



New York City Transit

Transit Committee Meeting

April 2012

Committee Members

M. Lebow, Chair

J. Banks III, Vice Chair

A. Albert

F. Ferrer

J. Kay

S. Metzger

C. Moerdler

M. Page

A. Saul

J. Sedore, Jr.

E. Watt



MEETING AGENDA

MTA NEW YORK CITY TRANSIT COMMITTEE

April 23, 2012 - 10:00 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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Date of next meeting: May 21, 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
March 26, 2012**

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

The following Members were present:

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

The following Members were absent:

Hon. Jeffrey Kay
Hon. Susan G. Metzger

Also present were:

Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Allen P. Cappelli
Hon. Ira R. Greenberg

Joseph Lhota, Chairman and CEO, MTA

Thomas F. Prendergast, President, New York City Transit
Robert Bergen, Executive Vice President
Joseph Leader, Vice President & Chief Maintenance Officer, 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
Seymour Portes, Vice President & Deputy Chief Engineer, CPM

Michael Horodniceanu, President, MTA Capital Construction

I. Chair Lebow opened the meeting.

II. Public Speakers

There was one public speaker:

Murray Bodin recommended to the Committee that the MTA bring its practices up to date with the current state of technology.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Members approved the Minutes of the February 2012 meeting. There were no changes to the Work Plan.

IV. Agenda Items

A. Operations Report

Vice President Leader, on behalf of SVP Bianco, reported to the Committee on the Department of Subways' operating performance, comparing performance statistics in January 2012 with those of January 2011, as well as providing year-to-date or twelve-month average performance figures as appropriate. Consistent with the MTA's request that all operating agencies provide monthly statistics regarding staff overtime charges, President Prendergast provided the Committee with a report on overtime expenditures.

In response to a question from Member Albert regarding work being done on the 1, 2 and 3 lines under the Fast Track program, President Prendergast confirmed that work on any particular line will not be done more often than every quarter. At Member Albert's request, President Prendergast agreed to look into the possibility of running a shuttle between 148th Street and Lenox Avenue and 135th Street and Lenox Avenue, but noted that current budgetary constraints rendered it unlikely that such a would be a viable option. In response to a question from Member Moerdler, President Prendergast noted that, while there is insufficient data to date to determine the optimal frequency for Fast Track projects on a given line, or on the impact of Fast Track construction on either customer service or the efficiency of right-of-way repairs, he is hopeful that by the end of the year it will be possible to better assess the program and fine-tune planned line closures.

In response to Member Moerdler's expressed concerns about the performance statistics for IRT lines in the Bronx, President Prendergast noted that the lines run through other boroughs, that the statistics are consistent across borough lines, and that the IRT has both more ongoing construction work and more accurate reporting of delays in service. President Prendergast reiterated his commitment to improve service on these lines.

In response to Member Greenberg's inquiry into what steps were being taken to improve the performance of the R42 subway cars on the J and the Z lines, President Prendergast

commented that the R42s are going to be retired soon and that new subway cars are being procured as part of this month's Agenda.

Commenting on Member Moerdler's remark that the perception of appearance of stations in the Bronx seems to have declined notwithstanding a significant amount of station work, President Prendergast noted that customer satisfaction surveys are inherently subjective and that a decline of 0.2% in the area of station appearance is relatively insignificant.

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

In response to Member Moerdler's inquiry into customer accident and injury rates, President Prendergast explained that train related deaths and serious injuries were attributable in substantial part to suicides, criminal acts and accidents along platform edges. With regard to platform doors, President Prendergast said the possibility of installing them is being examined and that platform doors can improve safety and passenger comfort as well as reduce dwell time.

In response to Member Cappelli's inquiry into whether consideration had been given to acquiring orders of protection against those who have committed crimes in the subway, Chief Fox noted the existing parole stipulation program where certain offenders have their access to the system limited as a condition of parole. Chairman Lhota indicated that he would work with Chief Fox, Commissioner Kelly and the five District Attorneys to discuss broader implementation of the parole stipulation program. Member Moerdler requested that statistics on the successful prosecution of subway crimes also be maintained. Chair Lebow suggested consideration of an initiative whereby ex-offenders incarcerated for transit related crimes be referred to the Fortune Society, an organization which assists reentry into society after release from prison.

B. Financial Reports

President Prendergast reported to the Committee on NYCT's finances and VP Portes, on behalf of 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

C. Procurements

VP Plochochi introduced to the Committee the NYCT and MTACC procurement agenda, which consisted of eight procurement action items totaling \$606.6 Million in proposed expenditures, highlighting the purchase of 300 new "B" Division subway cars from Bombardier Transit Corporation for the price of \$599,473,746.00. He explained that these cars are intended to replace the aging R32 and R42 fleets and that the procurement

was conducted as a federally funded competitive request for proposals. He explained that Bombardier's "best and final offer" reflected a substantially lower price than that of the other proposer, ALSKAW, and that Bombardier had the requisite technical capacity to perform the work..

In response to a question from Member Albert, President Prendergast informed the Committee that, although the new cars will not be ready to put into service until 2015, measures will be taken to mitigate the impact of maintenance issues on the older cars until that time..

Member Moerdler expressed concern regarding the limited competition on the rail car procurement, referencing other vendors that could have potentially bid on the work and suggesting that additional efforts be made to actively solicit their participation in future procurements. He also stressed the importance of securing licenses to proprietary software rights. In response to Chairman Lebow's inquiry into what had transpired with regard to the other six companies that purchased bid packages, VP Plochochi explained that only one of the six was a car builder and that the other five were subcontractors.

In response to Member Moerdler's comments, President Prendergast noted that, while efforts are planned to increase participation in the next procurement, proposers generally perform much of the work in New York State and investment in local plants is costly for those that do not already have such facilities in place. President Prendergast also commented that while NYCT will be requiring vendors to provide drawings of parts so that the Agency can solicit its own, this should not come at the cost of parts reliability, adding that recent car procurements, including the purchase of R160s, were not only some of the most competitive, but also resulted in the acquisition of some of the highest performing rail cars..

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

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

MTACC's competitive procurements requiring a majority vote (Schedules F and 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 2011 Report on the Annual Safety Statistics were presented to the Committee for information.

VI. 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.

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

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Bettina Quintas", with a stylized flourish at the end.

Bettina Quintas
Assistant Secretary

2. COMMITTEE WORK PLAN



2012 Transit Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

April 2012

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

May 2012

EEO & Diversity Report – Workforce, New Hires & Complaints	EEO & Human Resources
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law

June 2012

July 2012

August 2012

No Meetings Held

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

September 2012

Public comment/Committee review of budget	
2012 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2012 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2013 Preliminary NYC Transit Budget	Management & Budget
2013 Preliminary SIR Budget	Management & Budget
EEO & Diversity Report – Efforts to Address Underutilization	EEO & Human Resources
Service Quality Indicators (including PES)	Operations Planning
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law

October 2012

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

November 2012

Public comment/Committee review of budget	
Charter for Transit Committee	Law
2013 Preliminary NYC Transit Budget	Management & Budget
2013 Preliminary SIR Budget	Management & Budget
EEO & Diversity Report – Workforce, New Hires & Complaints	EEO & Human Resources
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law

December 2012

2013 Final Proposed NYC Transit Budget	Management & Budget
2013 Final Proposed SIR Budget	Management & Budget

January 2013

Approval of 2013 NYC Transit Committee Work Plan	Committee Chair & Members
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February 2013

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

March 2013

EEO & Diversity Report – 2012 Year-End Report	EEO & Human Resources
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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

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

EEO & Diversity Report – Workforce, New Hires & Complaints

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's Equal Employment Opportunity and Diversity efforts. From quarter to quarter, the report will alternate between data on the agency's workforce, new hires, and discrimination complaints and information on the efforts the agency has undertaken to address the underutilization of minorities and women.

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.

JUNE 2012

JULY 2012

AUGUST 2012

No Meetings Held

SEPTEMBER 2012

2012 NYC Transit Mid-Year Forecast Monthly Allocation

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

II. SPECIFIC AGENDA ITEMS (con't)

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.

EEO & Diversity Report - Efforts to Address Underutilization

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's Equal Employment Opportunity and Diversity efforts. From quarter to quarter, the report will alternate between data on the agency's workforce, new hires, and discrimination complaints and information on the efforts the agency has undertaken to address the underutilization of minorities and women.

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)

EEO & Diversity Report – Workforce, New Hires & Complaints

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's Equal Employment Opportunity and Diversity efforts. From quarter to quarter, the report will alternate between data on the agency's workforce, new hires, and discrimination complaints and information on the efforts the agency has undertaken to address the underutilization of minorities and women.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

MARCH 2013

EEO & Diversity Report- 2012 Year-End Report

A detailed year-end 2012 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's Equal Employment Opportunity and Diversity efforts.

3. OPERATIONS PERFORMANCE SUMMARY

Monthly Operations Report

Statistical results for the month of February 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: February 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Weekday Wait Assessment (charts 1-2)				79.1%	78.8%	+0.3%
IRT Weekday Wait Assessment - ATS-A lines (1 thru 6 lines)	75.4%	73.9%	+1.5%			
IRT Weekday Wait Assessment - Non-ATS-A (7 and S 42nd)				77.0%	74.9%	+2.1%
BMT Weekday Wait Assessment	81.3%	80.6%	+0.7%	81.2%	81.7%	-0.5%
IND Weekday Wait Assessment	79.9%	81.0%	-1.1%	79.1%	79.7%	-0.6%
System Weekend Wait Assessment (charts 3)				83.6%	N/A	N/A
IRT Weekend Wait Assessment - ATS-A lines (1 thru 6 lines)	82.9%	+80.9%	+2.0%			
IRT Weekend Wait Assessment - Non-ATS-A (7 and S 42nd)				84.3%	N/A	N/A
BMT Weekend Wait Assessment	91.3%	+89.1%	+2.2%	86.3%	N/A	N/A
IND Weekend Wait Assessment	86.9%	+75.9%	+11.0%	79.9%	N/A	N/A
System Weekday Terminal On-Time Performance (charts 4-5)	85.3%	84.5%	+0.8%	85.6%	N/A	N/A
IRT Weekday Terminal On-Time Performance	80.5%	79.2%	+1.3%	80.9%	N/A	N/A
BMT Weekday Terminal On-Time Performance	89.7%	90.1%	-0.4%	91.0%	N/A	N/A
IND Weekday Terminal On-Time Performance	88.2%	86.7%	+1.5%	87.3%	N/A	N/A
System Number of Terminal Delays (chart 6)	21,520	21,388	+0.6%	22,304	N/A	N/A
System Weekend Terminal On-Time Performance (Chart 7-8)	87.2%	86.9%	+0.3%	88.3%	N/A	N/A
IRT Weekend Terminal On-Time Performance	83.5%	80.6%	+2.9%	84.6%	N/A	N/A
BMT Weekend Terminal On-Time Performance	92.9%	93.7%	-0.8%	93.2%	N/A	N/A
IND Weekend Terminal On-Time Performance	86.3%	87.8%	-1.5%	88.3%	N/A	N/A
System Number of Weekend Terminal Delays (chart 9)	6,072	5,989	+1.4%	5,554	N/A	N/A
Mean Distance Between Failures (charts 10-12)	192,054	188,717	+1.8%	171,558	171,746	-0.1%
IRT Mean Distance Between Failures	206,014	200,534	+2.7%	163,708	161,539	+1.3%
BMT Mean Distance Between Failures	249,982	228,854	+9.2%	220,198	239,417	-8.0%
IND Mean Distance Between Failures	150,849	155,503	-3.0%	154,387	151,699	+1.8%
System Weekday Service-KPI (charts 13-14)	83.1%	82.6%	+0.5%			
IRT Weekday Service-KPI	80.1%	78.7%	+1.4%			
BMT Weekday Service-KPI	85.6%	86.1%	-0.5%			
IND Weekday Service-KPI	83.1%	83.5%	-0.4%			
System Weekday PES-KPI (charts 15-17)	90.9%	91.8%	-0.9%			
Staten Island Railway						
24 Hour On-Time Performance	96.2%	97.9%	-1.7%	95.1%	95.3%	-0.2%
AM Rush On-Time Performance	98.6%	96.5%	+2.2%	96.4%	97.1%	-0.7%
PM Rush On-Time Performance	99.8%	99.6%	+0.2%	97.8%	98.2%	-0.4%
Percentage of Completed Trips	99.8%	99.7%	+0.1%	99.5%	98.6%	+0.9%
Mean Distance Between Failures	196,000	93,626	+109.3%	142,995	334,610	-57.3%
Staten Island Railway PES-KPI (charts 18)	86.0%	88.6%	-2.6%			

Safety

Indicator	Current Month: February 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	%
Subway Customer Accidents/Million Customers (chart 19) ¹	2.78	3.65	-23.8%	2.82	3.08	-8.4%
Subway Customer Injuries/Million Customers (chart 20) ¹	2.78	3.74	-25.7%	2.86	3.15	-9.2%
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	75	97	-22.7%	959	1,087	-11.8%
Employee On-Duty Lost-Time Accidents (chart 25)	2.71	3.22	-15.8%	3.20	3.27	-2.1%

Crime

Indicator	Current Month: February 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	%
Major Felonies (Attachments 26-28) ^{3,4}	192	195	-1.5%	666	550	+21.1%
Robberies ^{3,4}	63	61	+3.3%	232	176	+31.8%

¹ Current month data are for January 2012.

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

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

⁴ Current month data are for March 2012.

Monthly Departmental Update

Monthly accomplishments for the following:

Safety Events

Level 4 Fire (Fatality):

Date	Time	Severity
02/05	2038 Hrs	4

Description

A fire in an abandoned crew quarters on the F Line at the 63rd Street Station was the result of an electrical short in a zip cord being used by a homeless man living in the room. The fire caused no structure damage and resulted in the death of the homeless male living in the room do to smoke inhalation.

Capital Program Awards

On March 22, NYCT awarded a \$0.5 million station component project as part of the MTA's Small Business Mentoring Program (SBMP). The project includes work to address deficient conditions at a street stairway at the 7th Avenue Station on the Brighton Line in Brooklyn.

On March 9, NYCT awarded a \$20.3 million project to provide full Americans with Disabilities Act (ADA) accessibility at the Kingsbridge Road Station on the IND Concourse Line in the Bronx. The station has been identified as an ADA Key Station. The project scope includes the installation of three new elevators, the conversion of the existing part time control area to a full-time control area, modifications to platforms to reduce the gap between the platform edge and car door sill, new tactile warning strips, and other ADA improvements.

Capital Program Substantial Completions

On March 21, 2012, NYCT substantially completed the rehabilitation and ADA accessibility of the Mott Avenue station on the Far Rockaway Line. The project included the rehabilitation of the existing control building complete with relocated agent booth, new fare array, new employee areas and rehabilitated staircase to the platform. Two new ADA compliant elevators were installed from the control building to the platform within a domed enclosure.

At the platform level, an ADA boarding area was installed, new detectable edge tiles were installed and the canopy was painted. In addition, glass artwork was installed in the control building in conjunction with MTA's Art for Transit program.

Monthly Departmental Update

45th Road/Court House Square Station

The Court Square Station reopened on April 2, 2012. The station has new ADA compliant composite platforms with new steel supporting structures and windscreens. In the mezzanine there is a relocated agent booth, new fare array control area and new stairs. Although the station has reopened, work will be on-going until June 2012. The work will not impact customer access to the station.

Bleecker Street-Broadway Lafayette

As part of the Bleecker Street – Broadway Lafayette transfer under Contract A-35926, the northbound IRT platform has been extended approximately 300 feet southward to connect to the IND platform. On Monday, March 26, 2012 the new platform limits was placed in service. The 300-foot portion of the northern platform was closed off to the public.

DEPARTMENT OF SUBWAYS

Department-Wide

On March 16th ***FasTrack*** was completed on the 8th Avenue ACE Lines between 59th Street-Columbus Circle and Jay Street-MetroTech. Work began on March 12th and was performed during four consecutive weeknight line segment closures from 10:00 p.m. to 5:00 a.m.

April 9th to April 13th - ***FasTrack*** is planned for the 7th Avenue 123 Lines between 34th Street and Nevins Street.

Installation of countdown clocks was completed on March 16th at ten stations on the White Plains Line that were not retrofitted under the PACIS II project: Wakefield 241st Street, Nereid Avenue, 233rd Street, 225th Street, 219th Street, Gun Hill Road, Burke Avenue, Allerton Avenue, Pelham Parkway and Bronx Park East. The signs will provide real-time next train arrival information to customers. The system will enable automatic and manual relay of audio and text messages to alert customers of special changes to service, and can be controlled from the Rail Control Center.

Monthly Departmental Update

Staten Island Railway

The rehabilitation of the Tysens Lane Bridge was completed. This was the third bridge completed under a program to rehabilitate eight bridges. To complete this work, a track diversion (55 hour General Order) was in effect from 9:00 p.m. on Friday, March 23rd until 4:00 a.m. on Monday, March 26th.

Station Environment & Operations

In the month of March, 2012, Station Environment Maintenance forces scraped 54,950 square feet of peeling paint, primed 91,430 square feet, and painted 94,065 square feet at various stations (19 initiative stations and stations undergoing component repairs). The initiative stations program involves increased maintenance and cleaning at the two most heavily used stations/complexes in each borough.

Work Experience Program (WEP) Update

To date, there are 932 Work Experience Program (WEP) interns on NYCT property, 146 more than in the prior month and 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 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.

Maintenance of Way

On March 21st, two new elevators were placed in service at the Mott Avenue Station on the **A** Line.

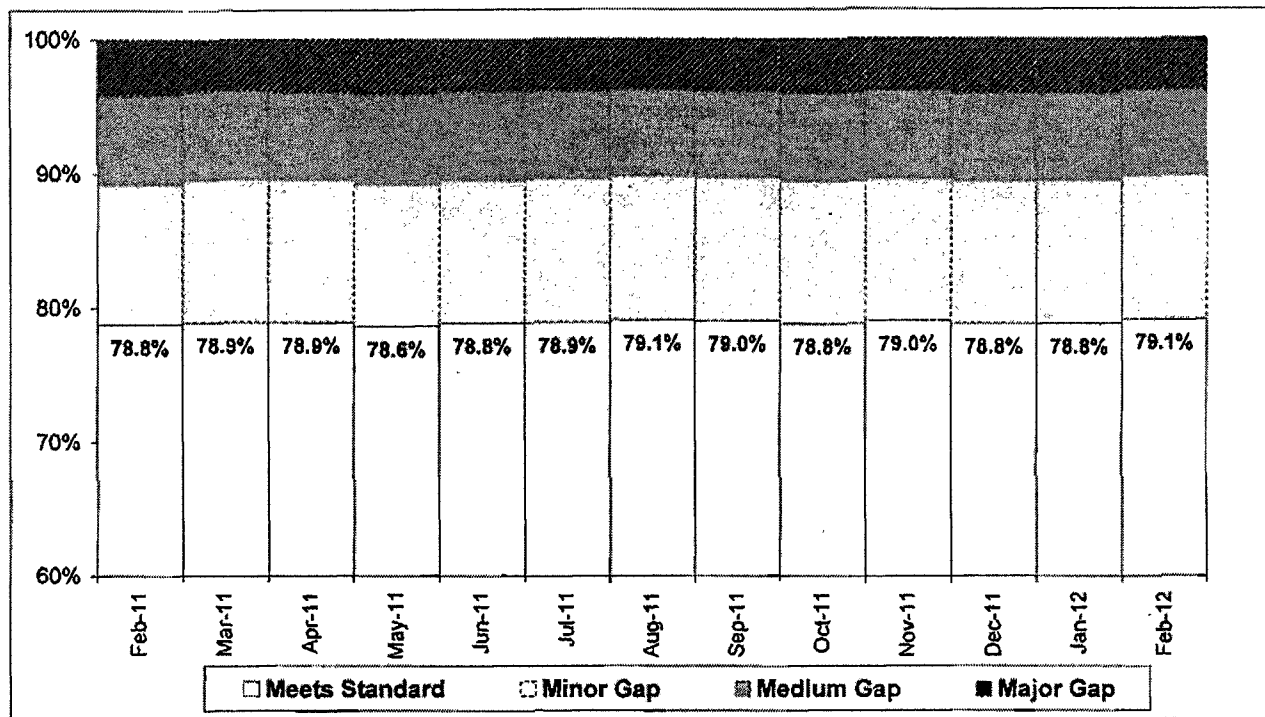
The Division of Track in-house construction group will have track projects underway in April at the following elevated, open-cut and subway locations: Work is scheduled on the elevated structure at the 225th Street station on the IRT **1** Line. Open-cut work is in progress on the Brighton Line south of the Sheepshead Bay station. Subway component renewal work is scheduled as a pilot nine-day shutdown south of Van Wyck Boulevard on the IND Queens Line. Work is commencing on switches at Borough Hall on the Lexington Avenue Line and north of Pacific Street on 4th Avenue Line. Subway work will continue north of Elmhurst Avenue on the Queens Line and north of 182nd Street to 183rd Street on the Concourse Line.

Monthly Departmental Update

Signals Capital Construction replaced 13 signal line cables at the Church Avenue (Culver) interlocking. Signal Maintenance replaced both ends of 5 switches at the Times Square interlocking as a preventive measure on the Flushing Line.

Due to a lightning strike at Aqueduct substation, the High Tension (27,000 volts) lightning arrestors were damaged. New arrestors were installed along with Con Edison transformers, which are used for metering. These transformers were antiquated and needed to be brought up to today's standards. All work has been completed and NYCT is waiting for Con Edison to re-energize.

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

	Systemwide				Annual Results (Meets Standard)
	<u>12-Month Average</u>				
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Mar '11-Feb '12	79.1%	10.7%	6.4%	3.9%	2012 GOAL: 79.2%
Mar '10-Feb '11	78.8%	10.4%	6.7%	4.1%	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)**

Mar '11-Feb '12					Mar '10-Feb '11				
Line	Meets Standard	Headways*			Meets Standard	Meets Minor	Headways*		Standard Difference
		Minor	Medium	Major			Minor	Medium	
①	80.2%	10.0%	5.9%	3.9%	77.2%	10.9%	7.3%	4.6%	+3.0%
②	73.3%	10.5%	9.0%	7.1%	71.9%	10.8%	9.7%	7.6%	+1.4%
③	77.1%	10.7%	7.3%	4.9%	76.3%	10.9%	7.2%	5.5%	+0.8%
④	72.7%	10.7%	8.4%	8.2%	72.0%	10.7%	8.9%	8.3%	+0.7%
⑤	73.5%	10.7%	8.2%	7.6%	71.5%	10.3%	9.4%	8.8%	+2.0%
⑥	75.4%	10.2%	7.6%	6.8%	74.4%	9.5%	7.7%	8.4%	+1.0%
⑦	76.1%	12.0%	8.0%	3.8%	74.2%	11.9%	9.2%	4.7%	+1.9%
S 42nd	87.7%	7.4%	3.0%	1.9%	81.8%	9.8%	5.8%	2.6%	+5.9%
IRT	77.0%	10.3%	7.2%	5.5%	74.9%	10.6%	8.2%	6.3%	+2.1%
⑧	78.6%	11.8%	6.4%	3.2%	78.0%	12.9%	6.1%	2.9%	+0.6%
J Z	82.8%	10.0%	5.5%	1.8%	84.1%	10.5%	4.0%	1.3%	-1.3%
⑨	79.6%	11.8%	6.1%	2.5%	77.6%	12.5%	6.5%	3.5%	+2.0%
⑩	78.1%	12.9%	7.0%	2.1%	82.5%	10.7%	5.2%	1.7%	-4.4%
⑪	78.0%	12.3%	7.3%	2.3%	77.2%	12.8%	7.1%	2.9%	+0.8%
⑫	78.4%	11.9%	6.3%	3.4%	78.6%	11.4%	6.8%	3.2%	-0.2%
S Fkn	96.6%	2.7%	0.6%	0.1%	97.9%	1.6%	0.4%	0.1%	-1.3%
⑬	77.7%	11.0%	7.4%	3.9%	78.0%	10.8%	7.8%	3.4%	-0.3%
BMT	81.2%	10.5%	5.8%	2.4%	81.7%	10.4%	5.5%	2.4%	-0.5%
⑭	73.2%	10.9%	8.7%	7.2%	71.8%	10.8%	9.6%	7.8%	+1.4%
S Rock	93.0%	5.8%	0.7%	0.4%	92.6%	5.7%	1.4%	0.3%	+0.4%
⑮	79.4%	12.2%	6.0%	2.4%	81.4%	11.0%	5.5%	2.2%	-2.0%
⑯	79.2%	11.9%	5.9%	3.0%	79.6%	10.9%	6.7%	2.8%	-0.4%
⑰	72.2%	12.6%	9.1%	6.0%	75.8%	11.0%	7.8%	5.4%	-3.6%
⑱	74.6%	12.1%	8.1%	5.2%	72.9%	11.6%	9.7%	5.9%	+1.7%
⑲	82.0%	12.7%	4.0%	1.3%	84.0%	10.9%	3.8%	1.3%	-2.0%
IND	79.1%	11.2%	6.1%	3.6%	79.7%	10.3%	6.4%	3.7%	-0.6%
Systemwide	79.1%	10.7%	6.4%	3.9%	78.8%	10.4%	6.7%	4.1%	+0.3%

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)**

Mar '11-Feb '12					Mar '10-Feb '11				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		GAP				GAP			
		Minor	Medium	Major		Minor	Medium	Major	
1	79.0%	10.3%	6.4%	4.3%	78.8%	10.3%	6.4%	4.5%	+0.2%
2	81.0%	10.3%	6.0%	2.8%	77.8%	11.6%	6.6%	4.0%	+3.2%
3	87.2%	7.9%	3.4%	1.5%	85.0%	8.5%	2.9%	3.6%	+2.2%
4	79.7%	9.8%	6.3%	4.2%	75.1%	12.0%	8.0%	5.0%	+4.6%
5	89.2%	6.0%	2.4%	2.4%	88.0%	6.3%	2.5%	3.2%	+1.2%
6	81.1%	10.5%	5.4%	3.0%	80.8%	11.2%	5.8%	2.2%	+0.3%
7	80.3%	12.8%	4.8%	2.1%	-	-	-	-	N/A
S 42nd	97.2%	1.7%	0.4%	0.7%	-	-	-	-	N/A
IRT	84.3%	8.6%	4.4%	2.6%	-	-	-	-	N/A
J Z	86.6%	8.6%	3.6%	1.1%	-	-	-	-	N/A
L	86.9%	9.7%	2.6%	0.9%	-	-	-	-	N/A
N	80.1%	11.5%	5.3%	3.1%	-	-	-	-	N/A
Q	85.1%	10.7%	3.7%	0.4%	-	-	-	-	N/A
S Fkln	97.8%	2.0%	0.2%	0.0%	-	-	-	-	N/A
R	81.5%	12.7%	3.8%	2.0%	-	-	-	-	N/A
BMT	86.3%	9.2%	3.2%	1.2%	-	-	-	-	N/A
A	77.5%	10.1%	9.4%	3.0%	-	-	-	-	N/A
C	77.0%	11.3%	9.7%	2.1%	-	-	-	-	N/A
D	80.7%	11.8%	5.6%	1.9%	-	-	-	-	N/A
E	80.3%	10.8%	4.4%	4.4%	-	-	-	-	N/A
F	77.5%	12.4%	8.3%	1.7%	-	-	-	-	N/A
G	86.4%	11.1%	1.6%	0.9%	-	-	-	-	N/A
IND	79.9%	11.3%	6.5%	2.3%	-	-	-	-	N/A
Systemwide	83.6%	9.6%	4.7%	2.1%	-	-	-	-	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 M and Rockaway Shuttle are not reported as sufficient sample was not collected.

*** Headway Definitions:**

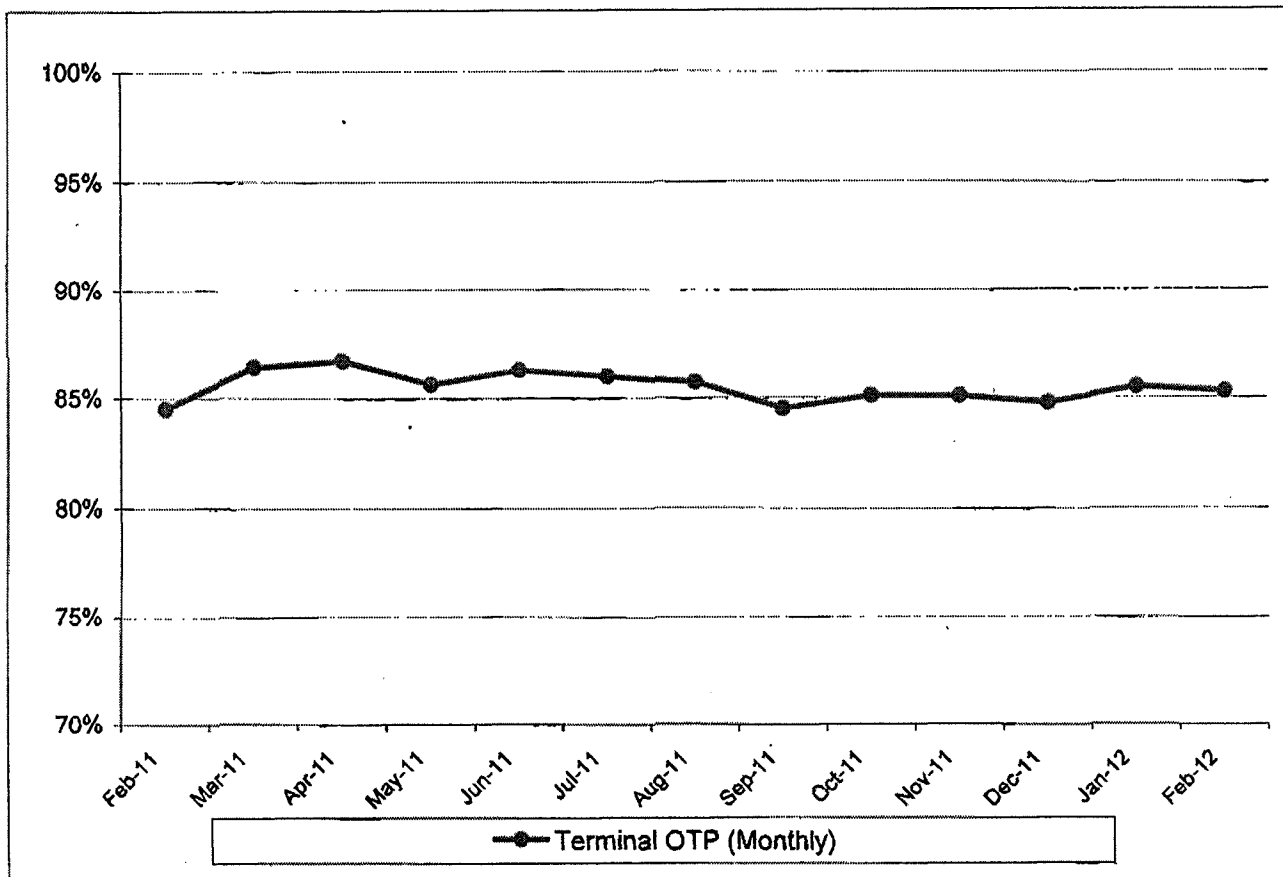
Meets Standard: meets Wait Assessment standard of scheduled headway +25%

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>
Feb 2012: 85.3%	Feb 2012: 80.5%	Feb 2012: 89.7%	Feb 2012: 88.2%
Feb 2011: 84.5%	Feb 2011: 79.2%	Feb 2011: 90.1%	Feb 2011: 86.7%
12-Mon Avg: 85.6%	12-Mon Avg: 80.9%	12-Mon Avg: 91.0%	12-Mon Avg: 87.3%
(Mar '11-Feb '12)	(Mar '11-Feb '12)	(Mar '11-Feb '12)	(Mar '11-Feb '12)

Discussion of Results

In February 2012, Track Gangs (5,074 delays), Right Of Way (4,728 delays), and Over Crowding (3,571 delays) were the highest categories of delays, representing 62.1% of the total (21,520) delays.

Weekday Terminal On-Time Performance (24 hours)

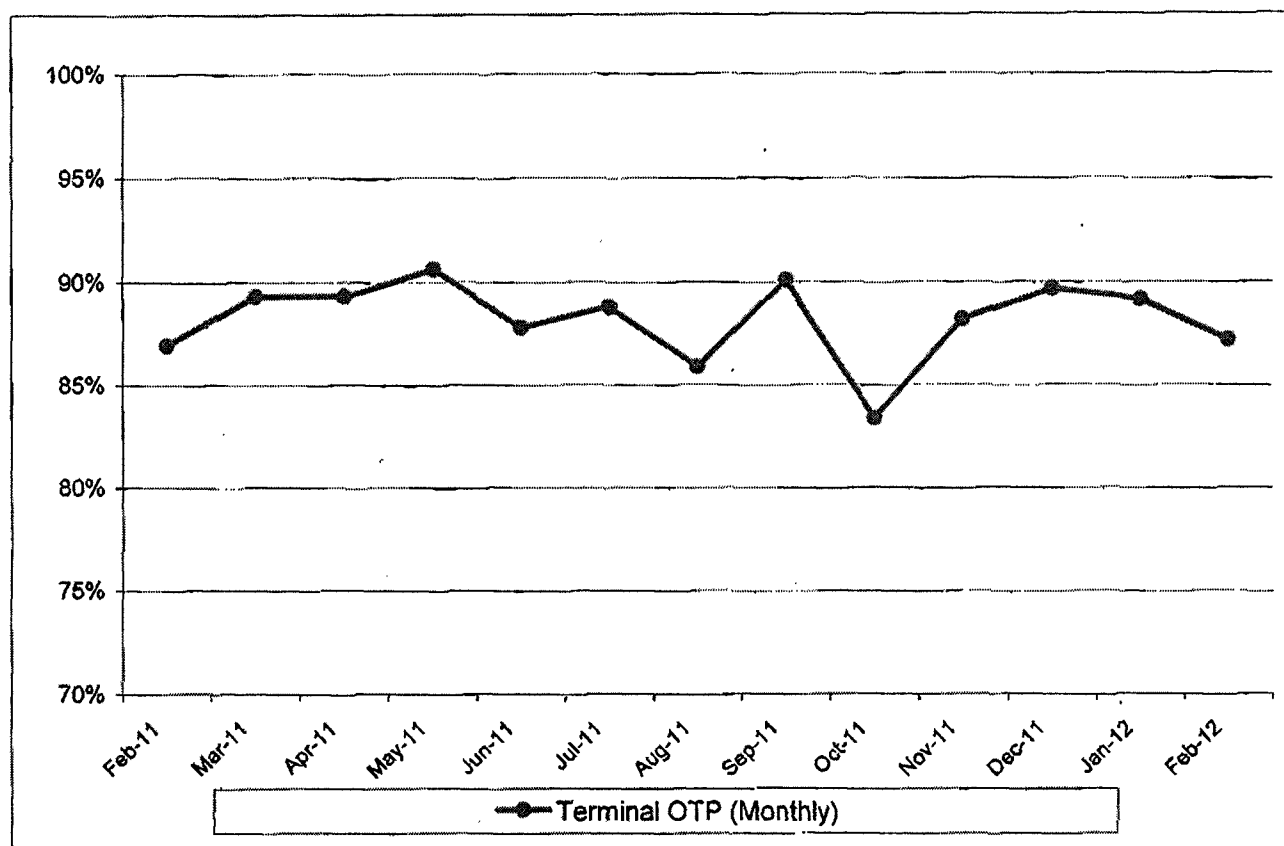
<u>Line</u>	<u>February '12</u>	<u>February '11</u>	<u>% Difference</u>
①	89.0%	91.9%	-2.9%
②	67.7%	69.1%	-1.4%
③	78.0%	72.0%	+6.0%
④	66.2%	68.9%	-2.7%
⑤	68.7%	73.4%	-4.7%
⑥	79.7%	74.3%	+5.4%
⑦	89.7%	82.4%	+7.3%
⑤ 42 St	98.3%	99.7%	-1.4%
IRT	80.5%	79.2%	+1.3%
①	85.6%	85.8%	-0.2%
① ②	97.6%	95.9%	+1.7%
①	94.9%	94.6%	+0.3%
①	90.5%	89.4%	+1.1%
①	77.3%	80.8%	-3.5%
①	84.2%	86.3%	-2.1%
⑤ Fkln	99.5%	99.8%	-0.3%
①	88.7%	89.9%	-1.2%
BMT	89.7%	90.1%	-0.4%
①	85.3%	81.6%	+3.7%
⑤ Rock	96.5%	95.1%	+1.4%
①	91.1%	90.7%	+0.4%
①	90.7%	87.1%	+3.6%
①	87.3%	85.3%	+2.0%
①	82.4%	83.1%	-0.7%
①	94.7%	94.5%	+0.2%
IND	88.2%	86.7%	+1.5%
Systemwide	85.3%	84.5%	+0.8%

Weekday Terminal Delays Systemwide Summary February 2012

<u>Categories</u>	<u>Delays</u>
Track Gangs	5,074
ROW Delays	4,728
Over Crowding	3,571
Police	2,456
Sick Customer	1,559
Car Equipment	1,122
Work Equipment/G.O.	769
Unruly Customer	693
Operational Diversions	343
Infrastructure	339
Employee	296
Inclement Weather	286
Fire	157
External	116
Collision/Derailment	11
Total Delays	21,520

* 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**

Feb 2012: 87.2%
Feb 2011: 86.9%
12-Mon Avg: 88.3%
(Mar '11-Feb '12)

IRT **Monthly Results**

Feb 2012: 83.5%
Feb 2011: 80.6%
12-Mon Avg: 84.6%
(Mar '11-Feb '12)

BMT **Monthly Results**

Feb 2012: 92.9%
Feb 2011: 93.7%
12-Mon Avg: 93.2%
(Mar '11-Feb '12)

IND **Monthly Results**

Feb 2012: 86.3%
Feb 2011: 87.8%
12-Mon Avg: 88.3%
(Mar '11-Feb '12)

Discussion of Results

In February 2011, Track Gangs (1,822 delays), Right Of Way (1,306 delays), and Work Equipment G.O. (1,050 delays) were the highest categories of delays, representing 68.8% of the total (6,072) delays.

Weekend Terminal On-Time Performance (24 hours)

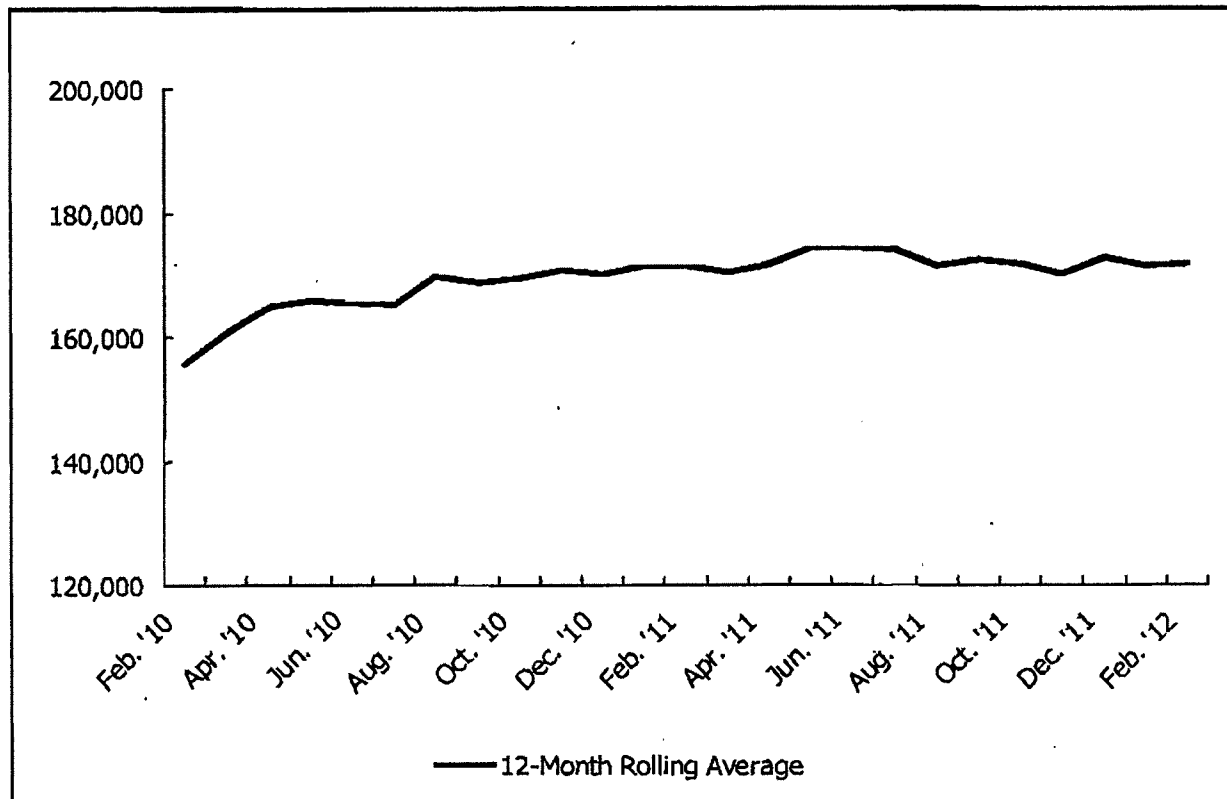
<u>Line</u>	<u>February '12</u>	<u>February '11</u>	<u>% Difference</u>
1	81.7%	84.3%	-2.6%
2	70.1%	71.6%	-1.5%
3	82.9%	75.6%	+7.3%
4	72.7%	70.2%	+2.5%
5	74.9%	87.2%	-12.3%
6	81.3%	82.5%	-1.2%
7	99.1%	83.2%	+15.9%
S 42 St	97.6%	99.5%	-1.9%
IRT	83.5%	80.6%	+2.9%
J Z	97.4%	98.1%	-0.7%
L	99.0%	99.0%	0.0
M	93.6%	98.3%	-4.7%
N	76.1%	79.8%	-3.7%
O	92.7%	92.6%	+0.1%
S Fkln	99.8%	99.7%	+0.1%
R	93.0%	90.4%	+2.6%
BMT	92.9%	93.7%	-0.8%
A	77.1%	88.4%	-11.3%
S Rock	96.6%	96.8%	-0.2%
C	74.1%	84.9%	-10.8%
D	95.5%	84.6%	+10.9%
E	89.4%	90.9%	-1.5%
F	78.8%	77.4%	+1.4%
G	95.2%	96.9%	-1.7%
IND	86.3%	87.8%	-1.5%
Systemwide	87.2%	86.9%	+0.3%

Weekend Terminal Delays Systemwide Summary February 2012

<u>Categories</u>	<u>Delays</u>
Track Gangs	1,822
ROW Delays	1,306
Work Equipment G.O.	1,050
Over Crowding	670
Police	322
Car Equipment	210
Sick Customer	203
Inclement Weather	170
Unruly Customer	117
Employee	100
Operational Diversions	46
Fire	41
External	12
Infrastructure	3
Total Delays	6,072

* 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

Feb 2012: 192,054

Feb 2011: 188,717

Feb 2010: 183,728

12-Month Average

Mar 11-Feb 12: 171,558

Mar 10-Feb 11: 171,746

Mar 09-Feb 10: 155,618

Annual Results

2012 Goal: 168,000

2011 Actual: 172,700

2010 Actual: 170,217

Discussion of Results

MDBF in February 2012 increased 1.8% from February 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.

Chart 10

Car Reliability

Mean Distance Between Failure (Miles)

<u>Monthly MDBF</u>					<u>12 Month Average MDBF</u>		
Car Class	#s of Cars	Feb. '12	Feb. '11	% Change	Feb. '12	Feb. '11	% Change
R32	222	132,306	130,369	1.49%	59,569	59,450	0.20%
R42	50	NO DELAYS	31,825	NA	47,753	68,493	-30.28%
R46	752	88,162	89,529	-1.53%	81,644	90,474	-9.76%
R62	315	305,675	1,199,962	-74.53%	189,191	181,206	4.41%
R62A	824	146,790	168,619	-12.95%	120,874	132,485	-8.76%
R68	425	95,332	96,102	-0.80%	138,869	154,596	-10.17%
R68A	200	154,954	271,913	-43.01%	169,981	153,516	10.73%
R142	1,030	667,172	242,060	175.62%	261,635	233,801	11.90%
R142A	590	104,256	133,112	-21.68%	122,004	120,213	1.49%
R143	212	251,189	102,760	144.44%	212,430	173,528	22.42%
R160	1,662	523,467	669,889	-21.86%	690,770	580,168	19.06%
Fleet	6,282	192,054	188,717	1.77%	171,558	171,746	-0.11%

Chart 11

Car Reliability

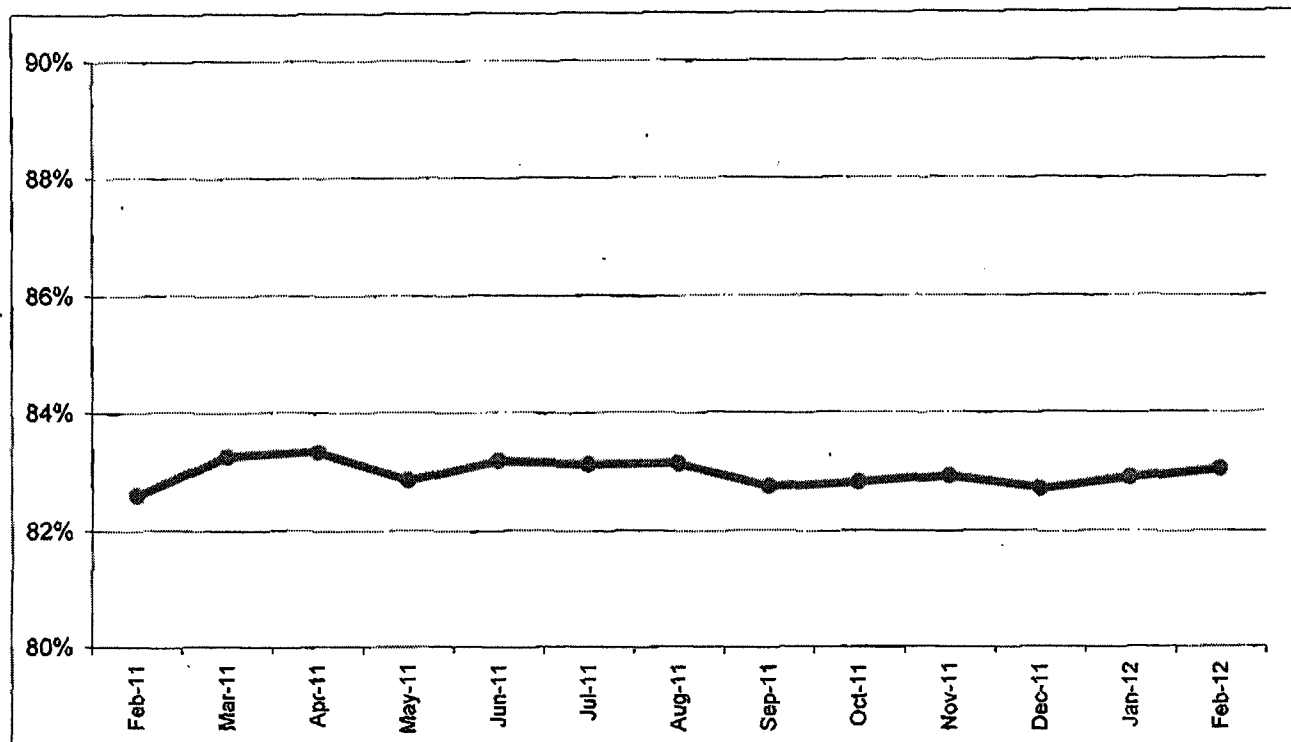
Mean Distance Between Failures By Line (Miles)

Line	Fleet ¹	Monthly MDBF			12-Month Average MDBF		
		February 2011	February 2012	% Change	February 2011	February 2012	% Change
1	R62A	154,212	105,859	-31.4	94,334	97,454	+3.3
2	R142	174,271	664,984	+281.6	239,921	294,541	+22.8
3	R62	1,199,891	305,555	-74.5	182,873	191,306	+4.6
7	R62A	184,051	264,846	+43.9	232,072	175,165	-24.5
4	R142(67%); (R142A(33%))	157,678	241,757	+36.2	168,190	160,165	-4.8
5	R142	675,566	455,868	-32.5	233,570	243,780	+4.4
6	R142A	152,897	117,332	-23.3	124,578	135,962	+9.1
GCS	R62A	20,458	23,756	+16.1	35,393	28,750	-18.8
IRT		200,534	206,014	+2.7	161,539	163,708	+1.3
B	R68(19%); R68A(81%)	207,409	133,432	-35.7	165,158	160,935	-2.6
FS	R68	17,634	18,315	+3.9	112,851	57,378	-49.2
N	R160	344,440	309,226	-10.2	376,393	525,111	+39.5
O	R160(62%); R68A(38%)	609,431	413,217	-32.2	504,249	752,423	+39.3
JZ	R160(75%); R42(25%)	184,787	776,115	-320.0	381,967	359,770	-5.8
L	R143(86%); R160(14%)	111,273	222,813	+100.2	209,826	224,710	+7.1
M	R160	644,847	697,934	+8.2	911,609	439,765	-51.8
R	R46	140,764	116,295	-17.4	104,778	78,013	-25.5
BMT		228,854	249,982	+9.2	239,417	220,198	-8.0
A	R46	88,672	77,301	-12.8	102,290	81,916	-19.9
C	R32	130,407	132,229	+1.4	58,613	62,124	+6.0
D	R68	90,548	110,598	+22.1	154,590	146,797	-5.0
E	R160	1,496,693	521,697	-65.1	688,954	786,315	+14.1
F	R46(2%); R160(98%)	843,414	644,720	-23.6	501,213	748,068	+49.3
G	R46	41,947	61,022	+45.5	57,969	88,168	+52.1
RKWYS	R44	50,110	59,209	+18.2	47,870	79,269	+65.6
IND		155,503	150,849	-3.0	151,699	154,387	+1.8
SOUTH		180,827	183,125	+1.3	180,351	177,756	-1.4
FLEET		188,709	192,053	+1.8	171,746	171,557	-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.

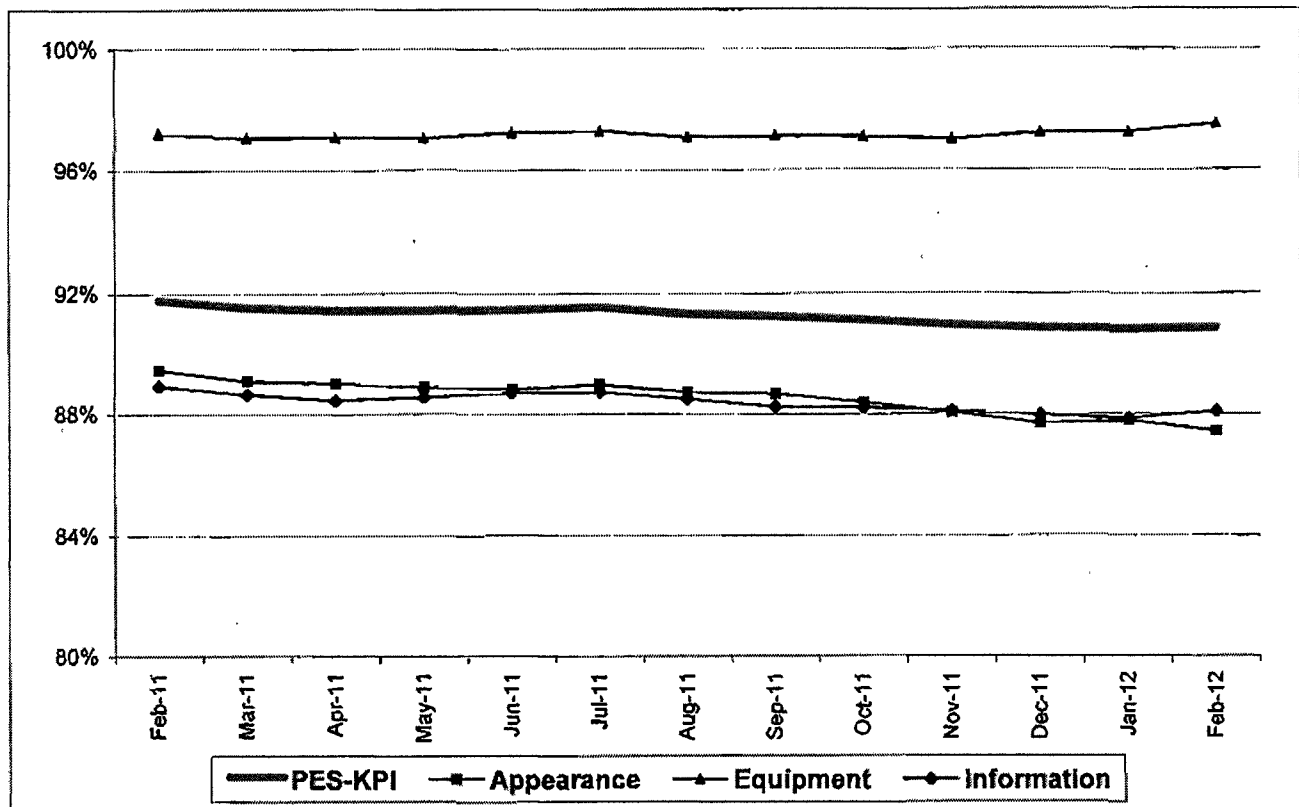
S-KPI Results

Systemwide Monthly Results	Goal
February 2012: 83.1%	2012 GOAL: 84.4%
February 2011: 82.6%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>February 2012</u>	<u>February 2011</u>	<u>% Difference</u>
①	80.6%	78.5%	+2.1%
②	74.3%	73.4%	+0.9%
③	79.7%	77.2%	+2.5%
④	73.0%	74.3%	-1.3%
⑤	74.7%	74.8%	-0.1%
⑥	77.3%	74.9%	+2.4%
⑦	82.6%	79.2%	+3.4%
⑤ 42nd	83.8%	81.2%	+2.6%
IRT	80.1%	78.7%	+1.4%
②	82.4%	82.5%	-0.1%
② Z	88.9%	89.3%	-0.4%
②	86.2%	84.9%	+1.3%
②	84.0%	86.3%	-2.3%
②	80.0%	80.6%	-0.6%
②	82.3%	83.1%	-0.8%
⑤ Fkln	91.2%	95.9%	-4.7%
②	77.9%	80.4%	-2.5%
BMT	85.6%	86.1%	-0.5%
②	74.4%	74.1%	+0.3%
⑤ Rock	89.5%	87.1%	+2.4%
②	78.7%	79.7%	-1.0%
②	83.5%	83.7%	-0.2%
②	79.5%	81.1%	-1.6%
②	79.5%	78.7%	+0.8%
②	82.8%	82.4%	+0.4%
IND	83.1%	83.5%	-0.4%
Systemwide	83.1%	82.6%	+0.5%

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>
February 2012:	90.9%	87.4%	97.5%	88.1%
February 2011:	91.8%	89.5%	97.2%	88.9%
% Difference:	-0.9%	-2.1%	+0.3%	-0.8%

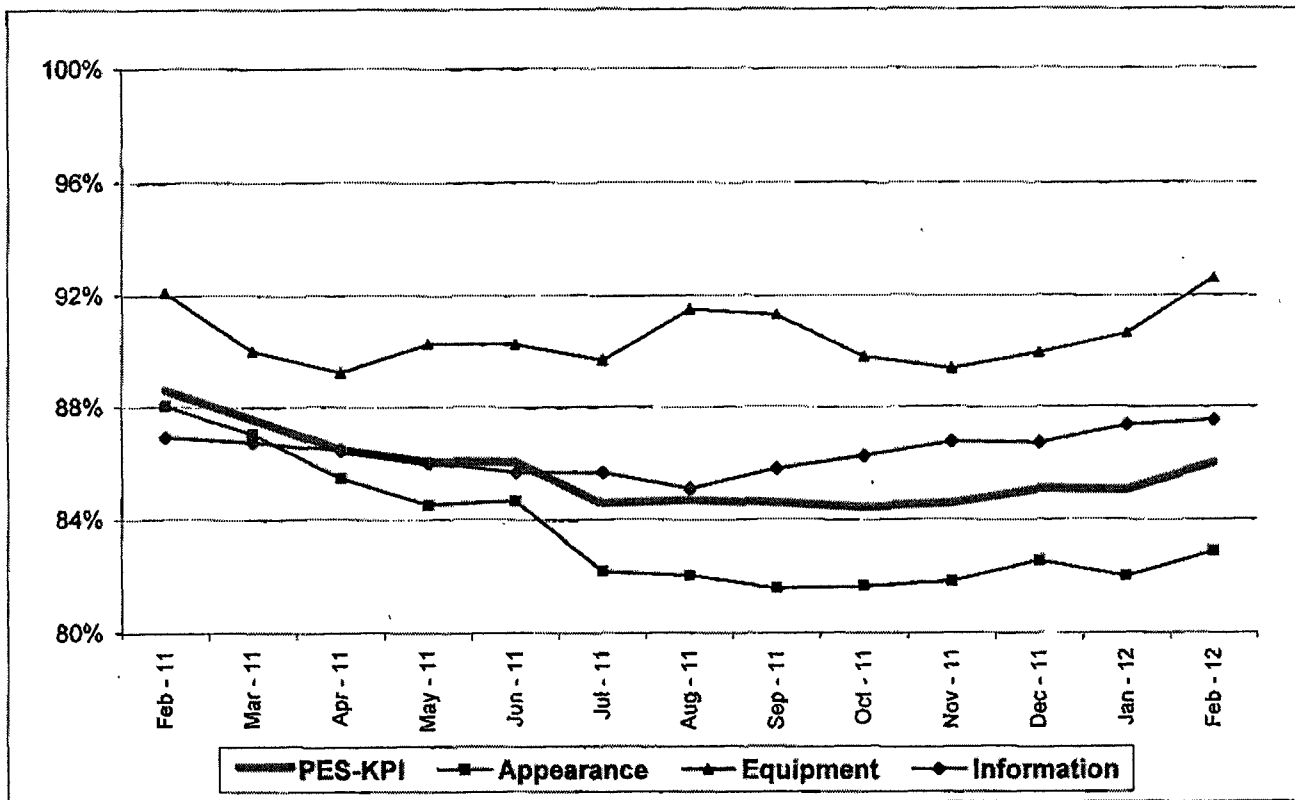
PES-KPI - Subway Car

Line	February 2012:				February 2011:				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	93.2%	97.2%	97.9%	84.5%	94.9%	95.1%	97.0%	92.6%	-1.7%
②	95.7%	92.3%	97.8%	97.2%	95.0%	93.9%	94.8%	96.3%	+0.7%
③	92.3%	93.1%	96.4%	87.2%	94.8%	96.8%	92.7%	95.0%	-2.5%
④	96.4%	92.7%	97.5%	99.0%	97.5%	94.6%	99.1%	98.9%	-1.1%
⑤	95.6%	92.9%	97.2%	96.7%	96.7%	94.7%	96.9%	98.5%	-1.1%
⑥	95.3%	93.8%	94.1%	98.0%	96.8%	95.8%	95.2%	99.5%	-1.5%
⑦	94.0%	96.4%	94.3%	91.2%	94.4%	96.0%	96.7%	90.4%	-0.4%
⑤ 42nd	92.7%	98.9%	97.9%	81.1%	94.8%	97.8%	92.1%	94.4%	-2.1%
IRT	94.5%	94.2%	96.4%	92.9%	95.6%	95.3%	96.0%	95.5%	-1.1%
②	92.2%	86.6%	97.8%	92.4%	92.1%	94.2%	91.6%	90.6%	+0.1%
② / ③	95.2%	91.1%	97.1%	97.5%	95.6%	91.9%	96.4%	98.5%	-0.4%
③	97.3%	93.0%	99.8%	99.2%	98.1%	96.2%	99.8%	98.4%	-0.8%
④	97.3%	93.6%	99.3%	98.9%	97.7%	95.0%	98.7%	99.6%	-0.4%
⑤	96.0%	91.4%	98.1%	98.7%	97.4%	95.9%	97.9%	98.6%	-1.4%
⑥	96.3%	93.3%	96.1%	99.5%	97.4%	95.7%	96.9%	99.6%	-1.1%
⑤ Fkln	93.3%	93.3%	94.6%	92.1%	91.7%	88.0%	92.7%	94.4%	+1.6%
⑦	93.2%	90.9%	98.4%	90.5%	93.9%	94.1%	95.0%	92.5%	-0.7%
BMT	95.4%	91.6%	98.0%	96.6%	96.0%	94.6%	96.5%	96.9%	-0.6%
①	94.4%	92.6%	98.6%	92.0%	94.4%	91.7%	96.3%	95.1%	+0.0%
②	90.6%	85.0%	97.1%	89.9%	93.4%	92.5%	97.1%	90.6%	-2.8%
③	93.9%	89.7%	98.9%	93.1%	93.2%	94.2%	93.7%	91.5%	+0.7%
④	96.8%	93.9%	98.1%	98.4%	96.9%	95.9%	95.0%	99.8%	-0.1%
⑤	96.0%	91.6%	98.2%	98.4%	96.7%	96.5%	95.8%	97.8%	-0.7%
⑥	96.5%	96.6%	98.6%	94.2%	92.9%	90.1%	95.7%	92.9%	+3.6%
IND	94.8%	91.6%	98.2%	94.6%	94.7%	93.6%	95.8%	94.8%	+0.1%
Systemwide	94.9%	92.5%	97.5%	94.7%	95.5%	94.6%	96.1%	95.8%	-0.6%

PES-KPI - Station

<u>Borough</u>	<u>February 2012:</u>				<u>February 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%	78.2%	97.0%	78.1%	83.4%	79.4%	97.8%	74.2%	+0.6%
Manhattan	87.0%	81.5%	97.3%	83.4%	88.4%	82.7%	98.6%	85.1%	-1.4%
Brooklyn	86.9%	84.5%	97.7%	79.3%	88.7%	87.4%	98.5%	80.8%	-1.8%
Queens	88.9%	85.5%	98.3%	83.7%	89.9%	87.2%	98.2%	85.0%	-1.0%
Systemwide	86.9%	82.7%	97.5%	81.3%	88.1%	84.7%	98.4%	81.9%	-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.

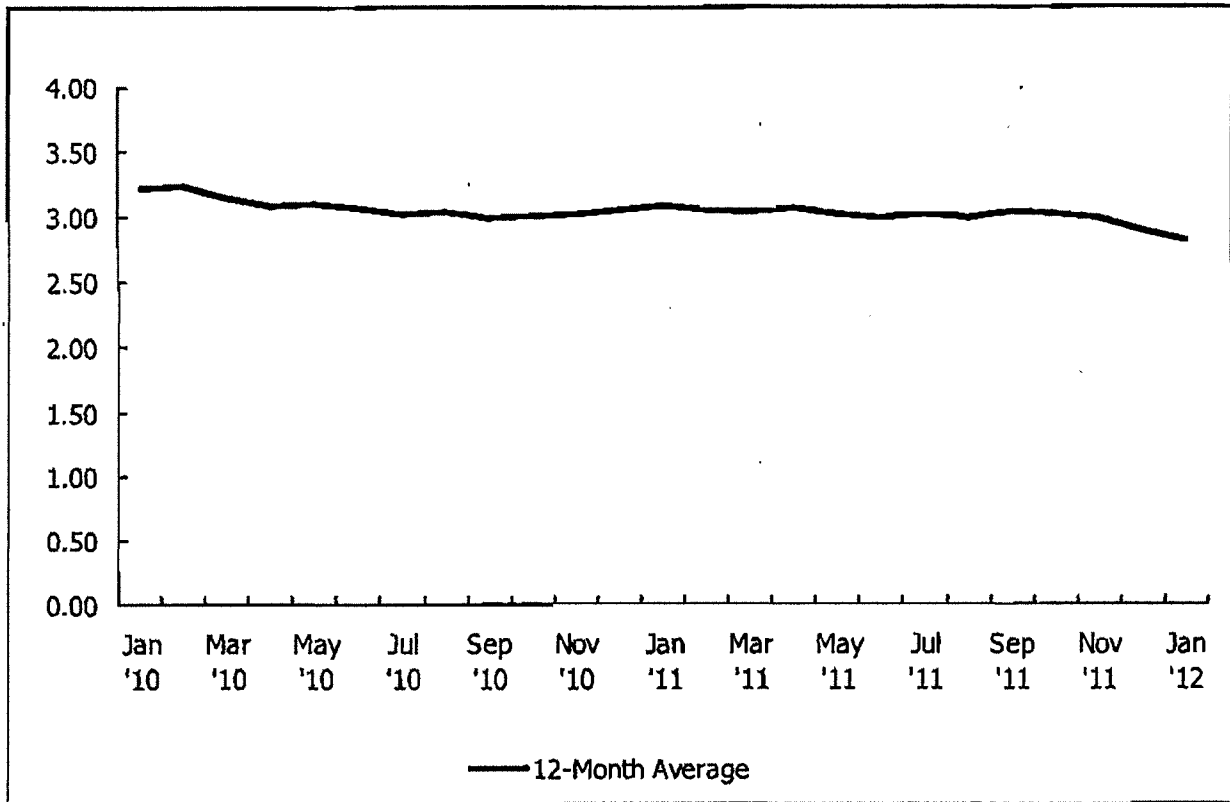
Information: includes the ratings for Maps, Employees in Proper Uniforms and Subway Car Announcements and Signage.

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

SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
February 2012:	86.0%	82.9%	92.6%	87.5%
February 2011:	88.6%	88.0%	92.1%	86.9%
% Difference:	-2.6%	-5.1%	+0.5%	+0.6%

Subway Customer Accidents/Million Customers



Definition

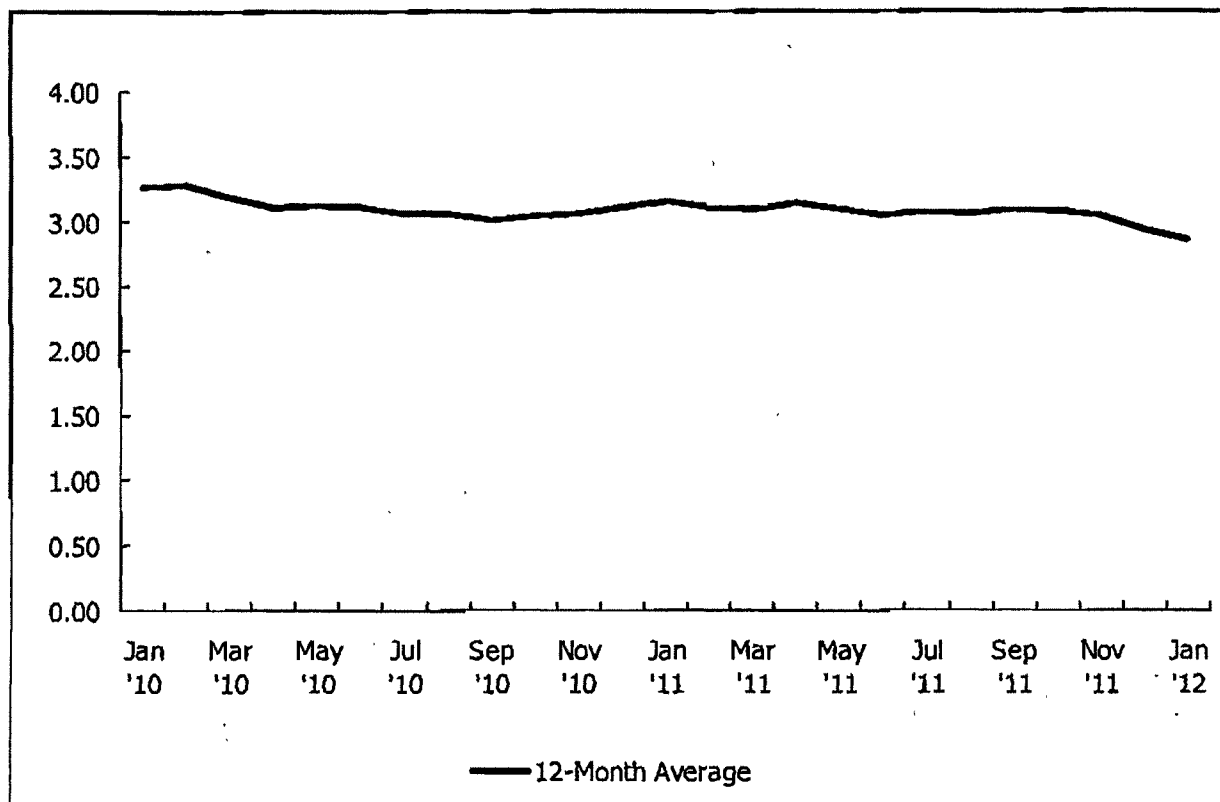
Any claimed accident to a subway customer within/on transit property. Does not include crime/assault statistics.

Monthly Results	12-Month Average	Annual Results
Jan 2012: 2.78	Feb 11 - Jan 12: 2.82	2012 YTD: 2.78
Jan 2011: 3.65	Feb 10 - Jan 11: 3.08	2011 Actual: 2.89
Jan 2010: 3.25	Feb 09 - Jan 10: 3.22	2010 Actual: 3.05

Discussion of Results: Overall accident rate decreased 8.4% in the 12-month period ending January '12 vs. the 12-month period ending January '11. Comparing January '12 to January '11, the monthly accident rate decreased by 23.8% when comparing month over month.

Chart 19

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

Jan 2012: 2.78

Jan 2011: 3.74

Jan 2010: 3.25

12-Month Average

Feb 11 - Jan 12: 2.86

Feb 10 - Jan 11: 3.15

Feb 09 - Jan 10: 3.26

Annual Results

2012 YTD: 2.78

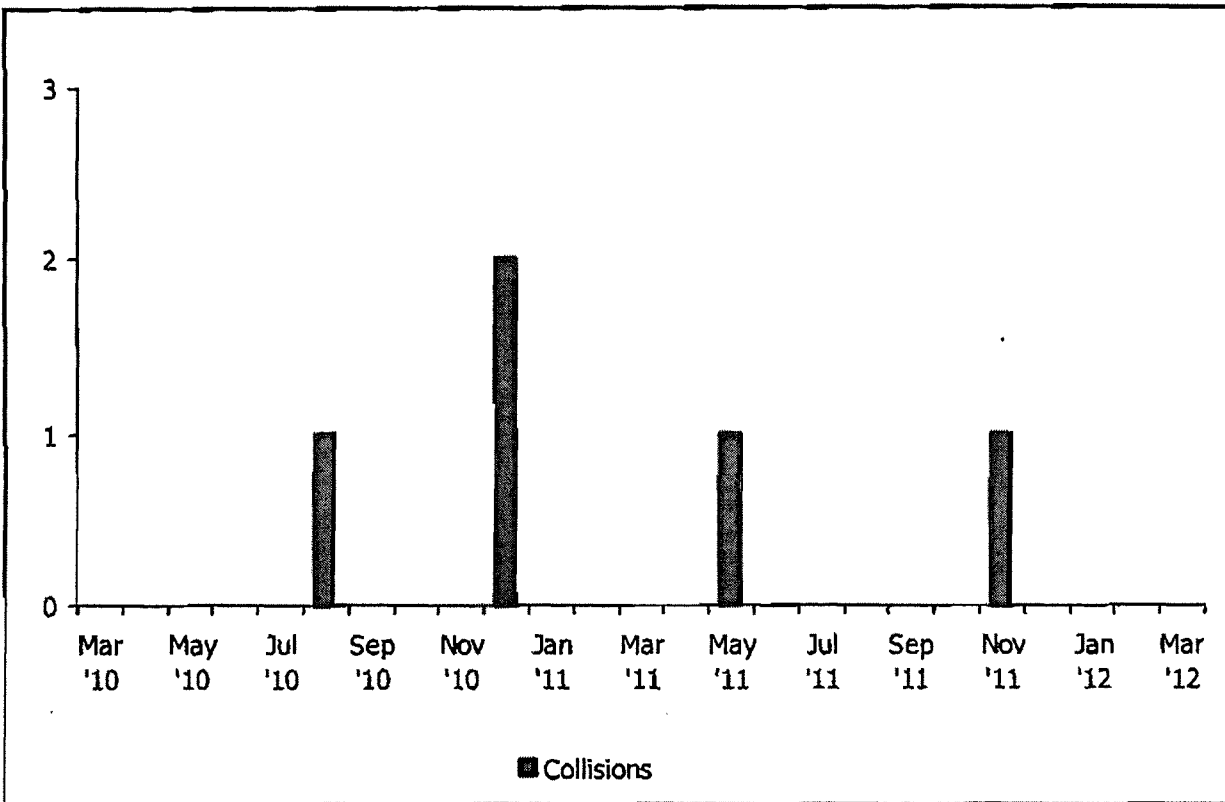
2011 Actual: 2.93

2010 Actual: 3.11

Discussion of Results: Overall injury rate is down 9.2% in the 12-month period ending January '12 vs. the 12-month period ending January '11. Comparing January '12 to January '11, the monthly injury rate decreased by 25.7% when comparing month over month.

Chart 20

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

Mar 2012: 0

Mar 2011: 0

Mar 2010: 0

12-Month Total

Apr 11 - Mar 12: 2

Apr 10 - Mar 11: 3

Apr 09 - Mar 10: 0

Annual Results

2012 YTD: 0

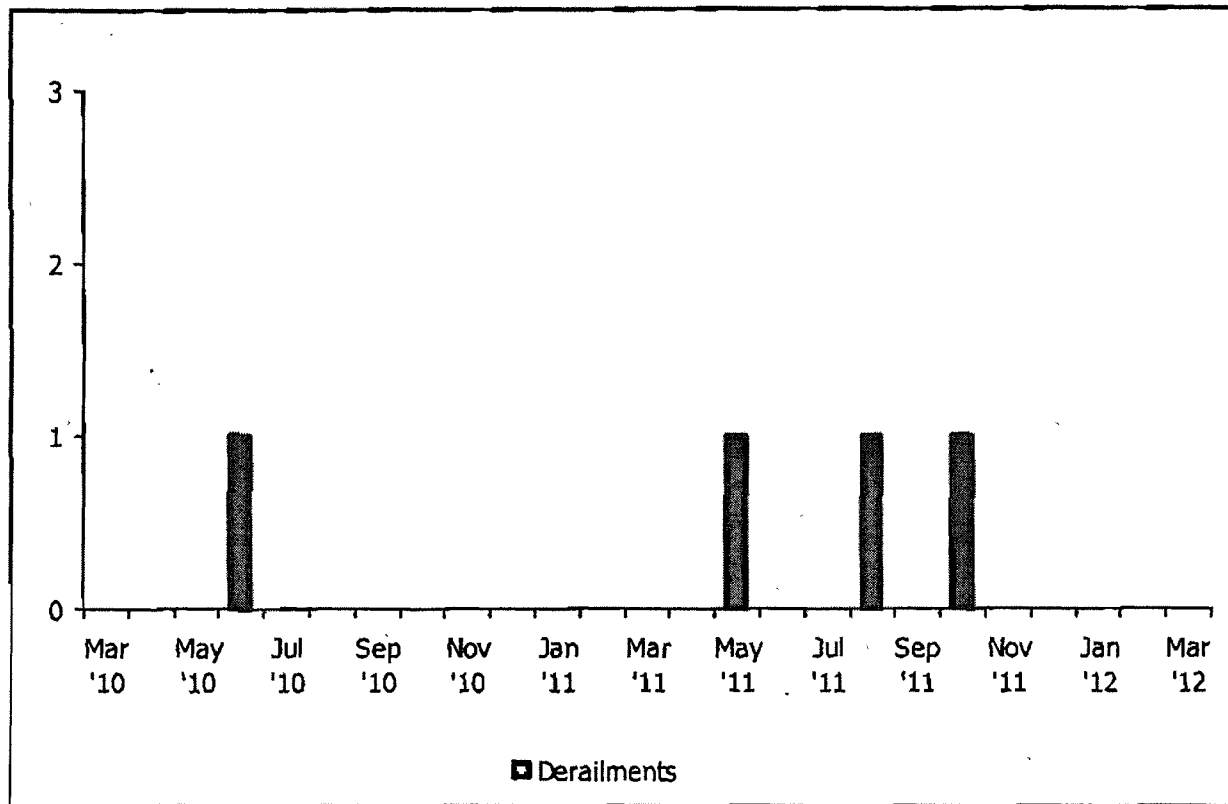
2011 Actual: 2

2010 Actual: 3

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

Chart 21

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

Mar 2012: 0

Mar 2011: 0

Mar 2010: 0

12-Month Total

Apr 11 - Mar 12: 3

Apr 10 - Mar 11: 1

Apr 09 - Mar 10: 1

Annual Results

2012 YTD: 0

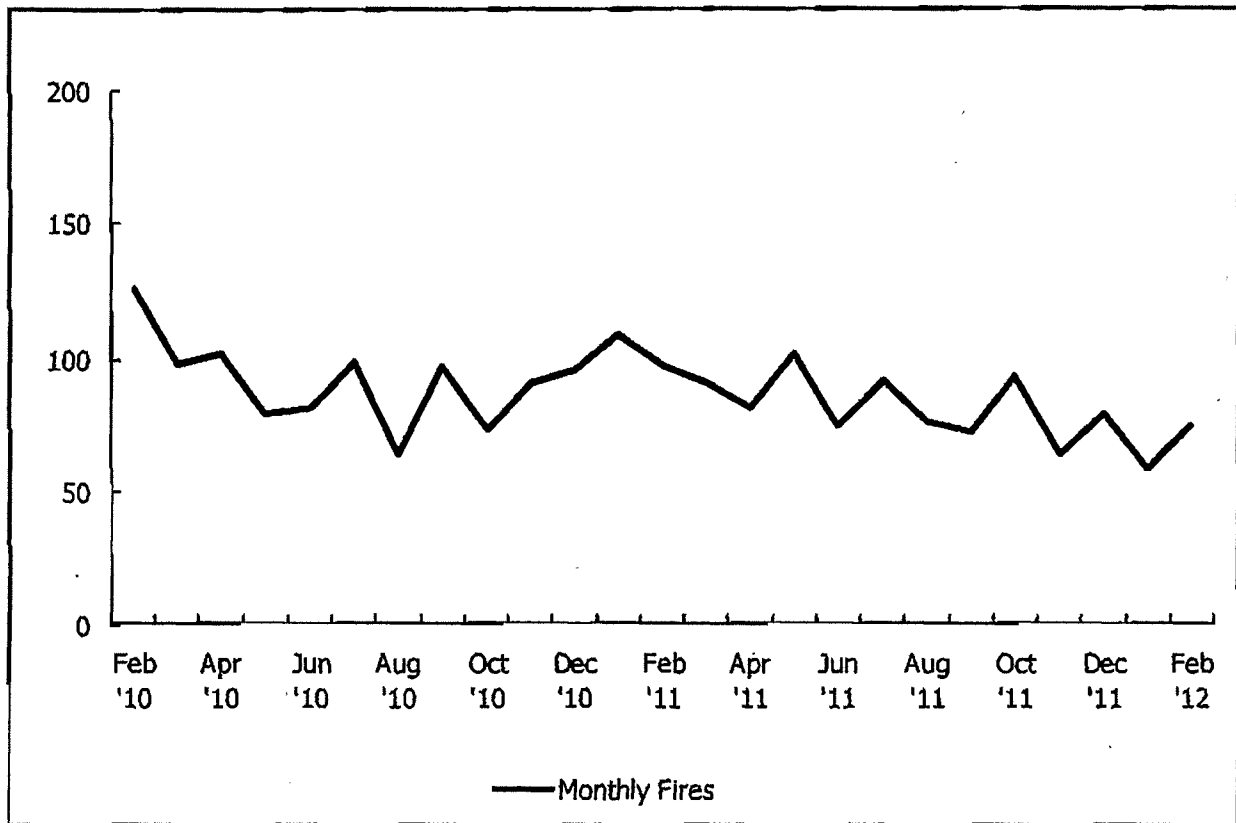
2011 Actual: 3

2010 Actual: 1

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

Chart 22

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

Feb 2012: 75

Feb 2011: 97

Feb 2010: 126

12-Month Total

Mar 11 - Feb 12: 959

Mar 10 - Feb 11: 1,087

Mar 09 - Feb 10: 1,113

Annual Results

2012 YTD: 133

2011-Actual: 1,032

2010 Actual: 1,097

Discussion of Results:

Fires for the month of February 2012 were 75 and 97 for fires in February 2011. Fires were down 22.7% for the 12-Month Total through February 2012 vs. February 2011. 98.7% (74) of all the fires in the month of February were in the "Low" and "Average" severity categories.

Chart 23

Subway Fires

Fire severity is classified as follows:

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

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

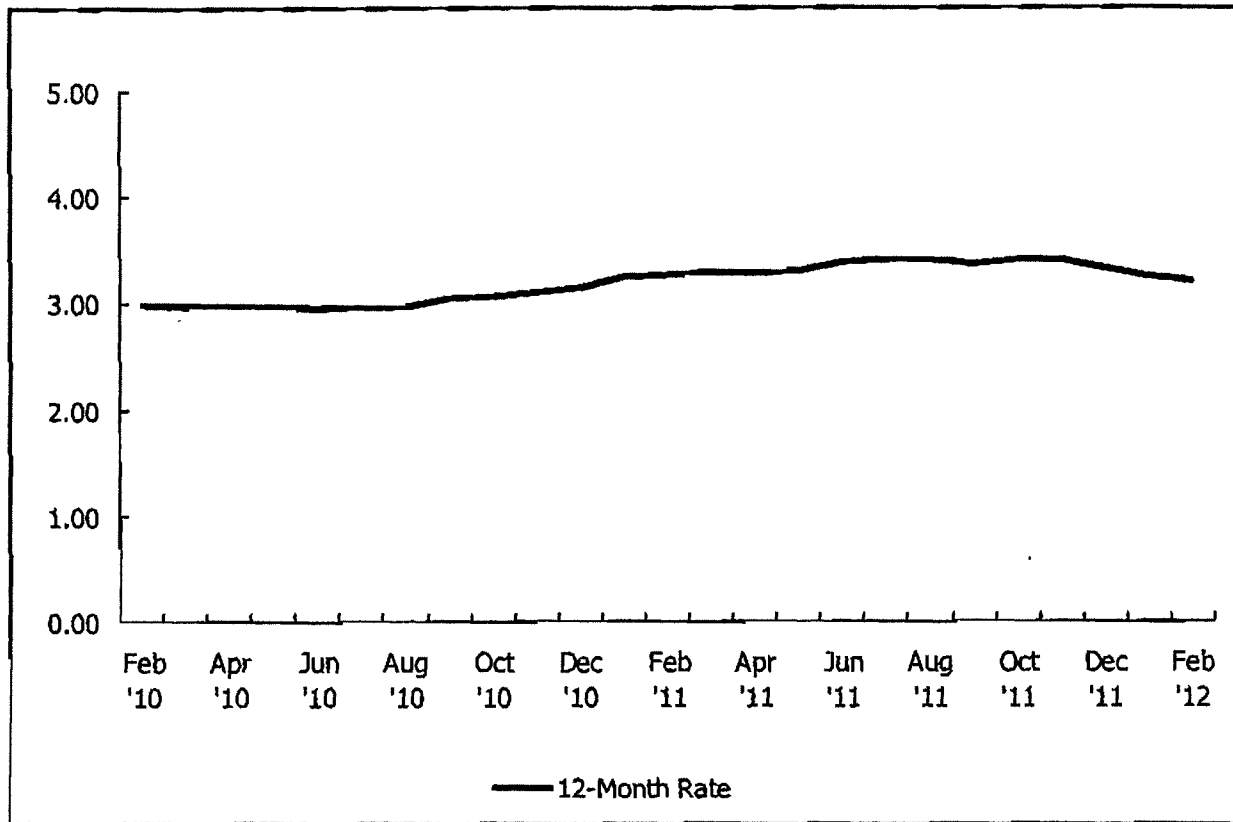
Low:	73.3%	Train:	17
Average:	25.3%	Right-of-way:	29
Above Average:	0.0%	Station:	27
High	1.3%	Other:	2
		Total:	75

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

Train:	Right-of-Way:	Station:
Brake Shoes: 7	Debris: 14	Debris: 22
Debris: 2	Tie: 6	Electrical: 4
	Bank of Lights: 2	

Chart 24

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
Feb 2012: 2.71	Mar 11 – Feb 12: 3.20	2012 Goal: 3.15
Feb 2011: 3.22	Mar 10 – Feb 11: 3.27	2011 Actual 3.32
Feb 2010: 3.05	Mar 09 – Feb 10: 2.98	2010 Actual: 3.15

Discussion of Results: Overall accident rate decreased by 2.1% in the 12-month period ending Feb '12 vs. the 12-month period ending Feb '11. Comparing Feb '12 to Feb '11, the monthly accident rate decreased by 15.8%.

Chart 25



Police Department
City of New York

REPORT

CRIME STATISTICS MARCH

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	0	1	***. *%
ROBBERY	63	61	2	3.3%
FELASSAULT	11	17	-6	-35.3%
BURGLARY	3	0	3	***. *%
GRLARCENY	114	117	-3	-2.6%
<u>TOTAL MAJOR FELONIES</u>	<u>192</u>	<u>195</u>	<u>-3</u>	<u>-1.5%</u>

During March the daily Robbery average remained the same at 2

During March the daily Major Felony average decreased from 6.3 to 6.2

CRIME STATISTICS JANUARY THRU MARCH

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	2	0	2	***. *%
ROBBERY	232	176	56	31.8%
FELASSAULT	36	56	-20	-35.7%
BURGLARY	3	0	3	***. *%
GRLARCENY	393	318	75	23.6%
<u>TOTAL MAJOR FELONIES</u>	<u>666</u>	<u>550</u>	<u>116</u>	<u>21.1%</u>

Year to date, the daily Robbery average Increased from 2 to 2.6

Year to date, the daily Major Felony average Increased from 6.1 to 7.4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

REPORT

MARCH ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	4878	4383	495	11.3%
TosArrest	2605	2029	576	28.4%
Summ	9889	8596	1293	15.0%

JANUARY - MARCH ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	13992	12935	1057	8.2%
TosArrest	7500	6105	1395	22.9%
Summ	25966	25264	702	2.8%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-MARCH															
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Murder	1	0	3	1	0	0	0	1	2	1	1	0	1	0	0	0
Rape	1	4	0	1	1	0	2	0	2	2	0	2	0	0	0	2
Robbery	553	503	412	336	321	308	289	258	327	233	188	189	188	184	176	232
Assault	120	130	105	99	71	71	60	63	79	45	48	52	46	51	56	36
Burglary	12	5	1	2	3	1	3	0	0	1	0	2	0	2	0	3
GL	762	637	533	548	519	500	393	430	485	282	292	312	295	264	318	393
TOTAL MAJOR FELONIES	1449	1279	1054	987	915	880	747	752	895	564	529	557	530	501	550	666
Major Fel Per Day	16.10	14.21	11.71	10.97	10.17	9.78	8.30	8.36	9.94	6.27	5.88	6.19	5.89	5.57	6.11	7.40

4. FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	February Results		Year-to-Date February Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Farebox Rev: Subway	(0.0)	(0.0)	433.8	433.2	(0.6)	(0.1)
Bus	0.6	0.9	138.6	137.9	(0.7)	(0.5)
Paratransit	(0.0)	(3.4)	2.6	2.4	(0.1)	(4.3)
Fare Media Liability	0.0	0.0	9.4	9.4	0.0	0.0
Total Farebox Revenue	0.5	0.2	584.3	582.9	(1.4)	(0.2)
Other Operating Revenue	(0.1)	(0.4)	55.4	54.5	(0.9)	(1.7)
Capital & Other Reimbursements	(3.6)	(5.2)	138.0	128.3	(9.7)	(7.0)
Total Revenue	(3.2)	(0.8)	777.7	765.7	(12.0)	(1.5)
Nonreimb. Exp. before Dep./OPEB	3.7	0.8	988.3	989.4	(1.1)	(0.1)
Depreciation	2.4	2.0	230.0	226.3	3.7	1.6
Other Post-Employment Benefits	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Nonreimbursable Expenses	6.0	1.0	1,218.3	1,215.6	2.7	0.2
Capital & Other Expenses	3.6	5.2	138.0	128.3	9.7	7.0
Total Expenses	9.7	1.4	1,356.3	1,343.9	12.3	0.9
Net Surplus/(Deficit)*	6.5	2.3	(578.6)	(578.3)	0.3	0.1
Depreciation/OPEB/Other Cash Adjust.	(36.7)	(26.6)	335.0	265.7	(69.2)	(20.7)
Net Cash Deficit*	(30.3)	(20.7)	(243.6)	(312.5)	(68.9)	(28.3)

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

February 2012 year-to-date farebox revenue was \$582.9 million, \$1.4 million (0.2 percent) below budget. Subway revenue was \$0.6 million (0.1 percent) below budget, bus revenue was \$0.7 million (0.5 percent) below budget, and paratransit revenue was \$0.1 million (4.3 percent) below budget; accrued fare media liability was on budget.

Nonreimbursable expenses before depreciation and OPEB exceeded budget year-to-date by \$1.1 million (0.1 percent). Labor expenses were higher by \$6.8 million (1.0 percent), due mostly to higher overtime expenses, caused by the unfavorable timing of "banked" overtime payments to represented employees, and additional requirements for signals inspection & maintenance, bus maintenance and low employee availability/vacancy coverage. Non-labor expenses were less than budget by \$5.7 million (2.1 percent). Underruns were reported in maintenance & other operating contracts (timing of building maintenance expenses), fuel expenses (mostly lower heating fuel expenses-mild weather), insurance (timing) and other business expenses (MVM debit/credit card charge underruns), partly offset by higher electric power expenses (unfavorable timing and higher prices, partly offset by lower consumption).

The net cash deficit was \$312.5 million year-to-date, unfavorable to budget by \$68.9 million (28.3 percent), due mostly to the unfavorable timing of capital reimbursements and NY City partial reimbursements of paratransit expenses.

Average weekday ridership in February 2012 was 7.6 million, an increase of 2.7 percent from February 2011, due in part to better weather in February 2012. Average weekday ridership for the twelve months ending February 2012 was 7.5 million, an increase of 1.0 percent from the twelve months ending February 2011.

FINANCIAL RESULTS

Farebox Revenue

- February 2012 preliminary total farebox revenue of \$291.5 million was \$0.5 million (0.2 percent) above budget.
- February 2012 subway revenue was on budget, bus revenue was \$0.6 million (0.9 percent) above budget, and paratransit revenue was less than \$0.1 million (3.4 percent) below budget.
- Fare media liability was on budget.

February 2012 Farebox Revenue - (\$ in millions)

	Budget	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent
Subway	216.0	216.0	(0.0)	(0.0%)
Bus	69.0	69.6	0.6	0.9%
Paratransit	1.3	1.2	(0.0)	(3.4%)
Subtotal	286.3	286.8	0.5	0.2%
Fare Media Liability	4.7	4.7	0.0	0.0%
Total	290.9	291.5	0.5	0.2%

- February 2012 year-to-date farebox revenue was \$1.4 million (0.2 percent) below budget. Subway revenue was \$0.6 million (0.1 percent) below budget, bus revenue was \$0.7 million (0.5 percent) below budget, and paratransit revenue was \$0.1 million (4.3 percent) below budget; accrued fare media liability was on budget.

Average Fare

- The February 2012 non-student average fare of \$1.641 decreased 0.2¢ from February 2011. The subway fare was unchanged, the local bus fare decreased 0.8¢, and the express bus fare increased 3.3¢.

February Non-Student Average Fare - \$

	2011	2012	Change
Subway	1.714	1.714	(0.000)
Local Bus	1.392	1.385	(0.008)
Subway & Local Bus	1.627	1.625	(0.002)
Express Bus	4.606	4.640	0.033
Total	1.643	1.641	(0.002)

- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the February average fare of \$1.09 in 2012 was 29¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Year to date, other operating revenues were unfavorable by \$0.9 million (1.7 percent), due to underruns in advertising and paratransit urban tax revenues, and Transit Adjudication Bureau (TAB) fees. In the month, other operating revenues were under budget by \$0.1 million (0.4 percent).

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB exceeded budget year-to-date by \$1.1 million (0.1 percent) and, in February, expenses were below Budget by \$3.7 million (0.8 percent). The major causes of these variances are reviewed below:

Labor expenses were higher than budget year-to-date by \$6.8 million (1.0 percent), due mostly to higher overtime costs, caused by the unfavorable timing of "banked" overtime payments to represented employees, and additional requirements for signals inspection & maintenance, bus maintenance and low employee availability/vacancy coverage. Other fringe benefit expenses were unfavorable due to lower direct overhead credits, resulting from reimbursable payroll underruns. Partly offsetting these unfavorable results were the favorable timing of both MaBSTOA pension expenses and health & welfare expenses (including OPEB current payments). In the month of February, labor expenses exceeded budget by \$2.7 million (0.8 percent), primarily due to higher overtime expenses, mainly due to additional requirements for signals inspection & maintenance, bus maintenance and low employee availability/vacancy coverage, and unfavorable other fringe benefit direct overhead credits, due mostly to reimbursable payroll underruns, partly offset by the favorable timing of MaBSTOA pension expenses.

Non-labor expenses were below budget year-to-date by \$5.7 million (2.1 percent), including favorable expense results in:

- Maintenance and other operating contracts – mainly the timing of building maintenance expenses
- Fuel – mostly lower heating fuel expenses, due to mild weather, partly offset by higher consumption
- Insurance – the timing of expenses/payments
- Other business expenses – largely underruns in MVM debit/credit card charges

Partly offsetting the above year-to-date favorable expense results was an overrun in electric power, due mainly to the unfavorable timing of expenses and higher prices, partly offset by lower consumption.

In the month of February, non-labor expenses were under budget by \$6.4 million (4.6 percent), including favorable results in: materials & supplies (largely the favorable timing of vehicle and non-vehicle maintenance material requirements); paratransit service contracts (mostly diversion of riders to lower cost taxis and vouchers); professional service contracts (the timing of Workers' Compensation Board and other expenses); fuel (mostly lower heating fuel expenses, due to mild weather, and the favorable timing of expenses, partly offset by higher consumption); insurance (timing of expenses/payments) and other business expenses (underruns in debit/credit card charges). These underruns were partly offset by an overrun in electric power (the unfavorable timing of expenses and higher prices, partly offset by lower consumption).

Depreciation expenses were below budget year-to-date by \$3.7 million (1.6 percent), due to the timing of assets reaching beneficial use.

Net Cash Deficit

The net cash deficit was \$312.5 million year-to-date, unfavorable to budget by \$68.9 million (28.3 percent), due mostly to the unfavorable timing of capital reimbursements and NY City partial reimbursements of paratransit expenses.

Inventory (see Inventory Note following)

Inventory at the end of February was \$206.6 million, \$13.6 million (7.1 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 44,881 full-time paid incumbents at the end of February, 152 less than in January and 135 less than in December 2011 (excluding 117 temporary December active incumbents).

RIDERSHIP RESULTS

Total Ridership vs. Budget

- February 2012 total ridership (subway, bus, and paratransit combined) of 187.1 million was 0.5 percent (0.9 million trips) above budget.
- February 2012 subway ridership was 0.1 percent (0.1 million trips) above budget, bus ridership was 1.5 percent (0.8 million trips) above budget, and paratransit ridership was 2.5 percent (less than 0.1 million boardings) below budget.
- February 2012 year-to-date total ridership of 373.8 million was 0.2 percent (0.6 million trips) below budget. Subway ridership was 0.2 percent (0.5 million trips) below budget, bus ridership was on budget, and paratransit ridership was 3.6 percent (0.1 million boardings) below budget.

Average Weekday Ridership vs. Prior Year

- Average weekday total ridership was 7.6 million in February 2012, an increase of 2.7 percent (201,000 trips) from February 2011, and the highest of any February in over forty-five years. The strong ridership was due in part to unseasonably warm and dry weather in February 2012. Average weekday ridership for the twelve months ending February 2012 was 7.5 million, an increase of 1.0 percent (74,000 trips) from the twelve months ending February 2011.
- Average weekday subway ridership was 5.4 million in February 2012, an increase of 2.4 percent (128,000 trips) from February 2011, and the highest February subway ridership in over forty-five years. Average weekday ridership for the twelve months ending February 2012 increased 2.6 percent (133,000 trips) from the twelve months ending February 2011.
- Average weekday local bus ridership was 2.1 million in February 2012, an increase of 3.3 percent (69,000 trips) from February 2011. Average weekday ridership for the twelve months ending February 2012 decreased 2.7 percent (59,000 trips) from the twelve months ending February 2011.
- Average weekday express bus ridership was 44,000 in February 2012, an increase of 5.0 percent (2,000 trips) from February 2011. Average weekday ridership for the twelve months ending February 2012 decreased 0.7 percent from the twelve months ending February 2011.

- Average weekday paratransit ridership was 31,000 in February 2012, an increase of 10.2 percent (3,000 boardings) from February 2011. Average weekday ridership for the twelve months ending February 2012 increased 2.5 percent (1,000 boardings) from the twelve months ending February 2011.

Average Weekend Ridership vs. Prior Year

- Average weekend (Saturday plus Sunday) total ridership was 7.6 million in February 2012, an increase of 0.7 percent (52,000 trips) from February 2011. Average weekend ridership for the twelve months ending February 2012 decreased 1.9 percent (145,000 trips) from the twelve months ending February 2011.
- Average weekend subway ridership was 5.3 million in February 2012, an increase of 1.0 percent (54,000 trips) from February 2011, and the highest of any February in over forty-five years. Average weekend ridership for the twelve months ending February 2012 decreased 0.1 percent (8,000 trips) from the twelve months ending February 2011.
- Average weekend local bus ridership was 2.2 million in February 2012, a decrease of 0.2 percent (5,000 trips) from February 2011. Average weekend ridership for the twelve months ending February 2012 decreased 5.7 percent (137,000 trips) from the twelve months ending February 2011.
- Average weekend express bus ridership was 9,000 in February 2012, an increase of 11.7 percent (1,000 trips) from February 2011. Average weekend ridership for the twelve months ending February 2012 decreased 5.7 percent (1,000 trips) from the twelve months ending February 2011.
- Average weekend paratransit ridership was 32,000 in February 2012, an increase of 6.9 percent (2,000 boardings) from February 2011. Average weekend ridership for the twelve months ending February 2012 decreased 0.3 percent from the twelve months ending February 2011.

Weekday and Weekend Ridership						
	Average Weekday (thousands)			Average Weekend (thousands)		
February	2011	2012*	Change	2011	2012*	Change
Subway	5,260	5,388	+2.4%	5,293	5,347	+1.0%
Local Bus	2,079	2,148	+3.3%	2,195	2,190	-0.2%
Express Bus	42	44	+5.0%	8	9	+11.7%
Paratransit	28	31	+10.2%	30	32	+6.9%
TOTAL	7,410	7,611	+2.7%	7,526	7,579	+0.7%
12-Month Rolling Average						
Subway	5,180	5,312	+2.6%	5,416	5,408	-0.1%
Local Bus	2,166	2,107	-2.7%	2,378	2,241	-5.7%
Express Bus	42	42	-0.7%	9	9	-5.7%
Paratransit	29	29	+2.5%	31	31	-0.3%
TOTAL	7,416	7,490	+1.0%	7,834	7,689	-1.9%

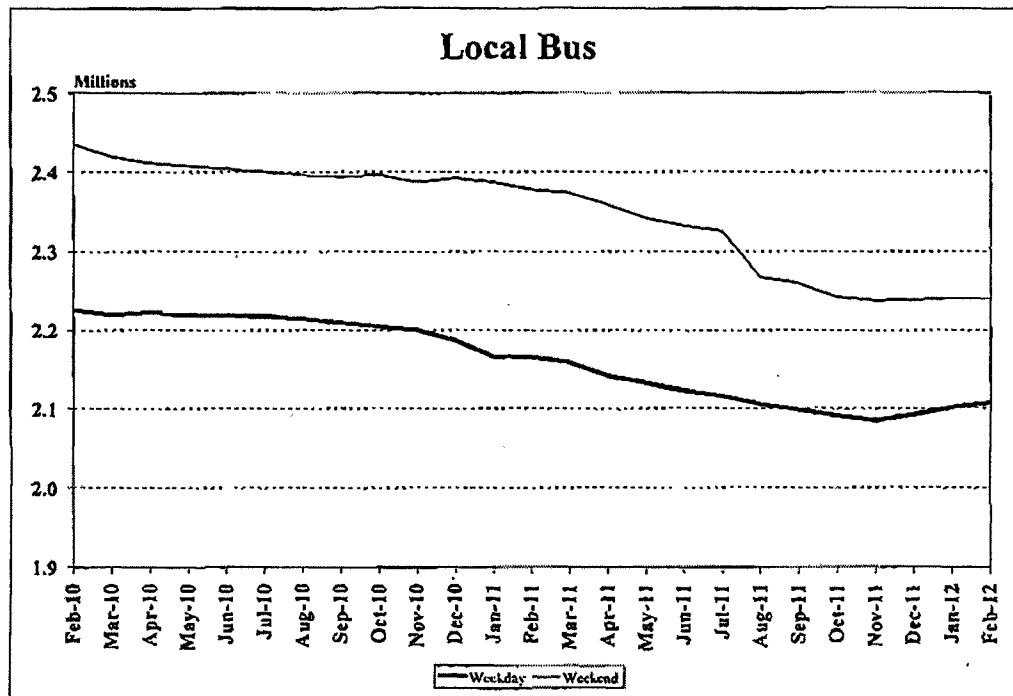
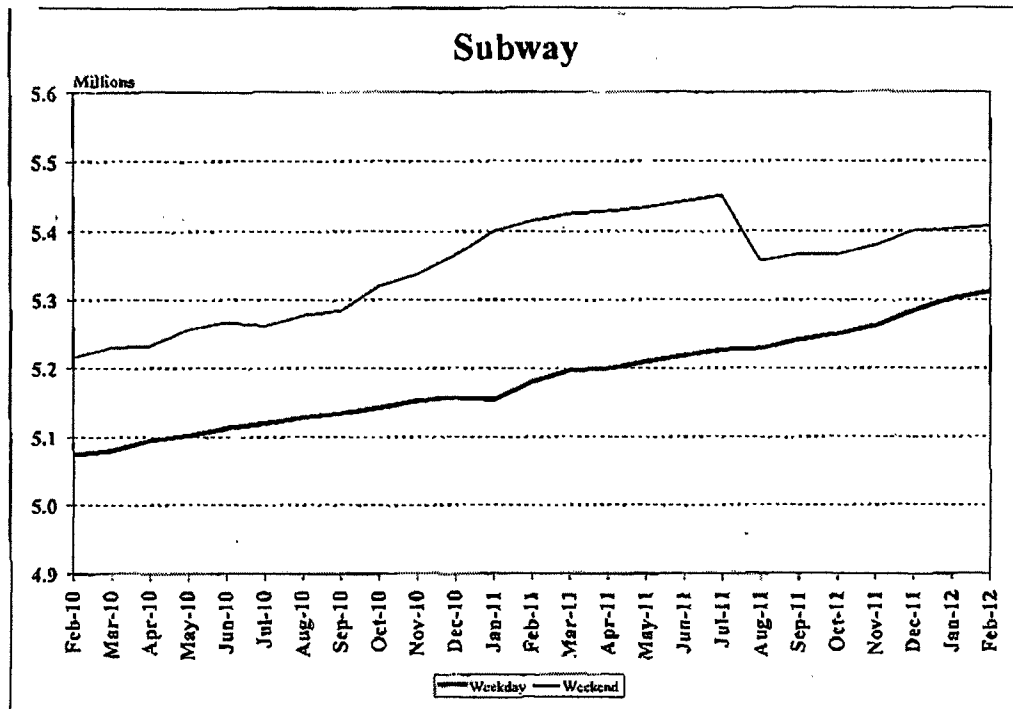
Notes: Totals may not add due to rounding.

Percentages are based on unrounded figures.

* Preliminary

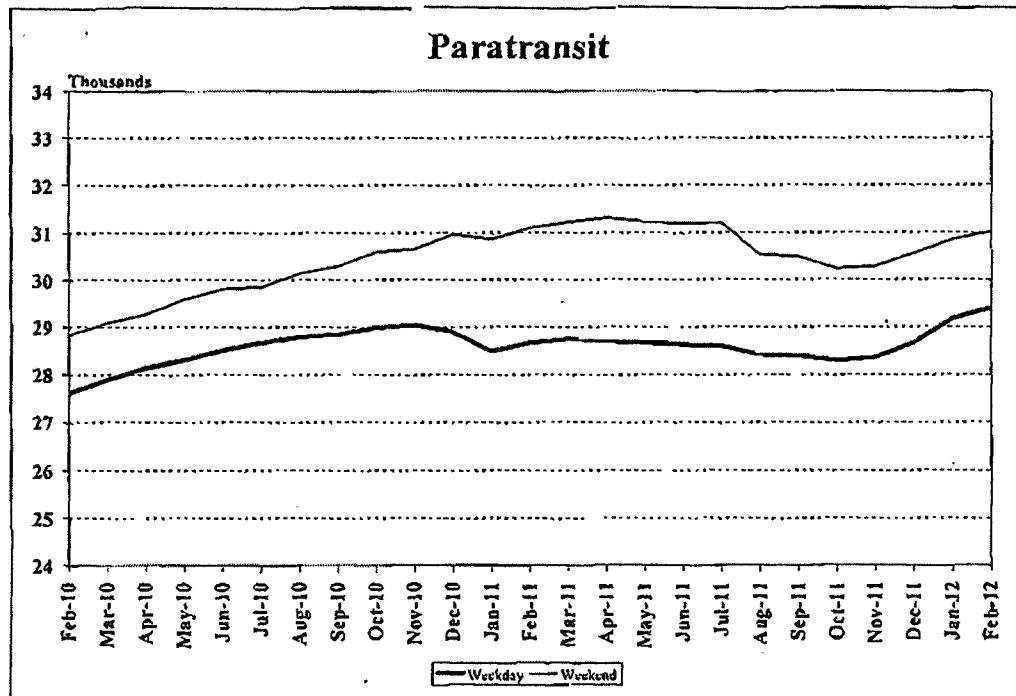
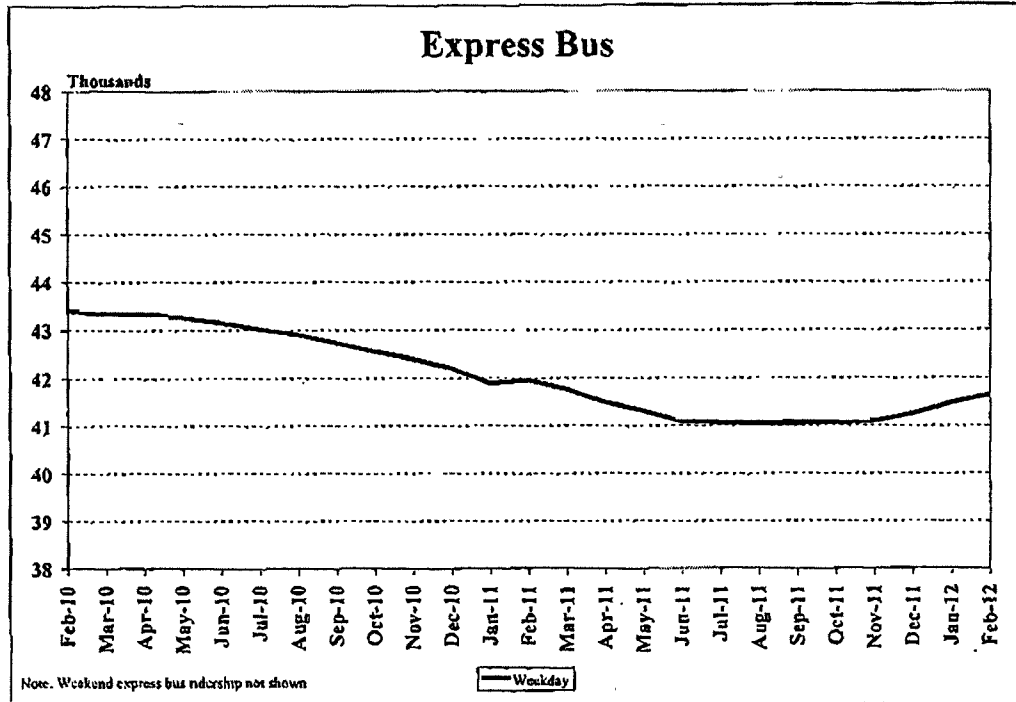
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From February 2011 to February 2012, average weekday ridership increased for every service, due to better weather in February 2012. The largest weekday increase was on NYCT Paratransit (up 10.2 percent). Bridges and Tunnels traffic increased on weekdays and decreased on weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Feb-11	Feb-12*	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,260	5,388	+2.4%	+2.6%
NYCT Local Bus	2,079	2,148	+3.3%	-2.7%
NYCT Express Bus	42	44	+5.0%	-0.7%
NYCT Paratransit	28	31	+10.2%	+2.5%
Staten Island Railway	16	17	+6.3%	+5.2%
MTA Local Bus	348	367	+5.3%	+0.1%
MTA Express Bus	34	35	+1.6%	-2.6%
Long Island Rail Road	270	282	+4.1%	+1.0%
Metro-North Railroad	256	269	+5.0%	+2.3%
Staten Island Ferry	58	62	+7.1%	+3.8%
PATH	249	261	+4.8%	+3.8%
<u>Average Saturday</u>				
NYCT Subway	2,961	3,026	+2.2%	-0.5%
NYCT Local Bus	1,228	1,246	+1.5%	-6.8%
NYCT Express Bus	6	6	+12.1%	-6.6%
NYCT Paratransit	14	15	+8.8%	-1.3%
Staten Island Railway	4	4	+1.7%	+3.5%
MTA Local Bus	183	195	+6.6%	-3.7%
MTA Express Bus	8	8	+4.3%	-4.1%
Long Island Rail Road	82	88	+7.4%	-0.1%
Metro-North Railroad	102	109	+7.4%	+3.6%
Staten Island Ferry	28	30	+8.5%	+0.1%
PATH	107	115	+7.8%	+1.4%
<u>Average Sunday</u>				
NYCT Subway	2,332	2,321	-0.5%	+0.3%
NYCT Local Bus	967	944	-2.4%	-4.3%
NYCT Express Bus	3	3	+10.9%	-3.9%
NYCT Paratransit	16	17	+5.3%	+0.7%
Staten Island Railway	3	3	-5.3%	+3.2%
MTA Local Bus	141	145	+2.5%	-1.5%
MTA Express Bus	5	4	-1.8%	-1.4%
Long Island Rail Road	69	74	+7.1%	+0.1%
Metro-North Railroad	83	89	+7.2%	+3.0%
Staten Island Ferry	30	30	+1.6%	+7.1%
PATH	84	87	+3.0%	+2.4%

MTA Bridges and Tunnels (thousands)				
Average Weekday	751	768	+2.3%	-1.1%
Average Saturday	673	672	-0.2%	-4.6%
Average Sunday	655	631	-3.6%	-4.1%

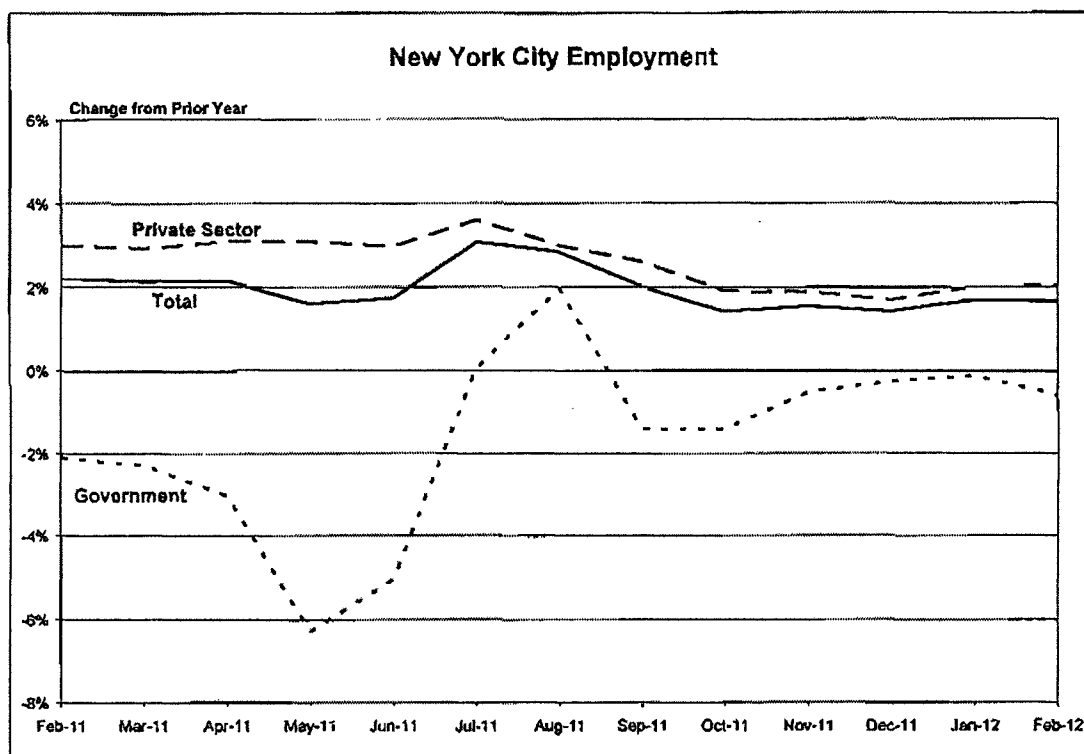
Notes: Percentages are based on unrounded data.

* Preliminary

Economy

From February 2011 to February 2012, New York City employment increased 1.7 percent (62,000 jobs). Private sector employment increased 2.0 percent (65,200 jobs) and government employment decreased 0.6 percent (3,200 jobs). The sub-sector with the largest absolute and percentage increases was professional/business services (up 30,300 jobs or 5.2 percent). The only sub-sectors with decreases were construction (down 3,300 jobs or 3.1 percent) and manufacturing (down 2,300 jobs or 3.1 percent).

As shown in the chart below, private sector employment grew year-over-year in every month of the past year, with consistent growth of near 2 percent for the past five months. However, government employment has been more volatile, and decreased in all but two months of the same period.



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

4.10

Month of February					
	Budget	Actual	Variance		Explanation
			Amount	Percent	
	132.213	132.354	0.141	0.1%	
	53.137	53.947	0.810	1.5%	
	0.781	0.761	(0.020)	(2.5%)	
Total	186.131	187.061	0.930	0.5%	
Year to Date					
	265.622	265.126	(0.496)	(0.2%)	
	107.205	107.186	(0.019)	(0.0%)	
	1.576	1.519	(0.057)	(3.6%)	Reduced demand
Total	374.403	373.831	(0.572)	(0.2%)	

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 February		Variance		Explanation
		2011	2012	Amount	Percent	
<u>Average Weekday</u>						
Subway	5.260	5.388	0.128	2.4%		
Local Bus	2.079	2.148	0.069	3.3%	Low ridership in February 2011 due to winter weather	
Express Bus	0.042	0.044	0.002	5.0%	Low ridership in February 2011 due to winter weather	
Paratransit	0.028	0.031	0.003	10.2%	Low ridership in February 2011 due to winter weather	
Total	7.410	7.611	0.201	2.7%		
<u>Average Weekend</u>						
Subway	5.293	5.347	0.054	1.0%		
Local Bus	2.195	2.190	(0.005)	(0.2%)		
Express Bus	0.008	0.009	0.001	11.7%	Low ridership in February 2011 due to winter weather	
Paratransit	0.030	0.032	0.002	6.9%	Low ridership in February 2011 due to winter weather	
Total	7.528	7.579	0.052	0.7%		
		12-Month Rolling Average				
<u>Average Weekday</u>						
Subway	5.180	5.312	0.133	2.6%		
Local Bus	2.166	2.107	(0.059)	(2.7%)		
Express Bus	0.042	0.042	(0.000)	(0.7%)		
Paratransit	0.029	0.029	0.001	2.5%		
Total	7.416	7.490	0.074	1.0%		
<u>Average Weekend</u>						
Subway	5.416	5.408	(0.008)	(0.1%)		
Local Bus	2.378	2.241	(0.137)	(5.7%)	Negative trend in 2011	
Express Bus	0.009	0.009	(0.001)	(5.7%)	Negative trend in 2011	
Paratransit	0.031	0.031	(0.000)	(0.3%)		
Total	7.834	7.689	(0.145)	(1.9%)		

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
February 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	\$216.031	\$215.992	(\$0.039)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$216.031	\$215.992	(\$0.039)	(0.0)
Bus	68.963	69.581	0.618	0.9	0.000	0.000	0.000	-	68.963	69.581	0.618	0.9
Paratransit	1.265	1.222	(0.043)	(3.4)	0.000	0.000	0.000	-	1.265	1.222	(0.043)	(3.4)
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	290.944	291.480	0.536	0.2	0.000	0.000	0.000	-	290.944	291.480	0.536	0.2
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	7.473	7.473	0.000	0.0	0.000	0.000	0.000	-	7.473	7.473	0.000	0.0
Paratransit Reimbursement	11.051	10.852	(0.199)	(1.8)	0.000	0.000	0.000	-	11.051	10.852	(0.199)	(1.8)
Other	9.049	9.125	0.076	0.8	0.000	0.000	0.000	-	9.049	9.125	0.076	0.8
Total Other Operating Revenue	27.573	27.450	(0.123)	(0.4)	0.000	0.000	0.000	-	27.573	27.450	(0.123)	(0.4)
Capital and Other Reimbursements	0.000	0.000	0.000	-	69.427	65.807	(3.620)	(5.2)	69.427	65.807	(3.620)	(5.2)
Total Revenue	\$318.517	\$318.930	\$0.413	0.1	\$69.427	\$65.807	(\$3.620)	(5.2)	\$387.944	\$384.737	(\$3.207)	(0.8)
Expenses												
Labor:												
Payroll	230.462	231.796	(1.334)	(0.6)	29.691	26.694	2.997	10.1	260.153	258.490	1.663	0.6
Overtime	21.664	24.283	(2.619)	(12.1)	4.980	6.614	(1.634)	(32.8)	26.644	30.897	(4.253)	(16.0)
Total Salaries & Wages	252.126	256.079	(3.953)	(1.6)	34.671	33.308	1.363	3.9	286.797	286.387	(2.590)	(0.9)
Health and Welfare	47.103	46.757	0.346	0.7	1.918	1.454	0.464	24.2	49.021	48.211	0.810	1.7
OPEB Current Payment	25.891	24.901	0.990	3.8	0.000	0.000	0.000	-	25.891	24.901	0.990	3.8
Pensions	16.822	15.759	1.063	6.3	0.075	0.078	(0.003)	(4.0)	16.897	15.837	1.060	6.3
Other Fringe Benefits	21.107	22.666	(1.561)	(7.4)	8.746	7.801	0.945	10.8	29.853	30.469	(0.616)	(2.1)
Total Fringe Benefits	110.923	110.065	0.858	0.8	10.739	9.333	1.406	13.1	121.662	119.418	2.244	1.8
Reimbursable Overhead	(15.695)	(16.121)	0.426	2.7	15.695	16.121	(0.426)	(2.7)	0.000	0.000	0.000	-
Total Labor Expenses	\$347.364	\$360.043	(\$12.679)	(3.6)	\$61.106	\$58.782	\$2.324	3.8	\$408.470	\$408.805	(\$0.335)	(0.1)
Non-Labor:												
Electric Power	27.123	31.146	(4.023)	(14.8)	0.021	0.021	0.000	0.0	27.144	31.167	(4.023)	(14.8)
Fuel	15.757	15.005	0.752	4.8	0.002	0.002	0.000	0.0	15.759	15.007	0.752	4.8
Insurance	5.396	4.822	0.574	10.6	0.000	0.000	0.000	-	5.396	4.822	0.574	10.6
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	30.886	28.088	2.798	9.1	0.000	0.000	0.000	-	30.886	28.088	2.798	9.1
Mtca. and Other Operating Contracts	13.597	13.142	0.455	3.3	2.837	3.511	(0.674)	(23.8)	16.434	16.653	(0.219)	(1.3)
Professional Service Contracts	8.939	7.850	1.089	12.2	1.301	(0.930)	2.231	171.5	10.240	6.920	3.320	32.4
Materials & Supplies	25.361	21.089	4.262	16.8	3.869	4.142	(0.273)	(7.1)	29.230	25.241	3.989	13.6
Other Business Expenses	5.205	4.728	0.477	9.2	0.292	0.299	(0.007)	(2.4)	5.497	5.027	0.470	8.6
Total Non-Labor Expenses	\$140.181	\$133.800	\$6.381	4.6	\$8.322	\$7.045	\$1.277	15.3	\$148.503	\$140.846	\$7.658	5.2
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	\$487.536	\$483.843	\$3.693	0.8	\$69.427	\$65.807	\$3.620	5.2	\$556.962	\$549.650	\$7.312	1.3
Depreciation	115.500	113.147	2.353	2.0	0.000	0.000	0.000	-	115.500	113.147	2.353	2.0
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	\$603.036	\$596.990	\$6.046	1.0	\$69.427	\$65.807	\$3.620	5.2	\$672.462	\$662.797	\$9.665	1.4
Net Surplus/(Deficit)	(\$284.518)	(\$278.060)	\$6.458	2.3	\$0.000	\$0.000	\$0.000	-	(\$284.518)	(\$278.060)	\$6.458	2.3

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
February 2012 Year-to-Date
(\$ 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	\$433,792	\$433,213	(\$0,579)	(0.1)	\$0,000	\$0,000	\$0,000	-	\$433,792	\$433,213	(\$0,579)	(0.1)
Bus	138,592	137,878	(0,714)	(0.5)	0,000	0,000	0,000	-	138,592	137,878	(0,714)	(0.5)
Paratransit	2,553	2,443	(0,110)	(4.3)	0,000	0,000	0,000	-	2,553	2,443	(0,110)	(4.3)
Fare Media Liability	9,370	9,370	0,000	0.0	0,000	0,000	0,000	-	9,370	9,370	0,000	0.0
Total Farebox Revenue	584,307	582,904	(1,403)	(0.2)	0,000	0,000	0,000	-	584,307	582,904	(1,403)	(0.2)
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	15,195	15,194	(0,001)	(0.0)	0,000	0,000	0,000	-	15,195	15,194	(0,001)	(0.0)
Paratransit Reimbursement	22,102	21,930	(0,172)	(0.8)	0,000	0,000	0,000	-	22,102	21,930	(0,172)	(0.8)
Other	18,098	17,337	(0,761)	(4.2)	0,000	0,000	0,000	-	18,098	17,337	(0,761)	(4.2)
Total Other Operating Revenue	55,395	54,461	(0,934)	(1.7)	0,000	0,000	0,000	-	55,395	54,461	(0,934)	(1.7)
Capital and Other Reimbursements	0,000	0,000	0,000	-	137,968	128,298	(9,670)	(7.0)	137,968	128,298	(9,670)	(7.0)
Total Revenue	\$839,702	\$837,385	(\$2,317)	(0.4)	\$137,968	\$128,298	(\$9,670)	(7.0)	\$777,670	\$765,883	(\$11,787)	(1.5)
Expenses												
Labor												
Payroll	474,480	474,691	(0,201)	(0.0)	59,574	53,079	6,495	10.9	534,054	527,770	6,284	1.2
Overtime	43,756	52,455	(8,699)	(19.9)	9,967	11,941	(1,974)	(19.8)	53,723	64,396	(10,673)	(19.9)
Total Salaries & Wages	518,236	527,146	(8,900)	(1.7)	69,541	65,020	4,521	6.5	587,777	592,166	(4,389)	(0.7)
Health and Welfare	94,629	95,169	(0,540)	(0.6)	3,889	3,109	0,780	20.1	98,518	98,278	0,240	0.2
OPEB Current Payment	52,015	49,434	2,581	5.0	0,000	0,000	0,000	-	52,015	49,434	2,581	5.0
Pensions	34,715	31,517	3,198	9.2	0,151	0,160	(0,009)	(6.0)	34,866	31,677	3,189	9.1
Other Fringe Benefits	43,412	46,147	(2,735)	(6.3)	17,368	14,988	2,380	13.7	60,780	61,135	(0,355)	(0.6)
Total Fringe Benefits	224,771	222,267	2,504	1.1	21,408	18,257	3,151	14.7	246,179	240,524	5,655	2.3
Reimbursable Overhead	(31,206)	(30,821)	(0,387)	(1.2)	31,208	30,821	0,387	1.2	0,000	0,000	0,000	-
Total Labor Expenses	\$711,809	\$718,592	(\$6,783)	(1.0)	\$122,167	\$114,098	\$8,069	6.6	\$833,966	\$832,690	\$1,276	0.2
Non-Labor												
Electric Power	51,268	56,446	(5,178)	(10.1)	0,043	0,040	0,003	7.0	51,311	56,486	(5,175)	(10.1)
Fuel	32,006	30,258	1,748	5.5	0,004	0,005	(0,001)	(25.0)	32,010	30,263	1,747	5.5
Insurance	10,793	9,637	1,156	10.7	0,000	0,000	0,000	-	10,793	9,637	1,156	10.7
Claims	15,833	15,840	(0,007)	(0.0)	0,000	0,000	0,000	-	15,833	15,840	(0,007)	(0.0)
Paratransit Service Contracts	61,994	61,471	0,523	0.8	0,000	0,000	0,000	-	61,994	61,471	0,523	0.8
Mtce. and Other Operating Contracts	28,755	23,293	5,462	19.0	5,542	5,523	0,019	0.3	34,297	28,816	5,481	16.0
Professional Service Contracts	18,546	18,140	0,406	2.2	2,332	(0,573)	2,905	124.6	20,878	17,567	3,311	15.9
Materials & Supplies	46,825	48,217	(0,608)	(1.3)	7,305	8,696	(1,391)	(19.0)	54,130	54,913	(0,783)	(1.4)
Other Business Expenses	10,464	9,465	0,999	9.5	0,585	0,509	0,076	13.0	11,049	9,974	1,075	9.7
Total Non-Labor Expenses	\$276,484	\$270,767	\$5,717	2.1	\$16,811	\$14,200	\$2,611	10.2	\$292,295	\$284,967	\$7,328	2.5
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	\$988,293	\$989,369	(\$1,066)	(0.1)	\$137,968	\$128,298	\$9,670	7.0	\$1,126,261	\$1,117,657	\$8,604	0.8
Depreciation	230,000	226,278	3,722	1.6	0,000	0,000	0,000	-	230,000	226,278	3,722	1.6
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	\$1,218,293	\$1,215,637	\$2,656	0.2	\$137,968	\$128,298	\$9,670	7.0	\$1,358,261	\$1,343,935	\$14,326	0.9
Net Surplus/(Deficit)	(\$678,591)	(\$678,272)	\$0,319	0.1	\$0,000	\$0,000	\$0,000	-	(\$678,591)	(\$678,272)	\$0,319	0.1

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
February 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				(0.9)	(1.7)	Mostly due to lower advertising and paratransit Urban Tax revenues and lower Transit Adjudication Bureau (TAB) fees
Payroll	NR	(1.3)	(0.6)	Mostly due to reimbursable payroll underruns, partly offset by vacancies			
Overtime	NR	(2.6)	(12.1)	Mainly due to additional requirements for signals inspection/maintenance, bus maintenance and low employee availability/vacancy coverage	(8.7)	(19.9)	Mainly due to the unfavorable timing of "banked" overtime payments to represented employees, and additional requirements for signals inspection/maintenance, bus maintenance and low employee availability/vacancy coverage
Pension	NR	1.1	6.3	Largely the favorable timing of MaBSTOA pension expenses	3.2	9.2	Largely the favorable timing of MaBSTOA pension expenses
Other Fringe Benefits	NR	(1.6)	(7.4)	Mostly lower direct overhead credits due to reimbursable payroll underruns	(2.7)	(6.3)	Mostly lower direct overhead credits due to reimbursable payroll underruns
Electric Power	NR	(4.0)	(14.8)	Mostly due to the unfavorable timing of expenses and higher prices, partly offset by lower consumption	(5.2)	(10.1)	Mostly due to the unfavorable timing of expenses and higher prices, partly offset by lower consumption
Fuel	NR	0.8	4.8	Primarily lower heating fuel expenses, due to mild weather, and the favorable timing of expenses, partly offset by higher consumption	1.7	5.5	Primarily lower heating fuel expenses, due to mild weather, partly offset by higher consumption
Insurance	NR	0.6	10.6	Due to the favorable timing of expenses	1.2	10.7	Due to the favorable timing of expenses
Paratransit Service Contracts	NR	2.8	9.1	Mostly due to the diversion of riders to lower cost taxis and vouchers			
Maintenance and Other Operating Contracts	NR	0.5	3.3	Mainly the favorable timing of several expenses	5.5	19.0	Mainly the favorable timing of building maintenance expenses
Professional Service Contracts	NR	1.1	12.2	Primarily the favorable timing of Workers' Compensation Board and other expenses			

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
February 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
		\$	%		\$	%	
Materials and Supplies	NR	4.3	16.8	Largely the favorable timing of vehicle and non-vehicle maintenance material requirements			
Other Business Expenses	NR	0.5	9.2	Mainly underruns in MVM debit/credit card charges	1.0	9.5	Mainly underruns in MVM debit/credit card charges
Depreciation Expense	NR	2.4	2.0	The favorable timing of assets reaching beneficial use	3.7	1.6	The favorable timing of assets reaching beneficial use
Capital and Other Reimbursements	R	(3.6)	(5.2)	Reimbursement reduction consistent with expense reduction	(9.7)	(7.0)	Reimbursement reduction consistent with expense reduction
Payroll	R	3.0	10.1	Mostly due to capital construction and engineering underruns	6.5	10.9	Mostly due to capital construction underruns
Overhead	R	(1.6)	(32.8)	Mostly due to additional track-work and power-related requirements	(2.0)	(19.8)	Mostly due to additional track-work and power-related requirements
Health & Welfare	R	0.5	24.2	Mainly the favorable timing of expenses	0.8	20.1	Mainly the favorable timing of expenses
Other Fringe Benefits	R	0.9	10.8	Mostly lower direct overhead expenses due to reimbursable payroll underruns	2.4	13.7	Mostly lower direct overhead expenses due to reimbursable payroll underruns
Maintenance and Other Operating Contracts	R	(0.7)	(23.8)	Largely the unfavorable timing of non-vehicle maintenance expenses			
Professional Service Contracts	R	2.2	over 100.0	Mostly the favorable timing of data center expenses	2.9	over 100.0	Mostly the favorable timing of data center expenses
Materials & Supplies	R	(0.3)	(7.1)	The unfavorable timing of non-vehicle maintenance material requirements	(1.4)	(19.0)	The unfavorable timing of non-vehicle maintenance material requirements

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$293.752	\$287.459	(\$6.293)	(2.1)	\$583.533	\$589.459	\$5.926	1.0
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	0.000	0.000	-	0.000	15.000	15.000	-
Paratransit Reimbursement	42.185	2.250	(39.935)	(94.7)	44.370	4.350	(40.020)	(90.2)
Other	3.387	3.286	(0.101)	(3.0)	66.721	67.886	1.165	1.7
Total Other Operating Revenue	45.572	5.536	(40.036)	(87.9)	111.091	87.236	(23.855)	(21.5)
Capital and Other Reimbursements	79.427	75.572	(3.855)	(4.9)	157.968	103.072	(54.896)	(34.8)
Total Receipts	\$418.751	\$368.667	(\$50.184)	(12.0)	\$852.592	\$779.767	(\$72.825)	(8.5)
Expenditures								
Labor:								
Payroll	259.634	235.496	24.138	9.3	500.326	478.888	21.440	4.3
Overtime	26.594	31.877	(5.283)	(19.9)	50.493	62.285	(11.792)	(23.4)
Total Salaries & Wages	286.228	267.373	18.855	6.6	550.821	541.173	9.648	1.8
Health and Welfare	49.020	71.060	(22.040)	(45.0)	98.518	123.927	(25.409)	(25.8)
OPEB Current Payment	25.891	24.901	0.990	3.8	52.015	49.434	2.581	5.0
Pensions	16.898	15.953	0.945	5.6	34.865	31.753	3.112	8.9
Other Fringe Benefits	27.358	25.446	1.910	7.0	53.081	54.346	(1.265)	(2.4)
Total Fringe Benefits	119.165	137.380	(18.185)	(15.3)	238.479	259.460	(20.981)	(8.8)
GASB Account	2.644	2.673	(0.029)	(1.1)	5.288	5.273	0.015	0.3
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$408.037	\$407.406	\$0.631	0.2	\$794.588	\$805.906	(\$11.318)	(1.4)
Non-Labor:								
Electric Power	27.145	22.573	4.572	16.8	51.311	38.873	12.438	24.2
Fuel	15.759	5.570	10.189	64.7	32.010	21.070	10.940	34.2
Insurance	8.186	(0.032)	8.218	100.4	8.166	11.358	(3.202)	(39.2)
Claims	7.252	10.799	(3.547)	(48.9)	14.505	19.299	(4.794)	(33.1)
Paratransit Service Contracts	30.720	26.542	4.178	13.6	61.661	51.642	10.019	16.2
Mtce. and Other Operating Contracts	16.434	30.024	(13.590)	(82.7)	34.298	57.924	(23.626)	(68.9)
Professional Service Contracts	10.241	4.977	5.264	51.4	20.878	9.777	11.101	53.2
Materials & Supplies	36.046	32.953	3.093	8.6	67.765	67.053	0.712	1.1
Other Business Expenditures	5.496	4.580	0.906	16.5	11.047	9.390	1.657	15.0
Total Non-Labor Expenditures	\$157.279	\$137.986	\$19.283	12.3	\$301.639	\$286.396	\$15.243	5.1
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$565.316	\$545.402	\$19.914	3.5	\$1,096.227	\$1,092.302	\$3.925	0.4
Net Surplus/(Deficit)	(\$146.565)	(\$176.835)	(\$30.270)	(20.7)	(\$243.635)	(\$312.535)	(\$68.900)	(28.3)

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
February 2012
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(6.3)	(2.1)	Primarily due to the unfavorable counting and depositing of receipts	5.9	1.0	Primarily due to the favorable counting and depositing of receipts
Other Operating Receipts	(40.0)	(87.9)	Due to the unfavorable timing of NYC partial reimbursement of paratransit expenses	(23.9)	(21.5)	Due to the unfavorable timing of NYC partial reimbursement of paratransit expenses, partly offset by the receipt in January of student fare reimbursements delayed from 2011
Capital and Other Reimbursements	(3.9)	(4.9)	Mostly due to reimbursable expense underruns	(54.9)	(34.8)	Mostly due to the unfavorable timing of reimbursements
Salaries & Wages	18.9	6.6	Largely the favorable timing of payments	9.6	1.8	Largely the favorable timing of payments
Health & Welfare (including OPEB Current Payment)	(21.1)	(28.2)	Mainly the unfavorable timing of payments	(22.8)	(15.1)	Mainly the unfavorable timing of payments
Pensions	0.9	5.6	The favorable timing of MaBSTOA pension payments	3.1	8.9	The favorable timing of MaBSTOA pension payments
Other Fringe Benefits	1.9	7.0	The favorable timing of payments			
Electric Power	4.6	16.8	Primarily the favorable timing of payments	12.4	24.2	Primarily the favorable timing of payments
Fuel	10.2	64.7	Primarily the favorable timing of payments	10.9	34.2	Primarily the favorable timing of payments
Insurance	8.2	100.4	The favorable timing of payments	(3.2)	(39.2)	The unfavorable timing of payments
Claims	(3.5)	(48.9)	The unfavorable timing of payments	(4.8)	(33.1)	The unfavorable timing of payments
Paratransit Service Contracts	4.2	13.6	Mainly due to expense underruns and the favorable timing of payments	10.0	16.2	The favorable timing of payments
Maintenance Contracts	(13.6)	(82.7)	Mostly the unfavorable timing of payments	(23.6)	(68.9)	Mostly the unfavorable timing of payments
Professional Service Contracts	5.3	51.4	Expense underruns and the favorable timing of payments	11.1	53.2	Mainly due to the favorable timing of payments and expense underruns
Materials & Supplies	3.1	8.6	Largely the favorable timing of vehicle and non-vehicle maintenance material expenses			
Other Business Expenses	0.9	16.5	Mainly underruns in MVM debit/credit card charges	1.7	15.0	Mainly underruns in MVM debit/credit card charges

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$2.808	(\$4.021)	(\$6.829)	(243.2)	(\$0.774)	\$8.555	\$7.329	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(7.473)	(7.473)	0.000	0.0	(15.195)	(0.194)	15.001	98.7
Paratransit Reimbursement	31.134	(8.602)	(39.736)	(127.6)	22.298	(17.580)	(39.848)	(178.9)
Other	(5.682)	(5.839)	(0.177)	(3.1)	48.623	50.549	1.926	4.0
Total Other Operating Revenue	17.989	(21.914)	(39.913)	(221.8)	55.696	32.775	(22.921)	(41.2)
Capital and Other Reimbursements	10.000	9.765	(0.235)	(2.3)	20.000	(25.226)	(45.226)	(226.1)
Total Receipts	\$30.807	(\$16.170)	(\$46.977)	(152.5)	\$74.922	\$14.104	(\$80.818)	(81.2)
Expenditures								
Labor:								
Payroll	0.518	22.994	22.475	-	33.736	48.882	15.146	44.9
Overtime	0.050	(0.980)	(1.030)	-	3.230	2.111	(1.119)	(34.6)
Total Salaries & Wages	0.569	22.014	21.445	-	36.966	50.993	14.027	37.9
Health and Welfare	0.001	(22.849)	(22.850)	-	0.000	(25.649)	(25.649)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(0.001)	(0.116)	(0.115)	-	0.001	(0.076)	(0.077)	-
Other Fringe Benefits	2.497	5.023	2.526	101.2	7.699	6.789	(0.910)	(11.8)
Total Fringe Benefits	2.497	(17.942)	(20.439)	(818.5)	7.700	(18.936)	(26.636)	(345.9)
GASB Account	(2.644)	(2.673)	(0.029)	(1.1)	(5.288)	(5.273)	0.015	0.3
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$0.422	\$1.399	\$0.977	231.5	\$39.378	\$28.784	(\$12.594)	(32.0)
Non-Labor:								
Electric Power	(0.001)	8.594	8.595	-	0.000	17.613	17.613	-
Fuel	0.000	9.437	9.437	-	0.000	9.193	9.193	-
Insurance	(2.790)	4.854	7.644	274.0	2.627	(1.731)	(4.358)	(165.8)
Claims	0.665	(2.879)	(3.544)	(532.9)	1.328	(3.459)	(4.787)	(360.5)
Paratransit Service Contracts	0.166	1.546	1.380	831.3	0.333	9.829	9.496	-
Misc. and Other Operating Contracts	0.000	(13.371)	(13.371)	-	0.001	(29.108)	(29.109)	-
Professional Service Contracts	(0.001)	1.943	1.944	-	0.000	7.790	7.790	-
Materials & Supplies	(6.816)	(7.712)	(0.896)	(13.1)	(13.635)	(12.140)	1.495	11.0
Other Business Expenses	0.001	0.437	0.436	-	0.002	0.584	0.582	-
Total Non-Labor Expenditures	(\$8.778)	\$2.849	\$11.625	132.5	(\$9.344)	(\$1.429)	\$7.915	84.7
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	(\$8.354)	\$4.248	\$12.602	150.8	\$30.034	\$25.365	(\$4.679)	(15.6)
Depreciation	115.500	113.147	(2.353)	(2.0)	230.000	226.278	(3.722)	(1.6)
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	\$107.146	\$117.395	\$10.249	9.6	\$260.034	\$261.633	(\$8.401)	(3.2)
Total Cash Conversion Adjustments	\$137.953	\$101.225	(\$36.728)	(26.6)	\$334.956	\$265.737	(\$69.219)	(20.7)

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
February 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	258	7	
Office of the EVP	41	39	2	
Human Resources	303	299	4	
Office of Management and Budget	39	37	2	
Capital Planning & Budget	31	28	3	
Corporate Communications	243	235	8	
AFC Program Management & Sales	54	50	4	
Technology & Information Services	426	418	8	
Non-Departmental	84	-	84	
Labor Relations	96	97	(1)	
Materiel	235	233	2	
Controller	145	148	(3)	
Total Administration	1,982	1,862	120	
Operations				
Subways Service Delivery	7,412	7,311	101	
Subways Operations Support/Admin.	312	304	8	
Subways Stations	2,682	2,645	37	
Sub-total Subways	10,406	10,260	146	
Buses	10,293	10,268	25	
Paratransit	148	159	(11)	
Operations Planning	376	374	2	
Revenue Control	423	391	32	
Total Operations	21,646	21,462	194	
Maintenance				
Subways Operations Support/Admin.	161	162	(1)	
Subways Engineering	298	300	(2)	
Subways Car Equipment	4,126	4,010	116	
Subways Infrastructure	1,708	1,638	70	
Subways Stations	3,542	3,480	62	
Subways Track	2,711	2,665	46	
Subways Power	609	630	(21)	
Subways Signals	1,447	1,349	98	
Subways Electronic Maintenance	1,427	1,350	77	
Sub-total Subways	16,029	15,684	445	
Buses	3,740	3,690	50	
Revenue Control	137	137	0	
Supply Logistics	547	540	7	
System Safety	88	86	2	
Total Maintenance	20,541	20,037	504	
Engineering/Capital				
Capital Program Management	1,218	1,237	(19)	
Total Engineering/Capital	1,218	1,237	(19)	
Public Safety				
Security	504	492	12	
Total Public Safety	504	492	12	
Total Positions	45,891	45,080	811	
Non-Reimbursable				
Non-Reimbursable	41,220	40,775	445	
Reimbursable	4,671	4,305	366	
Total Full-Time	45,737	44,881	856	
Total Full-Time Equivalents	154	199	(45)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./Unfav)	Explanation
Administration:				
Managers/Supervisors	648	582	66	
Professional, Technical, Clerical	1,217	1,255	(38)	
Operational Hourlies	117	25	92	
Total Administration	1,982	1,862	120	
Operations				
Managers/Supervisors	2,508	2,432	76	
Professional, Technical, Clerical	363	382	(19)	
Operational Hourlies	18,775	18,638	137	
Total Operations	21,646	21,452	194	
Maintenance				
Managers/Supervisors	3,745	3,585	160	
Professional, Technical, Clerical	1,047	1,010	37	
Operational Hourlies	15,749	15,442	307	
Total Maintenance	20,541	20,037	504	
Engineering/Capital				
Managers/Supervisors	272	260	12	
Professional, Technical, Clerical	944	975	(31)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,237	(19)	
Public Safety				
Managers/Supervisors	129	125	4	
Professional, Technical, Clerical	32	31	1	
Operational Hourlies	343	336	7	
Total Public Safety	504	492	12	
Total Positions				
Managers/Supervisors	7,302	6,984	318	
Professional, Technical, Clerical	3,603	3,653	(50)	
Operational Hourlies	34,986	34,443	543	
Total Positions	45,891	45,080	811	

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

	<u>2/29/12</u>	<u>2/28/11</u>
<u>Operating Inventory</u>		
Gross Inventory	\$273.380	\$281.904
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(66.300)	(65.800)
Net Inventory	\$206.580	\$215.604

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

February 2012

February YTD 2012

**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

February 2012						February YTD 2012					
Adopted Budget		Actuals		Variance Fav. / (UnFav)		Adopted Budget		Actuals		Variance Fav. / (UnFav)	
Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
86,885	\$2.62	79,399	\$2.34	7,486	\$0.29	174,493	\$5.27	164,625	\$4.88	9,868	\$0.39
241,804	\$7.07	228,562	\$6.41	13,242	\$0.66	495,488	\$14.48	468,574	\$13.29	26,914	\$1.19
2,151	\$0.05	758	\$0.02	1,393	\$0.03	4,305	\$0.09	1,598	\$0.04	2,707	\$0.05
330,840	\$9.74	308,719	\$8.77	22,121	\$0.97	674,286	\$19.84	634,797	\$18.21	39,489	\$1.63
206,760	\$6.81	285,674	\$8.92	(78,914)	(\$2.11)	415,217	\$13.80	632,746	\$19.99	(217,529)	(\$6.19)
144,916	\$4.45	197,749	\$5.73	(52,833)	(\$1.28)	279,332	\$8.73	433,450	\$12.53	(154,118)	(\$3.80)
23,382	\$0.66	25,354	\$0.86	(1,972)	(\$0.20)	48,580	\$1.38	39,999	\$1.72	8,581	(\$0.33)
375,058	\$11.92	508,777	\$15.51	(133,719)	(\$3.59)	743,129	\$23.91	1,106,195	\$34.24	(363,066)	(\$10.32)
705,898	\$21.66	817,498	\$24.28	(111,598)	(\$2.62)	1,417,415	\$43.76	1,740,892	\$52.45	(323,577)	(\$8.69)
5,163	\$0.16	2,957	\$0.09	2,206	\$0.06	10,326	\$0.31	5,323	\$0.20	5,003	\$0.11
-	\$0.00	380	\$0.01	(380)	(\$0.01)	-	\$0.00	930	\$0.02	(930)	(\$0.02)
-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00
5,163	\$0.16	3,337	\$0.10	1,826	\$0.05	10,326	\$0.31	3,337	\$0.22	4,073	\$0.09
140,330	\$4.04	180,249	\$5.68	(39,919)	(\$1.64)	280,660	\$8.07	342,393	\$10.14	(61,733)	(\$2.07)
16,514	\$0.39	15,469	\$0.45	1,045	(\$0.06)	33,027	\$0.77	29,646	\$0.83	3,381	(\$0.06)
752	\$0.40	566	\$0.39	186	\$0.01	1,208	\$0.81	1,132	\$0.75	76	\$0.06
157,596	\$4.82	196,284	\$6.51	(38,688)	(\$1.69)	314,895	\$9.65	373,171	\$11.72	(58,276)	(\$2.06)
162,759	\$4.98	199,621	\$6.61	(36,863)	(\$1.64)	325,221	\$9.97	376,508	\$11.84	(54,203)	(\$1.97)
868,657	\$26.64	1,017,117	\$30.90	(148,461)	(\$4.26)	868,657	\$53.72	1,017,117	\$64.39	(377,780)	(\$10.66)



FINANCIAL AND RIDERSHIP REPORT

February 2012

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.6 million in February, exceeded budget by less than \$0.1 million (7.4 percent), due mostly to higher student fare reimbursements. Year-to-date, operating revenue was \$1.3 million, \$0.1 million (4.9 percent) higher than budget, also due primarily to higher student fare reimbursements.

February 2012 average weekday ridership was 16,688, 6.3 percent (990 riders) higher than February 2011, due mostly to better weather in 2012. Average weekday ridership for the twelve months ending February 2012 was 16,318, 5.2 percent (809 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 February by \$0.7 million (21.0 percent). Labor was under by \$0.4 million (16.2 percent), mainly from the timing of labor contract resolution and vacancy savings, as well as the timing of health insurance expenses. Non-labor expenses underran by \$0.3 million (32.9 percent), primarily due to the favorable timing of materials & supplies and maintenance contract expenses. Year-to-date, labor expenses were favorable by \$0.5 million (11.1 percent), also due to the timing of labor contract resolution and vacancy savings, and the favorable timing of health & welfare expenses, partly offset by higher overtime costs, due primarily to vacancy coverage requirements. Non-labor expenses were favorable by \$0.6 million (29.0 percent), again due to the favorable timing of materials & supplies and maintenance contract expenses.

Depreciation expenses year-to-date were \$1.5 million, slightly higher than budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$0.5 million year-to-date, equal to budget.

The operating cash deficit (excluding subsidies) year-to-date was \$3.9 million, \$2.0 million (34.2 percent) favorable to budget, due mainly to the favorable timing of payments.

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.437	0.443	0.006	1.4	-	-	-	-	0.437	0.443	0.006	1.4
Other Operating Revenue	0.158	0.196	0.038	24.1	-	-	-	-	0.158	0.196	0.038	24.1
Capital and Other Reimbursements	-	-	-	-	0.138	0.081	(0.057)	(41.3)	0.138	0.081	(0.057)	(41.3)
Total Revenue	\$ 0.595	\$ 0.639	\$ 0.044	7.4	\$ 0.138	\$ 0.081	\$ (0.057)	(41.3)	\$ 0.733	\$ 0.720	\$ (0.013)	(1.8)
Expenses												
Labor:												
Payroll	1.329	1.086	0.243	18.3	0.024	0.020	0.004	16.7	1.353	1.106	0.247	18.3
Overtime	0.057	0.063	(0.006)	(10.5)	0.059	0.026	0.033	55.9	0.116	0.089	0.027	23.3
Total Salaries & Wages	\$ 1.386	\$ 1.149	\$ 0.237	17.1	\$ 0.083	\$ 0.046	\$ 0.037	44.6	\$ 1.469	\$ 1.195	\$ 0.274	18.7
Health and Welfare	0.315	0.170	0.145	46.0	0.042	0.009	0.033	78.6	0.357	0.179	0.178	49.9
OPEB Current Portion	0.053	0.053	-	0.0	-	-	-	-	0.053	0.053	-	0.0
Pensions	0.495	0.484	0.011	2.2	0.007	0.018	(0.011)	(157.1)	0.502	0.502	-	0.0
Other Fringe Benefits	0.101	0.113	(0.012)	(11.9)	0.006	0.004	0.002	33.3	0.107	0.117	(0.010)	(9.3)
Total Fringe Benefits	\$ 0.964	\$ 0.820	\$ 0.144	14.9	\$ 0.055	\$ 0.031	\$ 0.024	43.6	\$ 1.019	\$ 0.851	\$ 0.168	16.5
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.350	\$ 1.969	\$ 0.381	16.2	\$ 0.138	\$ 0.077	\$ 0.061	44.2	\$ 2.488	\$ 2.046	\$ 0.442	17.8
Non-Labor:												
Electric Power	0.394	0.347	0.047	11.9	-	-	-	-	0.394	0.347	0.047	11.9
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	-	-	-	-	-	-	-	-	-	-	-	-
Misc. and Other Operating Contracts	0.144	0.096	0.048	33.3	-	-	-	-	0.144	0.096	0.048	33.3
Professional Service Contracts	0.035	0.035	-	0.0	-	-	-	-	0.035	0.035	-	0.0
Materials & Supplies	0.301	0.105	0.196	65.1	-	0.004	(0.004)	-	0.301	0.109	0.192	63.8
Other Business Expenses	0.001	-	0.001	100.0	-	-	-	-	0.001	-	0.001	100.0
Total Non-Labor Expenses	\$ 0.964	\$ 0.640	\$ 0.314	32.9	\$ -	\$ 0.004	\$ (0.004)	-	\$ 0.954	\$ 0.644	\$ 0.310	32.5
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.304	\$ 2.609	\$ 0.695	21.0	\$ 0.138	\$ 0.081	\$ 0.057	41.3	\$ 3.442	\$ 2.690	\$ 0.752	21.8
Depreciation	0.750	0.765	(0.015)	(2.0)	-	-	-	-	0.750	0.765	(0.015)	(2.0)
Other Post Employment Benefits	0.250	0.250	-	0.0	-	-	-	-	0.250	0.250	-	0.0
Total Expenses	\$ 4.304	\$ 3.624	\$ 0.680	15.8	\$ 0.138	\$ 0.081	\$ 0.057	41.3	\$ 4.442	\$ 3.705	\$ 0.737	16.6
Net Surplus/(Deficit)	\$ (3.709)	\$ (2.985)	\$ 0.724	19.5	\$ -	\$ -	\$ -	-	\$ (3.709)	\$ (2.985)	\$ 0.724	19.5

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.891	0.875	(0.016)	(1.8)	-	-	-	-	0.891	0.875	(0.016)	(1.8)
Other Operating Revenue	0.362	0.440	0.078	21.5	-	-	-	-	0.362	0.440	0.078	21.5
Capital and Other Reimbursements	-	-	-	-	0.276	0.303	0.027	9.8	0.276	0.303	0.027	9.8
Total Revenue	\$ 1.253	\$ 1.315	\$ 0.062	4.9	\$ 0.276	\$ 0.303	\$ 0.027	9.8	\$ 1.529	\$ 1.618	\$ 0.089	5.8
Expenses												
Labor:												
Payroll	2.749	2.356	0.393	14.3	0.048	0.088	(0.040)	(83.3)	2.797	2.444	0.353	12.6
Overtime	0.114	0.189	(0.075)	(65.8)	0.118	0.058	0.060	50.8	0.232	0.247	(0.015)	(6.5)
Total Salaries & Wages	\$ 2.863	\$ 2.545	\$ 0.318	11.1	\$ 0.166	\$ 0.146	\$ 0.020	12.0	\$ 3.029	\$ 2.691	\$ 0.338	11.2
Health and Welfare	0.630	0.413	0.217	34.4	0.084	0.025	0.059	70.2	0.714	0.438	0.276	38.7
OPEB Current Portion	0.106	0.106	-	0.0	-	-	-	-	0.106	0.106	-	0.0
Pensions	0.990	0.961	0.029	2.9	0.014	0.043	(0.029)	(207.1)	1.004	1.004	-	0.0
Other Fringe Benefits	0.209	0.240	(0.031)	(14.8)	0.012	0.023	(0.011)	(91.7)	0.221	0.263	(0.042)	(19.0)
Total Fringe Benefits	\$ 1.935	\$ 1.720	\$ 0.215	11.1	\$ 0.110	\$ 0.091	\$ 0.019	17.3	\$ 2.045	\$ 1.811	\$ 0.234	11.4
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 4.798	\$ 4.265	\$ 0.533	11.1	\$ 0.276	\$ 0.237	\$ 0.039	14.1	\$ 5.074	\$ 4.502	\$ 0.572	11.3
Non-Labor:												
Electric Power	0.788	0.767	0.021	2.7	-	-	-	-	0.788	0.767	0.021	2.7
Fuel	0.068	0.024	0.044	64.7	-	-	-	-	0.068	0.024	0.044	64.7
Insurance	0.044	0.044	-	0.0	-	-	-	-	0.044	0.044	-	0.0
Claims	0.046	0.046	-	0.0	-	-	-	-	0.046	0.046	-	0.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Misc. and Other Operating Contracts	0.288	0.166	0.122	42.4	-	-	-	-	0.288	0.166	0.122	42.4
Professional Service Contracts	0.070	0.070	-	0.0	-	-	-	-	0.070	0.070	-	0.0
Materials & Supplies	0.602	0.238	0.364	60.5	-	0.066	(0.066)	-	0.602	0.304	0.298	49.5
Other Business Expenses	0.002	-	0.002	100.0	-	-	-	-	0.002	-	0.002	100.0
Total Non-Labor Expenses	\$ 1.908	\$ 1.355	\$ 0.553	29.0	\$ -	\$ 0.066	\$ (0.066)	-	\$ 1.908	\$ 1.421	\$ 0.487	25.5
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 6.706	\$ 5.620	\$ 1.086	16.2	\$ 0.276	\$ 0.303	\$ (0.027)	(9.8)	\$ 6.982	\$ 5.923	\$ 1.059	15.2
Depreciation	1.500	1.515	(0.015)	(1.0)	-	-	-	-	1.500	1.515	(0.015)	(1.0)
Other Post Employment Benefits	0.500	0.500	-	0.0	-	-	-	-	0.500	0.500	-	0.0
Total Expenses	\$ 8.706	\$ 7.635	\$ 1.071	12.3	\$ 0.276	\$ 0.303	\$ (0.027)	(9.8)	\$ 8.982	\$ 7.938	\$ 1.044	11.6
Net Surplus/(Deficit)	\$ (7.453)	\$ (6.320)	\$ 1.133	15.2	\$ -	\$ -	\$ -	-	\$ (7.453)	\$ (6.320)	\$ 1.133	15.2

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	Non Reimb.	0.038	24.1%	Mainly higher student fare reimbursements	0.078	21.5%	Mainly higher student fare reimbursements
Payroll	Non Reimb.	0.243	18.3%	Timing/vacancy control savings	0.393	14.3%	Timing/vacancy control savings
Overtime	Non Reimb.	(0.006)	(10.5%)	Mostly vacancy coverage requirements	(0.075)	(65.8)%	Mostly vacancy coverage requirements
Health and Welfare	Non Reimb.	0.145	46.0%	Timing of expenses	0.217	34.4%	Timing of expenses
Other Fringe Benefits	Non Reimb.	(0.012)	(11.9%)	Timing of inter-company billing	(0.031)	(14.8%)	Timing of inter-company billing
Electric Power	Non Reimb.	0.047	11.9%	Mostly timing of payments			
Fuel	Non Reimb.	0.022	64.7%	The favorable timing of non-revenue fuel expenses	0.044	64.7%	The favorable timing of non-revenue fuel expenses
Mtce. And Other Operating Contracts	Non Reimb.	0.048	33.3%	Favorable timing of expenses	0.122	42.4%	Favorable timing of expenses
Materials and Supplies	Non Reimb.	0.196	65.1%	Favorable timing of expenses	0.364	60.5%	Favorable timing of expenses
Capital and Other Reimbursements	Reimb.	(0.057)	(41.3%)	Timing of Contractor requirements	0.027	9.8%	Timing of Contractor requirements
Payroll	Reimb.	0.004	16.7%	Timing of Contractor requirements	(0.040)	(83.3)%	Timing of Contractor requirements
Overtime	Reimb.	0.033	55.9%	Timing of Contractor requirements	0.060	50.8%	Timing of Contractor requirements
Health and Welfare	Reimb.	0.033	78.6%	Timing of Contractor requirements	0.059	70.2%	Timing of Contractor requirements
Pension	Reimb.	(0.011)	over (100.0)	Timing of Contractor requirements	(0.029)	over (100.0)	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	0.002	33.3%	Timing of Contractor requirements	(0.011)	(91.7%)	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.437	0.434	(0.003)	(0.7)	0.891	0.908	0.017	1.9
Other Operating Revenue	0.158	0.212	0.054	34.2	0.362	0.456	0.094	26.0
Capital and Other Reimbursements	0.138	-	(0.138)	(100.0)	0.276	-	(0.276)	(100.0)
Total Receipts	\$ 0.733	\$ 0.646	\$ (0.087)	(11.9)	\$ 1.529	\$ 1.364	\$ (0.165)	(10.8)
Expenditures								
Labor:								
Payroll	1.314	1.116	0.198	15.1	3.273	2.762	0.511	15.6
Overtime	0.116	0.094	0.022	19.0	0.232	0.278	(0.046)	(19.8)
Health and Welfare	0.357	0.249	0.108	30.3	0.714	0.506	0.208	29.1
OPEB Current Portion	0.053	0.053	-	0.0	0.106	0.106	-	0.0
Pensions	0.502	-	0.502	100.0	1.004	-	1.004	100.0
Other Fringe Benefits	0.107	0.118	(0.011)	(10.3)	0.221	0.283	(0.062)	(28.1)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.449	\$ 1.630	\$ 0.819	33.4	\$ 6.550	\$ 3.936	\$ 1.615	29.1
Non-Labor:								
Electric Power	0.394	0.347	0.047	11.9	0.788	0.767	0.021	2.7
Fuel	0.034	0.012	0.022	64.7	0.068	0.024	0.044	64.7
Insurance	0.022	-	0.022	100.0	0.044	-	0.044	100.0
Claims	0.023	-	0.023	100.0	0.046	0.018	0.028	60.9
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.144	0.097	0.047	32.6	0.288	0.156	0.132	45.8
Professional Service Contracts	0.035	0.010	0.025	71.4	0.070	0.020	0.050	71.4
Materials & Supplies	0.301	0.081	0.220	73.1	0.602	0.341	0.261	43.4
Other Business Expenditures	0.001	-	0.001	100.0	0.002	0.003	(0.001)	(50.0)
Total Non-Labor Expenditures	\$ 0.954	\$ 0.547	\$ 0.407	42.7	\$ 1.908	\$ 1.329	\$ 0.579	30.3
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 3.403	\$ 2.177	\$ 1.226	36.0	\$ 7.458	\$ 5.264	\$ 2.194	29.4
Operating Cash Deficit	\$ (2.670)	\$ (1.531)	\$ 1.139	42.7	\$ (5.929)	\$ (3.900)	\$ 2.029	34.2

Table 5

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Operating Revenue	0.054	34.2%	Mainly higher student fare reimbursements	0.094	26.0%	Mainly higher student fare reimbursements
Capital and Other Reimbursements	(0.138)	(100.0%)	Mostly unfavorable timing of reimbursements	(0.276)	(100.0%)	Mostly unfavorable timing of reimbursements
Payroll	0.198	15.1%	Timing/vacancy control savings	0.511	15.6%	Timing/vacancy control savings
Overtime	0.022	19.0%	Mostly reimbursable underruns	(0.046)	(19.8%)	Largely vacancy coverage requirements
Health and Welfare	0.108	30.3%	Favorable timing of expenses	0.208	29.1%	Favorable timing of expenses
4.28 Pensions	0.502	100.0%	Favorable timing of payments	1.004	100.0%	Favorable timing of payments
Other Fringe Benefits	(0.011)	(10.3%)	Unfavorable timing of inter-company billing and payments	(0.062)	(28.1)%	Unfavorable timing of inter-company billing and payments
Electric Power	0.047	11.9%	Mostly timing of payments			
Fuel	0.022	64.7%	The favorable timing of non-revenue fuel expenses	0.044	64.7%	The favorable timing of non-revenue fuel expenses
Insurance	0.022	100.0%	The favorable timing of payments	0.044	100.0%	The favorable timing of payments
Claims	0.023	100.0%	Timing of third party claims paid	0.028	60.9%	Timing of third party claims paid
Maintenance Contracts	0.047	32.6%	Favorable timing of expenses	0.132	45.8%	Favorable timing of expenses
Professional Service Contracts	0.025	71.4%	Favorable timing of payments	0.050	71.4	Favorable timing of payments
Materials and Supplies	0.220	73.1%	Favorable timing of expenses	0.261	43.4	Favorable timing of expenses

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

Table 8

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.000	(0.009)	(0.009)	-	0.000	0.033	0.033	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	0.016	0.016	-	0.000	0.016	0.016	-
Capital and Other Reimbursements	0.000	(0.081)	(0.081)	-	0.000	(0.303)	(0.303)	-
Total Receipts	\$0.000	(\$0.074)	(\$0.074)	-	\$0.000	(\$0.254)	(\$0.254)	-
Expenditures								
Labor:								
Payroll	0.039	(0.010)	(0.049)	(125.6)	(0.476)	(0.318)	0.158	33.2
Overtime	0.000	(0.005)	(0.005)	-	0.000	(0.031)	(0.031)	-
Health and Welfare	0.000	(0.070)	(0.070)	-	0.000	(0.068)	(0.068)	-
OPEB Current Portion	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	0.502	0.502	-	0.000	1.004	1.004	-
Other Fringe Benefits	0.000	(0.001)	(0.001)	-	0.000	(0.020)	(0.020)	-
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	\$0.039	\$0.416	\$0.377	966.7	(\$0.476)	\$0.567	\$1.043	219.1
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	0.044	0.044	-
Claims	0.000	0.023	0.023	-	0.000	0.028	0.028	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	(0.001)	(0.001)	-	0.000	0.010	0.010	-
Professional Service Contracts	0.000	0.025	0.025	-	0.000	0.050	0.050	-
Materials & Supplies	0.000	0.028	0.028	-	0.000	(0.037)	(0.037)	-
Other Business Expenditures	0.000	0.000	0.000	-	0.000	(0.003)	(0.003)	-
Total Non-Labor Expenditures	\$0.000	\$0.097	\$0.097	-	\$0.000	\$0.092	\$0.092	-
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	\$0.039	\$0.513	\$0.474	1,215.4	(\$0.476)	\$0.669	\$1.135	238.4
Depreciation Adjustment	0.750	0.765	0.015	2.0	1.500	1.515	0.015	1.0
Other Post Employment Benefits	0.250	0.250	0.000	0.0	0.500	0.500	0.000	0.0
Total Expenditures	\$1.039	\$1.528	\$0.489	47.1	\$1.524	\$2.674	\$1.150	76.5
Total Cash Conversion Adjustments	\$1.039	\$1.454	\$0.415	39.9	\$1.524	\$2.420	\$0.896	58.8

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

Month of February				Explanation
Budget	Actual	Variance		
		Amount	Percent	
0.357	0.369	0.013	3.6%	
Higher than budgeted student ridership and high ridership during Giants parade on 2/7/2012.				
Year to Date				
0.743	0.755	0.012	1.6%	

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 February</u>		<u>Variance</u>		<u>Explanation</u>
	<u>2011</u>	<u>2012</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.017	0.001	6.3%	Mostly due to better weather in 2012 than in 2011.
Average Weekend	0.008	0.008	(0.000)	(1.3%)	
<u>12-Month Rolling Average</u>					
Average Weekday	0.016	0.016	0.001	5.2%	Continuing positive trend.
Average Weekend	0.009	0.009	0.000	3.4%	

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
February 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	90	5	Classification-Offset in Executive
Total Operations	95	90	5	
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	22	3	
Maintenance of Way	48	46	2	
Bridge and Buildings	27	32	(5)	Classification-Offset in Car/Station Cleaning
Material Handling	2	0	2	Classification-Offset in Purchasing/Stores
Total Maintenance	155	143	12	
Total Positions	272	260	12	
Non-Reimbursable	269	257	12	
Reimbursable	3	3	0	
Total Full-Time	272	260	12	
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
February 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	80	2	
Total Operations	95	90	5	
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	217	11	
Total Positions	272	260	12	



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through February 29, NYC Transit's performance against its 2012 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$12.7	\$14.6	115
Design Completions	8.0	3.6	45
Awards	595.9	505.7	85
Substantial Completions	342.7	160.7	47
Closeouts	154.4	17.0	11

During February, NYCT awarded projects totaling \$260.3 million, including:

- installation of new VHF radio base station equipment to replace legacy subway radio communication system equipment;
- a project to provide full ADA accessibility at the Hunts Point Avenue Station on the Pelham 6 Line in the Bronx;
- purchase and installation of new sprinkler systems at five employee facilities; and
- rehabilitation of ventilators (vent bays, gratings, etc.) at seven subway locations in Manhattan and Brooklyn.

During the same period, NYCT substantially completed projects totaling \$33.7 million. The completions included:

- providing access control and intrusion detection systems at passenger station communication rooms;
- the purchase and installation of HVAC equipment at five communication rooms; and
- the replacement of four mainline track switches on the Jamaica Line.

Also during February, NYCT started twelve design projects totaling \$6.8 million and closed out three projects for \$12.3 million.

Capital Program Status

During February, NYCT awarded projects totaling \$260.3 million, including a \$197.4 million project to install new VHF radio base station equipment to replace legacy subway radio communication system equipment that can only operate in wideband mode. The new equipment is capable of being configured to operate wideband or narrowband such that NYCT meets the Federal Communications Commission (FCC) mandate requiring that all radio systems operating below 512 MHz be migrated from 25 KHz wideband channels to 12.5 KHz narrowband channels by January 1, 2013 while allowing for a defined transition plan. The project will also provide for GPS synchronization of radio frequencies and use the SONET/ATM telecommunications network for its primary paths to and from Subways Control centers.

NYCT awarded a \$13.9 million project to provide full American 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. The project scope includes installation of three hydraulic elevators with associated equipment and machinery rooms. All progressive ADA elements will be provided to comply with ADA guidelines.

NYCT committed \$10.8 million to purchase and install new sprinkler systems for five employee facilities at various prioritized locations in order to provide improved safety for NYCT employees and property.

NYCT also awarded a \$3.5 million project to rehabilitate station ventilators (vent bays, gratings, etc.) at seven locations: five on the Canarsie Line (3rd Avenue, Union Square, 6th Avenue, Bedford Avenue, and Halsey Street Stations); and two on the 6th Avenue Line (47-50 Street/Rockefeller Center and 34th Street/Herald Square Stations).

Also during February, NYCT substantially completed projects totaling \$33.7 million, including a \$15.3 million project to provide access control and intrusion detection systems at all remaining passenger station communication rooms that were not addressed under a similar project completed in June 2009.

NYCT completed a \$9.3 million project to provide cooling solutions to existing communication rooms at five priority locations. The upgrades will ensure continuous communication equipment function through warm weather seasons.

NYCT also substantially completed a \$4.4 million project to replace four mainline switches on the Jamaica Line. The work was performed by NYCT in-house forces and included replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cable including positive and negative connections, and any associated signal and equipment work for outside switches.

Also during February, NYCT started twelve design projects totaling \$6.8 million and closed out three projects for \$12.3 million.

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

Projects Closed During February 2012

(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
207 St. Shop: Cranes And Equipment	2.6	2.6	02/12	0
Platform Edge: 34 Street-Herald Square / Broadway	4.7	4.9	05/12	(3)
Platform Edge: 34 Street-Herald Square / 6th Avenue	4.7	4.8	05/12	(3)

CAPITAL PROJECT MILESTONE SUMMARY
2012
(THROUGH FEBRUARY 29, 2012)

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

February

Design Starts	\$5.3	5	\$6.8	12	128.3	240.0
Design Completions	4.6	6	0.0	0	0.0	0.0
Construction Awards	280.6	6	260.3	12	92.8	200.0
Substantial Completions	234.0	17	33.7	6	14.4	35.3
Closeouts	149.1	9	12.3	3	8.3	33.3

2012 Year-To-Date

Design Starts	\$12.7	12	\$14.6	19	115.1	158.3
Design Completions	8.0	10	3.6	4	45.2	40.0
Construction Awards	595.9	38	505.7	36	84.9	94.7
Substantial Completions	342.7	26	160.7	18	46.9	69.2
Closeouts	154.4	12	17.0	5	11.0	41.7

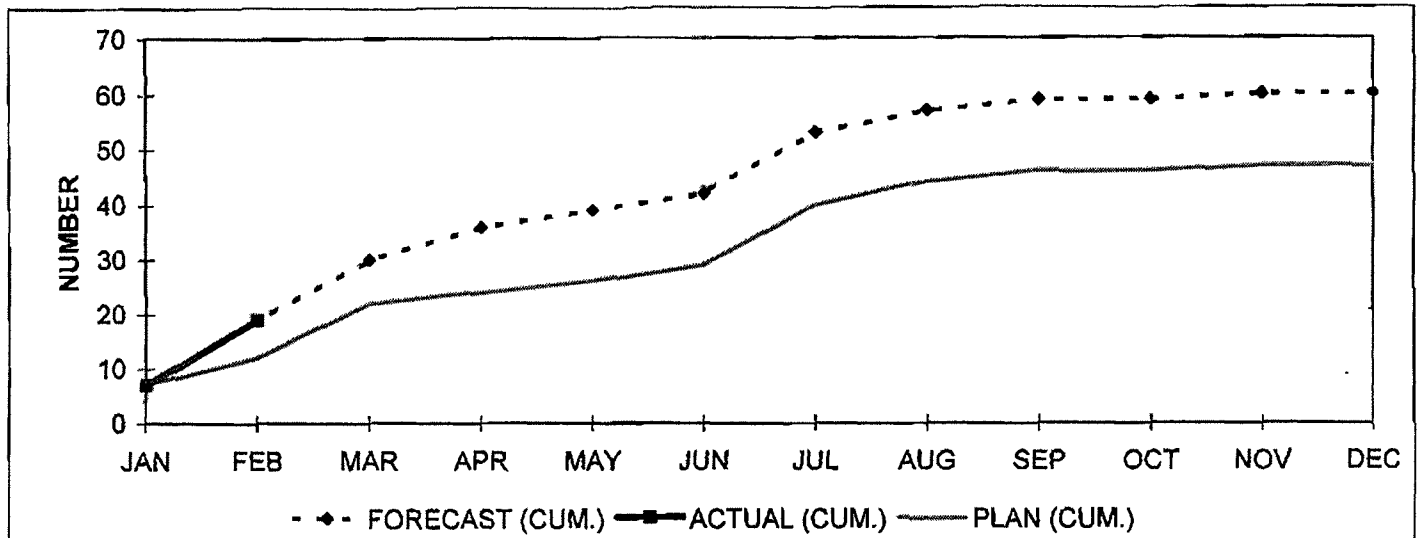
2012 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$75.3	47	\$83.7	60	111.2	127.7
Design Completions	120.7	93	129.1	104	107.0	111.8
Construction Awards	3,854.2	127	3,818.1	133	99.1	104.7
Substantial Completions	2,962.0	184	2,903.6	170	98.0	92.4
Closeouts	4,915.5	178	4,894.0	171	99.6	96.1

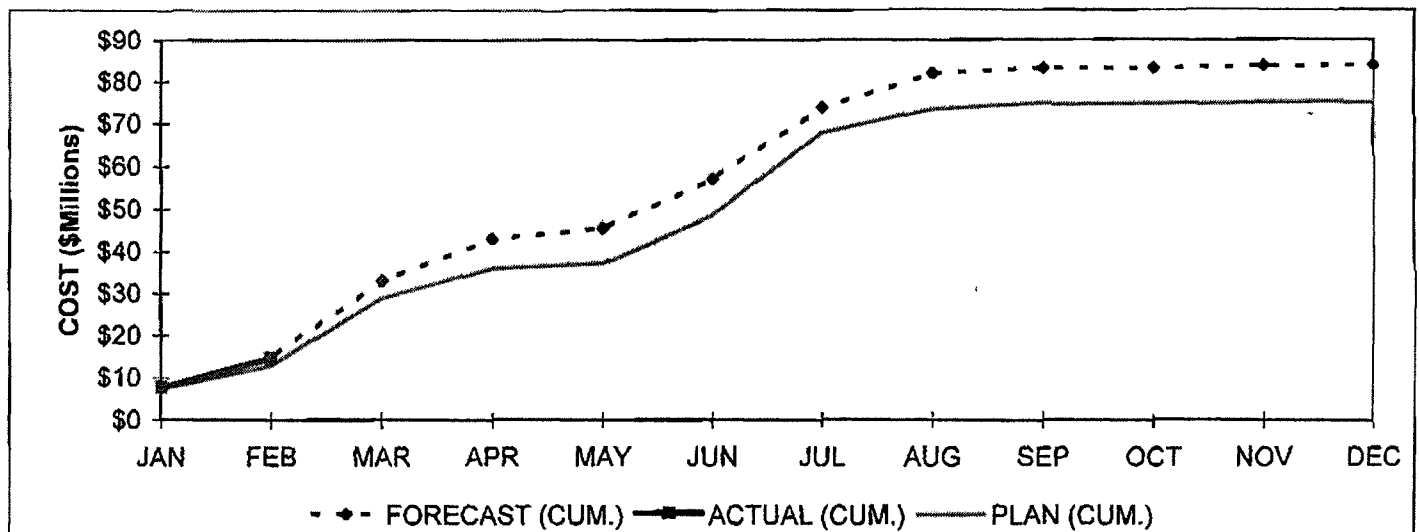
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2012 Design Starts Charts

As of February 2012



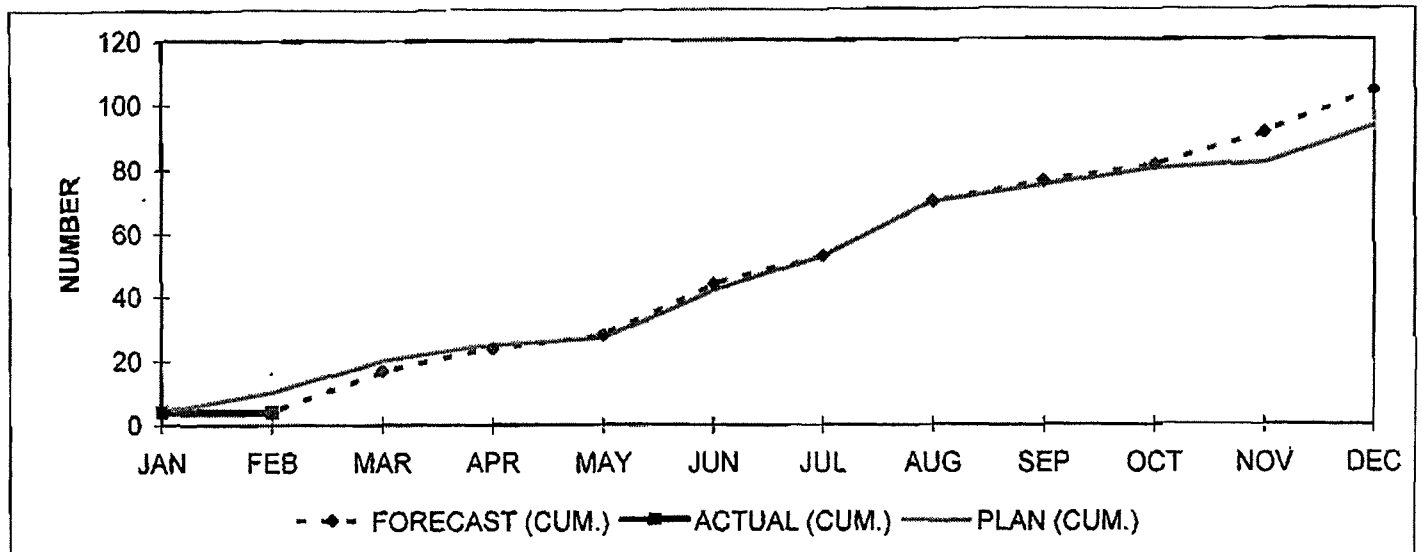
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	7	12	11	6	3	3	11	4	2	0	1	0
ACTUAL (NON-CUM.)	7	12	10	2	2	3	11	4	2	0	1	0
PLAN (NON-CUM.)	7	5	10	2	2	3	11	4	2	0	1	0
FORECAST (CUM.)	7	19	30	36	39	42	53	57	59	59	60	60
ACTUAL (CUM.)	7	19	30	36	39	42	53	57	59	59	60	60
PLAN (CUM.)	7	12	22	24	26	29	40	44	46	46	47	47



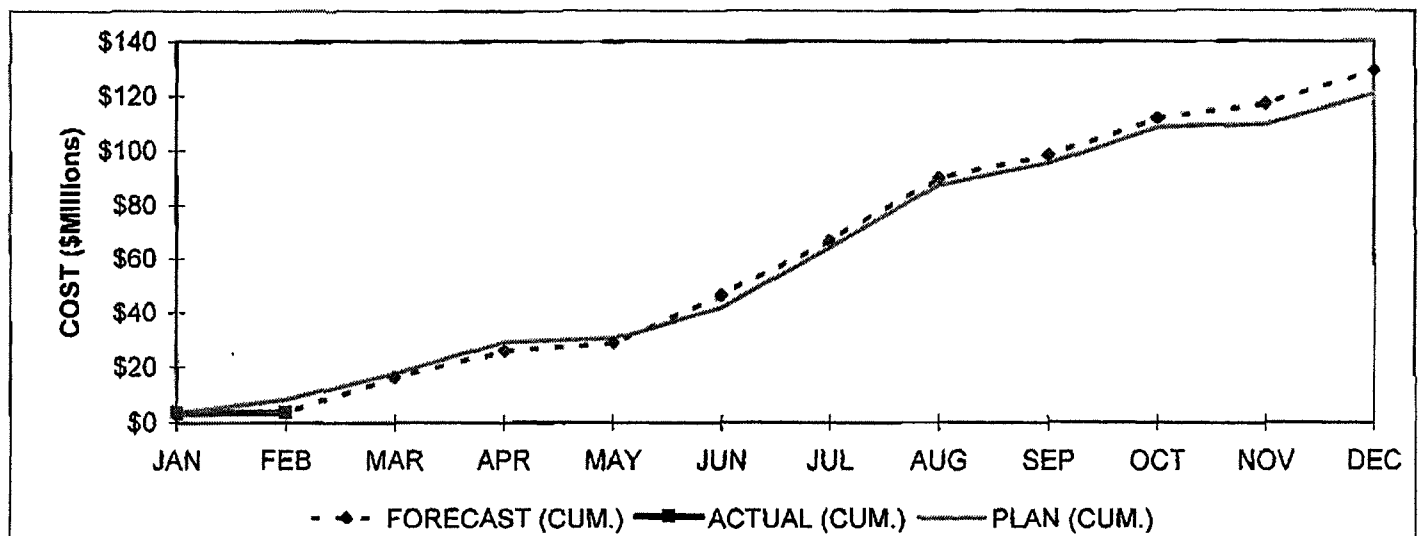
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	7.7	6.9	18.5	10.0	2.5	11.3	16.8	8.2	1.3	0.0	0.5	0.0
ACTUAL (NON-CUM.)	7.7	6.9	16.1	7.3	1.1	11.3	19.5	5.6	1.3	0.0	0.5	0.0
PLAN (NON-CUM.)	7.3	5.3	16.1	7.3	1.1	11.3	19.5	5.6	1.3	0.0	0.5	0.0
FORECAST (CUM.)	7.7	14.6	33.1	43.1	45.6	56.9	73.8	82.0	83.3	83.3	83.7	83.7
ACTUAL (CUM.)	7.7	14.6	33.1	43.1	45.6	56.9	73.8	82.0	83.3	83.3	83.7	83.7
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 February 2012



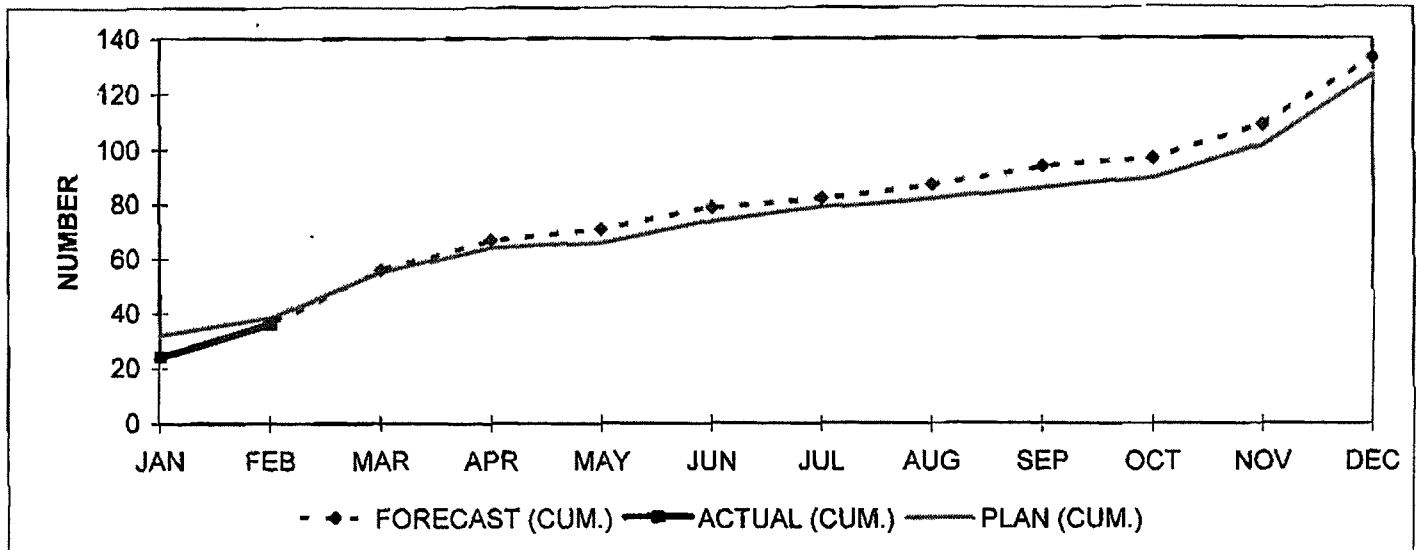
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			13	7	4	16	9	17	6	5	10	13
ACTUAL (NON-CUM.)	4	0										
PLAN (NON-CUM.)	4	6	10	5	2	15	11	17	5	5	2	11
FORECAST (CUM.)			17	24	28	44	53	70	76	81	91	104
ACTUAL (CUM.)	4	4										
PLAN (CUM.)	4	10	20	25	27	42	53	70	75	80	82	93



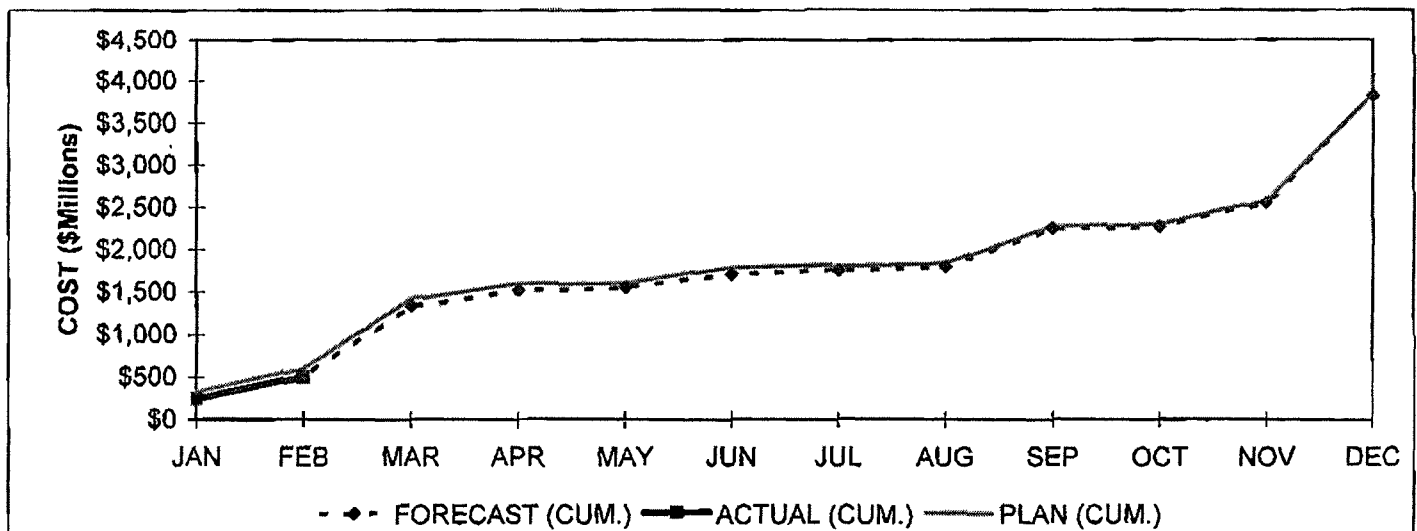
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			12.7	9.7	2.7	17.7	20.4	23.2	8.2	13.7	5.4	11.9
ACTUAL (NON-CUM.)	3.6	0.0										
PLAN (NON-CUM.)	3.4	4.6	9.5	11.7	1.2	11.3	22.4	23.4	7.8	13.3	1.3	10.8
FORECAST (CUM.)			16.3	26.0	28.7	46.4	66.8	89.9	98.2	111.8	117.2	129.1
ACTUAL (CUM.)	3.6	3.6										
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 February 2012



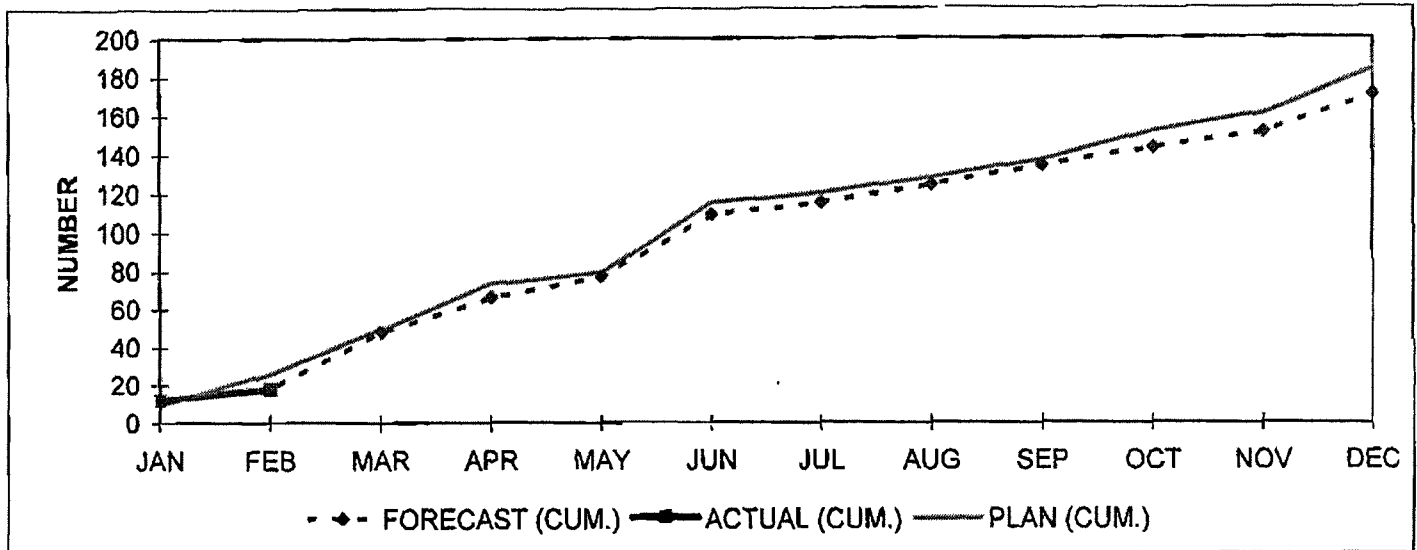
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			20	11	4	8	3	5	7	3	12	24
ACTUAL (NON-CUM.)	24	12										
PLAN (NON-CUM.)	32	6	17	9	2	8	5	3	4	4	12	25
FORECAST (CUM.)			56	67	71	79	82	87	94	97	109	133
ACTUAL (CUM.)	24	36										
PLAN (CUM.)	32	38	55	64	66	74	79	82	86	90	102	127



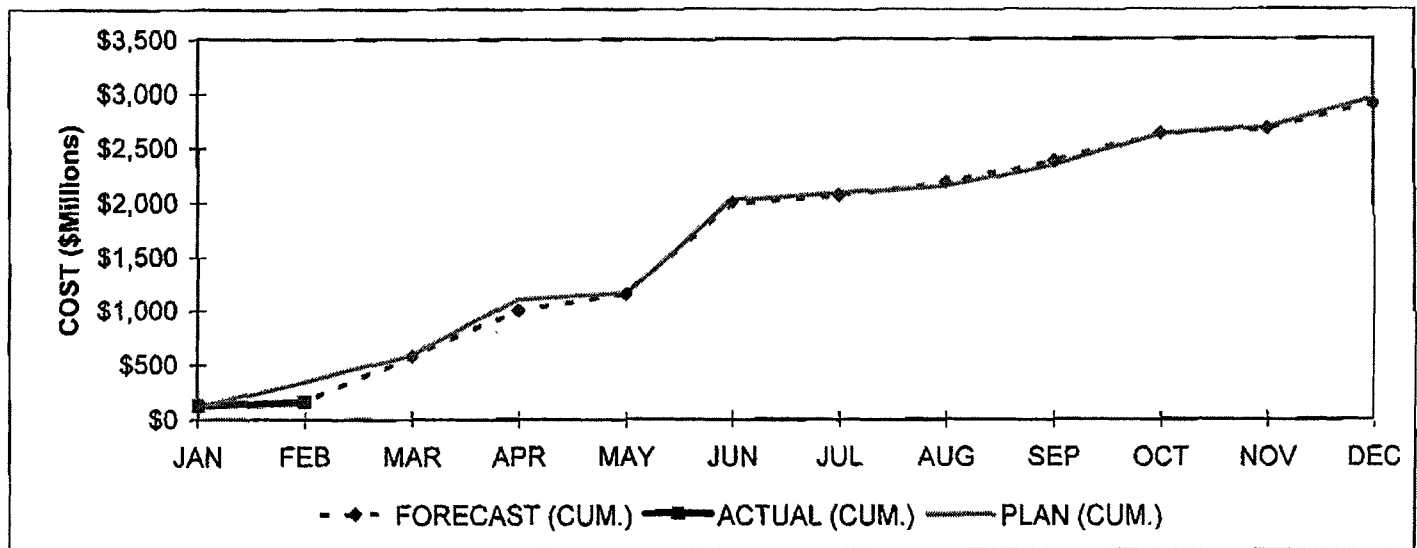
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			825.8	185.0	34.6	158.4	53.3	30.1	449.8	27.5	285.5	1262.4
ACTUAL (NON-CUM.)	245.4	260.3										
PLAN (NON-CUM.)	315.3	280.6	813.6	179.0	10.2	187.7	27.1	20.3	438.1	31.3	285.5	1265.5
FORECAST (CUM.)			1,331.4	1,516.5	1,551.1	1,709.4	1,762.7	1,792.8	2,242.6	2,270.2	2,555.7	3,818.1
ACTUAL (CUM.)	245.4	505.7										
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 February 2012



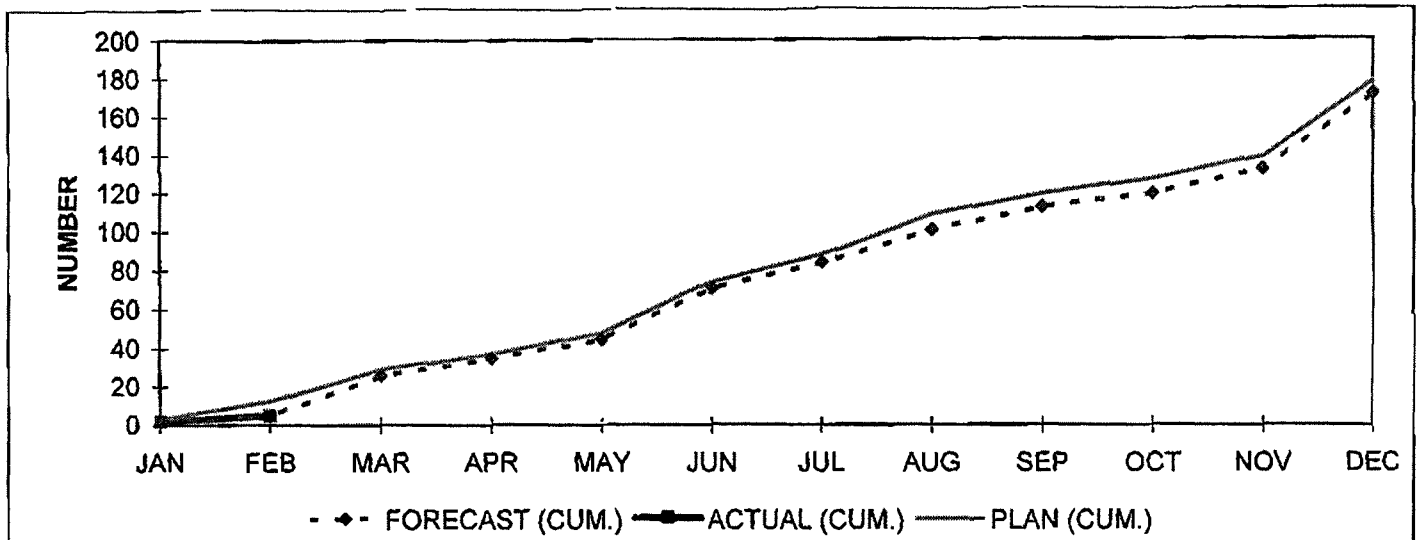
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			30	18	11	32	6	9	10	9	8	19
ACTUAL (NON-CUM.)	12	6										
PLAN (NON-CUM.)	9	17	23	24	6	36	5	8	9	15	9	23
FORECAST (CUM.)			48	66	77	109	115	124	134	143	151	170
ACTUAL (CUM.)	12	18										
PLAN (CUM.)	9	26	49	73	79	115	120	128	137	152	161	184



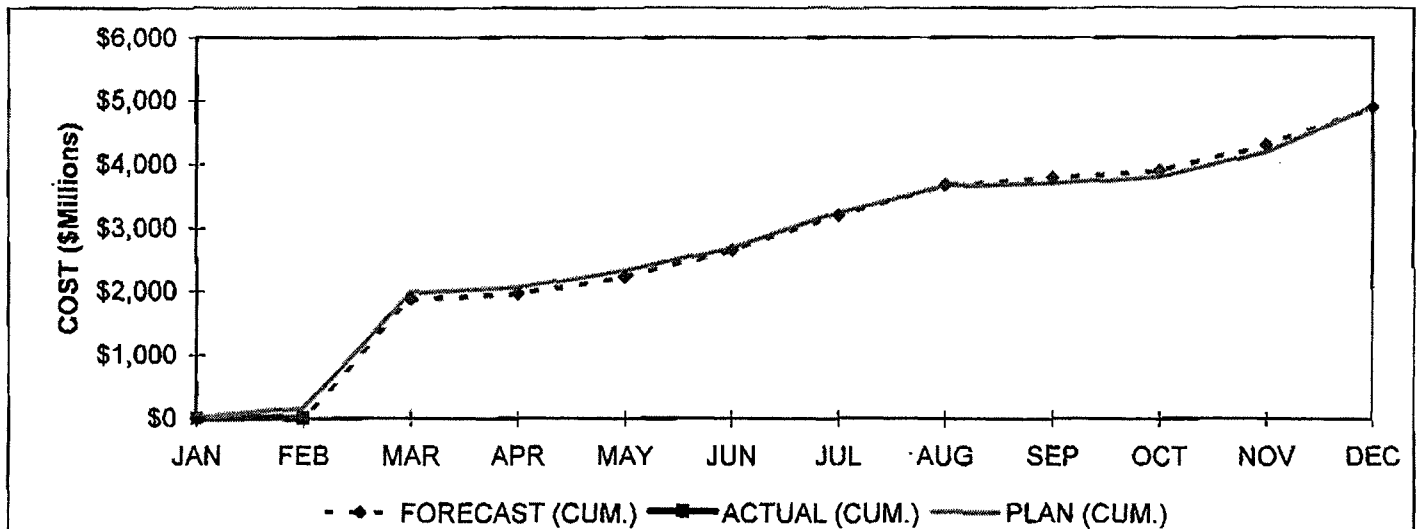
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			423.1	425.3	149.1	845.9	63.9	118.0	193.9	254.0	42.6	227.4
ACTUAL (NON-CUM.)	126.9	33.8										
PLAN (NON-CUM.)	108.7	234.0	246.7	519.8	51.9	867.7	60.3	66.1	196.1	281.9	65.1	263.8
FORECAST (CUM.)			583.8	1,009.1	1,158.1	2,004.0	2,067.9	2,185.9	2,379.7	2,633.7	2,676.2	2,903.6
ACTUAL (CUM.)	126.9	160.7										
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 February 2012



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			21	9	10	26	13	17	12	7	13	38
ACTUAL (NON-CUM.)	2	3										
PLAN (NON-CUM.)	3	9	17	8	11	26	14	21	11	8	12	38
FORECAST (CUM.)			26	35	45	71	84	101	113	120	133	171
ACTUAL (CUM.)	2	5										
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.)			1866.0	78.2	266.5	424.5	555.4	461.0	106.5	119.7	404.5	594.7
ACTUAL (NON-CUM.)	4.7	12.3										
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.)			1,883.0	1,961.2	2,227.7	2,652.2	3,207.7	3,668.6	3,775.1	3,894.8	4,299.3	4,894.0
ACTUAL (CUM.)	4.7	17.0										
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

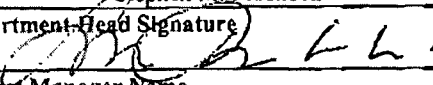
5. PROCUREMENTS





Report



PROCUREMENTS

The Procurement Agenda this month includes 7 actions for a proposed expenditure of \$40.9M.

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	4/23/12			
2	Board	4/25/12			

April 13, 2012			
Department Law and Procurement - MTACC			
Department Head Name 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:

<u>Schedules Requiring Majority Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule	Modifications to Personal/Miscellaneous Service Contracts	1	\$.3 M
H:	<ul style="list-style-type: none"> Aspect Software, Inc. \$.3 M 		
SUBTOTAL		1	\$.3 M

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

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

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

Schedules Requiring Majority Vote

Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$	21.1 M
Schedule I: Modifications to Purchase and Public Works Contracts	2	\$	18.5 M
SUBTOTAL	3	\$	39.6 M

NYC Transit 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

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	2	\$.6 M
SUBTOTAL	2	\$.6 M
TOTAL	7	\$	40.9 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.

APRIL 2012

LIST OF NON-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. Aspect Software, Inc. | \$314,980 (NTE) | <u>Staff Summary Attached</u> |
| Contract # 06E9405.4 | | |

Modification to the contract for an Automatic Call Distributor System, in order to migrate the Interactive Voice Response software to a new hardware platform.

APRIL 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. Hill International, Inc., LiRo \$21,100,000 (NTE) Staff Summary Attached
 Engineers, Inc., Henningson Durham &
 Richardson Architecture and Engineering PC
 HLH7 (JV)
 Contract #CM-1311.6
 Modification to the consultant contract for Construction Management Services for the No. 7 Line Extension project, in order to extend the term and perform additional work resulting from revisions to the construction packaging plan.

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.)

2. E.E. Cruz and Tully Construction Company, JV, LLC Staff Summary Attached
 Contract # C-26005.113 \$18,000,000
 Modification to the contract for civil, structural, and utility relocation for the Second Avenue Subway, 96th Street Station, in order to increase the transportation and disposal allowance.
3. Skanska USA Civil Northeast, Inc. \$490,000 Staff Summaries Attached
 Contract #A-36138.49
 Modification to the contract for the finishes of the Dey Street Concourse as part of the Fulton Street Transit Center, in order to install corridor finishes.

APRIL 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. John P. Picone, Inc.
Contract # A-35784.49 | \$445,000 | <u>Staff Summary Attached</u> |
|--|-----------|-------------------------------|

Modification to the contract for line structure rehabilitation and improvements to five stations on the West End Line, in order to perform perimeter structural steel repairs at the Fort Hamilton Street Station south mezzanine.

APRIL 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. | S3 Tunnel Constructors, JV
Contract #C-26002.68 | \$300,000 | <u>Staff Summaries Attached</u> |
| | Modification to the contract for the construction of the Second Avenue Subway Tunnel from 92nd to 63rd Streets, in order to remove and dispose of sound rock at elevations higher than those indicated in the contract documents for the 69 th and 72 nd Street shaft sites. | | |
| 2. | WDF, Inc.
Contract # A-36137.103 | \$286,335 | <u>Staff Summary Attached</u> |
| | Modification to the contract for the rehabilitation of the 4/5 Fulton Street Station and Dey Street Head House, in order to purchase long lead-time white cast glass tiles. | | |

Schedule H: Modifications to Personal & Miscellaneous Service Contracts

Item Number: 1

Vendor Name (& Location) Aspect Software, Inc. (Chelmsford, MA)	
Provide hardware and speech recognition software to interface with the Automated Travel Information System	
Contract Term (including Options, if any) December 1, 2006 – June 30, 2014	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Corporate Communications, Paul Fleuranges	

Contract Number 06L9593/06E9405	AWO/Modification #: 4
Original Amount:	\$ 2,851,439
Prior Modifications:	\$ 292,107
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 3,143,546
This Request:	\$ 314,980 (NTE)
% of This Request to Current Amount:	10.0%
% of Modifications (Including This Request) to Original Amount:	21.3%

Discussion:

This modification will provide for the migration of the speech recognition application to a new Interactive Voice Response (IVR) hardware platform, various software and hardware upgrades with corresponding maintenance and training.

In September 1996 the Board approved the award of a separate, competitive contract to Aspect Software, Inc. (Aspect) to furnish, install and maintain an Automatic Call Distributor System (ACD). The ACD is used to route customer calls to customer service representatives regarding travel, MetroCard and general transit information.

To enhance and improve access to travel information using the internet or a telephone, the Board in 2006, approved two major initiatives. First, in July 2006, the Board approved a modification to a non-competitive contract with Trapeze Software Group, Inc. to provide web based trip planning and mapping software (Trip Planner) and interface software to connect an IVR system to the Automated Travel Information System (ATIS). Second, in 2006 the Board approved the award of this non-competitive contract (06L9593/06E9405) to Aspect to provide IVR hardware and speech recognition software to interface with the ACD system and ATIS and enable customers to request and receive travel information using speech in both English and Spanish without any assistance from a NYC Transit customer service agent, plus hardware and software maintenance through June 30, 2014.

This contract required the implementation of the speech recognition software and IVR hardware, including computer servers. However, due to the lack of spare parts, the hardware manufacturer deemed the servers as "end of life" on December 31, 2011. Under this modification, Aspect will move the speech recognition software to a new IVR hardware platform that will be provided to them by NYC Transit; furnish communication software and hardware upgrades for production and development of the speech recognition application software on the new platform, and perform the corresponding training and hardware and software maintenance. As a result of the migration of voice recognition software to NYC Transit servers, the annual cost for hardware and software maintenance under this contract for the Customer Self Service IVR will be reduced by \$31K and contract funds originally approved for future maintenance will be applied to costs for maintenance of the upgraded hardware and software. Further, Aspect has agreed to continue to support the current hardware platform for no cost during the approximate one year migration phase.

Aspect's initial proposal to perform this software migration and support the hardware and software was \$1,033,428. Following extensive negotiations with Aspect, the agreed upon cost is \$559,780 and comprised of \$335,931 for software migration services and \$223,849 for communication hardware and software upgrades, training and corresponding hardware and software maintenance through the end of the contract term. This cost will be offset by the remaining contract balance of \$244,800, thereby resulting in a net cost of this modification of \$314,980. Aspect's pricing is based on the most favorable prices charged to government agencies which reflects discounts off Aspects published GSA pricing for software (29%), professional labor services (11%) and maintenance support rates (13%). Based on these, Aspect's price is deemed fair and reasonable.

Schedule H: Modifications to Personal & Miscellaneous Service Contracts



Item Number: 1

Vendor Name (& Location) Hill International, Inc., LiRo Engineers, Inc., & Henningson Durham & Richardson Architecture and Engineering PC, a Joint Venture (HLH7) (JV) (New York, NY)	
Description Consultant Construction Management (CCM) Services for the No. 7 Subway Line Extension Project	
Contract Term (including Options, if any) April 23, 2007 – November 22, 2013	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #
CM-1311	6
Original Amount:	\$ 35,842,302
Prior Modifications:	\$ 1,334,348
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 37,176,650
This Request:	\$ 21,100,000 (NTE)
% of This Request to Current Amount:	56.8%
% of Modifications (Including This Request) to Original Amount:	62.6%

Discussion:

This modification is for additional Consultant Construction Management (CCM) services and an extension of the contract by an additional 25 months from November 2013 to December 2015.

This contract is for CCM services on the No. 7 Subway Line Extension Project. This project is key to the development of the Hudson Yards area in Manhattan. The Hudson Yards Development Corporation (HYDC) and NYC Transit are the co-lead agencies for this project. This modification will be funded by HYDC.

In April 2007, the base contract for CCM services was awarded to Hill International, Inc., LiRo Engineers, Inc., & Henningson Durham & Richardson Architecture and Engineering P.C., Joint Venture (HLH7). The work for this contract is divided into three stages: Pre-Construction Phase, Construction Phase and Close-out Phase. HLH7 is responsible for a broad scope of project activities ranging from constructability review of design drawings through full time on site construction inspection and management services.

The original construction packaging plan envisioned three large construction contracts. It was subsequently divided into six construction contracts, in order to seek enhanced competition and more favorable pricing. This resulted in considerable project savings. The six construction contracts are: Running Tunnels; Site L Core and Shell; 34th Street Station and Sites A, J, K, & L Finishes; Site J Core and Shell; Site K Core and Shell and 11th Avenue Viaduct; and Site P Core and Shell and Finishes.

This modification will provide for continuous support by a staff of approximately 50 individuals performing CCM services, some of which is 24 hours per day/7days per week, for the remainder of the contract and the 25 month extension period. The staff will provide core and field staffing for supervision of all contracts. At the present time, staffing is at peak and as the project is progressively completed, the staff will diminish accordingly.

HLH7's initial proposal was in the amount of \$26,771,031; MTACC's revised estimate was \$21,163,942. The overhead rates for each of the consultants have increased since the award of the base contract; however, the JV has agreed to hold to the existing contractual overhead that is approximately 25% below their audited rates, resulting in significant cost savings. The consultants have agreed to maintain existing contract labor rates for the balance of the contract term. Thereafter, labor rates will increase less than 1.5% annually beginning in 2014.

HLH7 submitted a BAFO in the amount of \$21,100,000. HLH7's BAFO contained 203,449 total labor hours, with the bulk (191,335) being for the Construction Phase. With the increased construction packages, there is only enough funding to cover services through December 31, 2012. The estimated cost needed to cover the project resulting from the additional CCM services through the final 10 months of the current contract term, January 2013 through November 2013, is \$8,000,000. The cost of the 25 month extension is estimated at \$13,100,000. Savings of \$5,671,031 were achieved when compared to HLH7's initial proposal. The final price was deemed to be fair and reasonable.

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 2

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	113
Original Amount:	\$ 303,863,700
Option 1 Amount:	\$ 17,526,300
Option 2 Amount:	\$ 3,610,000
Total Amount:	\$ 325,000,000
Prior Modifications:	\$ 14,166,195
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 339,166,195
This Request:	\$ 18,000,000
% of This Request to Current Amount:	5.3%
% of Modifications (Including This Request) to Total Amount:	9.8%

Discussion:

This modification will increase the Transportation and Disposal (T&D) spoils allowance.

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.

Initial proposals received during the solicitation of Contract C-26005, from the two main proposers under consideration, included lump sum pricing for the trucking and disposal of all spoils ranging from \$25.5M to \$28M. However, the MTACC estimate for this item was \$16M. The variance was due to differing assumptions regarding the soil content as well as the prosecution of the work. As a result, MTACC elected to assume the risk for this item by introducing an allowance for T&D of spoils with payment to be based on competitive pricing obtained by the Contractor. The allowance was established at \$12M with the assumption that a much greater amount of spoils would be classified as less expensive clean fill.

However, actual soil conditions encountered resulted in significantly higher tonnage than was estimated. Additionally, the estimate did not consider the higher cost for T&D of spoils generated during the less efficient utility relocation work and also assumed that the contractor would stockpile excavated spoils on-site, thereby increasing the efficiency of the trucking operation. As a result, actual costs have been significantly higher, prompting the need to increase the allowance. Further, T&D of spoils from various Additional Work Orders totaling approximately \$1M was charged to the allowance item as opposed to being included in the Additional Work Order costs, due to the difficulty of segregating the additional quantities from the Contract quantities.

Based on competitive pricing for trucking and disposal obtained by the Contractor from the lowest of two trucking companies (a DBE) and the remaining quantities of all spoils on the project, an increase of \$18M to the T&D Spoils Allowance is recommended. This recommendation includes agreement of a flat rate unit price of \$60 per ton for all remaining spoils under which the Contractor assumes risk previously assumed by MTACC with the exception of the total quantities of remaining spoils. This represents a savings of \$13.41 (or 18.3%) from the Contractor's initial composite unit price of \$73.41 per ton for this modification and equates to a total savings of approximately \$4 million to the total revised T&D spoils allowance.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 3

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

Contract Number	AWO/Modification #
A-36138	49
Original Amount:	\$ 17,093,000
Prior Modifications:	\$ 1,304,970
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 18,397,970
This Request:	\$ 490,000
% of This Request to Current Amount:	2.7%
% of Modifications (including This Request) to Original Amount:	10.5%

Discussion:

This modification is for the installation of revised finishes in the Dey Street Concourse.

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

This is one of several modifications to be presented to the Board, across the various FSTC contracts, for the implementation of enhancements, technology changes and the reprogramming of space previously identified for use by NYC Transit personnel at the Fulton Street Transit Center and Corbin Building into commercial tenant, retail and public spaces.

This modification will address revisions to the finishes in the Dey Street Concourse including the wall and ceiling finishes, and revisions to electrical work to support the future installation of new LED signage and video displays. Due to the long lead times associated with the procurement of the aluminum and glass wall panels, and in order to mitigate potential schedule impact, MTACC decided to proceed immediately with the material purchase of the wall panels as part of Mod. #59, which was approved by the February Board. This modification includes the labor for the installation of the previously purchased wall panels, labor and materials for the revised ceiling finishes and electrical work, and a credit for the deleted contract work. Any schedule and impact costs will be addressed under a separate modification.

The Contractor's proposal was in the net amount of \$1,003,282 for the work; including \$1,617,058 for the added work and a credit of (\$613,776) for the deleted work. MTACC's revised estimate is in the net amount of \$327,070, including \$1,060,081 for the added work and a credit of (\$733,011) for the deleted work. Following negotiations, the price of \$490,000, including \$1,160,000 for the added work and a credit of (\$670,000) was agreed upon and is considered fair and reasonable when comparing the cost of the added work and the deleted work separately. Savings of \$513,282 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) John P. Picone, Inc. (Lawrence, NY)	
Description Improvements to Five Stations and Line Structure Rehabilitation - West End Line, Brooklyn	
Contract Term (Including Options, if any) August 21, 2009 – January 20, 2012	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
A-35784	49
Original Amount:	\$ 65,460,000
Prior Modifications:	\$ 2,936,418
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 68,396,418
This Request:	\$ 445,000
% of This Request to Current Amount:	0.7%
% of Modifications (including This Request) to Original Amount:	5.2%

Discussion:

This unilateral directive retroactive modification is for perimeter structural steel repairs of the south mezzanine at Fort Hamilton Station and for a 115 working day excusable and non-impactable time extension from January 20, 2012 to June 29, 2012.

This contract is for improvements to five stations on the West End Line in Brooklyn: 9th Avenue, Fort Hamilton, 50th Street, 55th Street, and 62nd Street and line structure rehabilitation.

At the Fort Hamilton Station, the contract calls for the replacement of the exterior walls of the south mezzanine. The mezzanine is hung from this near 100 year old structure and not supported from the street below. Over the years, the exterior walls were covered with metal and wood cladding. During the removal of the exterior cladding and walls of the mezzanine, it was discovered that the floor perimeter steel that the mezzanine is placed upon was badly corroded. The perimeter beams need to be replaced and some of the hangers repaired to remedy the corrosion. This modification requires the contractor to install a demolition shield, support the structure and protect pedestrians and traffic during repair, break the concrete floor to expose the connections, perform lead abatement, install approximately 270 linear feet of steel and restore the floor. The contractor will provide all labor, materials, equipment and incidentals associated with the structural steel repairs. To mitigate the impact of the modification on the schedule, the contractor was directed to proceed with the work retroactively. Following approval by the Senior Vice President and Chief Engineer on March 16, 2012, the contractor was directed to proceed the same day.

Several rounds of negotiations were conducted with the contractor and no agreement was reached. Since the contractor's best price was more than 60% above the estimate, the cost portion of this modification will be issued unilaterally and will be based on the in-house estimate of \$445,000.

The contractor requested a 257 work day, excusable time extension. NYC Transit's analysis indicates a 115 work day, excusable and non-impactable time extension. Similar to cost, since agreement could not be reached regarding the time extension, this will be issued unilaterally for 115 work days.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (& Location) S3 Tunnel Constructors, JV (Queens, NY)	
Description Second Avenue Subway: Tunnels from 92 nd Street to 63 rd Street	
Contract Term (including Options, if any) March 20, 2007- July 20, 2010	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number C-26002	AWO/Modification # 68
Original Amount:	\$ 337,025,000
Prior Modifications:	\$ 44,619,514
Prior Budgetary Increases:	\$.0
Current Amount:	\$ 381,644,514
This Request:	\$ 300,000
% of This Request to Current Amount:	0.1%
% of Modifications (including This Request) to Original Amount:	13.3%

Discussion:

This retroactive modification is for the removal and disposal of high rock at the 69th and 72nd Street shaft sites.

The contract calls for two tunnels, TBM-1 (west) and TBM-2 (east), to be mined under Second Avenue using a single tunnel boring machine (TBM) from a TBM launch box constructed between 95th and 91st Streets, to the existing 63rd Street Station at Lexington Avenue. The contract also calls for the relocation and restoration of utilities, construction of access shafts at 69th and 72nd Streets, as well as providing sump pumps, drainage, lighting systems and temporary decking. The rock mass conditions along the tunnel alignments are stated in the contract's Geotechnical Baseline Report (GBR).

In 2009, during the excavation to install the relocated electric, communications, gas, water and steam piping at both the 69th and 72nd Street shaft sites, the contractor encountered sound rock at substantially higher elevations than those indicated in the contract documents. This modification will cover the reimbursement for the cost of furnishing the labor and materials necessary to remove and dispose of additional quantities of rock resulting from rock profiles substantially higher than that shown in the GBR at the 69th and 72nd Street shaft sites. This work was deemed schedule-critical, along with concurrent work at the launch box. To avoid impact on the schedule for the future 72nd Street Station cavern contract, the work had to continue without delay. Therefore, the MTACC President approved a retroactive waiver. Although the work was done in early 2010, the contractor did not submit a cost proposal until late 2011.

S3TC submitted a proposal of \$611,681. MTACC's revised estimate was \$274,382. Negotiations resulted in the agreed upon lump sum of \$300,000 that was found to be fair and reasonable. Savings of \$311,681 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

Vendor Name (& Location)	
WDF, Inc. (Mount 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 checked="" type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #
A-36137	103
Original Amount:	\$ 57,757,000
Prior Modifications:	\$ 2,231,023
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 59,988,023
This Request:	\$ 286,335
% of This Request to Current Amount:	0.5%
% of Modifications (including This Request) to Original Amount:	4.2%

Discussion:

This modification is for the furnishing of an additional 20,000 white cast glass tiles for the 4/5 platform walls 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.

White glass tiles are on the upper portion of the 4/5 platform walls in 15' bays, with each bay separated by a mosaic and marble vertical band. The contract originally assumed that 25% of the white glass tiles needed to be replaced; however, it was discovered that the new replacement tiles did not exactly match the existing tiles, giving a patchwork appearance, which was not acceptable to NYC Transit or the State Historic Preservation Office. A stop work order was issued soon after the work was begun to ensure that the mismatched replacement tiles would not be installed next to the existing tiles. If possible, the existing tiles were to be salvaged and used to complete entire bays. However, there was an insufficient amount of salvaged tiles to accommodate all of the contractual repairs. As a result, entire bays will be replaced with new tile only after the salvaged tile supply is exhausted.

This modification includes the furnishing of additional quantities of the contractually specified walls tiles to complete all remaining bays. The labor for the installation of the tiles as well as any schedule impact and impact costs will be addressed under a separate modification. Due to the lead time associated with the procurement of the glass tiles and to avoid further delay due to the stop work order, the contractor was directed to procure the tiles once negotiations were concluded, and a retroactive waiver was approved by the MTACC President.

The contractor submitted a proposal in the amount of \$301,229; MTACC's estimate was \$277,172. Negotiations resulted in the agreed upon lump sum of \$286,335. Savings of \$14,894 were achieved. The final price was found to be fair and reasonable.

6. SERVICE CHANGES



SERVICE CHANGES:

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

Service Issue

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

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

Recommendation

Twenty-one bus schedule changes (on 17 routes) are proposed for implementation in July 2012.

Budget Impact

Implementation of the July 2012 schedule changes is estimated to be cost neutral. The schedule changes will be incorporated into the 2012 operating budget.

Proposed Implementation Date

July 2012.

Staff Summary



New York City Transit

Page 1 of 2

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

Date	April 16, 2012
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT Cmte			X	
3	Bus Ops Cmte			X	

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

Purpose

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

Discussion

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

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

Recommendation

Twenty-one bus schedule changes (on 17 routes) have been identified for implementation in July 2012 (see Attachment 1).

1. Fifteen of the 21 bus schedule changes contain reductions in service frequencies to more closely align service with customer demand, to meet MTA loading guidelines for bus operation, and to concurrently improve reliability through running time modifications where needed.
2. The remaining 6 of the 21 bus schedule changes contain increases in service frequency and/or include modifications in running time to meet established bus loading guidelines and improve reliability.

Alternative to the Proposed Service Change

Do nothing. NYCT would not:

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

Budget Impact

Implementation of the July 2012 schedule changes is estimated to be cost neutral. The schedule changes will be incorporated into the 2012 operating budget.

Proposed Implementation Date

July 2012.

Approved:


Thomas F. Prendergast
President

Attachment 1
July 2012 - Page 1 of 1

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

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B13	12	12	95%	95%	20	20	70%	70%	15	12	101%	75%	20	15	109%	82%	+4.6%
B63	10	10	88%	88%	12	12	77%	77%	8	9	68%	78%	15	15	74%	74%	-5.7%
Bx6	4	3.5	100%	94%	7	6	100%	90%	5.5	4.5	118%	92%	10	9	110%	94%	+5.5%

Saturday	Late Morning				Midday				Late Afternoon				Evening					
	Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change	
6.4	Route																	
	B16	20	20	78%	78%	15	20	63%	83%	12	15	64%	81%	20	30	31%	46%	-11.2%
	B41	9	10	78%	91%	3.5	4	78%	85%	3.5	3.5	88%	95%	4	4.5	77%	83%	-4.4%
	B42	12	15	88%	90%	12	15	74%	97%	10	10	77%	77%	9	10	76%	96%	-10.5%
	B47	15	20	65%	87%	10	12	70%	84%	9	10	74%	86%	9	10	66%	77%	-12.5%
	B62	20	15	126%	94%	15	12	131%	87%	15	12	119%	95%	20	15	106%	80%	+17.7%
	B63	20	20	76%	76%	10	12	77%	92%	9	10	81%	94%	20	20	73%	73%	-2.7%
	Bx13	20	20	88%	88%	10	10	94%	94%	9	8	114%	97%	9	8	110%	94%	+8.0%
	M11	20	20	69%	69%	12	15	79%	99%	12	12	98%	96%	15	20	58%	78%	-7.1%
Q3	20	20	73%	73%	12	15	71%	88%	15	15	87%	87%	15	15	81%	81%	-4.7%	
Q13	10	10	95%	95%	12	10	107%	80%	12	10	102%	77%	12	12	89%	89%	+4.4%	

Sunday	Late Morning				Midday				Late Afternoon				Evening				
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B20	20	20	56%	56%	15	20	54%	71%	12	15	53%	67%	15	20	54%	71%	-13.6%
B26	15	20	63%	84%	10	12	63%	76%	10	10	85%	85%	12	15	76%	95%	-14.9%
B41	10	10	85%	85%	4.5	5	73%	79%	4	4.5	72%	79%	5	5	79%	79%	-5.3%
B54	20	20	89%	89%	12	12	86%	86%	12	12	87%	87%	15	20	54%	72%	-4.8%
B60	20	20	70%	70%	12	15	66%	83%	15	15	74%	74%	20	20	56%	56%	-4.9%
B63	20	30	33%	50%	10	12	64%	77%	10	12	81%	97%	15	20	58%	77%	-13.4%
M23	15	20	68%	91%	12	12	80%	80%	10	12	73%	88%	15	20	58%	77%	-9.8%
Q13	15	15	86%	88%	20	15	115%	86%	15	12	103%	78%	15	12	101%	81%	+5.1%

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

7. SPECIAL REPORTS & PRESENTATIONS



New York City Transit

SPECIAL REPORTS AND PRESENTATIONS:

MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>February 2011</u>	<u>February 2012*</u>	<u>Difference</u>
Cash	3.1%	3.1%	(0.1%)
Single-Ride Ticket	1.4%	1.1%	(0.3%)
Bonus Pay-Per-Ride	37.4%	37.5%	0.1%
Non-Bonus Pay-Per-Ride	9.6%	10.0%	0.4%
7-Day Farecard	15.6%	16.5%	0.9%
30-Day Farecard	<u>32.8%</u>	<u>31.8%</u>	(1.0%)
Total	100.0%	100.0%	

* Preliminary

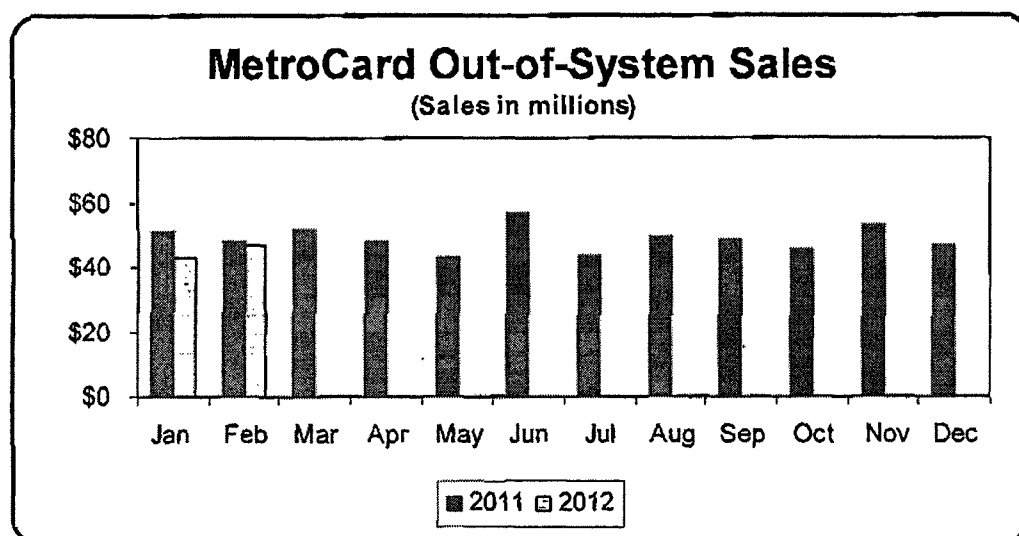
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in February 2012 was 5,439, a 6.0 percent decrease from the same period last year. The average value of a credit issued was \$63.21.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$46.6 million in February 2012, a 3.4 percent decrease compared to February 2011. Year-to-date sales totaled \$89.7 million, a 9.8 percent decrease compared to the same period last year.



Retail Sales

There were 4,396 active out-of-system sales and distribution locations for MetroCards, generating \$24.7 million in sales revenue during February 2012.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 206,695 MetroCards valued at approximately \$16.0 million were made in February 2012 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$77.40. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 41,121 for February 2012, generating an additional \$4.3 million in sales. February 2012 sales of all pre-tax MetroCard products totaled \$38.0 million, a 16 percent decrease when compared to last year.

Mobile Sales Program

In February 2012, the Mobile Sales unit completed 213 site visits, of which 151 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$106,000 in revenue was generated. In February 2012, the Mobile Sales unit assisted and enabled 1,814 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as the Urban Center for Developmentally Disabled Fair (Brooklyn).

Reduced-Fare Program

During February 2012 enrollment in the Reduced-Fare Program increased by 5,756 new customers, while 8,668 customers left the program. The total number of customers in the program is 754,201. Seniors account for 607,888 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 146,313 customers. Of those, a total of 31,968 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 February 2012, the EasyPay Reduced Fare program enrollment totaled 112,470 accounts. During the month, EasyPay customers accounted for approximately 1.7 million subway and bus rides with \$1.4 million charged to their accounts. Each account averaged 27 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In February 2012, the EasyPay Xpress PPR program enrollment totaled 44,915 accounts. During this month, Xpress PPR customers accounted for approximately 849,000 subway, express bus and local bus rides with \$2.0 million charged to their accounts. Each account averaged 24 trips per month, with an average monthly bill of \$56.

EasyPay Xpress Unlimited Program

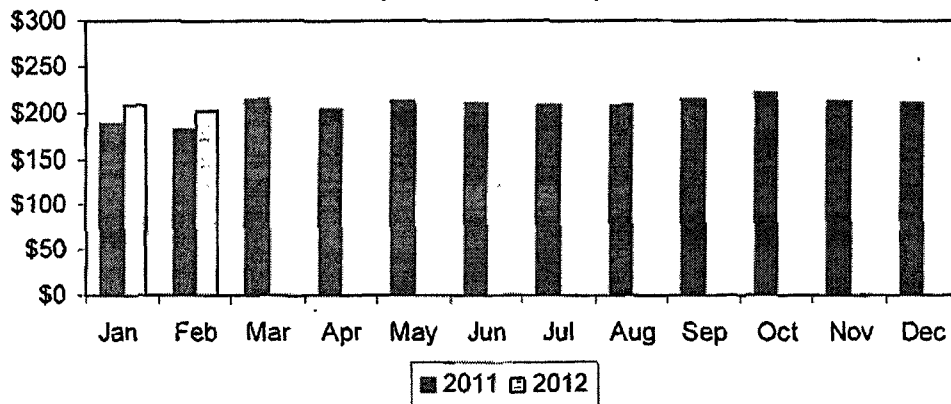
In February 2012, the EasyPay Xpress Unlimited program enrollment totaled 8,698 accounts. During this month, Xpress Unlimited customers accounted for approximately 379,000 subway and local bus rides with \$667,000 charged to their accounts. Each account averaged 52 trips per month with a fixed monthly bill of \$104.

In-System Automated Sales

Vending machine sales (MVMs & MEMs) during February 2012 totaled \$200.6 million, on a base of 13.5 million customer transactions. Year-to-date, the number of transactions at vending machines is 27.5 million, a 7.4% increase compared to the same period last year. During February 2012, MEMs accounted for 1,519,753 transactions resulting in \$38,232,180 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 \$28.35, nearly four times the average cash sale of \$7.28. The average debit sale is \$19.85.

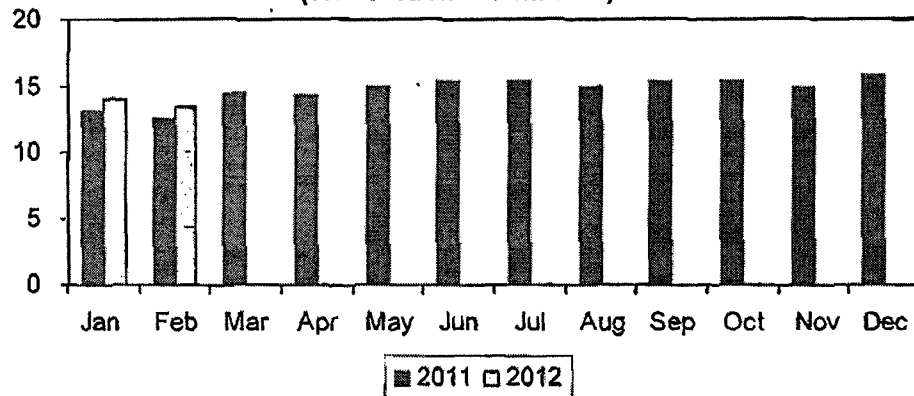
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)





MTA NEW YORK CITY TRANSIT 2011 YEAR-END REPORT SUMMARY

2011 ACCRUAL RESULTS-FINAL ESTIMATE VERSUS ACTUAL RESULTS

Operating revenues exceeded the Estimate by \$5.8 million (0.1 percent). Farebox revenue was higher than the Estimate by \$0.5 million (less than 0.1 percent). Subway revenue was \$9.3 million (0.3 percent) above the Estimate, bus revenue was \$0.2 million (less than 0.1 percent) below the Estimate, and paratransit revenue was less than \$0.1 million (0.2 percent) below the Estimate; non-cash fare media liability was \$8.6 million (15.4 percent) below the Estimate. Other operating revenue was higher than the Estimate by \$5.3 million (1.8 percent), due primarily to an increase in advertising revenue.

Operating expenses (before depreciation, other post-employment benefits, and environmental remediation) were higher than the Estimate by \$176.7 million (2.8 percent). Labor expenses were unfavorable by \$92.2 million (2.0 percent), due primarily to higher Workers' Compensation reserve requirements, based on statutory increases in rates of payouts per case, and increased medical costs. Non-labor expenses exceeded the Estimate by \$81.0 million (5.3 percent), due mostly to additional public liability claims reserve requirements, based on current actuarial information, which reflected the recent experience of a higher rate of payout per major claim, and higher materials & supplies costs and power prices.

Depreciation expenses were below the Estimate by \$57.9 million (4.2 percent), due to the timing of assets reaching beneficial use.

Other post-employment benefit expenses were \$404.6 million (44.0 percent) higher than the Estimate, based on an actuarial valuation reflecting the plan being unfunded, an increase in per capita costs per claim, and the estimated impact of healthcare reform. These accrued expenses were consistent with the requirements of GASB Statement #45, adopted in 2007.

Environmental remediation expenses of \$48.7 million were accrued in 2011, consistent with the requirements of GASB Statement #49, adopted in 2008.

2011 CASH RESULTS-FINAL ESTIMATE VERSUS ACTUAL RESULTS

MTA New York City Transit's net operating cash deficit (excluding subsidies and debt service) at the end of 2011 was \$2,351.7 million, \$25.0 million (1.1 percent) more than the Estimate. This net unfavorable variance consisted of \$10.9 million of favorable real variances and \$35.9 million of unfavorable timing variances, which will be offset in 2012. These variances are detailed in subsequent sections of this report.

**MTA NEW YORK CITY TRANSIT
2011 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2011 FINAL ESTIMATE VS. ACTUALS

Non-Reimbursable

Operating Revenues

- **Farebox Revenue.** Farebox revenue of \$3,629.0 million was \$0.5 million (less than 0.1 percent) above the Estimate. Subway revenue was \$9.3 million (0.3 percent) above the Estimate, bus revenue was \$0.2 million (less than 0.1 percent) below the Estimate, and paratransit revenue was less than \$0.1 million (0.2 percent) below the Estimate; non-cash fare media liability was \$8.6 million (15.4 percent) below the Estimate, due mostly to non-cash accounting adjustments. Total 2011 ridership was 2,314.7 million, 4.6 million (0.2 percent) above the Estimate. Subway ridership was 1,640.4 million, 5.0 million (0.3 percent) above the Estimate. Bus ridership was 665.3 million, 0.3 million (less than 0.1 percent) below the Estimate, and paratransit ridership was 8.9 million, 0.1 million (1.0 percent) below the Estimate. The 2011 average non-student subway and bus fare was \$1.64, 15¢ higher than in 2010, mostly due to the December 2010 fare increase. However, in constant 1996 dollars, the 2011 average fare was \$1.11, a decrease of 27¢ from 1996, before MetroCard fare incentives began.
- **Other Operating Revenue.** Other operating revenue of \$307.2 million was higher than the Estimate by \$5.3 million (1.8 percent), due mostly to higher advertising and real estate revenues, partly offset by underruns in Transit Adjudication Bureau (TAB) fees and paratransit Urban Tax revenue, which is based on local commercial property transactions.

Operating Expenses

- **Payroll.** Payroll expenses of \$2,791.5 million were below the Estimate by \$19.6 million (0.7 percent), due mostly to favorable sick & vacation accrual adjustments and vacancies.
- **Overtime.** Overtime expenses of \$304.7 million were higher than the Estimate by \$8.7 million (2.9 percent). Bus overtime was over by \$5.5 million, due mostly to the use of overtime to cover vacancies, lower employee availability levels, and critical maintenance requirements. Subways was over by \$3.3 million, also due mostly to vacancy coverage requirements and for critical signal equipment support maintenance and inspection intervals, along with related flagging requirements.

- **Health & Welfare (including OPEB current payment).** Health & welfare expenses were above the Estimate by \$33.5 million (4.2 percent), due largely to recognition of accrued unrecorded liabilities, based on an actuarial valuation, and the unfavorable timing of retiree healthcare Federal (ERRP) Program subsidies.
- **Other Fringe Benefits.** Other fringe benefit costs of \$324.9 million overran the Estimate by \$72.5 million (28.7 percent). This increase was due mainly to additional Workers' Compensation reserve requirements, based on statutory increases in rates of payouts per case and increased medical costs.
- **Traction and Propulsion Power.** Power expenses of \$200.8 million were unfavorable to the Estimate by \$13.9 million (7.5 percent), due mainly to higher prices.
- **Claims.** Claims expenses of \$174.4 million were above the Estimate by \$70.9 million (68.5 percent). This overrun was due primarily to additional reserve requirements, based on current actuarial information, which reflected the recent experience of a higher rate of payout per major claim.
- **Paratransit Service Contracts.** Paratransit service contract expenses of \$348.6 million were favorable to the Estimate by \$7.5 million (2.1 percent), due to the impact of lower completed trips and the diversion of riders to lower cost vouchers and taxis.
- **Professional Service Contracts.** Professional service contract expenses of \$74.6 million were \$9.1 million (10.9 percent) below the Estimate, representing \$8.4 million of underruns, including professional/MTA services, Workers' Compensation Board, data center and EDP consulting expenses. A favorable \$0.7 million represents the timing of expenses to be offset in 2012.
- **Materials and Supplies.** Materials and supplies expenses of \$293.4 million were unfavorable by \$14.2 million (5.1 percent). This variance represents primarily additional maintenance material requirements.

Reimbursable Expenses

- Total reimbursable expenses exceeded the Estimate by \$25.0 million (2.7 percent). Labor expenses were higher than the Estimate by \$16.2 million (2.0 percent), including higher overtime requirements, resulting in increases in direct fringe benefit overhead and reimbursable overhead expenses. The overtime requirements arose mostly from limited weekday track access to perform work deferred to weekends, shuttle requirements, bus operator training and facility projects. Non-labor expenses were higher than the Estimate by \$8.7 million (8.8 percent), including \$3.8 million of the favorable timing of expenses, to be offset in 2012, and a real overrun of \$12.5 million. This real overrun included data processing maintenance requirements and additional maintenance material requirements spanning several areas.

**MTA NEW YORK CITY TRANSIT
2011 YEAR-END REPORT
SUMMARY**

**2011 ACCRUAL RESULTS – ADOPTED BUDGET (Budget) VERSUS
ACTUAL RESULTS**

Operating revenues exceeded the Budget by \$33.1 million (0.8 percent). Farebox revenue was higher than the Budget by \$20.8 million (0.6 percent). Subway revenue was \$64.0 million (2.4 percent) above the Budget, bus revenue was \$35.6 million (3.9 percent) below the Budget, and paratransit revenue was \$3.0 million (16.9 percent) below the Budget; non-cash fare media liability was \$4.6 million (8.9 percent) below the Budget. Other operating revenue was higher than the Budget by \$12.3 million (4.2 percent), due primarily to increases in paratransit Urban Tax and advertising revenues.

Operating expenses (before depreciation, other post-employment benefits, and environmental remediation) were higher than the Budget by \$125.6 million (2.0 percent). Labor expenses were unfavorable by \$91.8 million (1.9 percent), due primarily to higher Workers' Compensation reserve requirements, based on statutory increases in rates of payouts per case and increased medical costs. Overtime expenses exceeded the Budget by \$33.6 million (12.4 percent), of which \$11.3 million was due to the effects of the winter storms and Hurricane Irene, with the remainder due mostly to low employee availability/vacancy coverage and critical maintenance needs, especially addressing a signals maintenance and inspection backlog. Pension and payroll expenses were both below Budget. Non-labor expenses exceeded the Budget by \$30.2 million (1.9 percent), due mostly to additional public liability claims reserve requirements of \$96.4 million, based on current actuarial information, which reflected the recent experience of a higher rate of payout per major claim, and higher bus fuel prices of \$22.5 million (17.8 percent). These overruns were partly offset by maintenance contract underruns of \$33.4 million (11.9 percent), and lower paratransit expenses of \$35.9 million (9.3 percent), due mostly to the diversion of ridership to lower cost vouchers and taxis, tightened application of current eligibility standards, and lower than expected utilization.

Depreciation expenses were below the Budget by \$87.9 million (6.3 percent), due to the timing of assets reaching beneficial use.

Other post-employment benefit expenses were \$404.6 million (44.0 percent) higher than the Budget, based on an actuarial valuation reflecting the plan being unfunded, an increase in per capita costs per claim, and the estimated impact of healthcare reform. These accrued expenses were consistent with the requirements of GASB Statement #45, adopted in 2007.

Environmental remediation expenses of \$48.7 million were accrued in 2011, consistent with the requirements of GASB Statement #49, adopted in 2008.

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

NON-REIMBURSABLE

	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget*	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	2,634.748	2,689.411	2,698.747	63.999	2.4	9.336	0.3
Bus	903.810	868.384	868.194	(35.618)	(3.9)	(0.190)	(0.0)
Paratransit	17.588	14.647	14.613	(2.975)	(16.9)	(0.034)	(0.2)
Fare Media Liability	52.092	56.092	47.475	(4.617)	(8.9)	(8.617)	(15.4)
Total Farebox Revenue	3,608.238	3,628.534	3,629.029	20.791	0.6	0.495	0.0
Other Operating Revenue:							
Fare Reimbursement	84.018	84.018	84.018	0.000	-	0.000	-
Paratransit Reimbursement	105.184	112.063	111.660	6.498	6.2	(0.403)	(0.4)
Other	105.888	105.809	111.509	5.821	5.5	5.700	5.4
Total Other Operating Revenue	294.868	301.888	307.185	12.317	4.2	5.297	1.8
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	3,903.106	3,930.422	3,938.214	33.108	0.8	5.792	0.1
Expenses							
Labor:							
Payroll	2,811.149	2,811.104	2,791.486	19.663	0.7	19.618	0.7
Overtime	271.149	296.011	304.743	(33.594)	(12.4)	(8.732)	(2.9)
Total Salaries & Wages	3,082.298	3,107.115	3,096.229	(13.931)	(0.5)	10.886	0.4
Health and Welfare	530.185	515.487	548.888	(18.703)	(3.5)	(33.391)	(6.5)
OPEB Current Payment	278.164	283.009	283.092	(8.928)	(2.5)	(0.083)	(0.0)
Pensions	801.730	776.780	780.581	21.149	2.6	(3.801)	(0.5)
Other Fringe Benefits	247.589	252.459	324.932	(77.363)	(31.2)	(72.473)	(28.7)
Total Fringe Benefits	1,855.648	1,827.745	1,937.493	(81.845)	(4.4)	(109.748)	(6.0)
Reimbursable Overhead	(214.083)	(211.392)	(218.036)	3.853	1.8	6.644	3.1
Total Labor Expenses	4,723.863	4,723.468	4,815.686	(91.823)	(1.9)	(92.218)	(2.0)
Non-Labor:							
Traction and Propulsion Power	189.046	186.891	200.830	(1.784)	(0.9)	(13.939)	(7.5)
Fuel for Buses and Trains	126.560	152.453	149.065	(22.505)	(17.8)	3.388	2.2
Insurance	64.082	57.429	57.861	6.201	9.7	(0.432)	(0.8)
Claims	78.083	103.505	174.448	(96.385)	(123.4)	(70.843)	(68.5)
Paratransit Service Contracts	384.438	356.043	348.553	35.883	9.3	7.490	2.1
Maintenance and Other Operating Contracts	281.885	246.780	248.242	33.423	11.9	(1.462)	(0.6)
Professional Service Contracts	89.085	83.759	74.643	14.442	16.2	9.118	10.9
Materials & Supplies	293.108	279.226	293.395	(0.287)	(0.1)	(14.169)	(5.1)
Other Business Expenses	59.919	59.163	59.168	0.751	1.3	(0.005)	(0.0)
Total Non-Labor Expenses	1,575.964	1,625.249	1,606.205	(30.241)	(1.9)	(80.956)	(5.3)
Other Expense Adjustments:							
Other	0.000	0.000	3.529	(3.529)	-	(3.529)	-
Total Other Expense Adjustments	0.000	0.000	3.529	(3.529)	-	(3.529)	-
Total Expenses Before GASB Adjs.	6,299.827	6,248.717	6,425.420	(125.593)	(2.0)	(176.703)	(2.8)
Depreciation	1,400.000	1,370.000	1,312.102	87.898	6.3	57.898	4.2
Other Post Employment Benefits	918.747	918.747	1,323.381	(404.634)	(44.0)	(404.634)	(44.0)
Environmental Remediation	0.000	0.000	48.727	(48.727)	-	(48.727)	-
Total Expenses	8,618.574	8,537.464	9,109.630	(491.056)	(5.7)	(672.166)	(6.7)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(4,715.468)	(4,607.042)	(5,173.416)	(457.948)	(9.7)	(566.374)	(12.3)

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

Totals may not add due to rounding.

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

REIMBURSABLE

	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	953.208	914.926	939.882	(13.328)	(1.4)	24.956	2.7
Total Revenue	953.208	914.926	939.882	(13.328)	(1.4)	24.956	2.7
Expenses							
Labor:							
Payroll	404.552	373.832	373.879	30.873	7.6	0.153	0.0
Overtime	70.370	78.536	84.158	(13.788)	(19.6)	(5.622)	(7.2)
Total Salaries & Wages	474.922	452.368	457.837	17.085	3.8	(5.469)	(1.2)
Health and Welfare	24.740	22.598	23.513	1.227	5.0	(0.917)	(4.1)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	19.227	19.061	19.387	(0.140)	(0.7)	(0.308)	(1.6)
Other Fringe Benefits	115.737	110.214	113.119	2.818	2.3	(2.905)	(2.6)
Total Fringe Benefits	159.704	151.871	155.999	3.705	2.3	(4.128)	(2.7)
Reimbursable Overhead	214.083	211.392	218.038	(3.953)	(1.8)	(6.644)	(3.1)
Total Labor Expenses	848.709	815.631	831.872	16.837	2.0	(16.241)	(2.0)
Non-Labor:							
Traction and Propulsion Power	0.000	0.000	0.000	0.000	-	0.000	-
Fuel for Buses and Trains	0.028	0.028	0.017	0.009	-	0.009	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.397	(0.397)	-	(0.397)	-
Maintenance and Other Operating Contracts	35.093	31.431	36.869	(1.778)	(5.1)	(5.438)	(17.3)
Professional Service Contracts	13.814	15.099	15.419	(1.605)	(11.6)	(0.320)	(2.1)
Materials & Supplies	54.012	50.474	53.754	0.258	0.5	(3.280)	(6.5)
Other Business Expenses	1.554	2.265	1.554	0.000	-	0.711	31.4
Total Non-Labor Expenses	104.499	99.295	108.010	(3.511)	(3.4)	(8.715)	(8.8)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	953.208	914.926	939.882	13.328	1.4	(24.956)	(2.7)
Net Surplus/(Deficit)							
(Excluding Subsidies and Debt Service)	0.000	0.000	0.000	0.000	-	0.000	-

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

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

NON-REIMBURSABLE & REIMBURSABLE	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget*	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	2,634.748	2,689.411	2,698.747	63.999	2.4	9.336	0.3
Bus	903.810	868.384	868.194	(35.616)	(3.9)	(0.190)	(0.0)
Paratransit	17.588	14.647	14.613	(2.975)	(16.9)	(0.034)	(0.2)
Fare Media Liability	52.092	56.092	47.475	(4.617)	(8.9)	(8.617)	(15.4)
Total Farebox Revenue	3,608.238	3,628.534	3,629.029	20.791	0.6	0.495	0.0
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	105.164	112.063	111.660	6.496	6.2	(0.403)	(0.4)
Other	105.688	105.809	111.509	5.821	5.5	5.700	5.4
Total Other Operating Revenue	294.868	301.888	307.185	12.317	4.2	5.297	1.8
Capital and Other Reimbursements	953.208	914.926	939.882	(13.328)	(1.4)	24.956	2.7
Total Revenue	4,856.314	4,845.348	4,876.096	19.782	0.4	30.748	0.6
Expenses							
Labor:							
Payroll	3,215.701	3,184.936	3,165.165	50.536	1.6	19.771	0.6
Overtime	341.519	374.547	388.901	(47.382)	(13.9)	(14.354)	(3.8)
Total Salaries & Wages	3,557.220	3,559.483	3,554.066	3.154	0.1	5.417	0.2
Health and Welfare	554.925	538.093	572.401	(17.478)	(3.1)	(34.308)	(6.4)
OPEB Current Payment	276.164	283.009	283.092	(6.928)	(2.5)	(0.083)	(0.0)
Pensions	820.957	795.841	799.848	21.009	2.6	(4.107)	(0.5)
Other Fringe Benefits	383.306	362.673	438.051	(74.745)	(20.8)	(75.378)	(20.8)
Total Fringe Benefits	2,016.352	1,979.616	2,093.492	(78.140)	(3.9)	(113.876)	(5.8)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	5,572.572	5,539.099	5,647.558	(74.986)	(1.3)	(108.459)	(2.0)
Non-Labor:							
Traction and Propulsion Power	199.048	186.891	200.830	(1.784)	(0.9)	(13.939)	(7.5)
Fuel for Buses and Trains	126.588	152.479	149.082	(22.496)	(17.8)	3.397	2.2
Insurance	64.062	57.429	57.861	6.201	9.7	(0.432)	(0.8)
Claims	78.083	103.505	174.448	(96.365)	(123.4)	(70.943)	(68.5)
Paratransit Service Contracts	384.438	356.043	348.950	35.488	9.2	7.093	2.0
Maintenance and Other Operating Contracts	316.758	278.211	285.111	31.647	10.0	(6.900)	(2.5)
Professional Service Contracts	102.898	98.858	90.062	12.837	12.5	8.796	8.9
Materials & Supplies	347.120	329.700	347.149	(0.029)	(0.0)	(17.449)	(5.3)
Other Business Expenses	61.473	61.428	60.722	0.751	1.2	0.706	1.1
Total Non-Labor Expenses	1,680.463	1,624.544	1,714.215	(33.752)	(2.0)	(89.671)	(5.5)
Other Expense Adjustments:							
Other	0.000	0.000	3.529	(3.529)	-	(3.529)	-
Total Other Expense Adjustments	0.000	0.000	3.529	(3.529)	-	(3.529)	-
Total Expenses Before GASB Adjs.	7,253.035	7,163.643	7,365.302	(112.267)	(1.5)	(201.659)	(2.8)
Depreciation	1,400.000	1,370.000	1,312.102	87.898	8.3	57.898	4.2
Other Post Employment Benefits	918.747	918.747	1,323.381	(404.634)	(44.0)	(404.634)	(44.0)
Environmental Remediation	0.000	0.000	48.727	(48.727)	-	(48.727)	-
Total Expenses	9,571.782	9,452.390	10,049.512	(477.730)	(5.0)	(597.122)	(6.3)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(4,715.468)	(4,607.042)	(5,173.416)	(457.948)	(9.7)	(566.374)	(12.3)

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

**MTA NEW YORK CITY TRANSIT
2011 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPTS AND EXPENDITURE VARIANCES**

2011 FINAL ESTIMATE VS. ACTUALS

Operating Receipts

- **Farebox Receipts.** Farebox revenue receipts of \$3,647.2 million were higher than the Estimate by a favorable real variance of \$6.9 million (0.2 percent).
- **Other Operating Receipts.** Receipts of \$295.7 million were lower than the Estimate by \$7.0 million (2.3 percent), including a real favorable variance of \$8.0 million, due mostly to higher advertising receipts, and an unfavorable timing variance of \$15.0 million of student fare reimbursements, which were delayed until early 2012.

Operating Expenditures

- **Health and Welfare.** Operating health and welfare expenditures (including OPEB current payment) of \$858.5 million were above the Estimate by \$18.0 million (2.1 percent). This variance consisted of an unfavorable real variance of \$2.2 million and an unfavorable timing variance of \$15.8 million, including \$22.9 million of delayed payments from other MTA agencies, and delayed Federal Program subsidy receipts of \$9.0 million, partly offset by a favorable health benefit carrier payment lag of \$16.1 million.
- **Other Fringe Benefits.** Other fringe benefit operating expenditures of \$234.4 million exceeded the Estimate by \$10.8 million (4.8 percent). This variance included a real unfavorable variance of \$11.0 million, due mostly higher Workers' Compensation payments, and a favorable timing variance of \$0.2 million.
- **Reimbursable Overhead.** Reimbursable overhead credits of \$218.1 million were \$6.7 million (3.2 percent) favorable to the Estimate. This real variance was due mostly to additional reimbursable overtime requirements.
- **Traction and Propulsion Power.** Power operating expenditures of \$197.2 million were above the Estimate by \$7.5 million (4.0 percent). This variance included an unfavorable real variance of \$11.3 million, due mostly to higher prices, and a favorable timing variance of \$3.8 million, due to a payment lag.

- **Bus Fuel.** Bus fuel operating expenditures of \$155.5 million were higher than the Estimate by \$5.7 million (3.8 percent). This variance was comprised of a \$5.5 million real favorable variance, due mostly to lower consumption, and an unfavorable \$11.2 million timing variance, due to delayed payments from other MTA agencies and receipt of Federal CNG tax credits.
- **Insurance.** Insurance operating expenditures of \$44.4 million underran the Estimate by \$10.7 million (19.4 percent). This variance included a real unfavorable variance of \$0.3 million and a favorable timing variance of \$11.0 million, due to delayed payments to MTA.
- **Paratransit Service Contracts.** Paratransit service contract operating expenditures of \$360.2 million were \$7.7 million (2.1 percent) below the Estimate. This real favorable variance resulted from the impact of lower completed trips and the diversion of riders to lower cost vouchers and taxis.
- **Maintenance and Other Operating Contracts.** Maintenance and other operating contract expenditures of \$270.0 million were \$16.3 million (6.4 percent) higher than the Estimate, including a favorable real variance of \$0.1 million and an unfavorable timing variance of \$16.4 million, due to an unfavorable payment lag.
- **Professional Service Contracts.** Professional service contract operating expenditures of \$60.5 million were below the Estimate by \$19.8 million (24.7 percent). This variance included a favorable real variance of \$4.1 million, due to several expense underruns, and a favorable timing variance of \$15.7 million, due to a favorable payment lag.
- **Materials & Supplies.** Materials & supplies operating expenditures of \$260.2 million exceeded the Estimate by \$22.5 million (9.5 percent). This variance included an unfavorable real variance of \$2.9 million, due mostly to additional maintenance material requirements, and an unfavorable timing variance of \$19.6 million. This timing variance was due mostly to an unfavorable materials payment lag.
- **Capital and Other Reimbursements Net of Reimbursable Expenditures.** Capital and other reimbursements, net of reimbursable expenditures in 2011, was \$8.1 million favorable to the Estimate, of which \$0.3 million was an unfavorable real variance and \$8.4 million was a favorable timing variance. This timing variance included a favorable reimbursement timing of \$4.6 million, and a favorable expenditure timing variance of \$3.8 million, which will be offset in 2012.

MTA NEW YORK CITY TRANSIT
2011 YEAR-END REPORT
2011 OPERATING CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final	Actual	Favorable/(Unfavorable) Variance		
	Estimate		Total	Real	Timing
	\$	\$	\$	\$	\$
<u>Operating Receipts</u>					
Farebox Revenue	3,640.3	3,647.2	6.9	6.9	0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:					
Fare Reimbursement	84.0	69.0	(15.0)	0.0	(15.0)
Paratransit Reimbursement	112.4	112.1	(0.3)	(0.3)	0.0
Other	106.3	114.6	8.3	8.3	0.0
Total Other Operating Revenue	302.7	295.7	(7.0)	8.0	(15.0)
Total Operating Receipts	3,943.0	3,942.9	(0.1)	14.9	(15.0)
<u>Operating Expenditures</u>					
Labor:					
Total Salaries & Wages	3,059.6	3,055.4	4.2	1.2	3.0
Health and Welfare (including OPEB)	840.5	858.5	(18.0)	(2.2)	(15.8)
Pensions	754.3	756.3	(2.0)	(2.0)	0.0
Other Fringe Benefits	223.6	234.4	(10.8)	(11.0)	0.2
Total Fringe Benefits	1,818.4	1,849.2	(30.8)	(15.2)	(15.6)
GASB Account	26.5	24.8	1.7	1.7	0.0
Reimbursable Overhead	(211.4)	(218.1)	6.7	6.7	0.0
Total Labor Expenditures	4,693.1	4,711.3	(18.2)	(5.6)	(12.6)
Non-Labor:					
Traction and Propulsion Power	189.7	187.2	(7.5)	(11.3)	3.8
Fuel for Buses and Trains	149.8	155.5	(5.7)	5.5	(11.2)
Insurance	55.1	44.4	10.7	(0.3)	11.0
Claims	100.8	102.0	(1.2)	(1.2)	0.0
Paratransit Service Contracts	367.9	360.2	7.7	7.7	0.0
Maintenance and Other Operating Contracts	253.7	270.0	(16.3)	0.1	(16.4)
Professional Service Contracts	80.3	60.5	19.8	4.1	15.7
Materials & Supplies	237.7	260.2	(22.5)	(2.9)	(19.6)
Other Business Expenses	59.2	59.0	0.2	0.2	0.0
Total Non-Labor Expenditures	1,494.2	1,509.0	(14.8)	1.9	(16.7)
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Operating Expenditures	6,187.3	6,220.3	(33.0)	(3.7)	(29.3)
Capital and Other Reimbursements	832.6	885.8	33.0	28.4	4.6
Capital and Other Reimbursable Expenditures	915.0	939.9	(24.9)	(28.7)	3.8
Net Capital and Other Reimbursements	(82.4)	(74.3)	8.1	(0.3)	8.4
Net Cash Deficit	(2,326.7)	(2,351.7)	(25.0)	10.9	(35.9)

Totals may not add due to rounding.

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

	<u>December 2011 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Receipts							
Farebox Revenue	3,812.468	3,640.264	3,647.200	34.732	1.0	6.938	0.2
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	69.000	(15.016)	(17.9)	(15.016)	(17.9)
Paratransit Reimbursement	104.821	112.398	112.100	7.279	6.9	(0.298)	(0.3)
Other	106.188	106.309	114.600	8.412	7.9	8.291	7.8
Total Other Operating Revenue	295.025	302.723	295.700	0.875	0.2	(7.023)	(2.3)
Capital and Other Reimbursements	1,025.585	832.570	885.800	(159.985)	(15.6)	33.030	4.0
Total Receipts	4,933.078	4,775.557	4,808.500	(124.578)	(2.5)	32.943	0.7
Expenditures							
Labor:							
Payroll	3,210.860	3,142.396	3,133.651	77.009	2.4	8.545	0.3
Overtime	341.005	369.556	379.349	(38.344)	(11.2)	(9.793)	(2.6)
Total Salaries & Wages	3,551.865	3,511.952	3,513.200	38.665	1.1	(1.248)	(0.0)
Health and Welfare	580.174	580.056	597.908	(37.734)	(6.7)	(17.852)	(3.1)
OPEB Current Payment	278.164	283.009	283.092	(6.928)	(2.5)	(0.083)	(0.0)
Pensions	802.736	773.403	775.700	27.036	3.4	(2.297)	(0.3)
Other Fringe Benefits	337.670	333.857	348.400	(10.730)	(3.2)	(14.543)	(4.4)
Total Fringe Benefits	1,978.744	1,970.325	2,005.100	(28.356)	(1.4)	(34.775)	(1.8)
GASB Account	25.523	26.523	24.800	0.723	2.8	1.723	6.5
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	5,554.132	5,508.800	5,543.100	11.032	0.2	(34.300)	(0.6)
Non-Labor:							
Traction and Propulsion Power	199.048	189.691	197.200	1.846	0.9	(7.509)	(4.0)
Fuel for Buses and Trains	126.586	149.779	155.500	(28.914)	(22.8)	(5.721)	(3.8)
Insurance	65.038	55.101	44.400	20.838	31.7	10.701	19.4
Claims	70.379	100.800	102.000	(31.621)	(44.9)	(1.200)	(1.2)
Paratransit Service Contracts	379.436	367.943	360.600	18.836	5.0	7.343	2.0
Maintenance and Other Operating Contracts	327.458	285.111	306.900	20.558	6.3	(21.789)	(7.6)
Professional Service Contracts	96.899	95.382	75.900	20.999	21.7	19.482	20.4
Materials & Supplies	345.120	288.215	314.000	31.120	9.0	(25.785)	(8.9)
Other Business Expenses	61.473	61.428	60.600	0.873	1.4	0.828	1.3
Total Non-Labor Expenditures	1,671.435	1,593.450	1,617.100	54.335	3.3	(23.650)	(1.5)
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	7,225.567	7,102.250	7,160.200	65.367	0.9	(57.950)	(0.8)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(2,292.489)	(2,326.693)	(2,351.700)	(59.211)	(2.6)	(25.007)	(1.1)

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

Totals may not add due to rounding.

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

	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget*	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	4.230	11.730	18.171	13.941	329.6	6.441	54.9
Other Operating Revenue:							
Fare Reimbursement	0.000	0.000	(15.018)	(15.016)	-	(15.016)	-
Paratransit Reimbursement	(0.343)	0.335	0.440	0.783	(228.3)	0.105	31.3
Other	0.500	0.500	3.091	2.591	518.2	2.591	518.2
Total Other Operating Revenue	0.157	0.835	(11.485)	(11.642)	(7,415.3)	(12.320)	(1,475.4)
Capital and Other Reimbursements	72.377	(82.358)	(74.282)	(146.659)	(202.6)	8.074	9.8
Total Receipts	76.764	(69.791)	(67.596)	(144.360)	(188.1)	2.195	3.1
Expenditures							
Labor:							
Payroll	4.841	42.540	31.314	28.473	546.8	(11.226)	(26.4)
Overtime	0.514	4.991	9.552	9.038	1,758.4	4.561	91.4
Total Salaries & Wages	5.355	47.531	40.866	35.511	663.1	(6.665)	(14.0)
Health and Welfare	(5.249)	(41.963)	(25.507)	(20.258)	385.8	16.456	39.2
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	18.221	22.438	24.248	6.027	33.1	1.810	8.1
Other Fringe Benefits	25.836	28.816	89.651	64.015	249.7	60.835	211.1
Total Fringe Benefits	38.608	9.291	88.392	49.784	128.9	79.101	851.4
GASB Account	(25.523)	(26.523)	(24.800)	0.723	2.8	1.723	6.5
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	18.440	30.299	104.458	86.018	466.5	74.159	244.8
Non-Labor:							
Traction and Propulsion Power	0.000	(2.800)	3.630	3.630	-	6.430	(229.6)
Fuel for Buses and Trains	0.000	2.700	(6.418)	(6.418)	-	(9.118)	(337.7)
Insurance	(0.978)	2.328	13.461	14.437	1,479.2	11.133	478.2
Claims	7.704	2.705	72.448	64.744	840.4	69.743	2,578.3
Paratransit Service Contracts	5.000	(11.900)	(11.650)	(16.650)	333.0	0.250	(2.1)
Maintenance and Other Operating Contracts	(10.700)	(8.900)	(21.789)	(11.089)	(103.6)	(14.889)	(215.8)
Professional Service Contracts	6.000	3.475	14.162	8.162	136.0	10.686	307.4
Materials & Supplies	2.000	41.485	33.149	31.149	1,557.4	(8.336)	20.1
Other Business Expenses	0.000	0.000	0.122	0.122	-	0.122	-
Total Non-Labor Expenditures	9.028	31.094	97.115	88.087	975.7	66.021	212.3
Other Expenditure Adjustments:							
Other	0.000	0.000	3.529	3.529	-	3.529	-
Total Other Expenditure Adjustments	0.000	0.000	3.529	3.529	-	3.529	-
Total Expenditures Before GASB Adjs.	27.468	61.393	205.102	177.634	546.7	143.709	234.1
Depreciation	1,400.000	1,370.000	1,312.102	(87.898)	(6.3)	(57.898)	(4.2)
Other Post Employment Benefits	918.747	918.747	1,323.381	404.634	44.0	404.634	44.0
Environmental Remediation	0.000	0.000	48.727	48.727	-	48.727	-
Total Expenditures	2,346.215	2,350.140	2,889.312	543.097	23.1	539.172	22.9
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	2,422.979	2,280.349	2,821.716	398.737	16.5	541.367	23.7

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

Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT
2011 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON POSITIONS
BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE-REIMBURSABLE and FULL-TIME/FULL-TIME
EQUIVALENTS**

2011 Final Estimate vs. Actuals

2011 year-end headcount (including full-time equivalents) was 45,339, 376 (0.8 percent) below the Estimate of 45,715, due primarily to managerial/supervisory vacancies.

2011 Adopted Budget vs. Actuals

2011 year-end headcount (including full-time equivalents) was 45,339, 238 (0.5 percent) below the Budget of 45,577, due primarily to managerial/supervisory vacancies.

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

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

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

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

**MTA NEW YORK CITY TRANSIT
2011 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME
(UTILIZATION)**

Ridership

2011 total ridership (subway, bus, and paratransit combined) of 2.31 billion was 0.2 percent (4.6 million trips) above the Final Estimate. Subway ridership was 0.3 percent (5.0 million trips) above the Estimate, bus ridership was less than 0.1 percent (0.3 million trips) below the Estimate, and paratransit ridership was 1.0 percent (0.1 million trips) below the Estimate.

2011 total ridership was 0.6 percent (13.6 million trips) below the 2011 Adopted Budget, mostly due to an underrun in bus ridership. Subway ridership was 1.3 percent (21.0 million trips) above Budget, bus ridership was 4.8 percent (33.4 million trips) below Budget, and paratransit ridership was 12.2 percent (1.2 million trips) below Budget.

2011 total ridership was 0.2 percent (4.6 million trips) above 2010 ridership.

Annual Ridership by Mode

2011 subway ridership was 1,640 billion, the highest since 1950. Subway ridership increased 2.3 percent (36.2 million trips) from 2010 to 2011. Since 1996, annual subway ridership has increased 47.8%.

2011 bus ridership was 665.3 million, a decrease of 4.5% (31.6 million trips) from 2010. From 1996 to 2011, annual bus ridership increased 38.6 percent, with most of the increase occurring between 1997 and 2002 as a result of MetroCard fare incentives. Since 2002, bus ridership has declined 11.8 percent, due in part to five fare increases during the period.

2011 paratransit ridership was 8.9 million, a decrease of 0.8 percent (0.1 million trips) from 2010. 2011 annual paratransit ridership was over 11 times as high as ridership in 1996.

Weekday and Weekend Ridership

Average weekday total ridership (subway, bus, and paratransit combined) increased 0.4 percent from 2010 to 2011. Average weekday subway ridership increased 2.5 percent, average weekday bus ridership decreased 4.3 percent, and average weekday paratransit ridership decreased 0.8 percent.

Average weekend total ridership (Saturday and Sunday combined) decreased 1.5 percent, due in part to the suspension of service during Hurricane Irene. Average weekend subway ridership increased 0.6 percent, average weekend bus ridership decreased 6.4 percent, and average weekend paratransit ridership decreased 1.3 percent.

**NYC Transit Average Weekday and Weekend Ridership
(Thousands)**

	Weekday			Weekend (Saturday + Sunday)		
	2010	2011	Change	2010	2011	Change
Subway	5,157	5,284	+2.5%	5,366	5,401	+0.6%
Bus	2,229	2,134	-4.3%	2,402	2,248	-6.4%
Paratransit	29	29	-0.8%	31	31	-1.3%
Total	7,415	7,447	+0.4%	7,799	7,679	-1.5%

Note: Totals may not add due to rounding

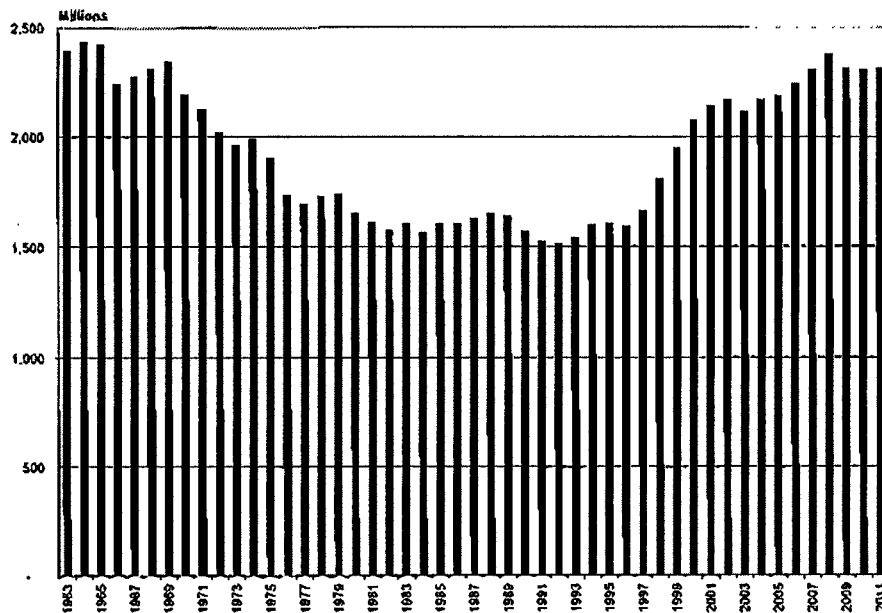
MTA NEW YORK CITY TRANSIT
2011 Year-End Report
Ridership/Traffic Volume (Utilization)
(\$ in millions)

	<u>December 2011 Year-to-Date</u>			<u>Favorable/(Unfavorable)</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget Variance</u>	<u>Percent</u>	<u>Final Estimate Variance</u>	<u>Percent</u>
Subway	1,619.445	1,635.471	1,640.435	20.990	1.3%	4.964	0.3%
Bus	698.684	665.617	665.314	(33.370)	(4.8%)	(0.303)	(0.0%)
Paratransit	10.195	9.041	8.947	(1.248)	(12.2%)	(0.094)	(1.0%)
Total Utilization	2,328.324	2,310.129	2,314.696	(13.628)	(0.6%)	4.567	0.2%

Notes: Paratransit ridership includes guests and personal care attendants.

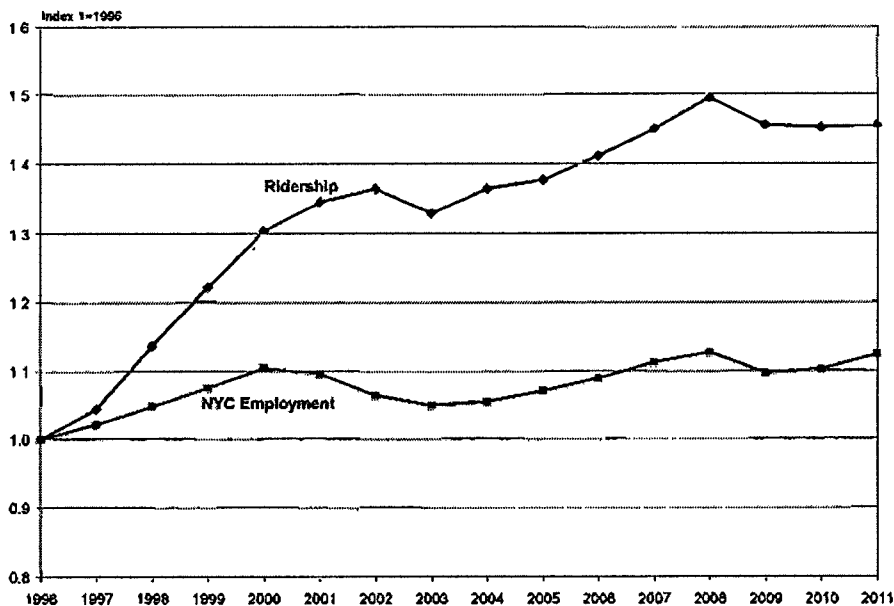
Totals may not add due to rounding.

Chart 1: Annual NYC Transit Ridership



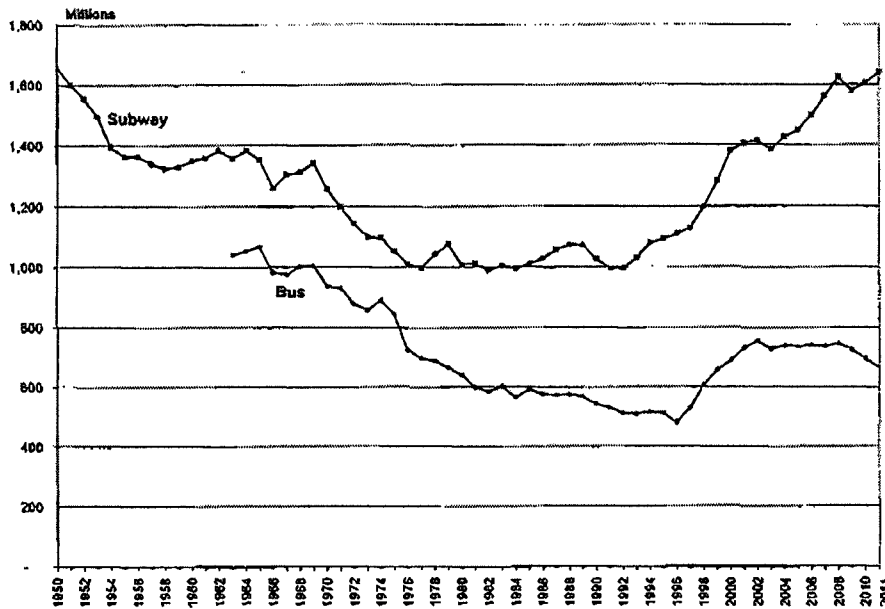
Excluding the recent peak year of 2008, 2011 ridership remained at a level not seen since the late 1960s. Compared to its low point in 1992, ridership increased 53.4 percent, including a period of rapid growth following the introduction of fare incentives in 1997 and 1998.

Chart 2: NYC Employment and Total Ridership Index



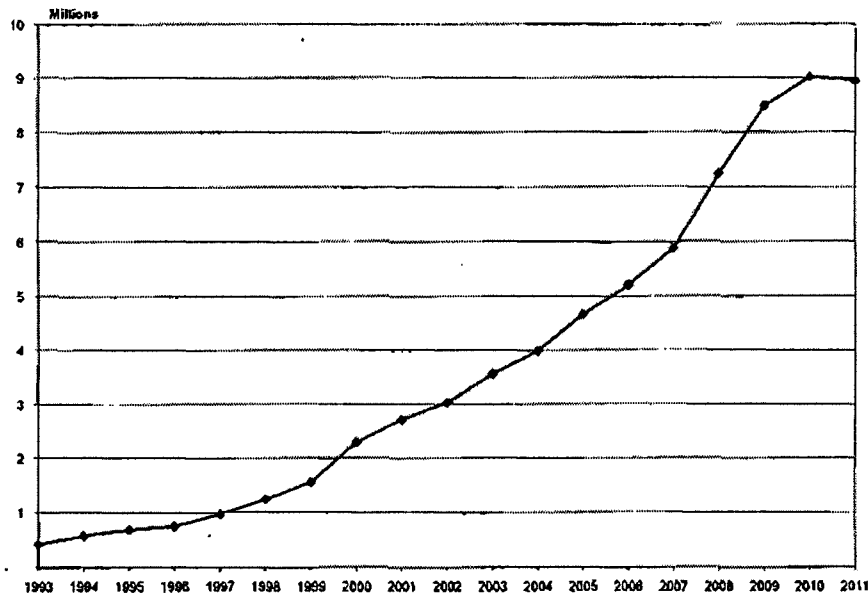
New York City employment is an important factor in ridership changes. Ridership decreased in 2003 and 2009 due at least in part to declining employment. However, ridership growth over the past fifteen years has generally outpaced employment growth.

Chart 3: Annual Subway and Bus Ridership



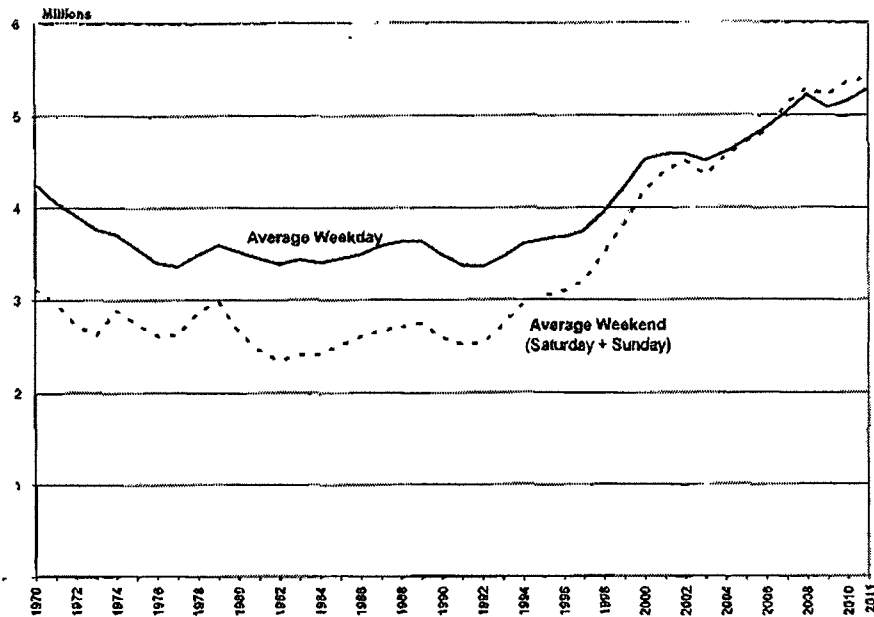
From 2010 to 2011, subway ridership increased 2.3 percent and bus ridership decreased 4.5 percent. Both subway and bus ridership had a period of rapid growth following the introduction of fare incentives in 1997 and 1998. Subway ridership also grew rapidly from 2003 to 2008, while bus ridership was stable during that period. Since 1992, subway ridership increased 64.6 percent and bus ridership grew 29.9 percent.

Chart 4: Annual Paratransit Ridership



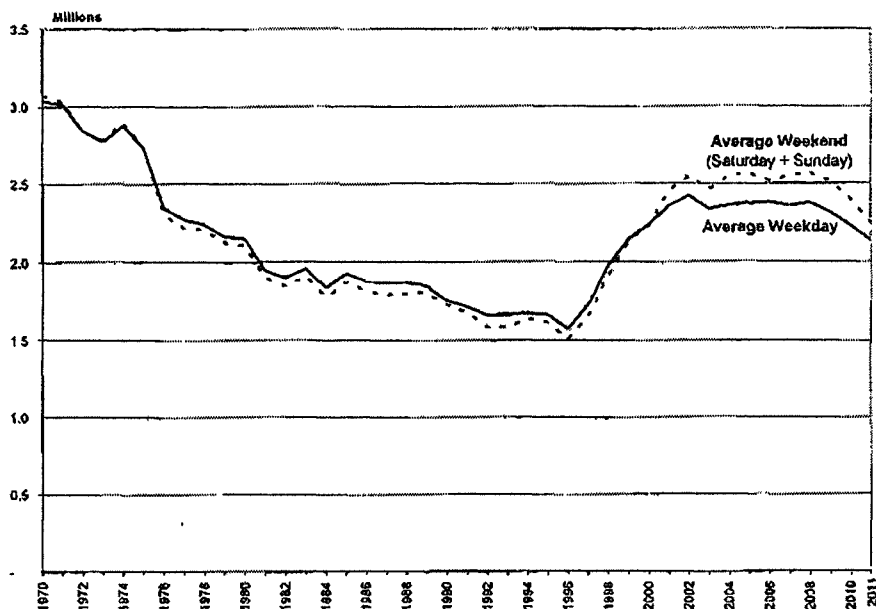
Paratransit ridership has grown rapidly since NYC Transit became responsible for the service in 1993, but growth slowed in 2010 and there was a small decrease in 2011.

Chart 5: Weekday and Weekend Subway Ridership



Historically, subway ridership was much higher on weekdays than weekends (Saturday plus Sunday combined). However, weekend ridership grew rapidly in recent years and, since 2007, has averaged higher than weekdays. Compared to 1992, weekday ridership grew by 57.2 percent, while weekend ridership more than doubled.

Chart 6: Weekday and Weekend Bus Ridership



Weekday and weekend bus ridership were historically similar, but weekends had faster growth following the 1997-1998 fare incentives, and ridership has been higher than on weekdays since 2000. Both weekday and weekend ridership were stable from 2003 to 2008. Even with decreases since 2008, weekday ridership grew 35.6 percent and weekend ridership grew 49.0 percent compared to their low points in 1996.



MTA STATEN ISLAND RAILWAY 2011 YEAR-END REPORT SUMMARY

ACCRUAL RESULTS - FINAL ESTIMATE (Estimate) VERSUS PRELIMINARY ACTUAL RESULTS

Non-Reimbursable

Operating revenues in 2011 of \$7.882 million were above the Estimate by \$0.224 million (2.9 percent), due primarily to higher than projected student ridership, resulting in increased NYC fare reimbursements. Farebox revenue results were equal to the Final Estimate.

Operating expenses of \$35.482 million, before depreciation, other post-employment benefits and environmental remediation expenses, exceeded the Estimate by \$1.122 million (3.3 percent). Labor expenses were higher by \$0.752 million (2.9) percent, due principally to additional overtime requirements, mainly providing for vacancy coverage and project support. Payroll expenses and total fringe benefits were slightly over the Estimate, by 1.1 percent and 0.9 percent, respectively. Non-labor expenses of \$8.505 million were above the Estimate by \$0.370 million (4.5 percent), due mostly to additional maintenance material requirements in support of the R44 fleet and other areas.

Depreciation expenses of \$9.143 million were \$0.143 million (1.6 percent) higher than the Estimate.

Other post-employment benefit expenses of \$2.131 million were \$0.669 million (23.9 percent) below the Estimate, based on an actuarial valuation determination that the preliminary reserve balance was overstated.

Environmental remediation expenses of \$0.375 million have been accrued in 2011, consistent with requirements of GASB Statement #49, adopted in 2008.

CASH RESULTS - FINAL ESTIMATE (Estimate) VERSUS PRELIMINARY ACTUAL RESULTS

MTA Staten Island Railway's net operating cash deficit (excluding subsidies and loans) at the end of 2011 was \$25.005 million, \$2.063 million (7.6 percent) favorable to the Estimate. This favorable variance consisted of a \$0.751 million unfavorable real variance, due to overruns addressed above in overtime and materials & supplies, and a favorable timing variance of \$2.814 million, which represents several 2011 accrued/billed expenses, affecting several accounts, that will be paid in 2012 (see attached cash real/timing table).

**MTA STATEN ISLAND RAILWAY
2011 YEAR-END REPORT
SUMMARY**

ACCRUAL RESULTS – ADOPTED BUDGET (Budget) VERSUS PRELIMINARY ACTUAL RESULTS

Non-Reimbursable

Operating revenues in 2011 of \$7.882 million were above the Budget by \$0.211 million (2.8 percent), due primarily to higher than projected student ridership, resulting in increased NYC fare reimbursements. Farebox revenue results were slightly below the Budget.

Operating expenses of \$35.482 million, before depreciation, other post-employment benefits and environmental remediation expenses, were below the Budget by \$1.740 million (4.7 percent). Labor expenses were lower by \$2.149 million (7.4 percent), due principally to reduced pension expenses, based on updated actuarial information, partly offset by additional overtime requirements, mainly providing for vacancy coverage, project support, and adverse weather (snowstorms and Hurricane Irene). Non-labor expenses of \$8.505 million were above the Budget by \$0.409 million (5.1 percent), due mostly to additional maintenance material requirements in support of the R44 fleet and other areas.

Depreciation expenses of \$9.143 million were \$1.443 million (18.7 percent) higher than the Budget, due to additional assets reaching beneficial use than originally anticipated.

Other post-employment benefit expenses of \$2.131 million were \$0.669 million (23.9 percent) below the Budget, based on an actuarial valuation determination that the preliminary reserve balance was overstated.

Environmental remediation expenses of \$0.375 million have been accrued in 2011, consistent with requirements of GASB Statement #49, adopted in 2008.

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

NON-REIMBURSABLE	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Revenue							
Farebox Revenue	\$5.600	\$5.587	\$5.586	(\$0.014)	(0.2)	(\$0.001)	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.071	2.071	2.296	0.225	10.9	0.225	10.9
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$7.671	\$7.658	\$7.882	\$0.211	2.8	\$0.224	2.9
Expenses							
Labor:							
Payroll	\$16.326	\$16.224	\$16.407	(\$0.081)	(0.5)	(\$0.183)	(1.1)
Overtime	0.613	0.792	1.276	(0.663)	-	(0.484)	(61.1)
Health and Welfare	3.371	3.390	3.253	0.118	3.5	0.137	4.0
OPEB Current Payment	0.585	0.585	0.536	0.049	8.4	0.049	8.4
Pensions	7.021	4.000	4.065	2.956	42.1	(0.065)	(1.6)
Other Fringe Benefits	1.210	1.234	1.440	(0.230)	(19.0)	(0.206)	(16.7)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$29.126	\$26.225	\$26.977	\$2.149	7.4	(\$0.752)	(2.9)
Non-Labor:							
Traction and Propulsion Power	\$3.569	\$3.658	\$3.722	(\$0.153)	(4.3)	(\$0.064)	(1.7)
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.303	0.349	0.480	(0.177)	(58.4)	(0.131)	(37.5)
Claims	0.268	0.272	0.308	(0.040)	(14.9)	(0.036)	(13.2)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contrac	2.473	2.321	2.045	0.428	17.3	0.276	11.9
Professional Service Contracts	0.408	0.415	0.466	(0.058)	(14.2)	(0.051)	(12.3)
Materials & Supplies	1.070	1.115	1.484	(0.414)	(38.7)	(0.369)	(33.1)
Other Business Expenses	0.005	0.005	0.000	0.005	100.0	0.005	100.0
Total Non-Labor Expenses	\$8.096	\$8.135	\$8.505	(\$0.409)	(5.1)	(\$0.370)	(4.5)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$37.222	\$34.360	\$35.482	\$1.740	4.7	(\$1.122)	(3.3)
Depreciation	7.700	9.000	9.143	(1.443)	(18.7)	(0.143)	(1.6)
Other Post Employment Benefits	2.800	2.800	2.131	0.669	23.9	0.669	23.9
Environmental Remediation	0.000	0.000	0.375	(0.375)	-	(0.375)	-
Total Expenses	\$47.722	\$46.160	\$47.131	\$0.591	1.2	(\$0.971)	(2.1)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(\$40.051)	(\$38.502)	(\$39.249)	\$0.802	2.0	(\$0.747)	(1.9)

*Totals may not add due to rounding

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

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

*Totals may not add due to rounding

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

<div style="border: 1px solid black; padding: 2px; display: inline-block;"> NON-REIMBURSABLE/ REIMBURSABLE </div>	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Preliminary Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$5.600	\$5.587	\$5.586	(\$0.014)	(0.2)	(\$0.001)	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.071	2.071	2.296	0.225	10.9	0.225	10.9
Capital and Other Reimbursements	1.605	0.600	0.376	(1.229)	(76.6)	(0.224)	(37.3)
Total Revenue	\$9.276	\$8.258	\$8.258	(\$1.018)	(11.0)	\$0.000	0.0
Expenses							
Labor:							
Payroll	\$16.608	\$16.324	\$16.493	\$0.115	0.7	(\$0.169)	(1.0)
Overtime	1.303	1.092	1.371	(0.068)	(5.2)	(0.279)	(25.5)
Health and Welfare	3.837	3.490	3.289	0.548	14.3	0.201	5.8
OPEB Current Payment	0.585	0.585	0.536	0.049	8.4	0.049	8.4
Pensions	7.113	4.050	4.134	2.979	41.9	(0.084)	(2.1)
Other Fringe Benefits	1.285	1.284	1.459	(0.174)	(13.5)	(0.175)	(13.6)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$30.731	\$26.825	\$27.282	\$3.449	11.2	(\$0.457)	(1.7)
Non-Labor:							
Traction and Propulsion Power	\$3.569	\$3.658	\$3.722	(\$0.153)	(4.3)	(\$0.064)	(1.7)
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.303	0.349	0.480	(0.177)	(58.4)	(0.131)	(37.5)
Claims	0.268	0.272	0.308	(0.040)	(14.9)	(0.036)	(13.2)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contrac	2.473	2.321	2.045	0.428	17.3	0.276	11.9
Professional Service Contracts	0.408	0.415	0.466	(0.058)	(14.2)	(0.051)	(12.3)
Materials & Supplies	1.070	1.115	1.555	(0.485)	(45.3)	(0.440)	(39.5)
Other Business Expenses	0.005	0.005	0.000	0.005	100.0	0.005	100.0
Total Non-Labor Expenses	\$8.096	\$8.135	\$8.576	(\$0.480)	(5.9)	(\$0.441)	(5.4)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$38.827	\$34.960	\$35.858	\$2.969	7.6	(\$0.898)	(2.6)
Depreciation	7.700	9.000	9.143	(1.443)	(18.7)	(0.143)	(1.6)
Other Post Employment Benefits	2.800	2.800	2.131	0.669	23.9	0.669	23.9
Environmental Remediation	0.000	0.000	0.375	(0.375)	-	(0.375)	-
Total Expenses	\$49.327	\$46.760	\$47.507	\$1.820	3.7	(\$0.747)	(1.6)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(\$40.051)	(\$38.502)	(\$39.249)	\$0.802	2.0	(\$0.747)	(1.9)

*Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2011 YEAR-END RESULTS
CASH RESULTS - PRELIMINARY ACTUAL UPDATE vs. FINAL ESTIMATE
(\$ in millions)

	2011		Favorable/(Unfavorable) Variance		
	Final Estimate	Preliminary Actual	Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$5.587	\$5.480	(\$0.107)	(\$0.107)	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	2.448	0.375	0.375	0.000
Capital and Other Reimbursements	0.800	0.231	(0.369)	(0.369)	0.000
Total Receipts	\$8.258	\$8.157	(\$0.101)	(\$0.101)	\$0.000
<u>Expenditures</u>					
Labor:					
Payroll	16.324	14.542	1.782	0.166	1.616
Overtime	1.092	1.483	(0.391)	(0.391)	0.000
Health and Welfare	3.490	3.237	0.253	0.253	0.000
OPEB Current Payment	0.585	0.587	(0.002)	(0.002)	0.000
Pensions	4.050	4.175	(0.125)	(0.167)	0.042
Other Fringe Benefits	1.284	1.511	(0.227)	(0.350)	0.123
GASB Account	0.317	0.317	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$27.142	\$25.852	\$1.290	(\$0.491)	\$1.781
Non-Labor:					
Traction and Propulsion Power	\$3.658	\$3.392	0.266	(0.064)	\$0.330
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.383	0.198	0.185	0.054	0.131
Claims	0.272	0.261	0.011	0.011	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.321	2.150	0.171	0.021	0.150
Professional Service Contracts	0.415	0.187	0.228	0.170	0.058
Materials & Supplies	1.130	1.122	0.008	(0.358)	0.364
Other Business Expenses	0.005	0.000	0.005	0.005	0.000
Total Non-Labor Expenditures	\$8.184	\$7.310	\$0.874	(\$0.159)	\$1.033
Other Expenditure Adjustments:					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$35.326	\$33.162	\$2.164	(\$0.650)	\$2.814
Baseline Cash Deficit	(\$27.068)	(\$25.005)	\$2.063	(\$0.751)	\$2.814

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

	<u>December 2011 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Preliminary</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Receipts							
Farebox Revenue	\$5.600	\$5.587	\$5.480	(\$0.120)	(2.1)	(\$0.107)	(1.9)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.071	2.071	2.446	0.375	18.1	0.375	18.1
Capital and Other Reimbursements	1.605	0.600	0.231	(1.374)	(85.6)	(0.369)	(61.5)
Total Receipts	\$9.276	\$8.258	\$8.157	(\$1.119)	(12.1)	(\$0.101)	(1.2)
Expenditures							
Labor:							
Payroll	\$21.163	\$16.324	\$14.542	\$6.621	31.3	\$1.782	10.9
Overtime	1.303	1.092	1.483	(0.180)	(13.8)	(0.391)	(35.8)
Health and Welfare	3.837	3.490	3.237	0.600	15.6	0.253	7.2
OPEB Current Payment	0.585	0.585	0.587	(0.002)	(0.3)	(0.002)	(0.3)
Pensions	7.113	4.050	4.175	2.938	41.3	(0.125)	(3.1)
Other Fringe Benefits	1.633	1.284	1.511	0.122	7.5	(0.227)	(17.7)
GASB Account	0.317	0.317	0.317	0.000	0.0	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$35.951	\$27.142	\$25.852	\$10.099	28.1	\$1.290	4.8
Non-Labor:							
Traction and Propulsion Power	\$3.569	\$3.858	\$3.392	\$0.177	5.0	\$0.266	7.3
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.303	0.383	0.198	0.105	34.7	0.185	48.3
Claims	0.268	0.272	0.261	0.007	2.6	0.011	4.0
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	2.473	2.321	2.150	0.323	13.1	0.171	7.4
Professional Service Contracts	0.408	0.415	0.187	0.221	54.2	0.228	54.9
Materials & Supplies	1.070	1.130	1.122	(0.052)	(4.9)	0.008	0.7
Other Business Expenses	0.005	0.005	0.000	0.005	100.0	0.005	100.0
Total Non-Labor Expenditures	\$8.096	\$8.184	\$7.310	\$0.786	9.7	\$0.874	10.7
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$44.047	\$35.326	\$33.162	\$10.885	24.7	\$2.164	6.1
Operating Cash Deficit	(\$34.771)	(\$27.068)	(\$25.005)	\$9.766	28.1	\$2.063	7.6

*Totals may not add due to rounding

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

	<u>December 2011 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Preliminary</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Receipts							
Farebox Revenue	\$0.000	\$0.000	(\$0.106)	(\$0.106)	-	(0.106)	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.150	0.150	-	0.150	-
Capital and Other Reimbursements	0.000	0.000	(0.145)	(0.145)	-	(0.145)	-
Total Receipts	\$0.000	\$0.000	(\$0.101)	(\$0.101)	-	(\$0.101)	-
Expenditures							
Labor:							
Payroll	(\$4.555)	\$0.000	\$1.951	6.506	*	1.951	-
Overtime	0.000	0.000	(0.112)	(0.112)	-	(0.112)	-
Health and Welfare	0.000	0.000	0.052	0.052	-	0.052	-
OPEB Current Payment	0.000	0.000	(0.051)	(0.051)	-	(0.051)	-
Pensions	0.000	0.000	(0.041)	(0.041)	-	(0.041)	-
Other Fringe Benefits	(0.348)	0.000	(0.052)	0.296	85.1	(0.052)	-
GASB Account	(0.317)	(0.317)	(0.317)	0.000	0.0	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	(\$5.220)	(\$0.317)	\$1.430	\$6.650	*	\$1.747	*
Non-Labor:							
Traction and Propulsion Power	\$0.000	\$0.000	\$0.330	0.330	-	0.330	-
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	(0.034)	0.282	0.282	-	0.316	*
Claims	0.000	0.000	0.047	0.047	-	0.047	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contrac	0.000	0.000	(0.105)	(0.105)	-	(0.105)	-
Professional Service Contracts	0.000	0.000	0.279	0.279	-	0.279	-
Materials & Supplies	0.000	(0.015)	0.433	0.433	-	0.448	*
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenditures	\$0.000	(\$0.049)	\$1.266	\$1.266	-	\$1.315	*
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures Before Depreciation	(\$5.220)	(\$0.366)	\$2.696	\$7.916	*	\$3.062	*
Depreciation	7.700	9.000	9.143	1.443	18.7	0.143	1.6
Other Post Employment Benefits	2.800	2.800	2.131	(0.669)	(23.9)	(0.669)	(23.9)
Environmental Remediation	0.000	0.000	0.375	0.375	-	0.375	-
Total Expenditures	\$5.280	\$11.434	\$14.345	\$9.065	*	\$2.911	25.5
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$5.280	\$11.434	\$14.244	\$8.964	*	\$2.810	24.6

*Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY
2011 YEAR-END REPORT
Explanation of Variances on Positions
by Function and Department
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents**

2011 FINAL ESTIMATE (Estimate) vs. ACTUAL

Non-Reimbursable

At the end of 2011, there were 262 actual non-reimbursable headcount or 1 headcount less than the 2011 Estimate of 263 headcount. It is expected that some current functional classification differences, as indicated on the attached table, will be corrected in the July 2012 Financial Plan cycle.

Reimbursable

At the end of 2011, there were 3 actual reimbursable headcount, equal to the Estimate.

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

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

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

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

**MTA STATEN ISLAND RAILWAY
2011 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME
(UTILIZATION)**

Annual Ridership

2011 total ridership of 4.583 million was 0.4% (17,000 trips) above the 2011 Estimate. 2011 ridership was 1.4% (63,000 trips) above the 2011 Adopted Budget, due to an improving ridership trend.

2011 total ridership was 4.9% (213,000 trips) higher than 2010, due to the continuing positive trend.

Since 2004, ridership has increased 37.1%, due in part to a ridership shift to the Staten Island Railway in 2006 following the December 2005 NYCT strike and the February 2005 express bus fare increase, as well as newly counted ridership at Tompkinsville starting in 2010.

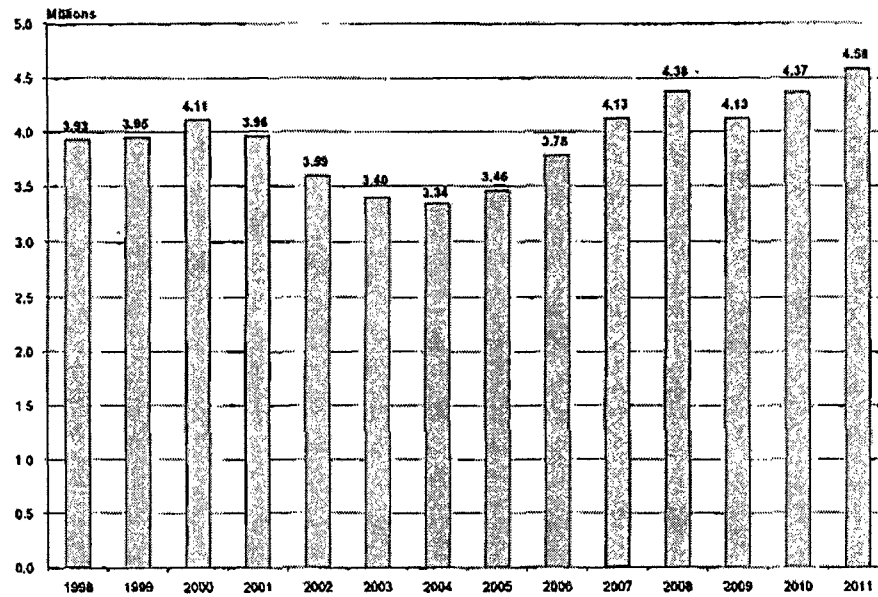
Weekday and Weekend ridership

2011 average weekday ridership increased 4.6% from 2010, while average weekend ridership (Saturday and Sunday combined) increased 5.5%. The 2011 weekday and weekend ridership increases were mainly due to the continuing positive trend. Average weekday ridership increased 33.1% from 2004 to 2011 and average weekend ridership was up 87.9% over the same period.

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

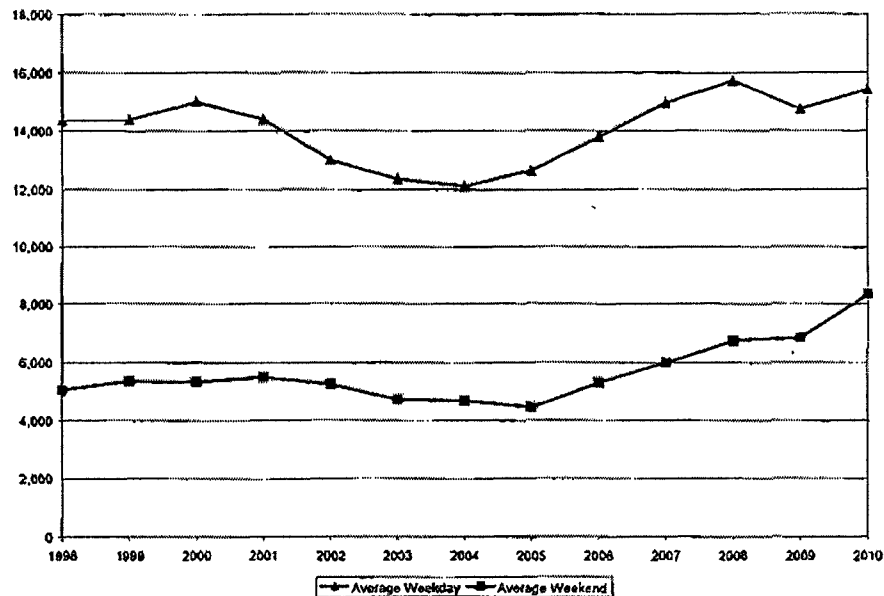
<u>RIDERSHIP</u>	<u>December 2011 Year-to-Date</u>			<u>Favorable/(Unfavorable)</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Ridership	4.520	4.566	4.583	0.063	1.4%	0.017	0.4%
Total Utilization	4.520	4.566	4.583	0.063	1.4%	0.017	0.4%
 <u>FAREBOX REVENUE</u>							
Total Farebox Revenue	5.600	5.587	5.586	(0.014)	(0.2%)	(0.001)	(0.0%)
Total Revenue	\$5.600	\$5.587	\$5.586	(\$0.014)	(0.2%)	(0.001)	(0.0%)

Chart 1: SIR Annual Ridership



2011 SIR ridership increased 4.9 percent from 2010. Compared to 1998, SIR ridership increased 16.7 percent.

Chart 2: SIR Average Weekday and Weekend Ridership



From 2010 to 2011, SIR ridership increased 4.6 percent on weekdays and 5.5 percent on weekends. Since 1998, SIR ridership increased 12.4 percent on weekdays and 73.6 percent on weekends.

8. MTACC MONTHLY PROJECT STATUS REPORTS:

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

Fulton Street Transit Center Active and Future Construction Contracts

Report to the Transit Committee - April 2012

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

	Budget	Expenditures
Construction	\$ 943.9	\$ 593.4
Design	105.3	102.7
Construction Management	129.8	70.3
Real Estate	220.9	205.5
Total	\$ 1,400.0	\$ 971.9

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

8.1

Project Description	Budget (Bld + Contingency)	Current Contract (Bld + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i>	\$ 132.0	\$ 126.5	\$ 5.5	\$ 92.9	Aug-2009	Jul-2009	Mar-2013	Nov-2012
4C/D: 4/5 Station Rehab & Dey St HH Finishes <i>WDF</i>	63.9	60.3	3.6	44.1	Sep-2009	Aug-2009	Jul-2012	Jul-2012
4E: Dey St Concourse & R Underpass Finishes <i>Skanska US Civil Northeast</i>	21.9	18.7	3.2	11.3	Sep-2010	Mar-2010	Nov-2012	Jul-2012
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	204.1	177.9	26.2	56.9	Jan-2011	Aug-2010	Jun-2014	Jun-2014
4G: Corbin Building Restoration <i>Judlau Contracting</i>	65.3	62.4	2.9	28.4	Mar-2010	Feb-2010	Dec-2012	Dec-2012
R to E Connector	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD

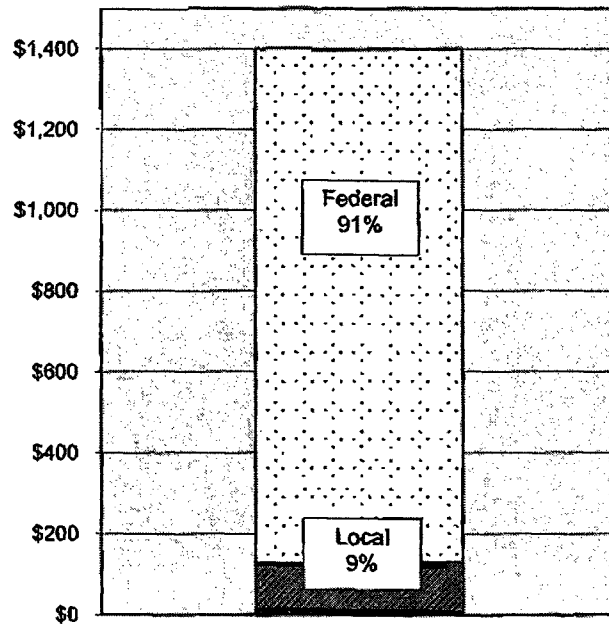
Fulton Street Transit Center Status

Report to the Transit Committee - April 2012

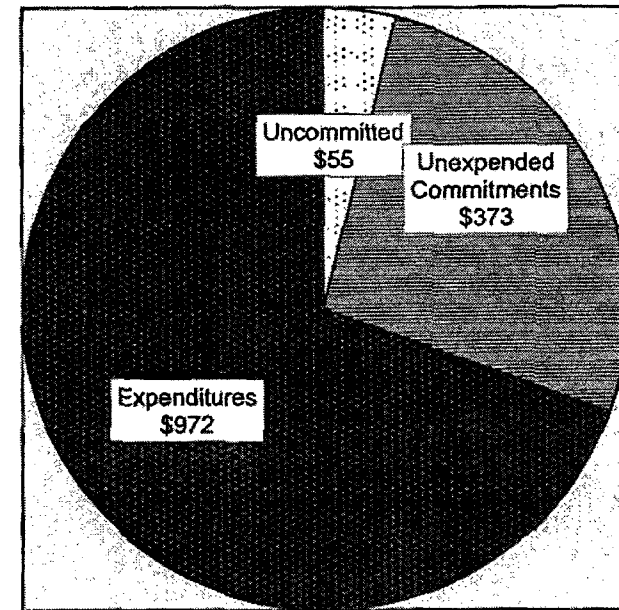
(data thru March 2012)

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	\$ 922	\$ 34	\$ 769
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	203
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,345	\$ 55	\$ 972

Project Budget: \$1,400 Million

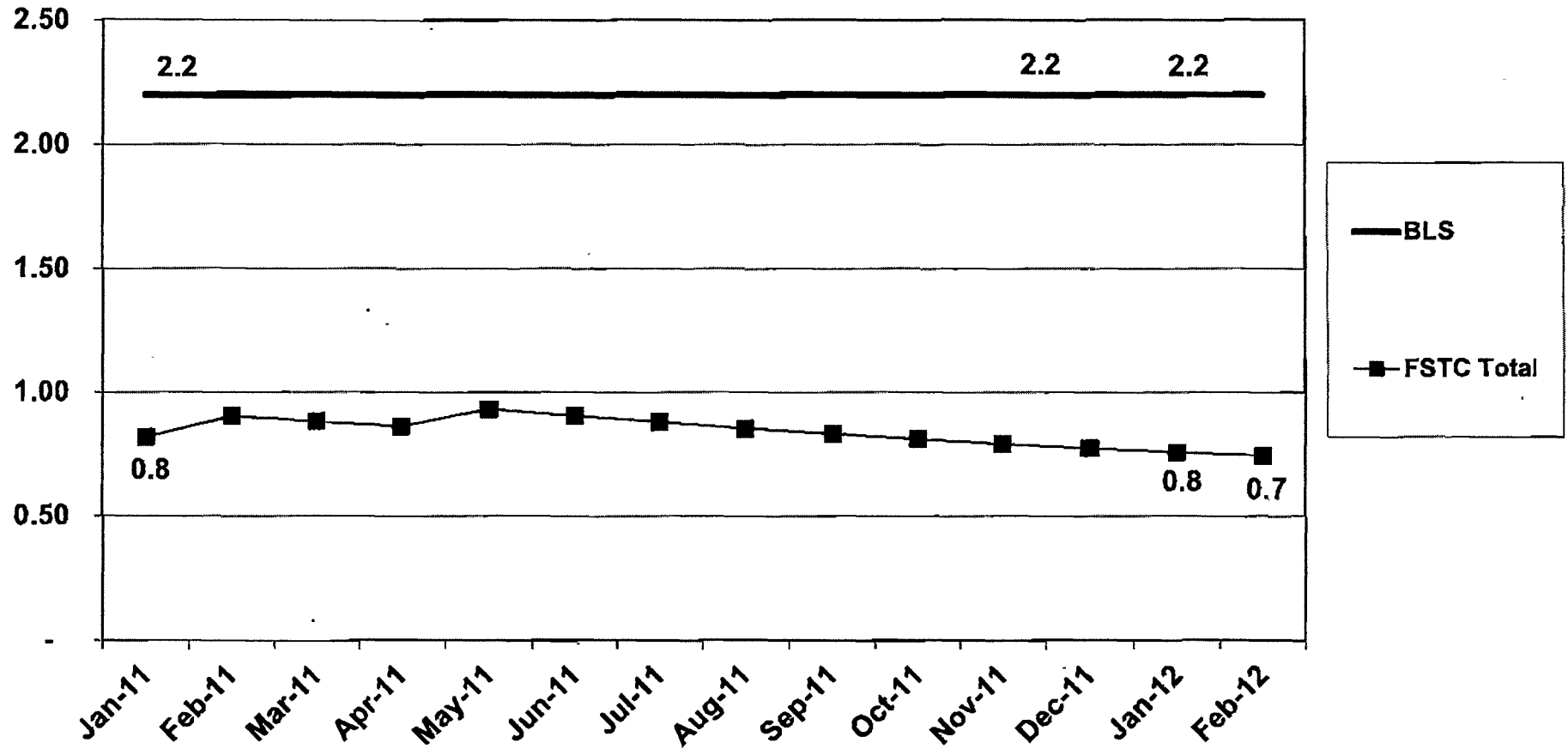


Commitments and Expenditures (\$ in Millions)



Lost Time Injury Rate Fulton Street Transit Center Project, 2011-2012 vs. US BLS National Standard for Heavy & Civil Construction

8.3



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 - April 2012

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

	Budget	Expenditures
Final Design	\$ 114.0	\$ 104.9
Construction	1,870.9	1,198.8
Construction Management	40.0	17.7
Subway Project Reserve	75.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,321.4
HYDC-Funded Non-Subway Work†	266.0	125.8
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 1,447.2
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 1,500.2

	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 <i>S3 H Tunnel Constructors, JV</i>	\$ 1,202.2 **	\$ 1,145.0	\$ 57.2 **	\$ 1,119.4	Dec-2007	Sep-2012	Apr-2012
Site L (Vent Building) Excavation and Core & Shell <i>CCA Civil Helmar Internat'l LLC</i>	62.5	57.7	4.8	41.0	Jul-2010	Aug-2012	Aug-2012
Site J (Main Entrance to 34th St Station and Vent Building) Excavation and Core & Shell <i>Yonkers Contracting</i>	127.8	116.4	11.4	65.0	Oct-2010	Dec-2012	Dec-2012
Site K (Vent Building for 34th St Station) Core & Shell and Viaduct <i>Scalamandre / Oliveira JV</i>	60.5	56.9	3.6	28.7	Feb-2011	Feb-2013	Feb-2013
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	513.9	28.5	4.3	Aug-2011	Jun-2014	Jun-2014
Site P Station Entrance Core & Shell and Building Systems/Finishes††		In Procurement			Jun-2012	N/A	Dec-2015

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

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

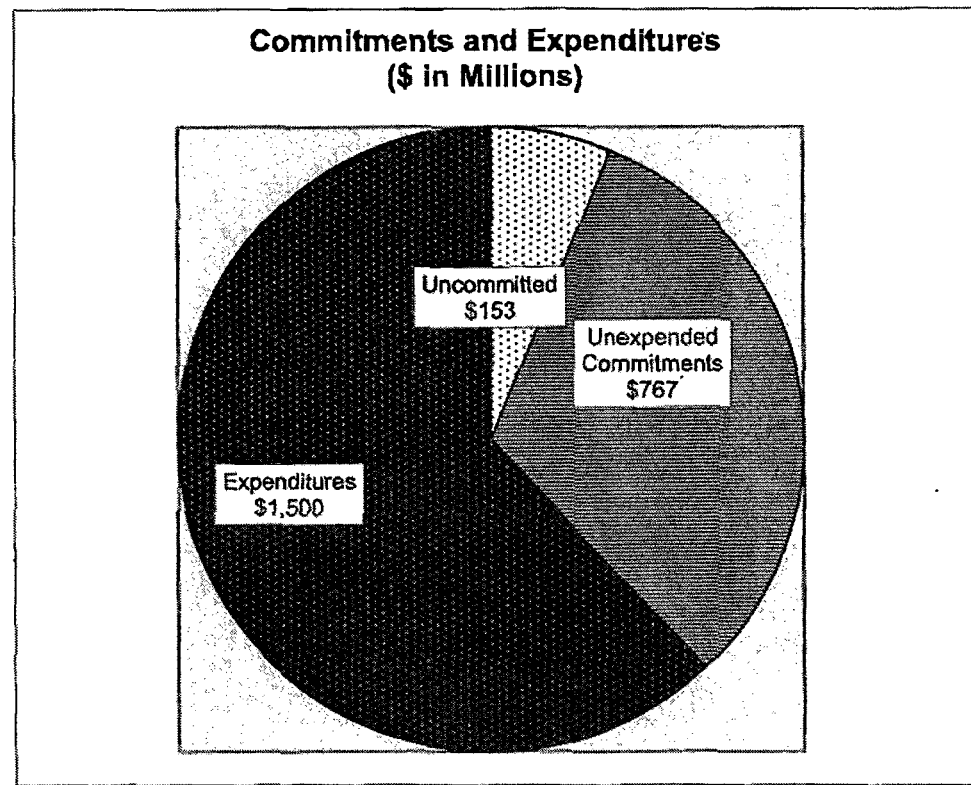
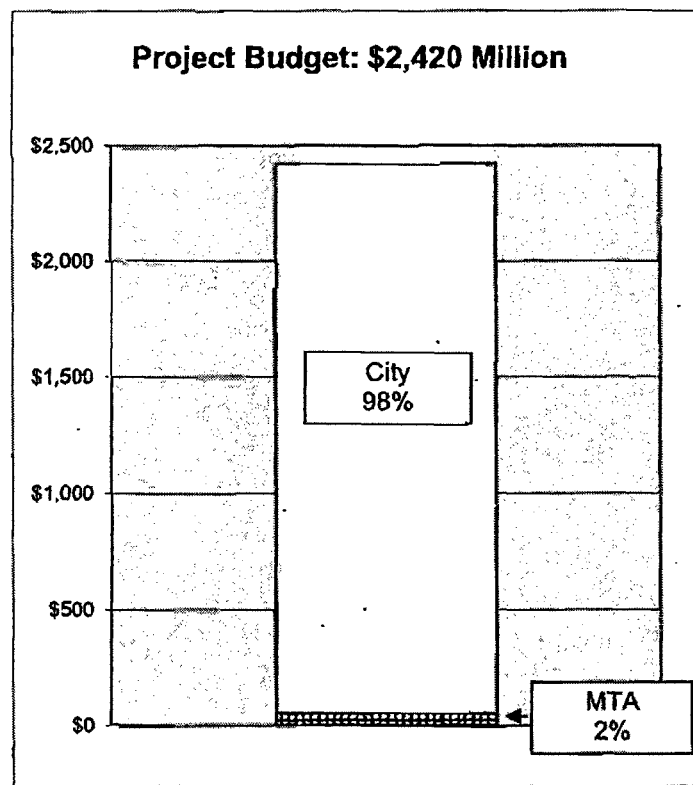
** For Contract 1, the original budget is presented. All but \$2.1 million of the original and unused \$57.2 million in contingency has now been transferred out of the budget as the primary source for the project reserve.

7 Line Extension Status

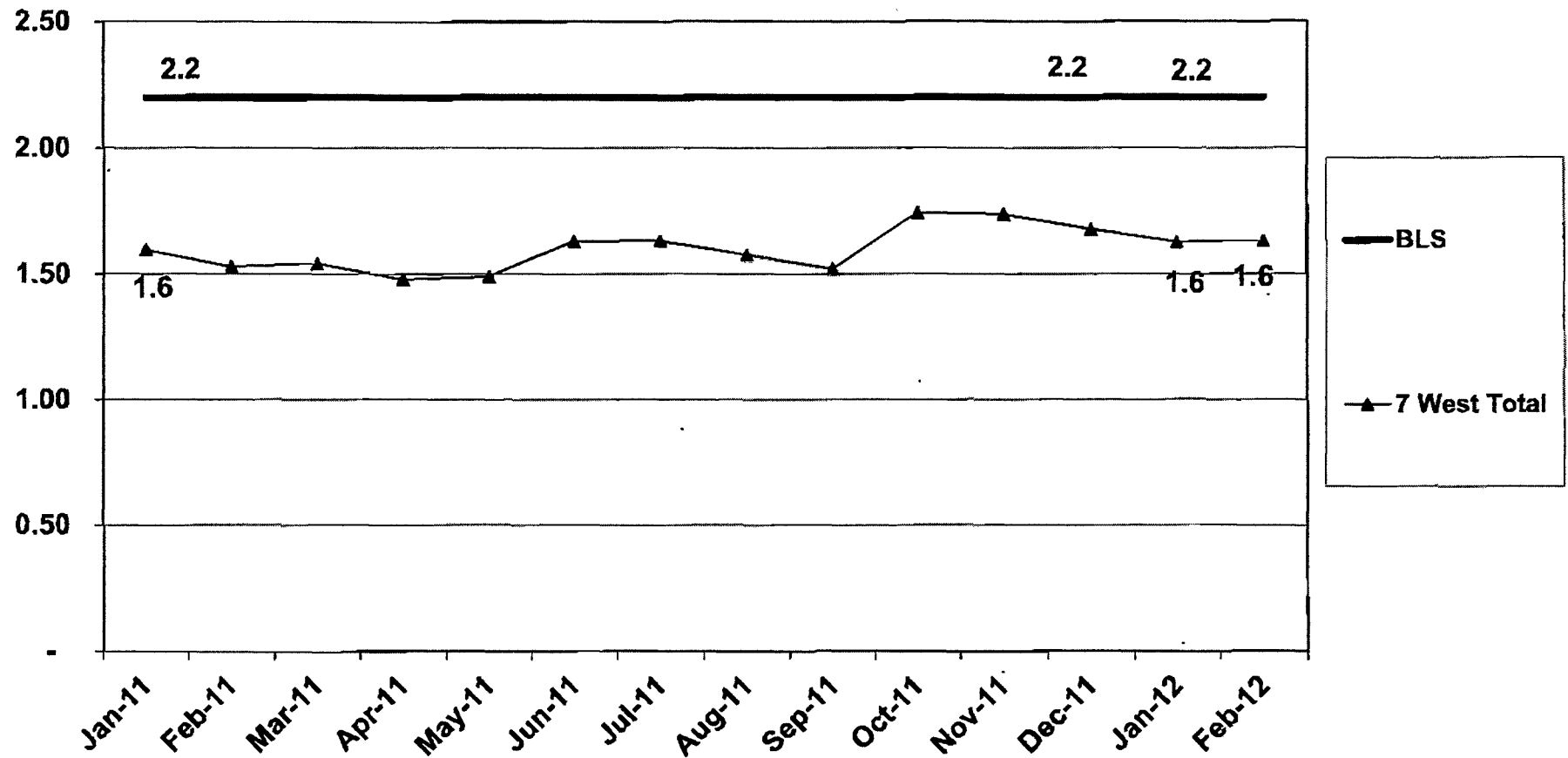
Report to the Transit Committee - April 2012
(data thru March 2012)

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	1,447
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,214	\$ 2,267	\$ 153	\$ 1,500

* 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 - April 2012

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

	Budget	Expenditures
Construction	\$ 3,503.0	\$ 956.4
Design	475.5	423.1
Construction Management	191.0	59.1
Real Estate	281.5	177.5
Total	\$ 4,451.0	\$ 1,616.1

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved 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	\$ 356.3	Mar-2007	Mar-2007	Jun-2011	Mar-2012 A
96th St Station Structure <i>EE Cruz & Tully, JV</i>	351.1	340.4	10.7	193.4	Feb-2009	May-2009	Jan-2013	Jul-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	447.9	21.6	155.9	Jun-2010	Oct-2010	Oct-2013	Nov-2013
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	176.6	8.7	18.6	Jul-2010	Jan-2011	May-2014	May-2014
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	302.2	29.9	25.4	Jan-2011	Aug-2011	Sep-2014	Sep-2014
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	282.9	261.9	21.0	0.0	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes	<i>In Procurement</i>				Mar-2011	Jun-2012	N/A	Nov-2015
72nd St Station Finishes	<i>In Design</i>				Nov-2012	Jan-2013	N/A	Oct-2015
86th St Station Finishes	<i>In Design</i>				Oct-2013	May-2013	N/A	Jul-2016

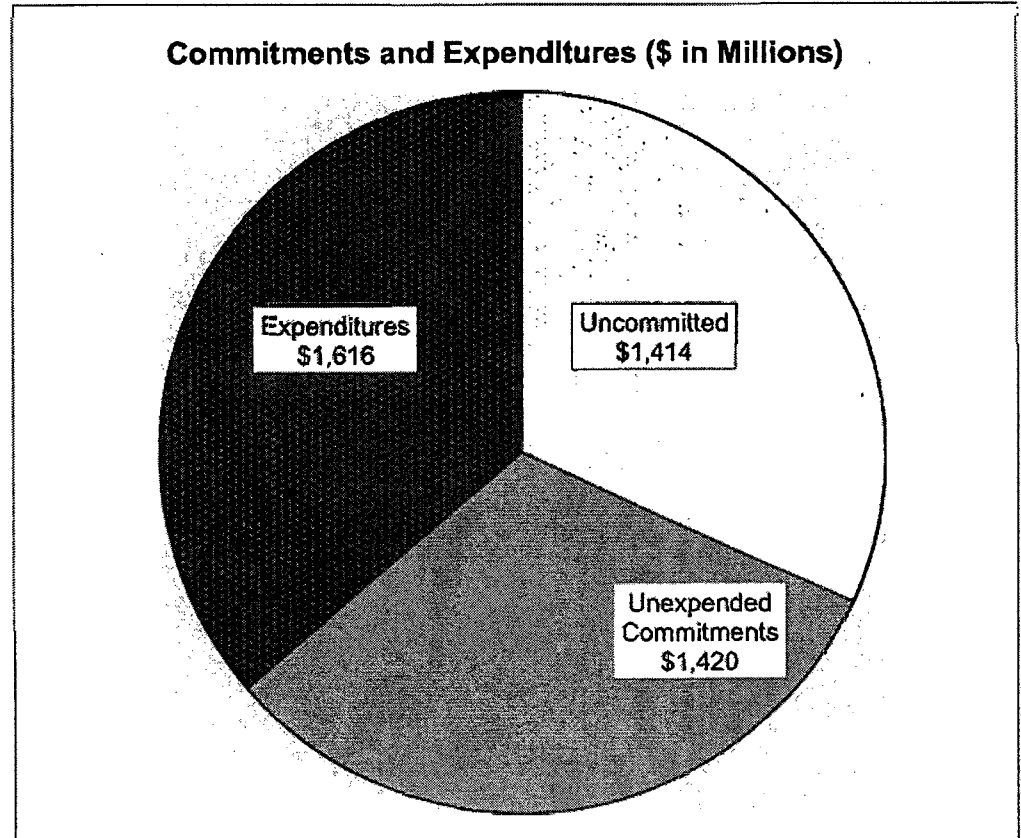
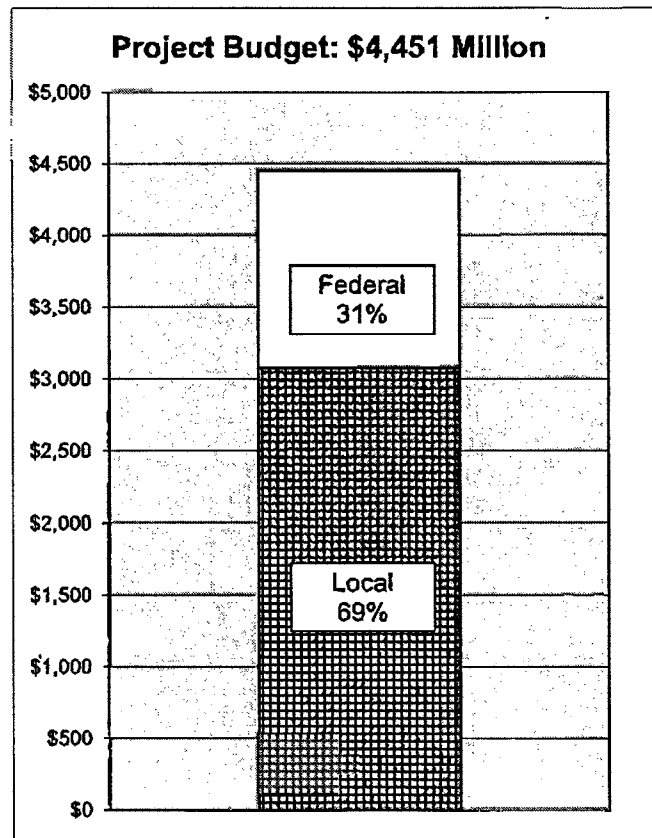
** Contract 1 Planned Completion at Award is adjusted to re-baseline plan.

Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - April 2012

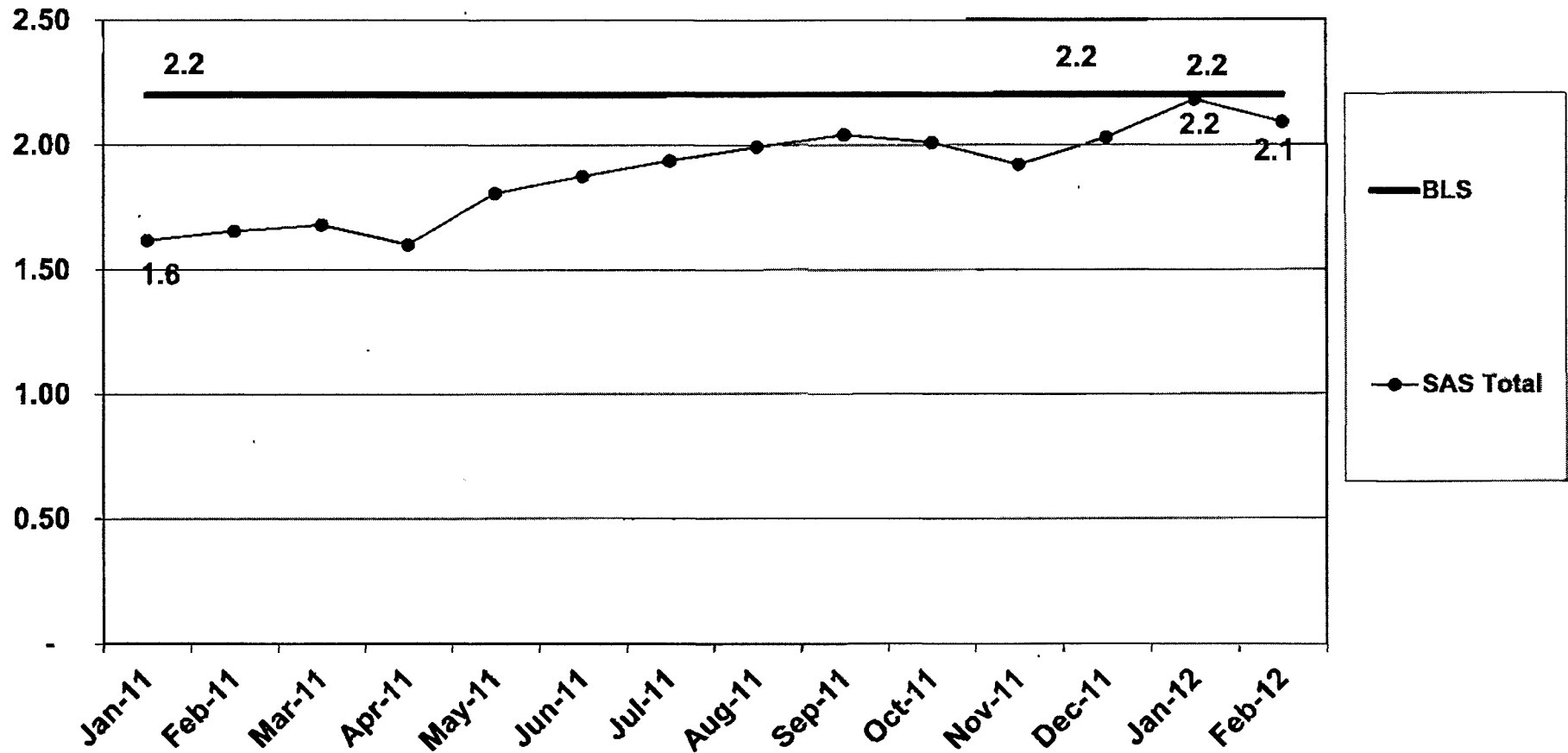
(data thru March 2012)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,049	\$ 1	\$ 954
2005-2009	1,914	846	1,067	560	1,727	186	636
2010-2014	1,487	1,487	-	-	260	1,227	25
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 867	\$ 3,037	\$ 1,414	\$ 1,616



Lost Time Injury Rate Second Avenue Subway Project, 2011-2012 vs. US BLS National Standard for Heavy & Civil Construction

6'8



Note:

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