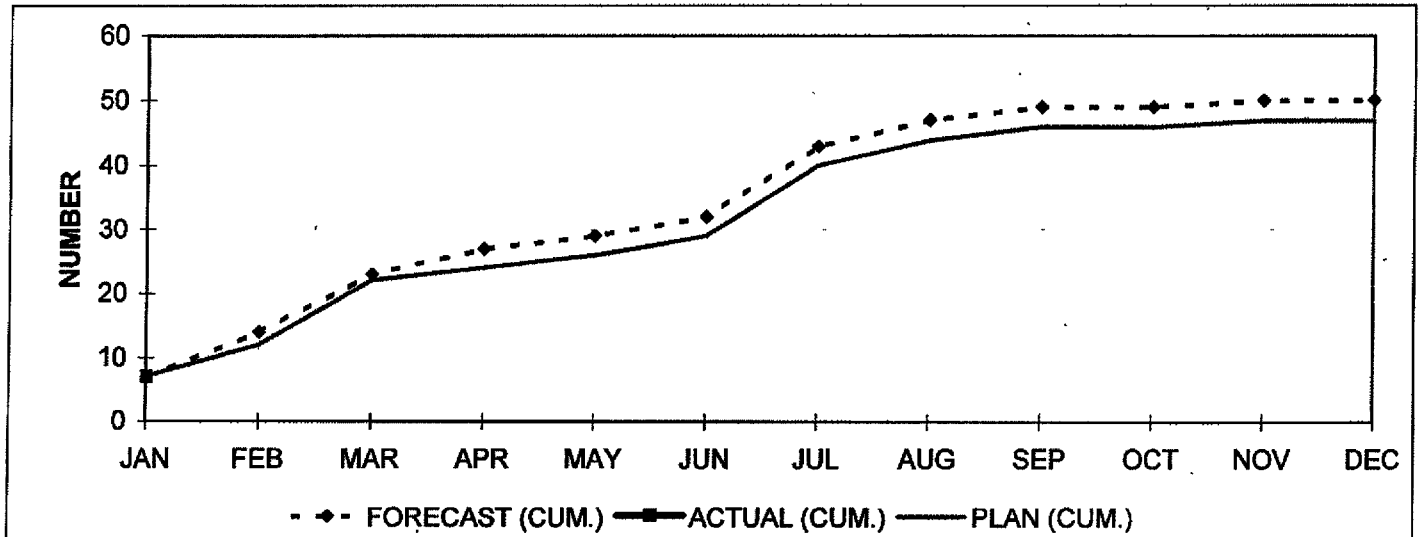
2012 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$75.3	47	\$77.6	50	103.1	106.4
Design Completions	120.7	93	123.0	95	101.9	102.2
Construction Awards	3,854.2	127	3,810.5	126	98.9	99.2
Substantial Completions	2,962.0	184	2,916.7	171	98.5	92.9
Closeouts	4,915.5	178	4,905.9	171	99.8	96.1

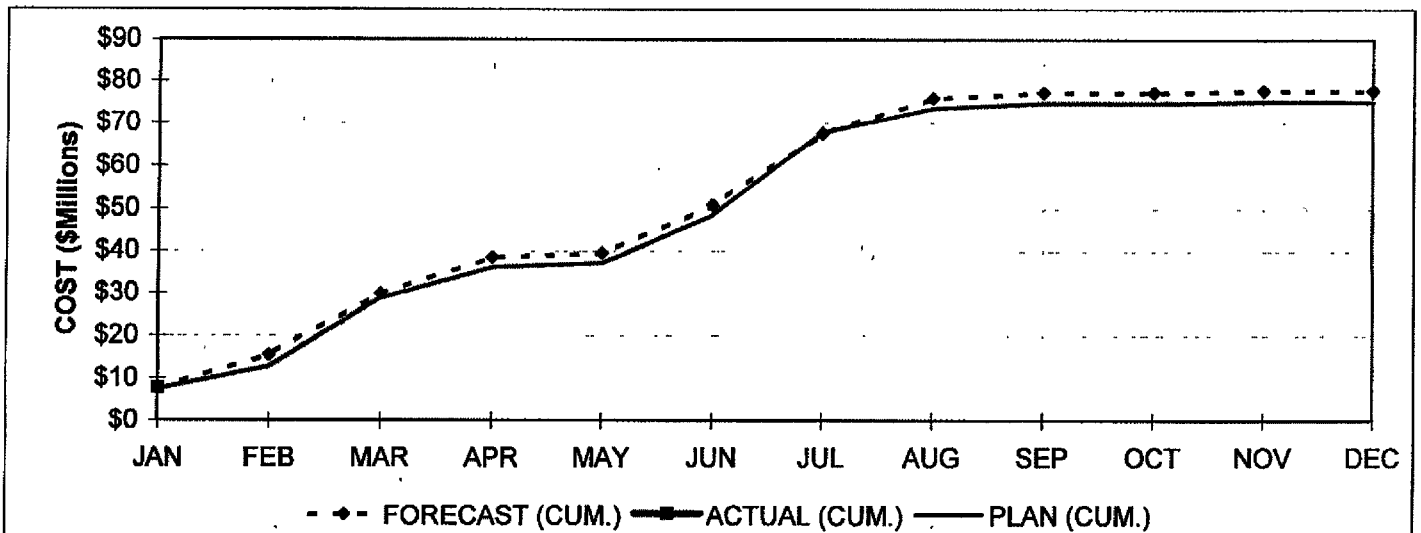
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2012 Design Starts Charts

As of January 2012



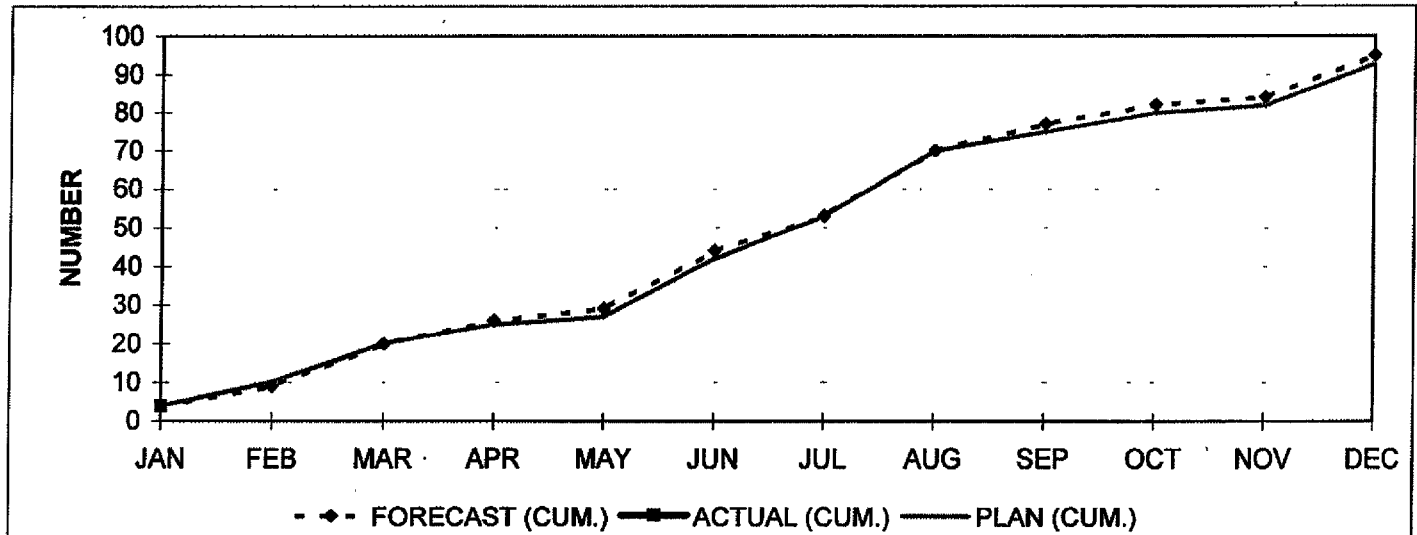
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	7	7	9	4	2	3	11	4	2	0	1	0
ACTUAL (NON-CUM.)	7	5	10	2	2	3	11	4	2	0	1	0
PLAN (NON-CUM.)	7	5	10	2	2	3	11	4	2	0	1	0
FORECAST (CUM.)	7	14	23	27	29	32	43	47	49	49	50	50
ACTUAL (CUM.)	7	12	22	24	26	29	40	44	46	46	47	47
PLAN (CUM.)	7	12	22	24	26	29	40	44	46	46	47	47



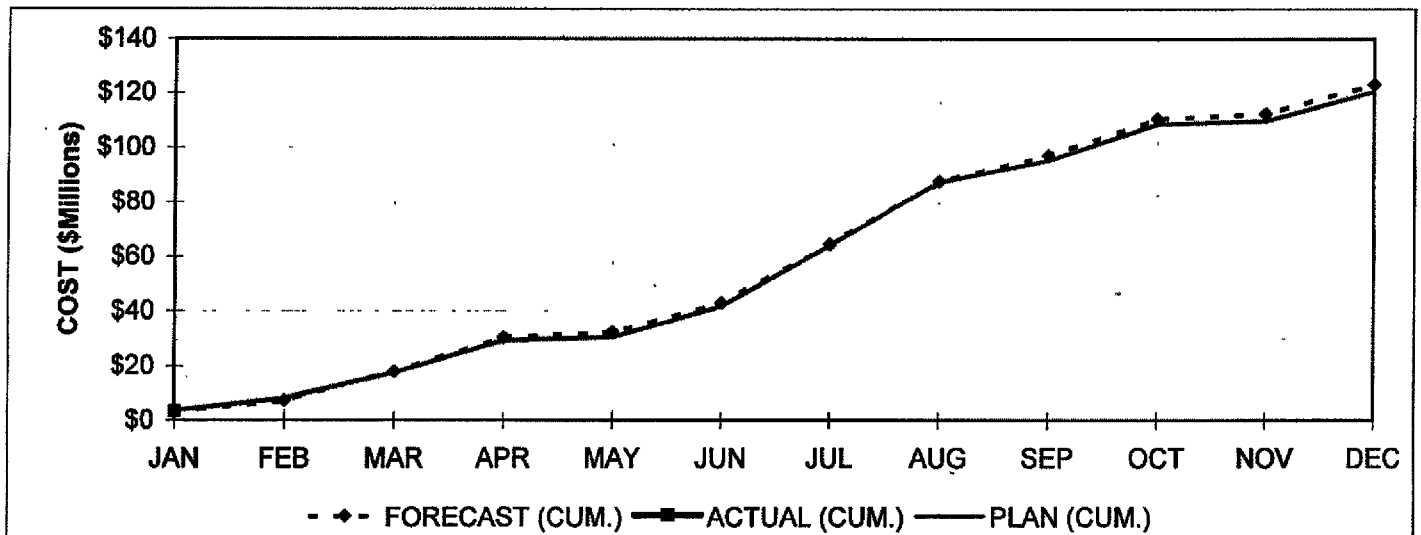
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	7.7	7.8	14.5	8.5	1.1	11.3	16.8	8.3	1.3	0.0	0.5	0.0
ACTUAL (NON-CUM.)	7.7	5.3	16.1	7.3	1.1	11.3	19.5	5.6	1.3	0.0	0.5	0.0
PLAN (NON-CUM.)	7.3	5.3	16.1	7.3	1.1	11.3	19.5	5.6	1.3	0.0	0.5	0.0
FORECAST (CUM.)	7.7	15.5	30.0	38.4	39.5	50.8	67.6	75.9	77.2	77.2	77.6	77.6
ACTUAL (CUM.)	7.7	12.7	28.7	36.0	37.1	48.4	67.9	73.5	74.8	74.8	75.3	75.3
PLAN (CUM.)	7.3	12.7	28.7	36.0	37.1	48.4	67.9	73.5	74.8	74.8	75.3	75.3

2012 Design Completions Charts

As of January 2012



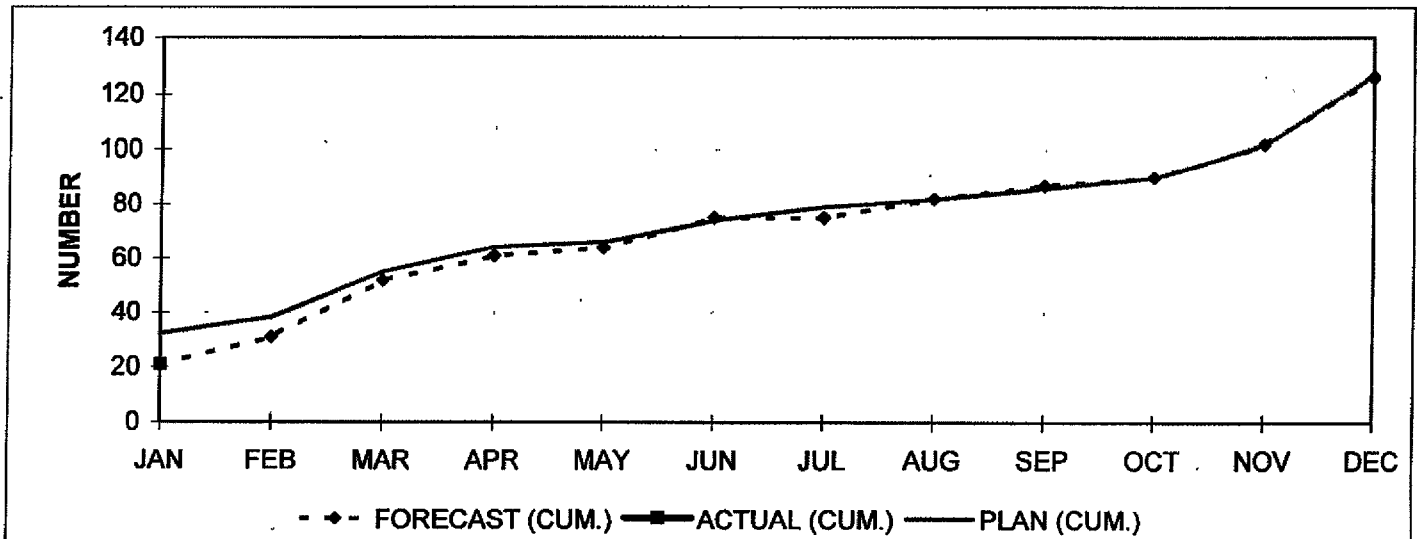
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		5	11	6	3	15	9	17	7	5	2	11
ACTUAL (NON-CUM.)	4											
PLAN (NON-CUM.)	4	6	10	5	2	15	11	17	5	5	2	11
FORECAST (CUM.)		9	20	26	29	44	53	70	77	82	84	95
ACTUAL (CUM.)	4											
PLAN (CUM.)	4	10	20	25	27	42	53	70	75	80	82	93



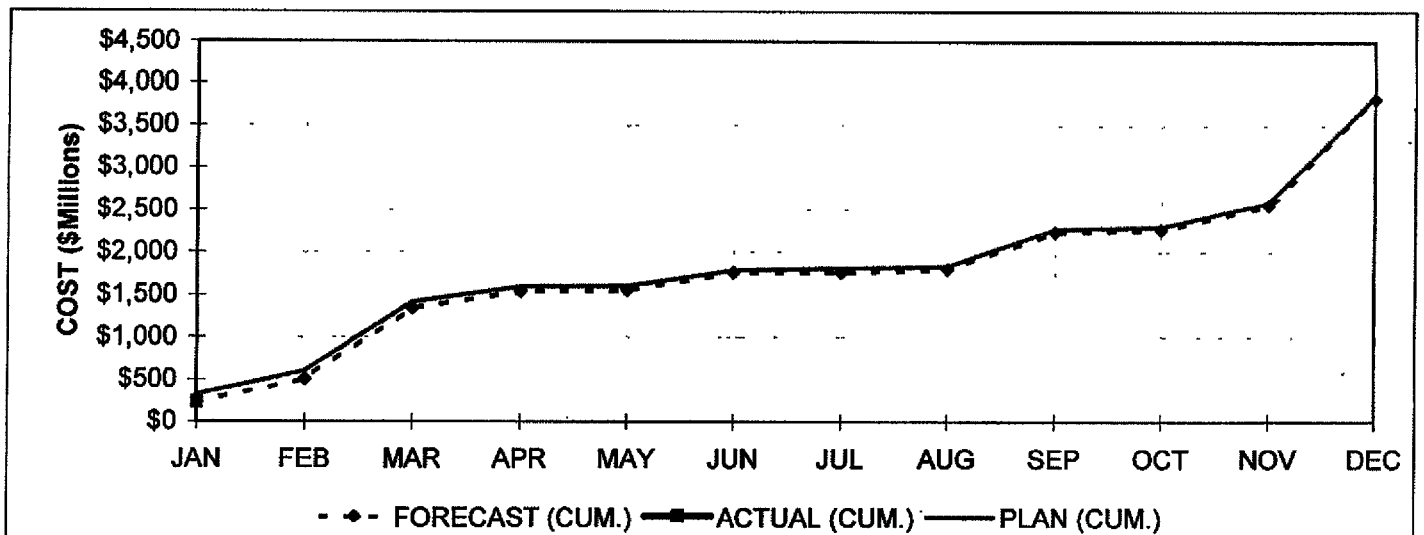
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		4.0	10.6	12.3	2.0	10.4	21.6	23.2	9.4	13.4	1.9	10.8
ACTUAL (NON-CUM.)	3.4											
PLAN (NON-CUM.)	3.4	4.6	9.5	11.7	1.2	11.3	22.4	23.4	7.8	13.3	1.3	10.8
FORECAST (CUM.)		7.4	18.0	30.3	32.4	42.8	64.4	87.6	97.0	110.4	112.2	123.1
ACTUAL (CUM.)	3.4											
PLAN (CUM.)	3.4	8.0	17.5	29.2	30.4	41.7	64.1	87.5	95.3	108.6	109.9	120.7

2012 Awards Charts

As of January 2012



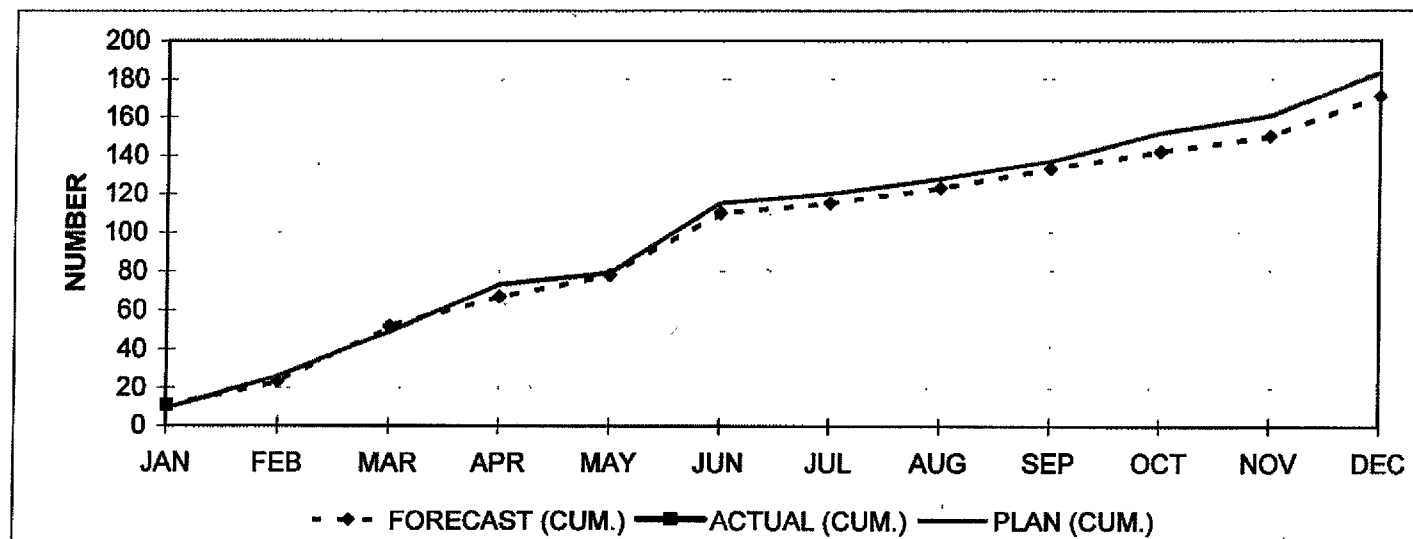
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		10	21	9	3	11	0	7	5	3	12	24
ACTUAL (NON-CUM.)	21											
PLAN (NON-CUM.)	32	6	17	9	2	8	5	3	4	4	12	25
FORECAST (CUM.)		31	52	61	64	75	75	82	87	90	102	126
ACTUAL (CUM.)	21											
PLAN (CUM.)	32	38	55	64	66	74	79	82	86	90	102	127



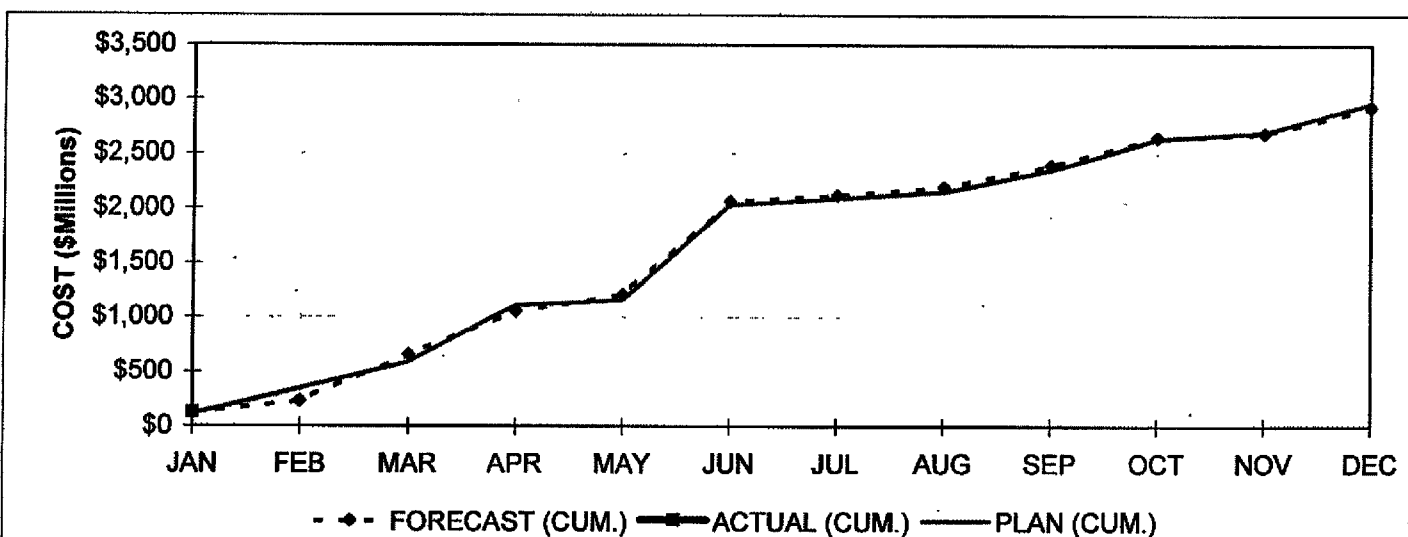
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		275.9	840.7	192.7	11.8	212.7	0.0	35.9	439.1	27.5	285.5	1260.8
ACTUAL (NON-CUM.)	227.9											
PLAN (NON-CUM.)	315.3	280.6	813.6	179.0	10.2	187.7	27.1	20.3	438.1	31.3	285.5	1265.5
FORECAST (CUM.)		503.8	1,344.5	1,537.2	1,549.0	1,761.7	1,761.7	1,797.5	2,236.6	2,264.2	2,549.7	3,810.5
ACTUAL (CUM.)	227.9											
PLAN (CUM.)	315.3	595.9	1,409.5	1,588.5	1,598.7	1,786.4	1,813.5	1,833.8	2,271.9	2,303.2	2,588.7	3,854.2

2012 Substantial Completions Charts

As of January 2012



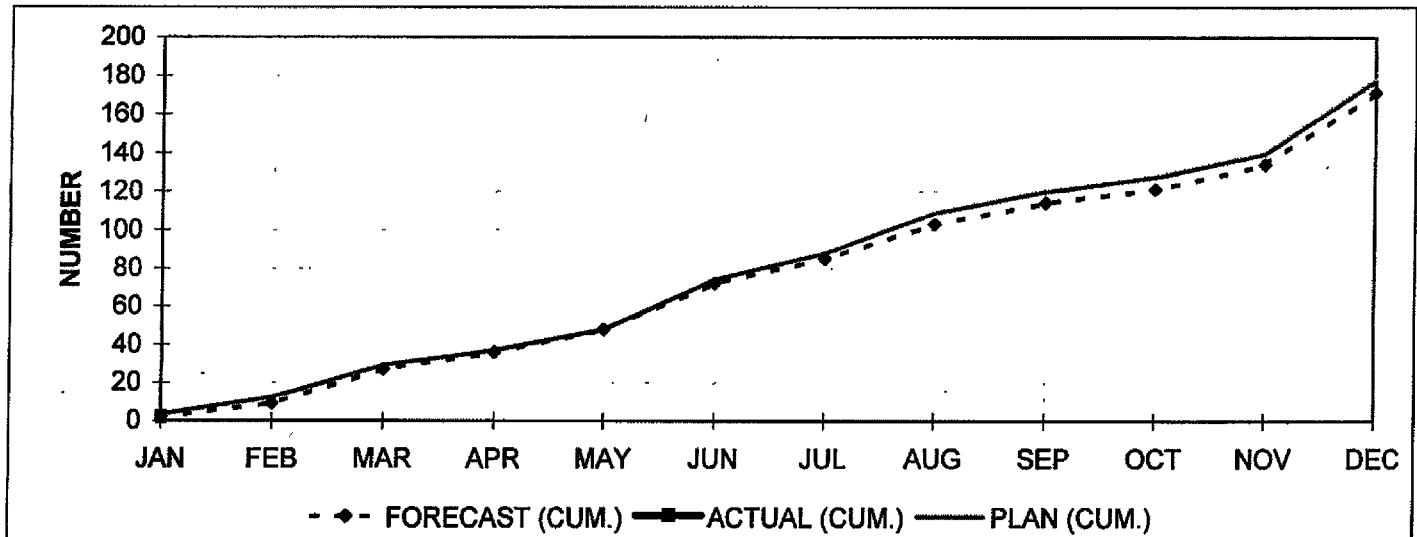
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		12	29	15	11	32	5	8	10	9	8	21
ACTUAL (NON-CUM.)	11											
PLAN (NON-CUM.)	9	17	23	24	6	36	5	8	9	15	9	23
FORECAST (CUM.)		23	52	67	78	110	115	123	133	142	150	171
ACTUAL (CUM.)	11											
PLAN (CUM.)	9	26	49	73	79	115	120	128	137	152	161	184



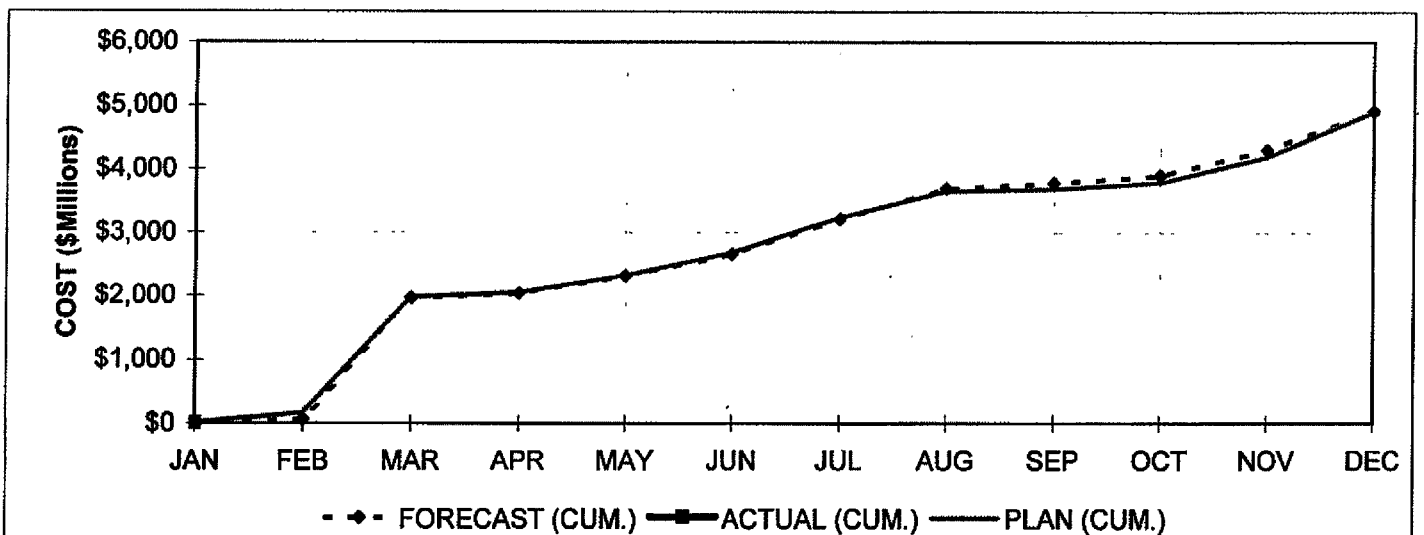
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		108.4	425.2	396.4	160.5	843.7	60.3	73.7	196.2	254.0	36.5	237.1
ACTUAL (NON-CUM.)	124.8											
PLAN (NON-CUM.)	108.7	234.0	246.7	519.8	51.9	867.7	60.3	66.1	196.1	281.9	65.1	263.8
FORECAST (CUM.)		233.2	658.4	1,054.8	1,215.3	2,059.0	2,119.3	2,193.1	2,389.2	2,643.2	2,679.7	2,916.7
ACTUAL (CUM.)	124.8											
PLAN (CUM.)	108.7	342.7	589.4	1,109.2	1,161.1	2,028.8	2,089.1	2,155.2	2,351.2	2,633.1	2,698.2	2,962.0

2012 Closeouts Charts

As of January 2012



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		7	18	9	12	24	13	18	11	7	13	37
ACTUAL (NON-CUM.)	2											
PLAN (NON-CUM.)	3	9	17	8	11	26	14	21	11	8	12	38
FORECAST (CUM.)		9	27	36	48	72	85	103	114	121	134	171
ACTUAL (CUM.)	2											
PLAN (CUM.)	3	12	29	37	48	74	88	109	120	128	140	178



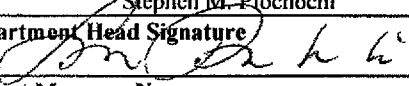
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		58.1	1897.3	78.2	276.2	343.1	556.0	481.9	85.5	118.8	404.5	601.7
ACTUAL (NON-CUM.)	4.7											
PLAN (NON-CUM.)	5.3	149.1	1816.5	75.7	276.6	363.5	561.6	407.3	43.1	105.4	400.1	711.4
FORECAST (CUM.)		62.7	1,960.0	2,038.2	2,314.5	2,657.5	3,213.5	3,695.4	3,780.9	3,899.7	4,304.2	4,905.9
ACTUAL (CUM.)	4.7											
PLAN (CUM.)	5.3	154.4	1,970.9	2,046.6	2,323.1	2,686.7	3,248.2	3,655.5	3,698.6	3,804.0	4,204.1	4,915.5

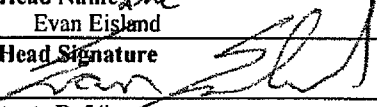



5. PROCUREMENTS



PROCUREMENTS

The Procurement Agenda this month includes 7 actions for a proposed expenditure of \$7.1M.

Subject Request for Authorization to Award Various Procurements					
Department Materiel Division – NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	3/26/12			
2	Board	3/28/12			

March 14, 2012			
Department Law and Procurement - MTACC			
Department Head Name <i>me</i> Evan Eisland			
Department Head Signature 			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	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: NONE

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 H: Modifications to Personal/Miscellaneous Service Contracts	1	\$	1.0 M
SUBTOTAL	1	\$	1.0 M

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

Schedules Requiring Majority Vote

Schedule F: Personal Service Contracts	3	\$	5.0 M
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$.4 M
SUBTOTAL	4	\$	5.4 M

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$.3 M
SUBTOTAL	1	\$.3 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	7	\$	7.1 M

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B C and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating 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.

MARCH 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

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

- | | | | |
|--|-------------------------|--------------------------------------|------------|
| 1. Henry Brothers Electronics, Inc. | \$979,974 (Est.) | <u>Staff Summary Attached</u> | 5.9 |
| Contract # 06G9430.4 | | | |

Modification to the contract for preventive and remedial maintenance of security systems at revenue facility sites, in order to extend the term of the contract and upgrade the network video switching system and cameras.

MARCH 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

F. Personal Service Contracts

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

- | | | |
|---|------------------------------------|---|
| <ol style="list-style-type: none"> 1. Armand Resource Group, Inc. 2. Navigant Consulting, Inc. 3. Thacher Associates, LLC | <p>\$5,000,000.00 (NTE)</p> | <p><u>Staff Summary Attached</u> 5.10</p> <p style="text-align: center;">↓</p> |
| <p>Twelve Proposals– Five-year contracts</p> <p>Contract #PS833</p> <p>Independent Compliance Monitors for MTACC projects.</p> | | |

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.)

- | | | |
|--|-------------------------|--|
| <ol style="list-style-type: none"> 4. WDF, Inc. | <p>\$363,525</p> | <p><u>Staff Summary Attached</u> 5.12</p> |
| <p>Contract # A-36137.68</p> <p>Modification to the contract for the rehabilitation of the 4/5 Fulton Street Station and Dey Street Head House, in order to perform revisions to the electrical work.</p> | | |

MARCH 2012**LIST OF RATIFICATIONS FOR BOARD APPROVAL****K. Ratification of Completed Procurement Actions (Involving Schedule E-J)**
(Staff Summaries required for items requiring Board approval.)

- | | | |
|---------------------------------------|-----------|---|
| 1. WDF, Inc.
Contract # A-36068.16 | \$330,000 | <i><u>Staff Summary Attached</u></i> 5.13 |
|---------------------------------------|-----------|---|
- Modification to the contract for the rehabilitation of three stations on the Rockaway Park Line, in order to install modified windscreen support posts at the Beach 90th, 98th and 105th Street Stations.

MARCH 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

1. **E.E. Cruz and Tully Construction Company, JV, LLC**
Contract # C-26005.54 **\$368,750**

Staff Summary Attached 5.14

Modification to the contract for civil, structural, and utility relocation for the Second Avenue Subway, 96th Street Station, in order to install gas mains according to the revised contract drawings.

Schedule H: Modifications to Personal Service & Miscellaneous Contracts



Item Number: 1

Vendor Name (& Location)	
Henry Brothers Electronics, Inc. (Fairlawn, NJ)	
Description	
Preventive and remedial maintenance for security systems at two revenue facility sites and a remote site.	
Contract Term (including Options, if any)	
April 1, 2008 – March 31, 2012	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Division of Revenue Control, Alan Putre	

Contract Number	AWO/Modification #
06G9430	4
Original Amount:	
	\$ 1,298,500
Option Amount:	
	\$ 1,318,908
Total Amount:	
	\$ 2,617,408
Prior Modifications:	
	\$ 255,344
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 2,872,752
This Request:	
	\$ 979,974 (Est.)
% of This Request to Current Amount:	
	34.1%
% of Modifications (including This Request) to Total Amount:	
	47.2%

Discussion:

This modification is to extend the contract for one year through March 31, 2013 and to upgrade the existing network video switching system and 40 cameras. Under this contract, Henry Brothers Electronics, Inc. (HBE) provides preventive and remedial maintenance for security systems at the Consolidated Revenue Facility (CRF) shared by NYC Transit and MTA Bridges and Tunnels (B&T), a reviewing and access control station at a B&T remote site and NYC Transit's disaster recovery site to ensure that all electronic intrusion detection devices, access control and CCTV equipment, including approximately 700 cameras, and related software are in good working order. It has been established that B&T's portion of the security systems at the CRF and their remote site make up 14.4% of the overall security systems, and, therefore, B&T will be responsible for 14.4% of the recurring monthly costs and any applicable proportional amount of task order work.

Under this modification, the contract will be extended for an additional year for services at the CRF and other sites while a new five year contract is solicited. This modification also includes the removal and replacement of the network video switching system (matrix switch) and existing Pan/Tilt/Zoom (PTZ) cameras with a new matrix switch and PTZ cameras. Since the matrix switch is one of the most critical components of the security system, these upgrades can not be deferred as the current matrix switch has reached the end of its useful life and is no longer supported and parts are difficult, if not impossible, to find. The replacement of the existing PTZ cameras with new PTZ cameras will ensure compatibility with the new matrix switch. These upgrades will also foster competition for the successor maintenance contract as the entire system will be in a state of good repair.

Following negotiations with HBE, the agreed upon cost is \$979,974 and consists of \$414,312 for monthly preventive and remedial maintenance of the security systems at the CRF and other sites, including a 3% increase consistent with the current contract. The balance is for the replacement of the current matrix switch system, PTZ cameras and associated hardware. The cost of the matrix switching system, PTZ cameras and associated hardware is 35% less than prices offered to other customers utilizing HBE's NYS Office of General Services contract. Labor rates to install the new equipment will remain the same for this extension. Based on the forgoing, the cost is considered fair and reasonable.

Staff Summary

Item Number 1-3					
Department & Department Head Name: EVP, William Goldstein					
Department Head Signature & Date: <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1 <i>[Signature]</i>	Chief Procurement Officer	5 <i>[Signature]</i>	President		
2 <i>[Signature]</i>	SVP & Gen. Counsel	6 <i>[Signature]</i>			
3 <i>[Signature]</i>	Chief Financial Officer	7 <i>[Signature]</i>			
4 <i>[Signature]</i>	Chief Compliance Officer	8			

SUMMARY INFORMATION	
Vendor Name	Contract Number
Various See Below	PS833
Description	
Independent Compliance Monitor	
Total Amount	
\$5,000,000 Aggregate (NTE)	
Contract Term (including Options, if any)	
5 Years	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Settlement	

I. PURPOSE

Pursuant to Article V of the MTA All Agency Guidelines for the Procurement of Services, MTACC requests MTA Board approval to award a competitively solicited personal service requirements contracts to monitor contractor compliance with laws, rules and contractual requirements in the areas of (i) Disadvantaged Business Enterprise (DBE); (ii) payments to Subcontractors and Suppliers (iii) payment of prevailing wages to workers and (iv) other areas of potential fraud as identified by the Chief Compliance Officer. The approval sought is for an amount not to exceed \$5,000,000 aggregate for a term of 5 years. The Contractors for whom approval is sought are Armand Resource Group, Inc., Navigant Consulting, Inc. and Thacher Associates, LLC. The contracts to be awarded are zero dollar based contracts and do not obligate MTACC to commit any minimum dollar amount to the contractors. Rather, the scope of specific investigations will be determined by MTA's Chief Compliance Officer, in consultation with MTACC and the MTA Office of the Inspector General (MTAOIG), who will issue task orders for specific investigations.

II. DISCUSSION

In 2005, due to the scope and aggregated value of several of the expansion and mobility projects (the "Mega-projects"), the MTA hired an Integrity Compliance Monitor to ensure compliance with laws, rules, regulations and contract requirements including (i) Disadvantaged Business Enterprise (DBE) participation; (ii) payment of prevailing wages to workers; (iii) employment goals; and (iv) timely payments to subcontractors and suppliers. This monitoring contract was managed by the Chief Compliance Officer. Although the work of that Monitor was viewed a success by the MTAOIG, USDOT, the MTA Chief Compliance Officer and MTACC, when the contract ended no new funding source was available to continue this work. The FTA, who administers the Federal grants related to several of these projects, has strongly encouraged MTACC to pursue strategies to reinstate monitoring efforts.

In March 2011, based on findings that were uncovered by the original monitor and the investigation by the MTAOIG, the US Attorney for the Southern District of New York entered into a settlement agreement with a contractor from which the MTAOIG has received \$9.8M. The MTAOIG has recommended that a portion of those funds be made available to fund a new Integrity Compliance Monitor for the Mega-Projects.

The scope of work for the new Integrity Compliance Monitor will include monitoring contractor compliance with laws, rules and contractual requirements in the areas of (i) Disadvantaged Business Enterprise (DBE); (ii) payments to Subcontractors and Suppliers (iii) payment of prevailing wages to workers and (iv) other areas of potential fraud as identified by the Chief Compliance Officer. As described below, through a competitive RFP process three Monitors have been selected. MTA's Chief Compliance Officer, in consultation with MTACC and the MTAOIG, will issue "task orders" against base contracts with these three monitors for specific investigative services.

III. PROCUREMENT PROCESS

The requirements were advertised in the New York Post, ENR and Minority Commerce Weekly and twelve (12) firms requested a copy of the RFP. On July 11, 2011, proposals were received from the following twelve (12) firms: 1) Armand Resource Group, Inc. 2) BDO consulting 3) Calyptus Consulting Group 4) Dora Rieck Kaley & Mack 5) Empire State Integrity Monitor 6) Fortress Monitoring Group 7) Guidepost Solutions LLC. 8) J.H. Cohen, LLP 9) Navigant Consulting, Inc. 10) Qwic Inc. 11) Summit Security Services and 12) Thacher Associates LLC. A Selection Committee evaluated the proposals based on the following criteria in order of relative importance:

III. PROCUREMENT PROCESS CON'T

1. Experience in relevant areas of Compliance Monitoring
2. Experience of Project Team
3. The firm's understanding of the technical requirement of the Independent Compliance Monitor Consulting Services
4. Responsiveness to the RFP
5. Maximum work for minimum dollar value
6. Other Relevant Matters

The initial phase of the RFP process required that proposals be evaluated based on technical factors only. A discussion of all proposers led to the short listing of six (6) firms the Committee believed were most technically qualified. Those firms were 1) Thacher Associates LLC 2) Navigant Consulting, Inc. 3) Armand Resource Group, Inc. 4) BDO consulting 5) Fortress Monitoring Group and 6) Guidepost Solutions LLC. The six were invited for oral presentations. After the oral presentations an in-depth review of the firms' proposals and their relevant experience and references, the Selection Committee unanimously selected the following firms for negotiations: 1) Armand Resource Group, Inc.; 2) Navigant Consulting, Inc.; and 3) Thacher Associates, LLC. The decision was based on the Committee's determination that these three firms all demonstrated and possess the capacity, understanding, experience and commitment to perform the subject work.

Negotiations focused on hourly rates based on the various levels and skill sets. Negotiations with each firm resulted in an average reduction of 30% off the proposed rates and the rates were deemed to be fair and reasonable as compared to the internal estimate. After negotiations were completed, it was determined to award contracts to all three firms. The services to be provided under this Contract will be awarded on an as-needed basis at the negotiated billing labor rates which will be fixed for a period of five (5) years from the Notice of Award. Responsibility reviews were performed on all three firms and all three were determined to be responsible.

IV. D/M/WBE

A 17% DBE goal was established for this contract by the MTA Office of Civil Rights. Please note that Armand Resource Group, Inc. is a certified DBE firm.

V. IMPACT ON FUNDING

The total contract value is based upon projection and is used for budget purposes only. Funding for this Contract is available through utilization of a portion of a civil settlement that the MTAOIG received from the US Attorney through the efforts of the initial Compliance Monitor and the MTAOIG.

VI. ALTERNATIVES

MTACC does not have the in-house personnel to perform the tasks anticipated under this contract .

VII. RECOMMENDATION

Pursuant to Article V of the All-Agency Guidelines for the Procurement of Services, MTACC recommends the Board approve the award of a competitive personal services indefinite quantity consultant contract to provide Compliance monitoring consultant services to support MTA Capital Construction projects for an amount not to exceed \$5,000,000 in the aggregate and for a term of five (5) years to 1) Armand Resource Group, Inc.; 2) Navigant Consulting, Inc.; and 3) Thacher Associates, LLC.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 4

Vendor Name (& Location) WDF, Inc. (Mt. Vernon, NY)	
Description Rehabilitation of the 4/5 Fulton Street Station and Dey Street Head House	
Contract Term (including Options, if any) August 27, 2009 – March 27, 2012	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #
A-36137	68
Original Amount:	
	\$ 57,757,000
Prior Modifications:	
	\$ 2,231,023
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 59,988,023
This Request:	
	\$ 363,525
% of This Request to Current Amount:	
	0.6%
% of Modifications (including This Request) to Original Amount:	
	4.5%

Discussion:

This modification is for revisions to the electrical rough out and panels for the rehabilitation of the Fulton Street Station and Dey Street Head House.

This contract is for the rehabilitation of the 4/5 Fulton Street Station and construction of the Dey Street Head House including installation of a new elevator and escalator that connects the platform level to the concourse level, new relocated EDR rooms, and all new finishes under the 4/5 Line Station on the concourse level.

This is another of several modifications to be presented to the Board, across the various Fulton Street Transit Center (FSTC) contracts, for the implementation of technology changes and the reprogramming of space previously identified for use by NYC Transit personnel at the FSTC and Corbin Building into commercial tenant, retail and public spaces. The original design called for an LED wall strip to be installed at the concourse level of the 4/5 Line underpass to assist in the way-finding of transferring passengers. After this contract was awarded, and as a result of a new technology initiative undertaken by the MTA, the designer proposed a new continuous station-wide technology system that would utilize dynamic visual displays. The new system will network all way-finding signage and information panels throughout the FSTC's various subway lines and also create uniformity.

This modification will provide the necessary power and communication infrastructure to support the new dynamic LED panels in the 4/5 Station and the Dey Street Head House. The work includes the addition of new power panels, connections, conduit & cable, new communication panels and equipment for both power and fiber optics to support the new LED panels. The cost of power and communications work for other portions of the FSTC and the furnishing and installation of the actual display panels will be covered under future modifications.

The contractor submitted a proposal in the amount of \$494,700; MTACC's estimate was \$347,570. Negotiations resulted in the agreed upon sum of \$363,525. Savings of \$131,175 were achieved. The final price was found to be fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (& Location) WDF Inc. (Mt. Vernon, NY)	
Description Rehabilitation of three stations – Rockaway Park Line	
Contract Term (including Options, if any) January 28, 2009 – February 28, 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 #:
A-36068	16
Original Amount:	\$ 39,387,000
Prior Modifications:	\$ 1,283,257
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 40,670,257
This Request:	\$ 330,000
% of This Request to Current Amount:	0.8%
% of Modifications (including This Request) to Original Amount:	4.1%

Discussion:

This retroactive modification is for revised structural connections for windscreen support posts at three stations on the Rockaway Park Line: Beach 90th, 98th, and 105th Street Stations.

This contract is for the rehabilitation of these three stations including electrical, architectural, communications and structural work. The contract calls for the furnishing and installation of new windscreens and vertical support posts on the platforms. The windscreens are supported by vertical posts which are connected to the platform structure. The contract specifies connection details for all the posts.

After this contract was designed, new fiber optic cables were attached to the exterior of the platform structure under a separate communications contract. These cables were later found to interfere with 47 of the vertical support posts for the new windscreens which were to be installed on the southbound side of the three stations. This required NYC Transit to redesign the structural connections to allow clearance for the cables. The original contract design called for all posts to be cantilevered about two inches away from the outer edge of the platform. The redesign called for the affected posts to be cantilevered about a foot away from the outer edge of the platform so as not to interfere with the cables.

Separately, it was determined that two additional windscreen support posts could not be securely fastened to a bent (the major support structure for the track bed) as had been specified in the contract. Accordingly, NYC Transit had to design, and the contractor had to install, additional structural members to enable these two posts (located adjacent to the communications rooms at Beach 98th and 105th Street Stations) to be securely connected to the structure.

With respect to the 47 posts on the southbound side, this modification includes the cost of larger, more complex structural steel connections between the windscreen support posts and the platform structure, and the removal and replacement of a greater quantity of concrete to make room for those connections. Due to the need to achieve the required dates for returning the platforms to customer service, the contractual concrete platform work had to be performed first. Therefore this modification also includes the costs for the contractor to box-out the 47 locations where the windscreen posts would subsequently be installed, perform additional rebar work, and do an additional concrete pour. With respect to the 2 posts adjacent to the communications rooms, this modification includes the cost of new steel members and a different, more complex connection. With respect to all 49 posts, the costs reflect the difficulties of working on elevated structures from aerial lifts, etc. The contractor's revised proposal was \$598,720; NYC Transit's revised estimate was \$330,160. Following negotiations, the lump sum of \$330,000 was agreed upon and found to be fair and reasonable. Savings of \$268,720 were achieved.

The portion of this modification associated with the 2 posts adjacent to the communications rooms represents approximately \$60K of the lump sum price. It may have been caused by the designer's error or omission. An error and omission analysis will be performed.

The contractor submitted a claim for delay and impact costs. The contractor has agreed to defer its claim for an extension of time and impact costs; NYC Transit is also willing to defer its evaluation and determination on these issues. Impact costs, if any, will be negotiated under a separate modification and submitted for separate approval. To mitigate delay, on May 11, 2011, the SVP & Chief Engineer approved a retroactive waiver and the contractor was directed to proceed. The work is essentially complete.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) E.E. Cruz and Tully Construction Company, JV, LLC (Holmdel, NJ)	
Civil, structural, and utility relocation for the Second Avenue Subway route – 96 th Street Station	
Contract Term (including Options, if any) May 28, 2009 – June 14, 2013	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #:
C-26005	54
Original Amount:	\$ 303,863,700
Option 1 Amount:	\$ 17,526,300
Option 2 Amount:	\$ 3,610,000
Total Amount:	\$ 325,000,000
Prior Modifications:	\$ 13,681,195
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 338,681,195
This Request:	\$ 368,750
% of This Request to Current Amount:	0.1%
% of Modifications (including This Request) to Total Amount:	4.3%

Discussion:

This retroactive modification is for the resizing, rerouting and installation of gas mains.

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

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

This retroactive modification addresses changes required by Con Ed to gas main installations along the length of 2nd Avenue from 95th Street to 99th Street as a result of Con Ed's review of the conformed Contract C-26005 bid documents. These changes affected the sizing of gas lines to be installed along with associated connection work. In addition, during the construction of required installations, minor modifications were necessary to accommodate field conditions which varied from what was depicted in the contract drawings. This Modification also includes the installation of approximately 28 feet of additional 30-inch gas main to route around a Con Ed manhole at 96th Street and an offset to avoid a conflict between a 12-inch and 30-inch gas main also at 96th Street.

The contractor submitted a revised cost proposal in the net amount of \$425,556; MTACC's revised estimate was \$371,880. Negotiations resulted in the agreed upon net lump sum price of \$368,750, which is considered fair and reasonable. Savings of \$53,806 were achieved. MTACC approved a retroactive waiver and the contractor was directed to proceed on February 23, 2011. However, processing this ratification was delayed as the final scope was not agreed upon until August 2011 and the contractor's revised cost proposal was not received until January 2012.

6. SPECIAL REPORTS & PRESENTATIONS



New York City Transit

SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

Actual January 2012 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>January 2011</u>	<u>January 2012*</u>	<u>Difference</u>
Cash	3.1%	3.1%	(0.0%)
Single-Ride Ticket	1.5%	1.2%	(0.4%)
Bonus Pay-Per-Ride	37.3%	38.4%	1.1%
Non-Bonus Pay-Per-Ride	9.6%	10.2%	0.6%
7-Day Farecard	15.0%	16.5%	1.5%
14-Day Farecard	0.4%	0.0%	(0.4%)
30-Day Farecard	<u>33.2%</u>	<u>30.7%</u>	(2.4%)
Total	100.0%	100.0%	

* Preliminary

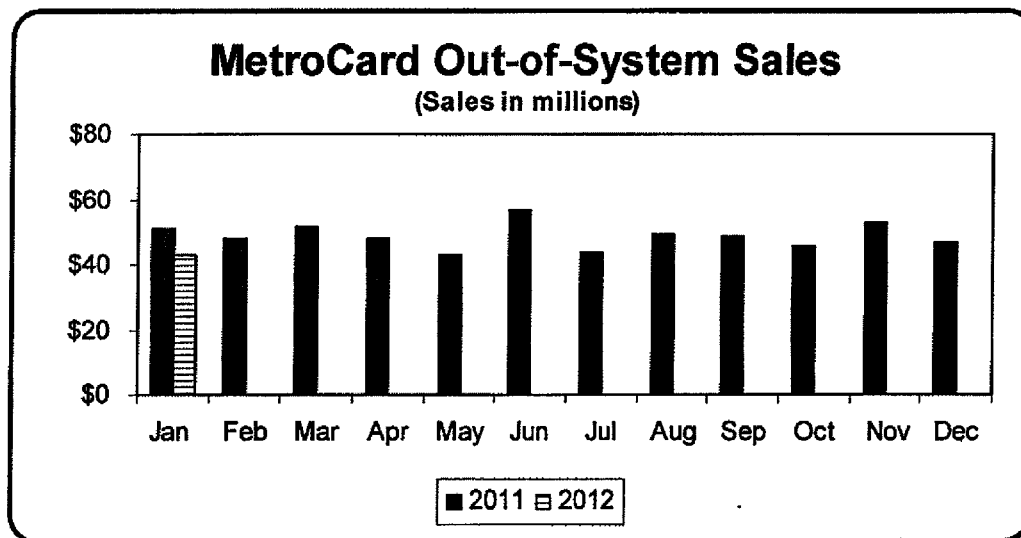
Note: Percentages may not add due to rounding.

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 January 2012 was 5,476, a 6.4 percent decrease from the same period last year. The average value of a credit issued was \$63.89.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$43.1 million in January 2012, a 15.9 percent decrease compared to January 2011.



Retail Sales

There were 4,406 active out-of-system sales and distribution locations for MetroCards, generating \$23.6 million in sales revenue during January 2012.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 172,835 MetroCards valued at approximately \$13.5 million were made in January 2012 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$77.69. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 41,237 for January 2012, generating an additional \$4.3 million in sales. January 2012 sales of all pre-tax MetroCard products totaled \$17.8 million, a 24 percent decrease when compared to January 2011.

Mobile Sales Program

In January 2012, the Mobile Sales unit completed 200 site visits, of which 144 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$101,000 in revenue was generated. In January 2012, the Mobile Sales unit assisted and enabled 1,426 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as the Kings County Hospital Center (Brooklyn).

Reduced-Fare Program

During January 2012 enrollment in the Reduced-Fare Program increased by 6,193 new customers, while 2,095 customers left the program. The total number of customers in the program is 757,113. Seniors account for 611,106 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 146,007 customers. Of those, a total of 31,927 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 \$5.3 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In January 2012, the EasyPay Reduced Fare program enrollment totaled 110,916 accounts. During the month, EasyPay customers accounted for approximately 1.7 million subway and bus rides with \$1.5 million charged to their accounts. Each account averaged 26 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In January 2012, the EasyPay Xpress PPR program enrollment totaled 43,213 accounts. During this month, Xpress PPR customers accounted for approximately 835,000 subway, express bus and local bus rides with \$1.9 million charged to their accounts. Each account averaged 25 trips per month, with an average monthly bill of \$56.

EasyPay Xpress Unlimited Program

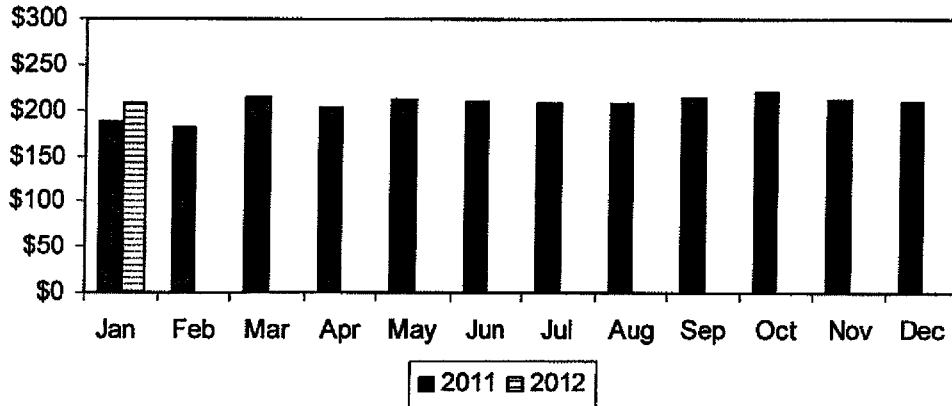
In January 2012, the EasyPay Xpress Unlimited program enrollment totaled 8,124 accounts. During this month, Xpress Unlimited customers accounted for approximately 375,000 subway and local bus rides with \$725,000 charged to their accounts. Each account averaged 50 trips per month with a fixed monthly bill of \$104.

In-System Automated Sales

Vending machine sales (MVMs & MEMs) during January 2012 totaled \$207.5 million, on a base of 14.0 million customer transactions. This represents a 9.8 percent increase compared to the same period last year. During January 2012, MEMs accounted for 1,586,587 transactions resulting in \$39,968,262 in sales. Debit/credit card purchases account for 72 percent of total vending machine revenue, while cash purchases account for 28 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 \$28.36, nearly four times the average cash sale of \$7.24. The average debit sale is \$19.66.

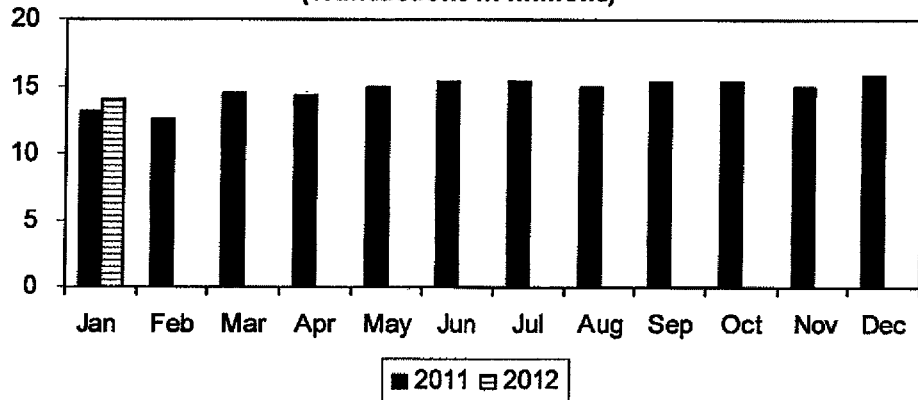
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)





New York City Transit

SPECIAL REPORTS AND PRESENTATIONS: REPORT ON ANNUAL SAFETY STATISTICS

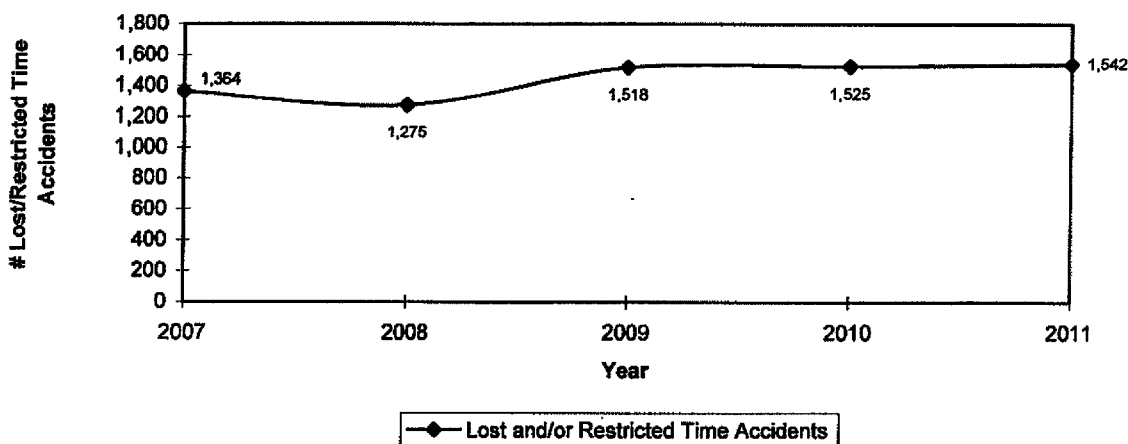
The attached report will provide an overview of annual safety indicators including Employee and Customer Injury rates for 2011 compared to prior years.

NYCT Employee Injuries

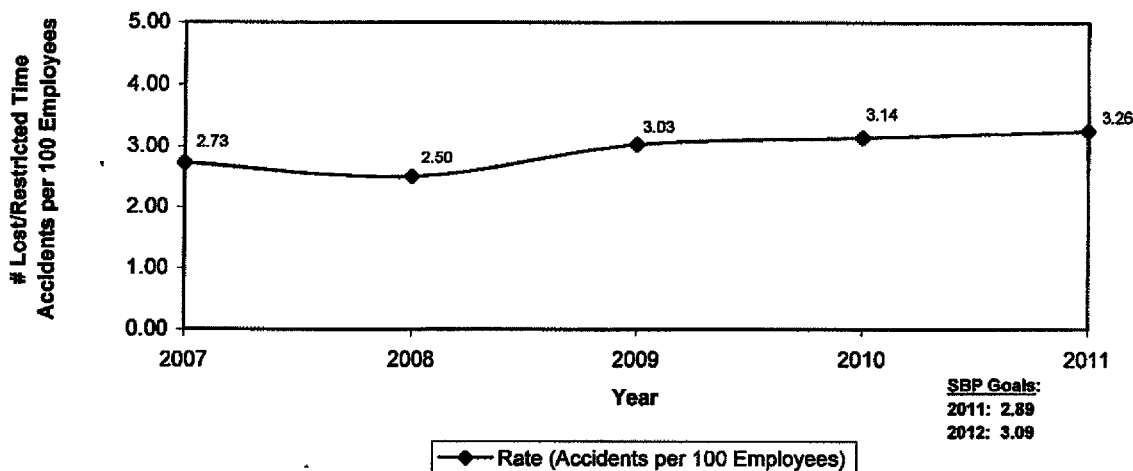
Employee Injuries*

Year	<u>Lost Time</u> <u>Accidents</u>	Rate (Accidents per 100 Employees)	<u>Restricted</u> <u>Time Only</u> <u>Accidents</u>	Rate (Accidents per 100 Employees)	<u>Lost and/or</u> <u>Restricted</u> <u>Time</u> <u>Accidents</u>	Rate (Accidents per 100 Employees)
2007	1,335	2.67	29	0.06	1,364	2.73
2008	1,252	2.46	23	0.05	1,275	2.50
2009	1,502	3.00	16	0.03	1,518	3.03
2010	1,521	3.14	4	0.01	1,525	3.14
2011	1,538	3.25	4	0.01	1,542	3.26
'11 vs '10	1.1%	3.5%	0.0%	0.0%	1.1%	3.8%

NYCT Lost/Restricted Time Accidents, 2007-2011



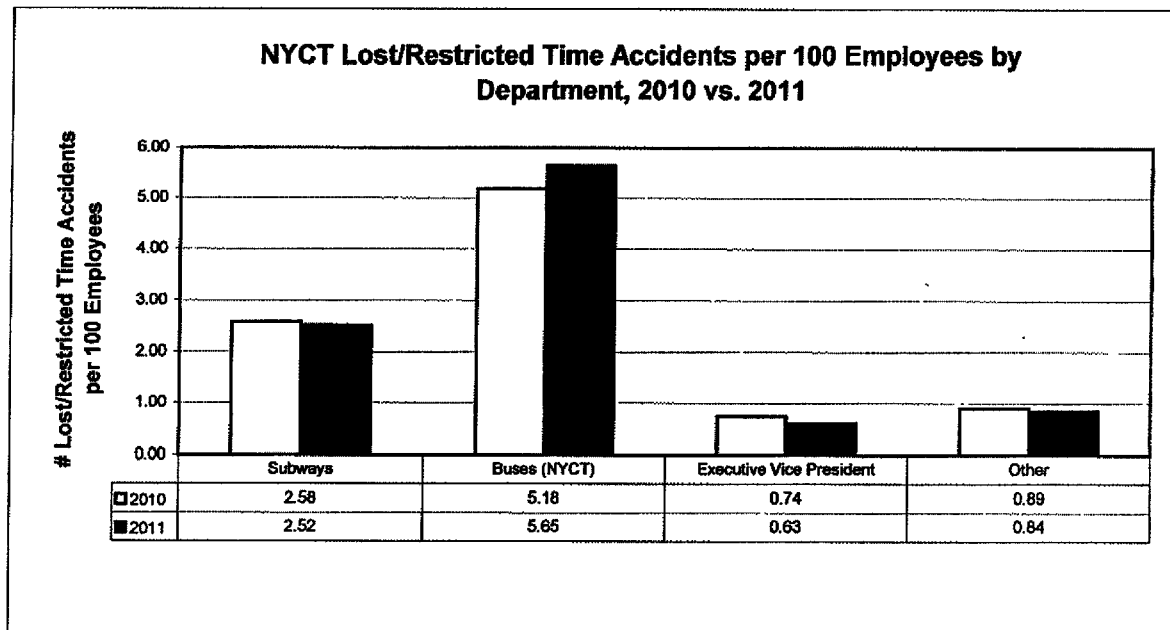
NYCT Lost/Restricted Time Accidents per 100 Employees, 2007-2011



*Data include on-the-job injuries and occupational illnesses.

NYCT Employee Accidents by Dept

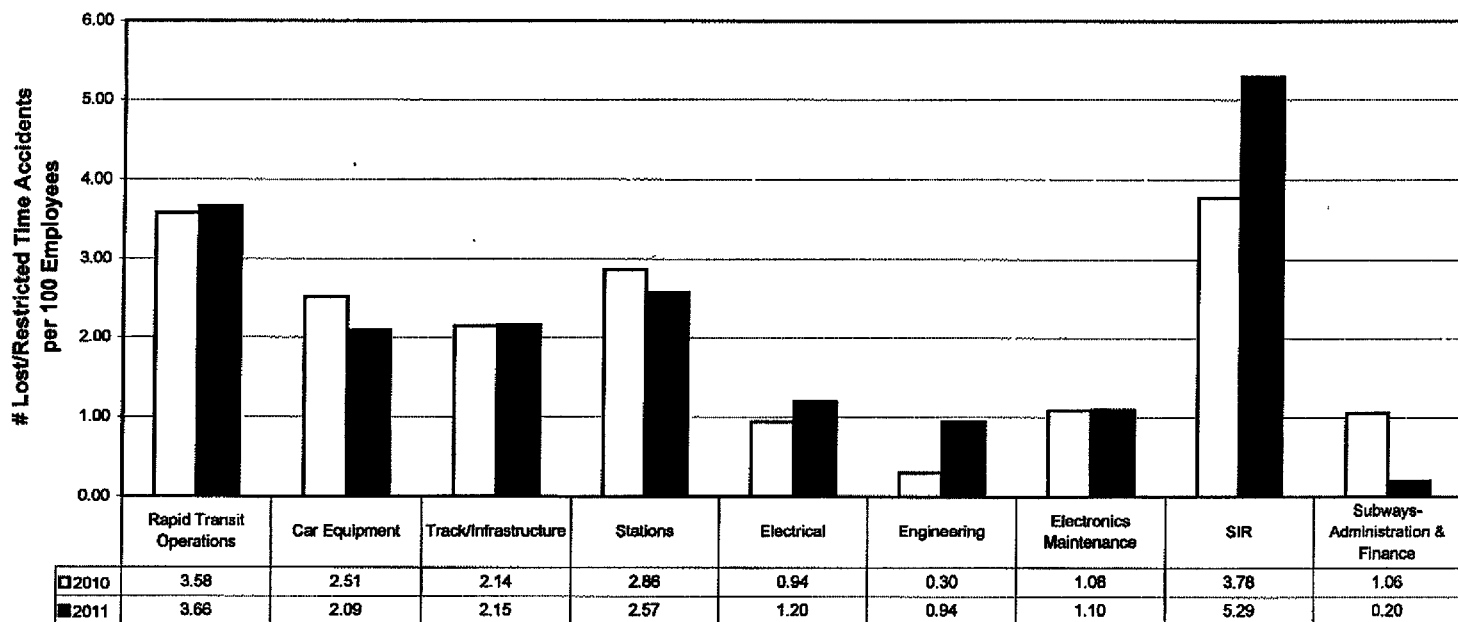
	2010	2011
	<u>Lost/Restricted Time</u>	<u>Lost/ Restricted Time</u>
	<u>Accident Rate</u>	<u>Accident Rate</u>
	<u>(Accidents per 100</u>	<u>(Accidents per 100</u>
	<u>Employees)</u>	<u>Employees)</u>
Subways	2.58	2.52
Buses (NYCT)	5.18	5.65
Executive Vice President	0.74	0.63
Other	0.89	0.84
TOTAL	3.14	3.26



NYCT Subways Accidents by Div

Subways Divisions	2010	2011
	Lost/Restricted Time	Lost/Restricted Time
	Accident Rate	Accident Rate
	(Accidents per 100 Employees)	(Accidents per 100 Employees)
Rapid Transit Operations	3.58	3.66
Car Equipment	2.51	2.09
Track/Infrastructure	2.14	2.15
Stations	2.86	2.57
Electrical	0.94	1.20
Engineering	0.30	0.94
Electronics Maintenance	1.08	1.10
SIR	3.78	5.29
Subways-Administration & Finance	1.06	0.20
TOTAL	2.58	2.52

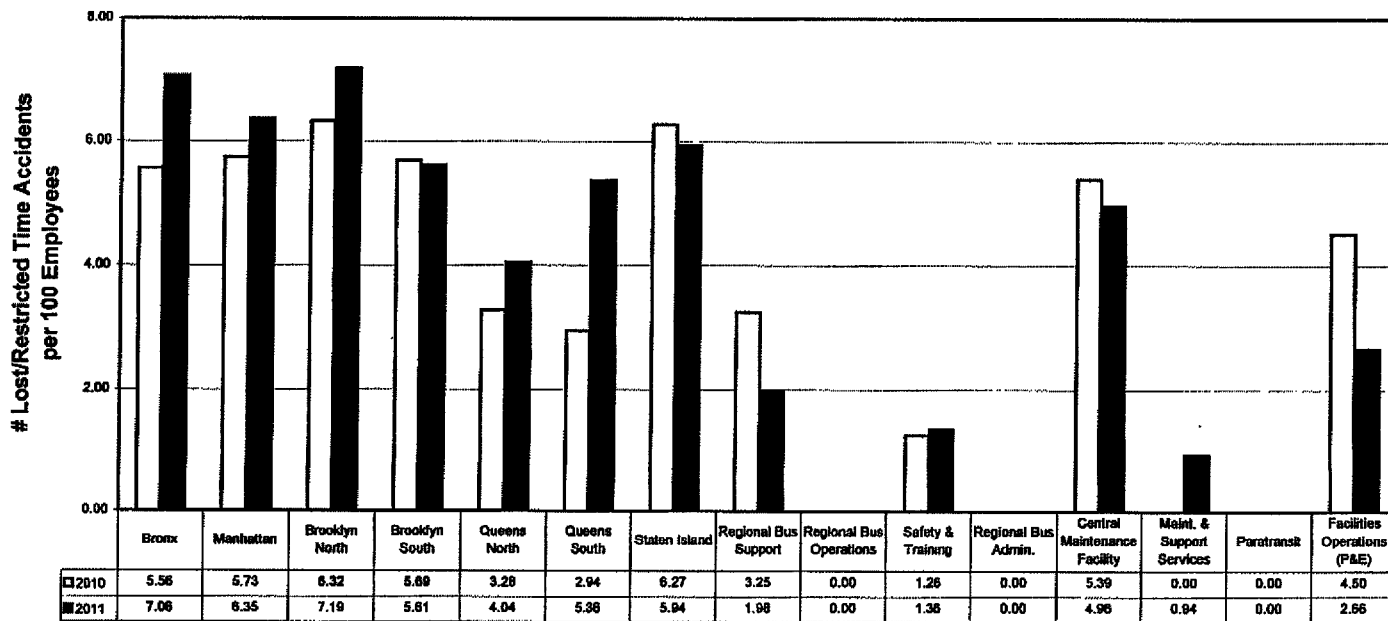
NYCT Subways Lost/Restricted Time Accidents per 100 Employees by Division, 2010 vs. 2011



NYCT Buses Accidents by Div

Buses Divisions	2010	2011
	<u>Lost/Restricted Time</u>	<u>Lost/Restricted Time</u>
	<u>Accident Rate</u>	<u>Accident Rate</u>
	<u>(Accidents per 100 Employees)</u>	<u>(Accidents per 100 Employees)</u>
Bronx	5.56	7.06
Manhattan	5.73	6.35
Brooklyn North	6.32	7.19
Brooklyn South	5.69	5.61
Queens North	3.28	4.04
Queens South	2.94	5.36
Staten Island	6.27	5.94
Regional Bus Support	3.25	1.98
Regional Bus Operations	0.00	0.00
Safety & Training	1.26	1.36
Regional Bus Admin.	0.00	0.00
Central Maintenance Facility	5.39	4.96
Maint. & Support Services	0.00	0.94
Paratransit	0.00	0.00
Facilities Operations (P&E)	4.50	2.66
TOTAL	5.18	5.65

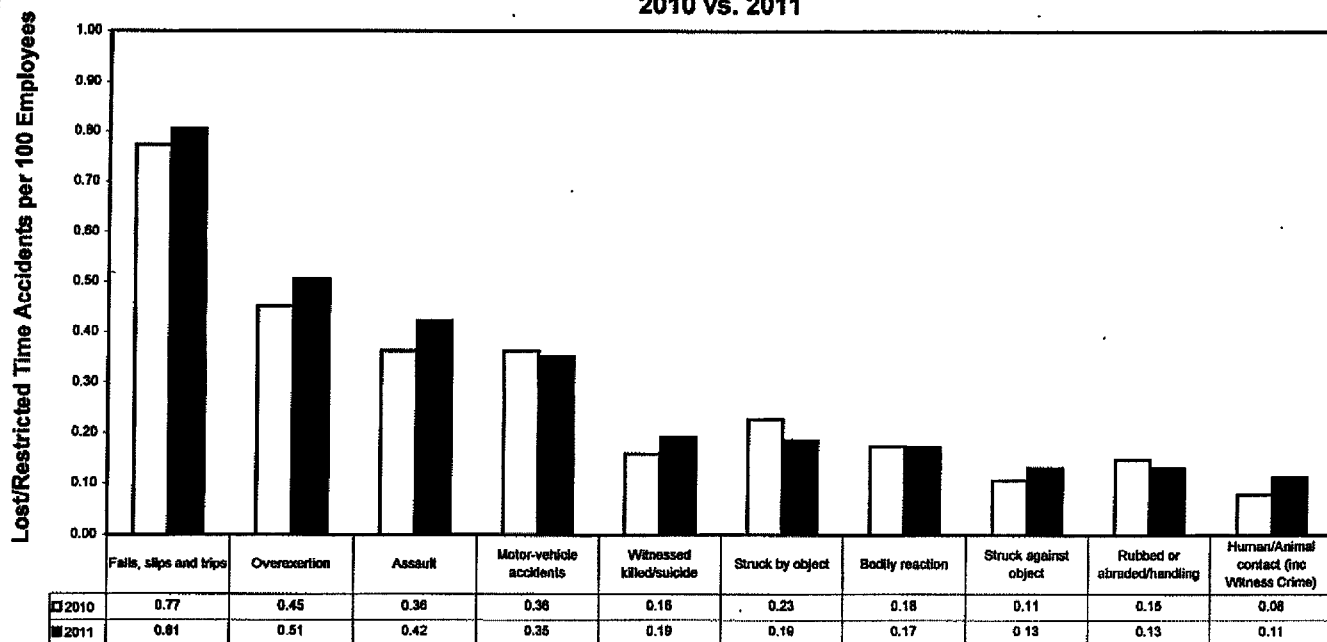
NYCT Buses Lost/Restricted Time Accidents per 100 Employees by Division, 2010 vs. 2011



NYCT Employee Accidents by Type*

Type of Accident	2010		2011	
	<u>Lost and/or</u> <u>Restricted Time</u>	<u>Rate</u> <u>(Accidents per</u>	<u>Lost and/or</u> <u>Restricted Time</u>	<u>Rate</u> <u>(Accidents per</u>
	<u>Accidents</u>	<u>100 Employees)</u>	<u>Accidents</u>	<u>100 Employees)</u>
Falls, slips and trips	375	0.77	381	0.81
Overexertion	219	0.45	239	0.51
Assault	176	0.36	200	0.42
Motor-vehicle accidents	176	0.36	166	0.35
Witnessed killed/suicide	77	0.16	91	0.19
Struck by object	110	0.23	88	0.19
Bodily reaction	85	0.18	82	0.17
Struck against object	52	0.11	62	0.13
Rubbed or abraded/handling	72	0.15	62	0.13
Human/Animal contact (inc Witness Crime)	39	0.08	54	0.11

NYCT Lost/Restricted Time Accidents per 100 Employees by Type,
2010 vs. 2011



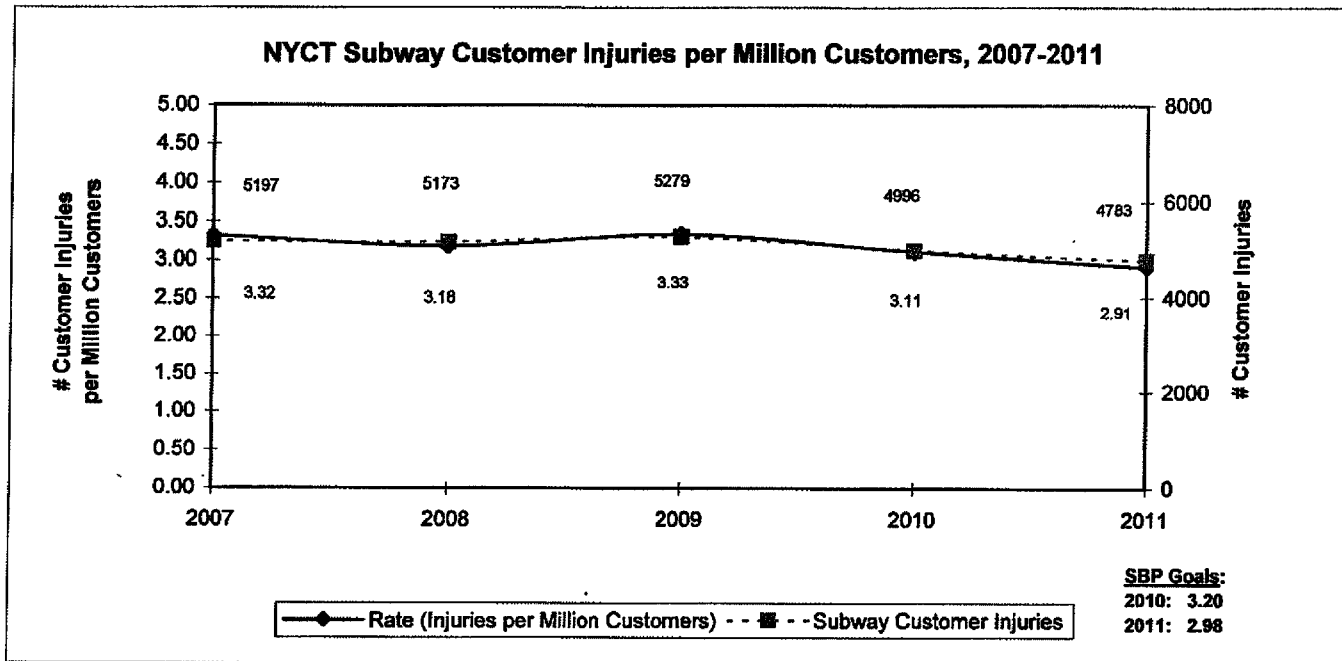
* = Categories designated by MTA for analysis.

6.10

NYCT Subway Customer Injuries

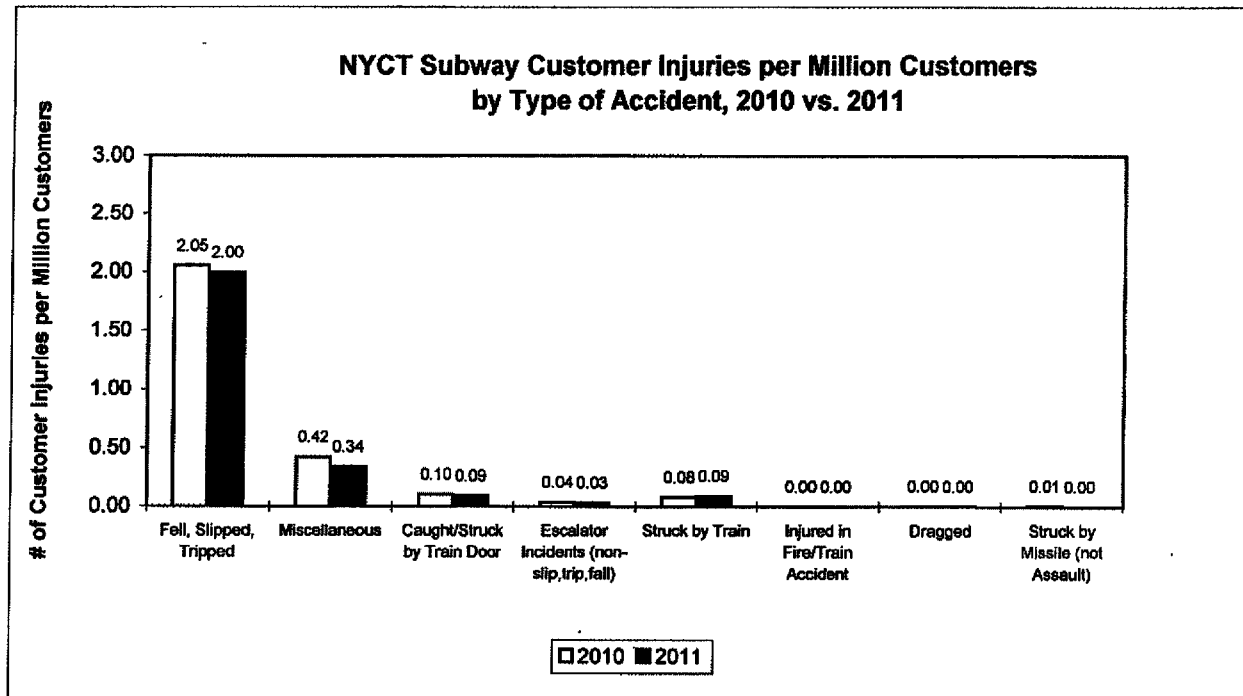
Subway Customer Injuries

<u>Year</u>	<u>Total</u>	<u>Rate (Injuries per Million Customers)</u>
2007	5197	3.32
2008	5173	3.18
2009	5279	3.33
2010	4996	3.11
2011	4783	2.91
'11 vs '10	-5.4%	-6.6%



Subway Customer Inj by Type*

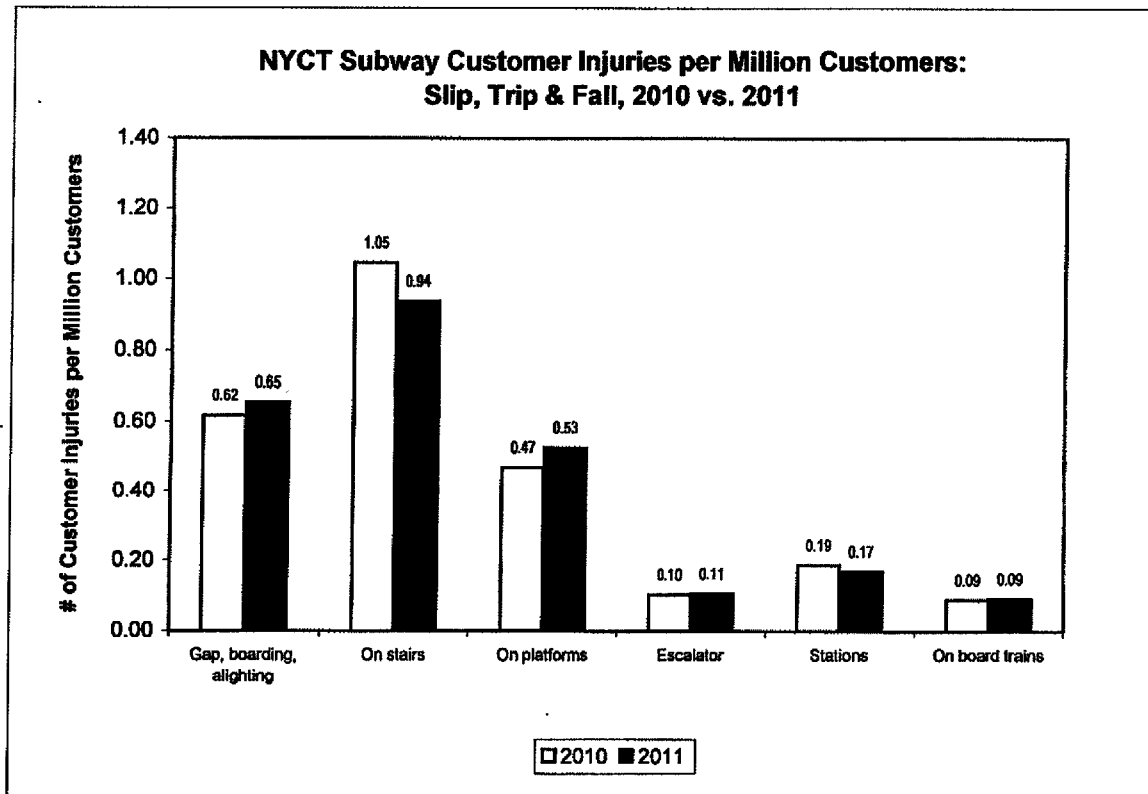
<u>Type</u>	<u>2010</u>		<u>2011</u>	
	<u>Injuries</u>	<u>Rate</u>	<u>Injuries</u>	<u>Rate</u>
Fell, Slipped, Tripped	3302	2.05	3282	2.00
Miscellaneous	676	0.42	555	0.34
Caught/Struck by Train Door	166	0.10	149	0.09
Escalator Incidents (non-slip,trip,fall)	60	0.04	55	0.03
Struck by Train	128	0.08	147	0.09
Injured in Fire/Train Accident	2	0.00	1	0.00
Dragged	7	0.00	5	0.00
Struck by Missile (not Assault)	10	0.01	0	0.00



* = Categories designated by MTA for analysis.

Subway Customer Slip, Trip & Fall*

<u>Type</u>	<u>2010</u>		<u>2011</u>	
	<u>Injuries</u>	<u>Rate</u>	<u>Injuries</u>	<u>Rate</u>
Gap, boarding, alighting	991	0.62	1075	0.65
On stairs	1681	1.05	1540	0.94
On platforms	755	0.47	865	0.53
Escalator	166	0.10	175	0.11
Stations	302	0.19	279	0.17
On board trains	143	0.09	152	0.09



* = Slip, Trip, Fall types specified by MTA.

7. 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 - March 2012

(data thru February 2012; \$\$ in million)

	Budget	Expenditures
Construction	\$ 944.2	\$ 583.2
Design	105.3	102.4
Construction Management	129.5	68.7
Real Estate	220.9	205.5
Total	\$ 1,400.0	\$ 959.7

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

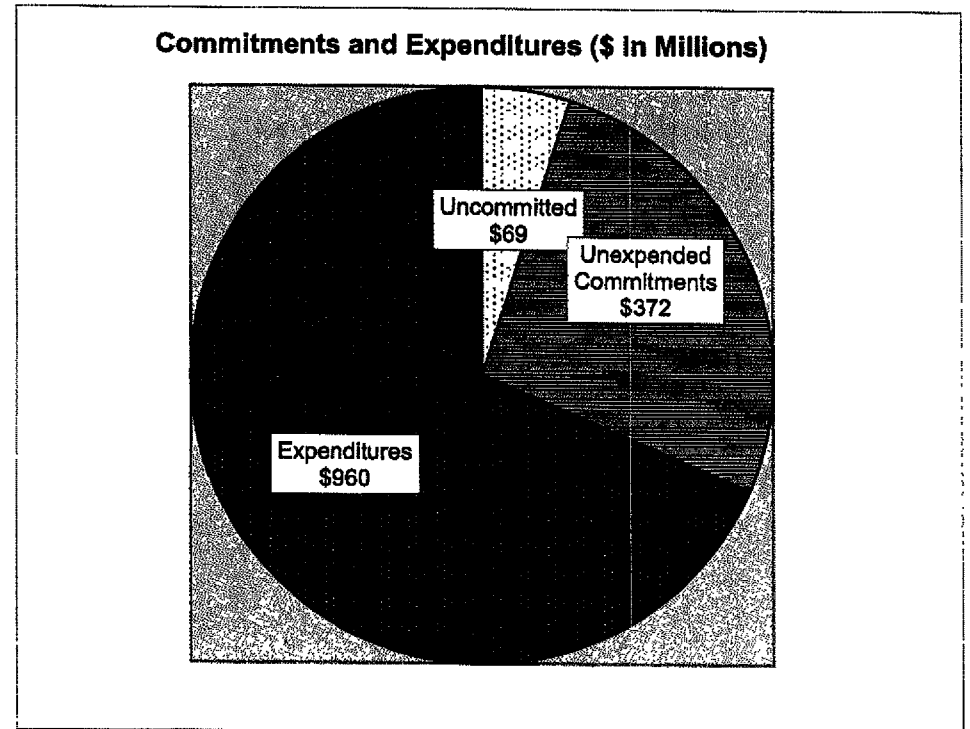
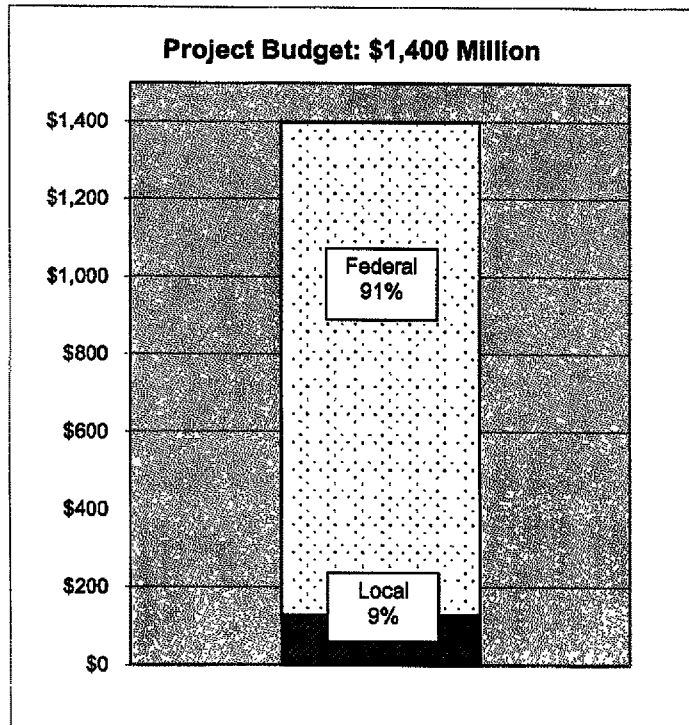
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i>	\$ 132.0	\$ 126.5	\$ 5.5	\$ 69.0	Aug-2009	Jul-2009	Mar-2013	Nov-2012
4C/D: 4/5 Station Rehab & Dey St HH Finishes <i>WDF</i>	63.6	60.2	3.3	42.9	Sep-2009	Aug-2009	Jul-2012	Jul-2012
4E: Dey St Concourse & R Underpass Finishes <i>Skanska US Civil Northeast</i>	19.2	18.6	0.6	10.7	Sep-2010	Mar-2010	Nov-2012	Jul-2012
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	193.6	177.6	16.0	53.6	Jan-2011	Aug-2010	Jun-2014	Jun-2014
4G: Corbin Building Restoration <i>Judlau Contracting</i>	65.3	62.0	3.2	26.6	Mar-2010	Feb-2010	Dec-2012	Dec-2012
R to E Connector	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD

Fulton Street Transit Center Status

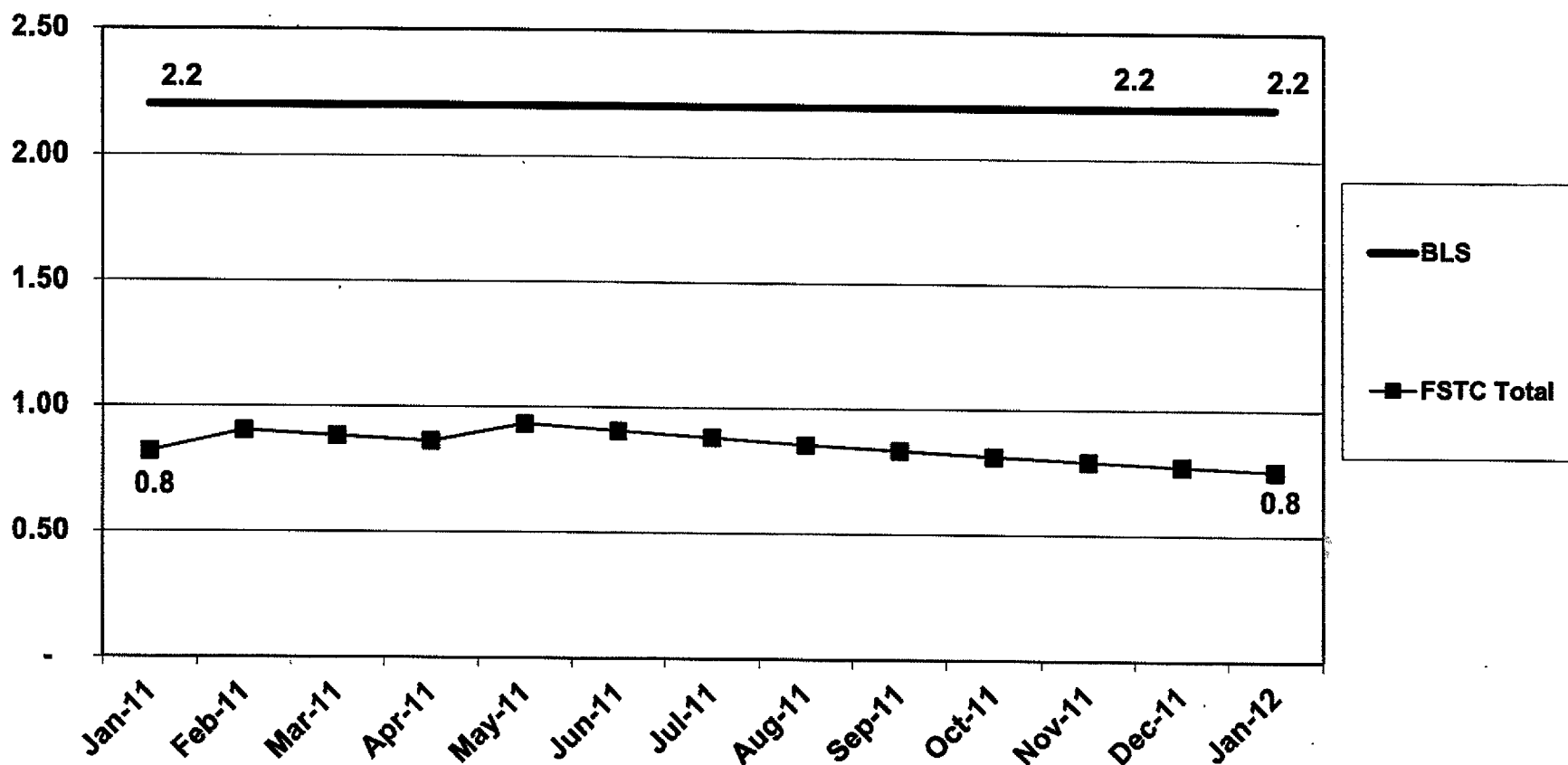
Report to the Transit Committee - March 2012

(data thru February 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	\$ 908	\$ 47	\$ 765
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	195
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,331	\$ 69	\$ 960



Lost Time Injury Rate Fulton Street Transit Center Project, 2011-2012 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 - March 2012

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

	Budget	Expenditures
Final Design	\$ 114.0	\$ 103.0
Construction	1,870.9	1,187.1
Construction Management	40.0	16.8
Subway Project Reserve	75.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,306.9
HYDC-Funded Non-Subway Work [†]	266.0	118.3
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 1,425.2
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 1,478.2

	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	\$ 1,202.2	\$ 1,145.0	\$ 57.2	\$ 1,114.3	Dec-2007	Sep-2012	Apr-2012
<i>S3 II Tunnel Constructors, JV</i>	**		**				
Site L (Vent Building) Excavation and Core & Shell	62.6	67.6	5.0	37.5	Jul-2010	Aug-2012	Aug-2012
<i>CCA Civil Halmar Internat'l LLC</i>							
Site J (Main Entrance to 34th St Station and Vent Building) Excavation and Core & Shell	127.8	116.4	11.4	69.2	Oct-2010	Dec-2012	Dec-2012
<i>Yonkers Contracting</i>							
Site K (Vent Building for 34th St Station) Core & Shell and Viaduct	60.5	56.9	3.6	26.1	Feb-2011	Feb-2013	Feb-2013
<i>Scalamandre / Oliveira JV</i>							
Systems, Finishes, and Core & Shell of Site A (Vent Building)	542.4	513.7	28.7	4.3	Aug-2011	Jun-2014	Jun-2014
<i>Skanska/Railworks JV</i>							
Site P (Vent Building) Core & Shell and Building Systems/Finishes ^{††}		In Procurement			Jun-2012	N/A	Dec-2016

[†] 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.

** For Contract 1, the original budget is presented. All but \$2.1 million of the original and unused \$57.2 million in contingency has now been transferred out of the budget as the primary source for the project reserve.

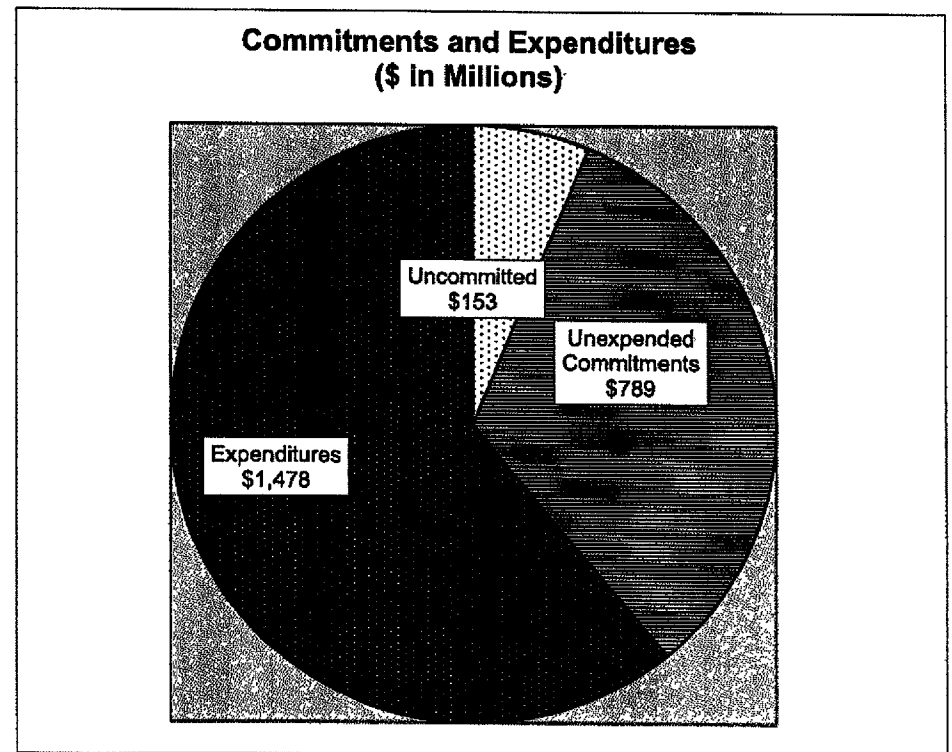
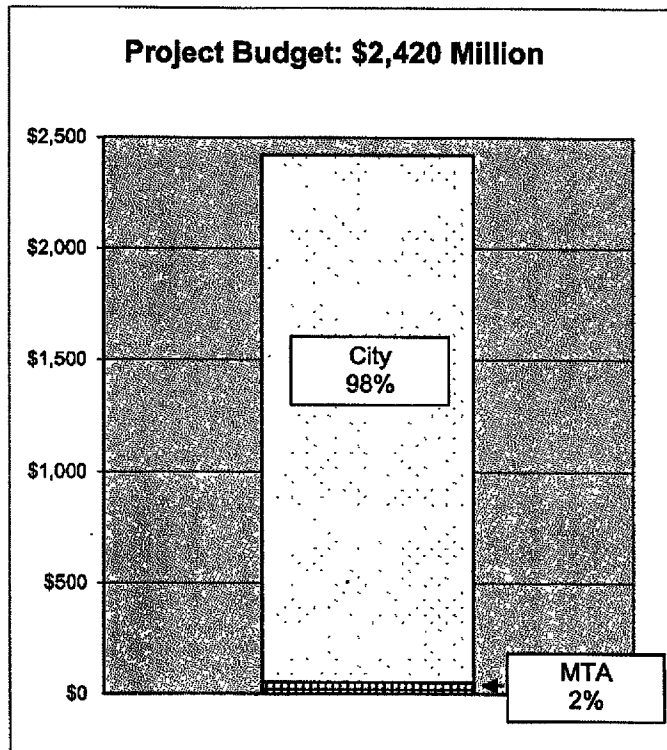
7 Line Extension Status

Report to the Transit Committee - March 2012

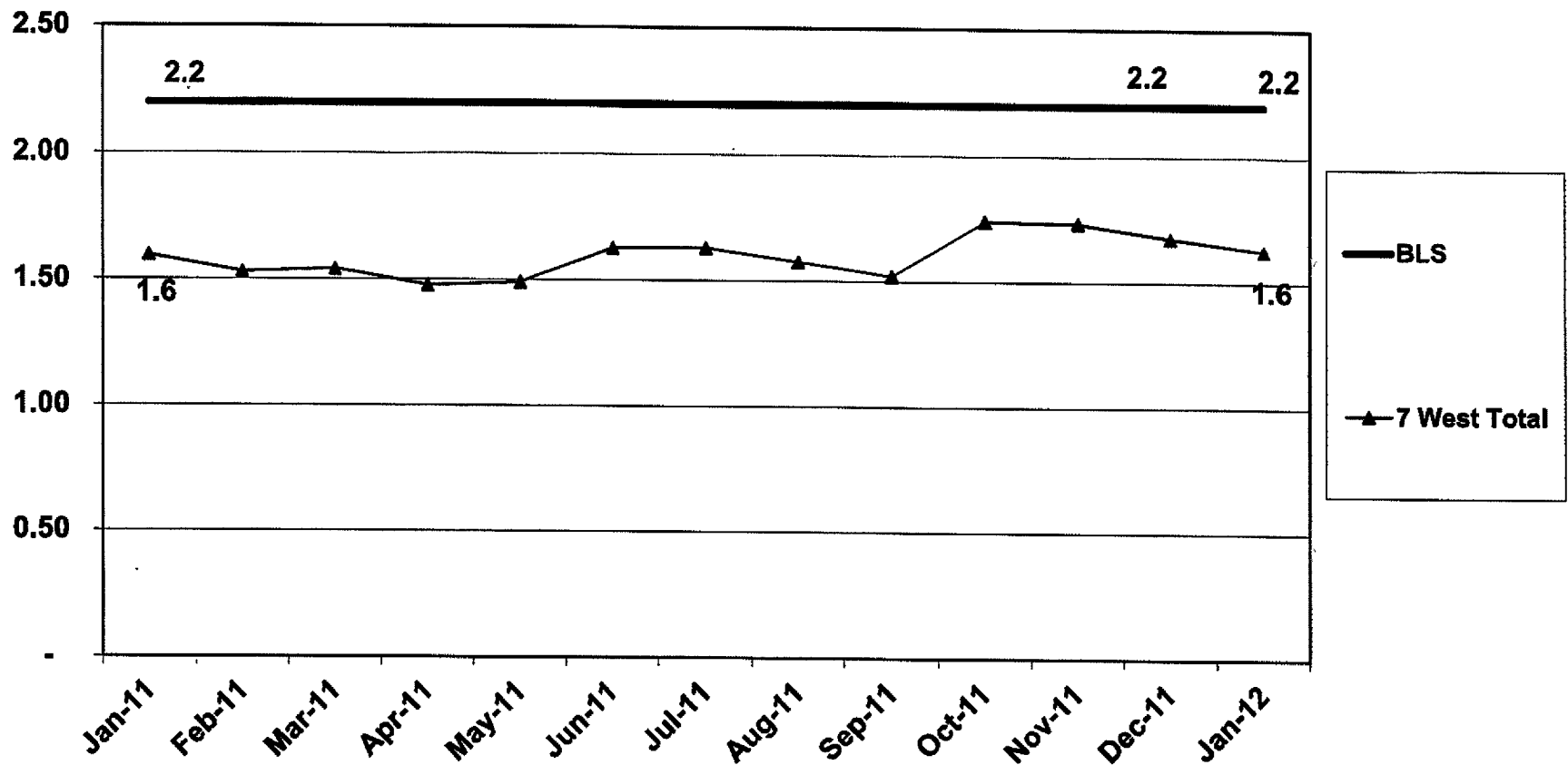
(data thru February 2012)

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	2,214	2,214	153	1,425
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,214	\$ 2,267	\$ 153	\$ 1,478

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



Lost Time Injury Rate 7 Line Extension Project, 2011-2012 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 - March 2012

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

	Budget	Expenditures
Construction	\$ 3,500.7	\$ 908.6
Design	477.0	422.0
Construction Management	191.9	54.6
Real Estate	281.5	175.8
Total	\$ 4,451.0	\$ 1,561.0

	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	\$ 382.6	\$ 10.3	\$ 351.8	Mar-2007	Mar-2007	Jun-2011	Mar-2012
96th St Station Structure <i>EE Cruz & Tully, JV</i>	381.1	340.3	10.8	185.6	Feb-2009	May-2009	Jan-2013	Jun-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	447.2	22.4	142.4	Jun-2010	Oct-2010	Oct-2013	Dec-2013
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	176.6	8.7	16.1	Jul-2010	Jan-2011	May-2014	May-2014
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	302.0	30.1	20.7	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		In Procurement			Mar-2011	May-2012	N/A	Oct-2015
72nd St Station Finishes		In Design			Nov-2012	Jan-2013	N/A	Oct-2015
86th St Station Finishes		In Design			Oct-2013	May-2013	N/A	Jul-2016

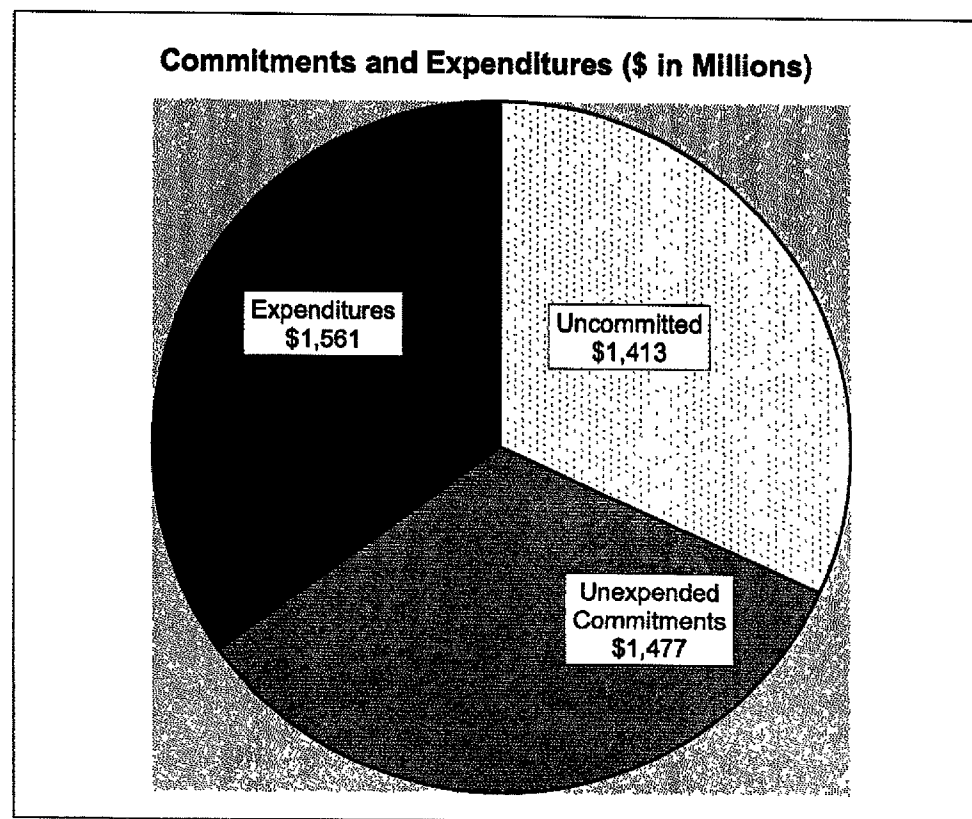
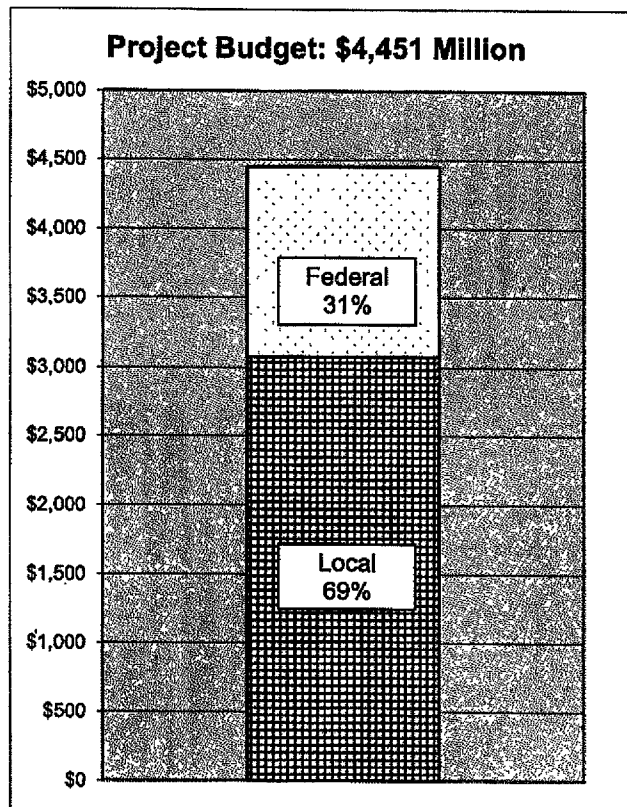
** Contract 1 Planned Completion at Award is adjusted to re-baseline plan.

Second Avenue Subway (Phase 1) Status

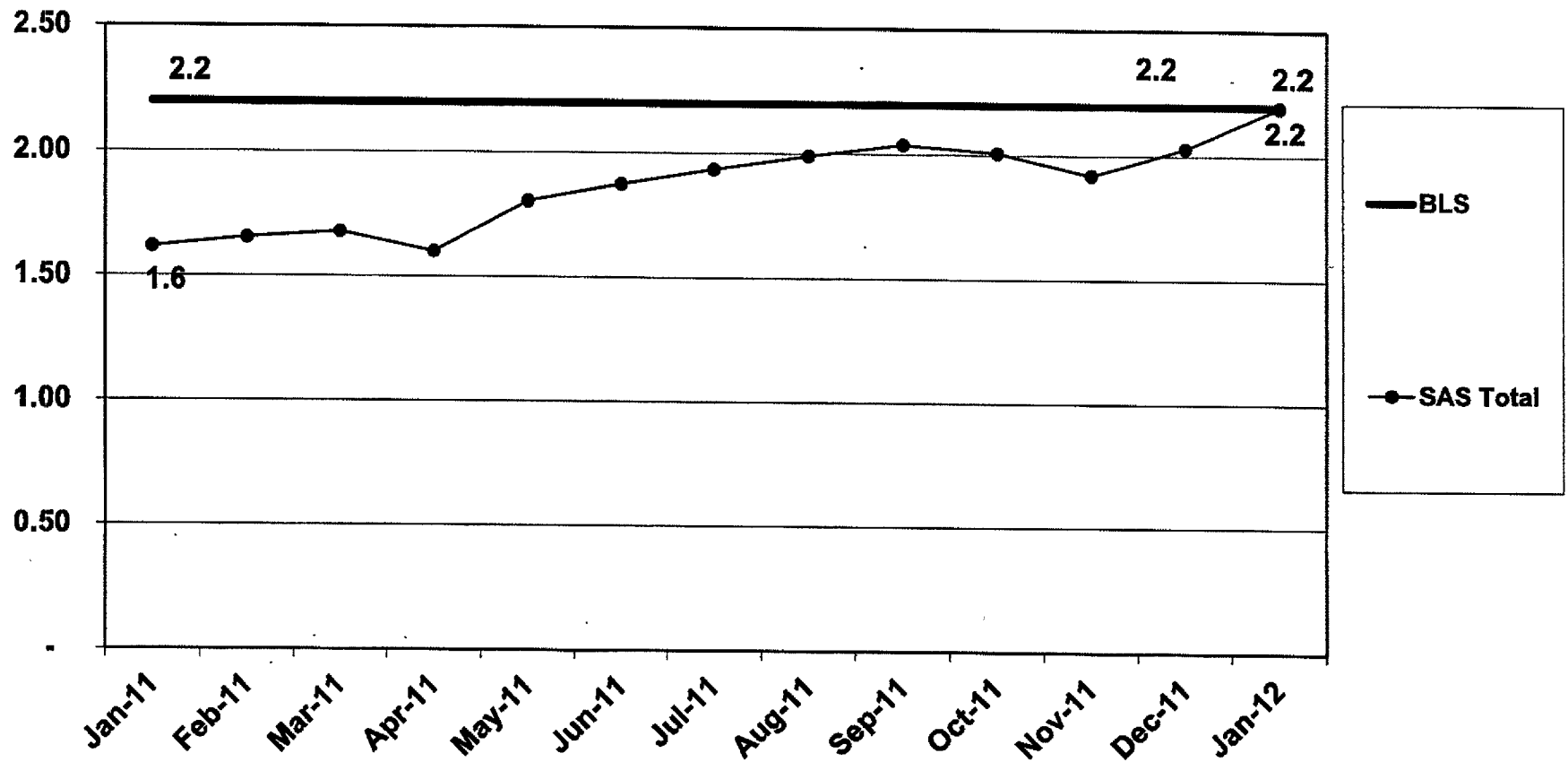
Report to the Transit Committee - March 2012

(data thru February 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	\$ 940
2005-2009	1,914	\$ 551	\$ 1,363	\$ 858	\$ 1,729	185	\$ 600
2010-2014	1,487	1,487	-	-	\$ 260	1,227	\$ 21
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 867	\$ 3,038	\$ 1,413	\$ 1,561



Lost Time Injury Rate Second Avenue Subway Project, 2011-2012 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)