



New York City Transit

Transit Committee Meeting

May 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

May 21, 2012 - 10:00 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

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Date of next meeting: June 25, 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**

April 23, 2012

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

The following Members were present:

Hon. Mark D. Lebow, Chairman
Hon. John H. Banks III
Hon. Andrew B. Albert
Hon. Fernando Ferrer
Hon. Charles G. Moerdler
Hon. Mark Page

The following members were absent:

Hon. Jeffrey A. 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 J. Lhota, Chairman and CEO, MTA
Thomas Prendergast, President, NYCTA
Robert Bergen, Executive Vice President
Carmen Bianco, Senior Vice President, Subways
Vincent A. DeMarino, Vice President, Security
Joseph Fox, Chief, NYPD Transit Bureau
Cheryl Kennedy, Vice President, Office of System Safety
Stephen Plochochi, Vice President, Materiel
Fred Smith, Senior Vice President, CPM
Michael Horodniceanu, President of MTA Capital Construction
Peter Cafiero, Chief, Operations Planning
Lois Tandler, Director, Community Affairs
Martin B. Schnabel, General Counsel, NYTCA

I. Chairman Lebow opened the meeting.

II. Public Speakers

There was one public speaker:

Murray Bodin expressed the need for improved technology at Committee and Board meetings and for cultural change, commending the efforts of NYCT management to improve the system.

III. Minutes and Work Plan

By motion duly made and seconded, the Committee approved the minutes of the March 2012 Committee meeting.

There was one proposed change to the work plan, a request of the MTA Chairman to provide quarterly reports on EEO and work force diversity, with the first report being issued at the May meeting and then quarterly thereafter. By motion duly made and seconded, the Committee approved the proposed change to the work plan.

IV. Agenda Items

A. Operations Report

Senior Vice President Bianco reported to the Committee on the Department of Subways' operating performance, comparing performance statistics in February 2012 with those of February 2011, as well as providing year-to-date or twelve-month average performance figures as appropriate.

In response to a question from Member Moerdler regarding the extent to which *FasTrack* will eliminate or minimize the delays in travel occurred by reason of right-of-way work, SVP Bianco explained that it is too early to report in that only one cycle has been concluded..

Member Albert commended President Prendergast and SVP Bianco for providing a dedicated shuttle bus on the 1, 2, and 3 Lenox lines during the *FasTrack*, but commented that a shuttle train would have been preferable. In response, President Prendergast explained that a shuttle train cannot be operated in a reliable manner given the signal interlocking and safety rules currently in place.

Vice President Kennedy presented the monthly Safety Report. Chief Fox presented the NYPD Transit Bureau statistics. He noted that crime had declined in March and that arrests and summonses had increased. He stressed the significance of customer awareness, particularly with respect to the use of electronic devices.

Member Moerdler noted that the number of crimes committed this year was higher in the aggregate than last year and expressed concern about the conviction statistics. In response to an inquiry from Member Moerdler, Chairman Lhota stated that he has spoken to each of the District Attorneys and will be meeting with NYPD Commissioner Kelly to discuss how they can jointly work with the District Attorneys to seek more vigorous action to obtain appropriate sentencing of offenders.

B. Financial Reports

President Prendergast reported to the Committee on the NYCT's finances, and Senior Vice President 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 Report

C. Procurements

Vice President Plochochi informed the Committee that there were seven procurement action items in the Agenda (two New York City Transit and five Capital Construction Company) totaling approximately \$40.9 Million in expenditures. VP Plochochi highlighted two competitive procurements for MTACC:

- Modification for \$21.1 million to HLH7 to extend the contract by 25 months and provide additional consultant construction management services for the number 7 line extension project.
- Modification to add \$18 million to the allowance of transportation and disposal for the construction of the 96th station.

Member Albert noted a correction on page 5.7 of the report; Fort Hamilton Street Station should be changed to Fort Hamilton Parkway Station.

In response to a question from Member Moerdler regarding the possibility of initiating a bid or RFP after NYCT and the contractor failed to come to an agreement relating to the pricing of a change order to perform improvements to five stations, VP Plochochi explained that the project is so far advanced that the contractor was directed to continue with the work in order to not impact the contract. Executive Vice President Bergen added that, in accordance with a right it is accorded under its contracts, where NYCT requires a change and cannot agree on a price, NYCT may direct that the work be performed, thereby utilizing a contractual dispute resolution mechanism to arrive at the final price. SVP Smith added that he, as the Chief Engineer, authorized the work to proceed, and noted that if the contractor does not agree, the contractor can file a formal claim. VP Plochochi indicated that he believes an agreement will be reached without a claim.

Member Moerdler directed attention to page 5.9 of the report and inquired why NYCT cannot seek competition rather than modifying a 2006 contract to provide additional work. VP Plochochi explained that this is a non-competitive procurement because the

contractor is the only one that can do the work. He added that NYCT will save money by having this particular contractor, who is already thoroughly familiar with the software, perform the work, while using NYCT personnel to provide and maintain the hardware, which will result in a 6 or 7 year useful life.

Upon motion duly made and seconded, NYCT's and MTACC's procurement actions were approved.

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

MTACC's competitive procurements requiring a majority vote (Schedules H and I in the Agenda) were approved 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. Service Changes

President Prendergast reported on bus service changes that are planned for implementation in July 2012, advising of 21 schedule changes on 17 routes, which are anticipated to be cost neutral.

Member Albert noted that 15 of the service changes are service cuts while only six are service additions and questioned how the changes are cost neutral. In response, President Prendergast stated that the Board-adopted guidelines have specific criteria as to when NYCT can add and reduce service based on ridership. Peter Cafiero, Vice President of Operations Support, added that weekday routes are reviewed every other year and weekend routes every four years; therefore, the ridership report reflects declines that have already occurred.

In response to Member Albert's expressed concern about the frequency by which NYCT examines the routes to determine the impact of the cuts since ridership fluctuates for various reasons, President Prendergast explained that NYCT will accelerate its review of the routes if it receives a large volume of complaints. In response to Member Moerdler's question regarding how ridership decline is measured, VP Cafiero explained that NYCT reviews the farebox monthly summaries for trends and utilizes traffic checking teams who count the riders on the bus. President Prendergast confirmed that NYCT does not rely solely on farebox registrations.

Member Moerdler inquired whether there has been any consideration of instituting a pilot project for the use of smaller buses in outer areas. President Prendergast

explained that use of smaller buses requires a facility to maintain the buses, the existence of small buses in the fleet, and agreement upon the wage-scale to be paid to the operators, and noted that NYCT does not have the facility or the number of buses. Chairman Lhota added that a pilot program is not feasible at this time given the severe financial constraints.

Member Moerdler questioned whether the service changes had been presented to the community boards. Chief Cafiero responded that the community boards and elected officials were notified contemporaneously with notifying the Committee. Member Moerdler expressed concern that the community boards are not being notified in a sufficiently timely manner to secure their input.

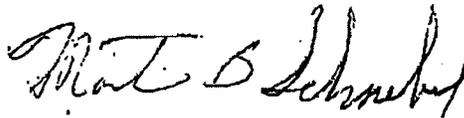
VI. MTACC Projects Report

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

President Horodniceanu reported on the facts of the fatal crane accident that occurred on the 7 line extension project. Member Ferrer inquired whether MTA is bound by the city rules regarding crane operation. In response, Chairman Lhota stated that MTA follows the city rules regarding the licensing of the various different crane operators. Member Moerdler expressed his understanding that, as a state agency, MTA is not legally obligated to follow city rules but does so as a matter of comity. General Counsel Martin Schnabel confirmed that, as a public authority of the state, MTACC, NYCT and other MTA agencies are exempt from municipal regulations, but that does not preclude them as a matter of comity or otherwise from following city regulations.

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

Respectfully submitted,



Martin B. Schnabel
Vice President and General
Counsel/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

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

September 2012

Public comment/Committee review of budget	Management & 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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

October 2012

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

Management & Budget
Management & Budget

November 2012

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

Law
Management & Budget
Management & Budget
EEO & Human Resources
Subways
Law

December 2012

2013 Final Proposed NYC Transit Budget
2013 Final Proposed SIR Budget

Management & Budget
Management & Budget

January 2013

Approval of 2013 NYC Transit
Committee Work Plan

Committee Chair & Members

February 2013

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

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

March 2013

EEO & Diversity Report – 2012 Year-End Report

EEO & Human Resources

April 2013

Final Review of NYC Transit 2012 Operating Results
Final Review of SIR 2012 Operating Results

Management & Budget
Management & Budget



2012 Transit Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYC Transit Work Plan

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

Operations Performance Summary

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

Procurements

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

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

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.

2012 SIR Mid-Year Forecast Monthly Allocation

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

2013 NYC Transit Preliminary Budget

Public comments will be accepted on the 2013 Preliminary Budget.

II. SPECIFIC AGENDA ITEMS (con't)

2013 SIR Preliminary Budget

Public comments will be accepted on the 2013 Preliminary Budget.

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

DECEMBER 2012

2013 Final Proposed NYC Transit Budget

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

2013 Final Proposed SIR Budget

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

JANUARY 2013

Approval of Committee Work Plan

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

FEBRUARY 2013

Preliminary Review of NYC Transit's 2012 Operating Results

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

Preliminary Review of SIR 2012 Operating Results

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

Adopted Budget/Financial Plan 2013-2016

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

SIR Adopted Budget/Financial Plan 2013-2016

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

II. SPECIFIC AGENDA ITEMS (con't)

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

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.

APRIL 2013

Final Review of NYC Transit 2013 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 2013 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.

3. OPERATIONS PERFORMANCE SUMMARY

Monthly Operations Report

Statistical results for the month of March 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: March 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Weekday Wait Assessment (charts 1-2)				79.3%	78.9%	+0.4%
IRT Weekday Wait Assessment - ATS-A lines (1 thru 6 lines)	76.3%	74.6%	+1.7%			
IRT Weekday Wait Assessment - Non-ATS-A (7 and S 42nd)				77.9%	75.6%	+2.3%
BMT Weekday Wait Assessment	80.7%	82.0%	-1.3%	81.1%	81.6%	-0.5%
IND Weekday Wait Assessment	77.8%	79.9%	-2.1%	78.9%	79.6%	-0.7%
System Weekend Wait Assessment (charts 3)				84.8%	N/A	N/A
IRT Weekend Wait Assessment - ATS-A lines (1 thru 6 lines)	86.0%	+84.2%	+1.8%			
IRT Weekend Wait Assessment - Non-ATS-A (7 and S 42nd)				86.6%	N/A	N/A
BMT Weekend Wait Assessment	91.9%	+88.4%	+3.5%	86.5%	N/A	N/A
IND Weekend Wait Assessment	81.3%	+77.5%	+3.8%	80.5%	N/A	N/A
System Weekday Terminal On-Time Performance (charts 4-5)	86.2%	86.4%	-0.2%	85.6%	N/A	N/A
IRT Weekday Terminal On-Time Performance	81.5%	81.4%	+0.1%	80.9%	N/A	N/A
BMT Weekday Terminal On-Time Performance	90.9%	91.6%	-0.7%	90.9%	N/A	N/A
IND Weekday Terminal On-Time Performance	88.5%	88.7%	-0.2%	87.3%	N/A	N/A
System Number of Terminal Delays (chart 6)	22,076	22,804	-3.2%	22,243	N/A	N/A
System Weekend Terminal On-Time Performance (Chart 7-8)	88.5%	89.3%	-0.8%	88.3%	N/A	N/A
IRT Weekend Terminal On-Time Performance	84.2%	86.0%	-1.8%	84.5%	N/A	N/A
BMT Weekend Terminal On-Time Performance	93.2%	95.6%	-2.4%	93.1%	N/A	N/A
IND Weekend Terminal On-Time Performance	89.5%	87.0%	+2.5%	88.5%	N/A	N/A
System Number of Weekend Terminal Delays (chart 9)	5,392	4,542	+18.7%	5,625	N/A	N/A
Mean Distance Between Failures (charts 10-12)	174,507	192,527	-9.4%	170,206	170,410	-0.1%
IRT Mean Distance Between Failures	136,904	187,752	-27.1%	159,243	159,514	-0.2%
BMT Mean Distance Between Failures	284,133	255,669	+11.1%	221,964	239,579	-7.4%
IND Mean Distance Between Failures	183,390	166,472	+10.2%	155,516	150,841	+3.1%
System Weekday Service-KPI (charts 13-14)	83.4%	83.3%	+0.1%			
IRT Weekday Service-KPI	80.7%	79.8%	+0.9%			
BMT Weekday Service-KPI	85.9%	86.5%	-0.6%			
IND Weekday Service-KPI	83.1%	83.9%	-0.8%			
System Weekday PES-KPI (charts 15-17)	90.8%	91.5%	-0.7%			
Staten Island Railway						
24 Hour On-Time Performance	95.5%	95.8%	-0.3%	95.1%	95.3%	-0.2%
AM Rush On-Time Performance	99.5%	97.6%	+1.9%	96.6%	96.9%	-0.3%
PM Rush On-Time Performance	99.5%	100.0%	-0.5%	97.8%	98.3%	-0.5%
Percentage of Completed Trips	98.9%	99.9%	-1.0%	99.4%	98.7%	+0.7%
Mean Distance Between Failures	105,396	210,778	-50.0%	135,029	294,056	-54.1%
Staten Island Railway PES-KPI (charts 18)	87.1%	87.6%	-0.5%			

Safety

Indicator	Current Month: March 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents/Million Customers (chart 19) ¹	2.55	3.23	-21.1%	2.78	3.04	-8.6%
Subway Customer Injuries/Million Customers (chart 20) ¹	2.54	3.31	-23.3%	2.81	3.11	-9.6%
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	71	91	-22.0%	937	1,080	-13.2%
Employee On-Duty Lost-Time Accidents (chart 25)	3.11	2.99	+4.0%	3.25	3.29	-1.2%

Crime

Indicator	Current Month: April 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies (Attachments 26-28) ^{3,4}	212	191	+11.0%	876	741	+18.2%
Robberies ^{3,4}	64	55	+16.4%	294	231	+27.3%

¹ Current month data are for February 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 April 2012.

Monthly Departmental Update

Monthly accomplishments for the following:

Department-Wide

FASTRACK Update: On April 27th, FASTRACK was completed on the 8th Avenue **A C E** Lines between 59th Street-Columbus Circle and Jay Street-MetroTech. Work began on April 23rd and was performed during four consecutive weeknight line segment closures from 10:30 p.m. to 5:00 a.m.

May 14th to May 18th - FASTRACK is planned for the 6th Avenue **B D F M** Lines between 59th Street and West 4th Street.

Staten Island Railway

St. George Tunnel Drainage Improvements: On April 27th and 28th, Staten Island Railway (SIR) completed major construction work on the tracks and drainage piping in the St. George Tunnel. This was the third of three planned weekends of tunnel work.

Rehabilitation of Eight SIR Bridges: SIR will start work at the Armstrong Avenue Bridge, located between the Great Kills and Eltingville Stations from May 18, 2012 to May 21, 2012. This will be the fourth bridge of the Eight Bridges Rehabilitation Project to be completed. The work will require the shutdown of one track on the Armstrong Avenue Bridge span so that the tracks and ballast can be removed to allow the repair of bridge deck concrete and an application of a waterproofing membrane. The waterproofing will be sprayed and then allowed to cure prior to restoration of the track and ballast. To complete this work, a track diversion (55-continuous hours-General Order) will be in effect from 9:00 p.m. on Friday, May 18th until 4:00 a.m. on Monday, May 21st.

Car Equipment

New Locomotive Purchase (R156/R174): On May 2nd, the first new locomotive was delivered to NYCT property. The unit will undergo on-site testing, including a continuous service test. After successfully completing the testing of the first unit, the 27 production units will commence delivery later this year.

Station Environment & Operations

Re-opening of Court Square Station (7 Line): Station Environment & Operations coordinated with various Departments and other Divisions within Subways in the re-opening of the Court Square Station, which was closed since January 21, 2012 in order to facilitate platform and windscreen replacement. The station was re-opened on April 2, 2012.

Painting at Initiative and FASTRACK Stations (Update): For the month of April, Station Environment Maintenance forces scraped 95,175 square feet of peeling paint, primed 92,350 square feet, and painted 89,850 square feet at various stations (19 initiative stations, stations

Monthly Departmental Update

undergoing component repairs, and stations affected by FasTrack maintenance shutdowns). The initiative stations program involves increased maintenance and cleaning at the two most heavily used stations/complexes in each borough.

Work Experience Program (Update): There are currently 800 Work Experience Program (WEP) interns on NYCT property, towards a goal of 1,500. Under the program, the Division of Station Environment & Operations assigns employable public assistance recipients to supplement routine station cleaning system wide. The purpose of this program is to provide a supportive environment in which interns can gain work experience while improving the New York City Subways environment.

Maintenance of Way

5th Avenue Signal Modernization Project

This project was completed April 30, 2012. Control from the original 5th Avenue Tower was moved to Queensboro Plaza Master Tower and identical controls were also installed at the new 5th Avenue Relay Room. Monitors have been installed at Queensboro and the 5th Avenue Relay Room to monitor trains. New signals were installed and a new high speed switch was installed at 5th Avenue for southbound 6th Avenue service.

Track Rehabilitation Projects (Update)

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

Work is scheduled to commence on the elevated structure south of Wyckoff Avenue and south of Central Avenue on the Myrtle Line and also north of Bedford Park on the Jerome Line. During April, panels were installed on the Jamaica and Flushing Lines.

On the open-cut, work is in progress on the Brighton Line north of Sheepshead Bay. Through April, 61 track panels were installed at this location.

Subway component renewal work was completed ahead of schedule at south of Van Wyck Boulevard on the Queens Line. Work was also completed north of 182nd Street to 183rd Street on the Concourse Line. Work is progressing on the switches at Borough Hall on the Lexington Line and north of Pacific Street on the 4th Avenue Line. Work is scheduled to commence at 14th Street - Union Square on the Broadway Line.

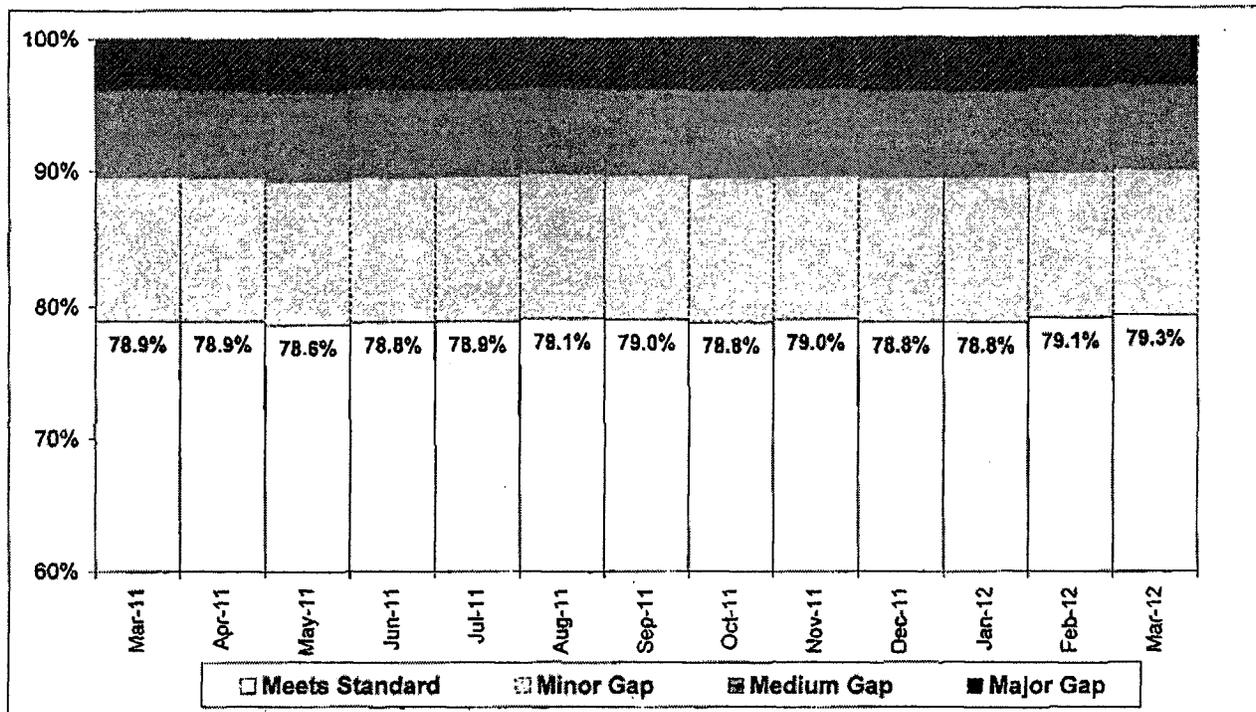
Re-programming of RTO Portable Radios per FCC

There is an FCC Mandate for the narrowbanding of communication equipment, which includes handheld radios used in Rapid Transit Operations (RTO).

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MOW Engineering- Systems Planning & Integration developed a switchable narrowband-wideband programming scheme to permit RTO to use their portable radios during the transition. As of April 27, 2012, 1,680 radios have been re-programmed by the Electronics Maintenance Division and delivered to RTO, and the collecting of additional field radios for re-programming is expected to begin in mid-May 2012.

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

	Systemwide 12-Month Average				Annual Results (Meets Standard)
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Apr '11-Mar '12	79.3%	10.7%	6.4%	3.7%	2012 GOAL: 79.2%
Apr '10-Mar '11	78.9%	10.6%	6.6%	3.9%	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)**

Line	Apr '11-Mar '12				Apr '10-Mar '11				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
①	80.6%	9.8%	5.6%	4.0%	78.3%	10.9%	6.9%	4.0%	+2.3%
②	74.1%	10.9%	8.6%	6.5%	72.4%	11.1%	9.7%	6.7%	+1.7%
③	78.4%	11.4%	6.3%	3.9%	76.1%	11.1%	7.5%	5.2%	+2.3%
④	74.5%	10.5%	8.0%	7.0%	72.7%	11.1%	8.8%	7.5%	+1.8%
⑤	74.3%	10.9%	7.9%	6.9%	71.4%	11.2%	8.8%	8.6%	+2.9%
⑥	76.1%	10.3%	7.1%	6.6%	76.9%	10.6%	7.2%	5.2%	-0.8%
⑦	76.1%	12.1%	7.9%	3.8%	74.6%	12.0%	9.1%	4.4%	+1.5%
⑤ 42nd	89.2%	7.6%	2.5%	0.7%	82.2%	9.8%	5.4%	2.7%	+7.0%
IRT	77.9%	10.4%	6.7%	4.9%	75.6%	11.0%	7.9%	5.5%	+2.3%
⑧	78.9%	11.5%	6.5%	3.0%	77.7%	13.0%	6.1%	3.2%	+1.2%
⑨ ⑩	82.3%	9.8%	6.1%	1.8%	83.6%	10.6%	4.4%	1.5%	-1.3%
⑪	79.0%	11.7%	6.8%	2.5%	78.8%	12.3%	6.0%	2.9%	+0.2%
⑫	77.3%	12.8%	7.6%	2.3%	81.9%	11.3%	5.2%	1.6%	-4.6%
⑬	78.4%	12.4%	7.2%	2.1%	76.6%	12.6%	7.8%	3.0%	+1.8%
⑭	78.6%	11.4%	6.7%	3.3%	78.3%	11.6%	6.8%	3.3%	+0.3%
⑮ Fkln	96.5%	2.9%	0.6%	0.0%	97.9%	1.5%	0.4%	0.2%	-1.4%
⑯	77.6%	11.5%	7.5%	3.4%	78.4%	10.5%	7.4%	3.7%	-0.8%
BMT	81.1%	10.5%	6.1%	2.3%	81.6%	10.4%	5.5%	2.4%	-0.5%
⑰	72.9%	11.3%	8.6%	7.3%	72.1%	10.7%	9.6%	7.6%	+0.8%
⑱ Rock	93.0%	5.8%	0.7%	0.6%	92.6%	5.8%	1.4%	0.3%	+0.4%
⑲	78.5%	12.5%	6.3%	2.7%	81.2%	11.3%	5.4%	2.1%	-2.7%
⑳	79.0%	11.9%	5.9%	3.3%	79.6%	10.9%	6.8%	2.7%	-0.6%
㉑	72.0%	12.3%	9.5%	6.2%	75.3%	11.2%	7.7%	5.9%	-3.3%
㉒	74.2%	11.6%	8.7%	5.5%	73.5%	12.0%	8.9%	5.6%	+0.7%
㉓	82.5%	12.4%	4.0%	1.1%	83.3%	11.4%	3.9%	1.4%	-0.8%
IND	78.9%	11.1%	6.2%	3.8%	79.6%	10.5%	6.2%	3.6%	-0.7%
Systemwide	79.3%	10.7%	6.4%	3.7%	78.9%	10.6%	6.6%	3.9%	+0.4%

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)

Line	Apr '11-Mar '12				Apr '10-Mar '11				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
①	87.0%	7.7%	3.2%	2.1%	86.1%	8.6%	3.7%	1.6%	+0.9%
②	84.8%	9.6%	4.4%	1.2%	82.5%	9.7%	5.8%	2.1%	+2.3%
③	91.4%	6.4%	1.6%	0.5%	88.8%	7.5%	2.4%	1.2%	+2.6%
④	79.6%	10.6%	6.6%	3.1%	77.5%	10.9%	7.7%	3.9%	+2.1%
⑤	91.6%	5.4%	2.0%	1.0%	88.4%	7.3%	3.0%	1.3%	+3.2%
⑥	81.7%	11.1%	5.8%	1.4%	82.0%	10.2%	5.6%	2.2%	-0.3%
⑦	79.9%	13.1%	4.9%	2.1%	-	-	-	-	N/A
④2nd	97.0%	2.0%	0.3%	0.7%	-	-	-	-	N/A
IRT	86.6%	8.2%	3.6%	1.5%	-	-	-	-	N/A
①Z	86.8%	8.4%	3.6%	1.3%	-	-	-	-	N/A
②	87.7%	9.2%	2.3%	0.8%	-	-	-	-	N/A
③	80.6%	10.9%	5.5%	3.0%	-	-	-	-	N/A
④	84.7%	11.2%	3.7%	0.4%	-	-	-	-	N/A
⑤ Fkn	97.7%	2.1%	0.2%	0.0%	-	-	-	-	N/A
⑥	81.6%	12.7%	3.9%	1.9%	-	-	-	-	N/A
BMT	86.5%	9.1%	3.2%	1.2%	-	-	-	-	N/A
⑦	77.3%	10.1%	9.9%	2.7%	-	-	-	-	N/A
⑧	79.1%	10.3%	8.9%	1.7%	-	-	-	-	N/A
⑨	80.4%	12.1%	5.4%	2.2%	-	-	-	-	N/A
⑩	79.5%	10.4%	4.8%	5.4%	-	-	-	-	N/A
⑪	77.7%	12.1%	8.8%	1.5%	-	-	-	-	N/A
⑫	89.0%	9.5%	0.5%	1.0%	-	-	-	-	N/A
IND	80.5%	10.7%	6.4%	2.4%	-	-	-	-	N/A
Systemwide	84.8%	9.2%	4.3%	1.7%	-	-	-	-	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 ⑭ and Rockaway Shuttle are not reported as sufficient sample was not collected.

*** Headway Definitions:**

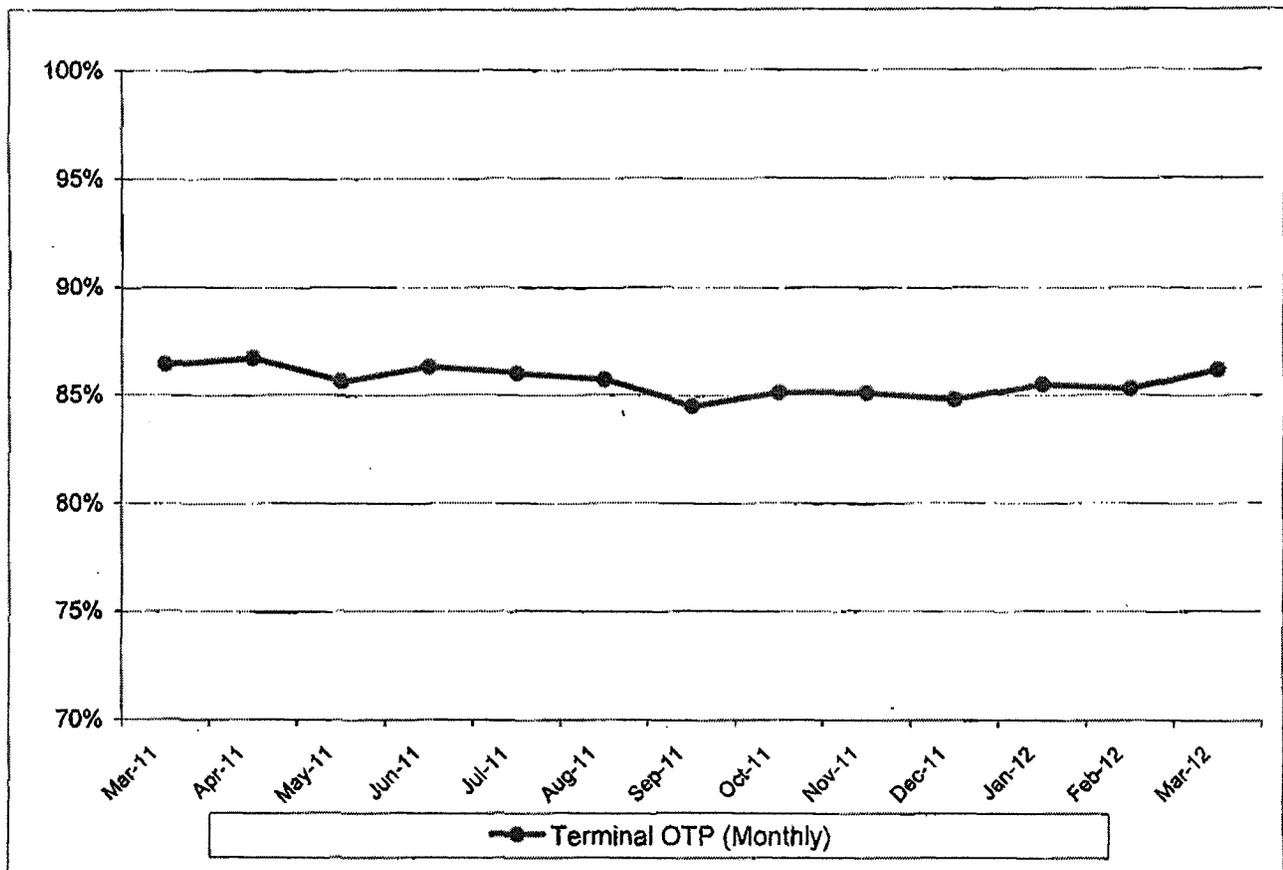
Meets Standard: meets Wait Assessment standard of scheduled headway +25%

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
Monthly Results	Monthly Results	Monthly Results	Monthly Results
Mar 2012: 86.2%	Mar 2012: 81.5%	Mar 2012: 90.9%	Mar 2012: 88.5%
Mar 2011: 86.4%	Mar 2011: 81.4%	Mar 2011: 91.6%	Mar 2011: 88.7%
12-Mon Avg: 85.6%	12-Mon Avg: 80.9%	12-Mon Avg: 90.9%	12-Mon Avg: 87.3%
(Apr '11-Mar '12)	(Apr '11-Mar '12)	(Apr '11-Mar '12)	(Apr '11-Mar '12)

Discussion of Results

In March 2012, Track Gangs (5,867 delays), Right Of Way (4,364 delays), and Over Crowding (3,983 delays) were the highest categories of delays, representing 64.4% of the total (22,076) delays.

Weekday Terminal On-Time Performance (24 hours)

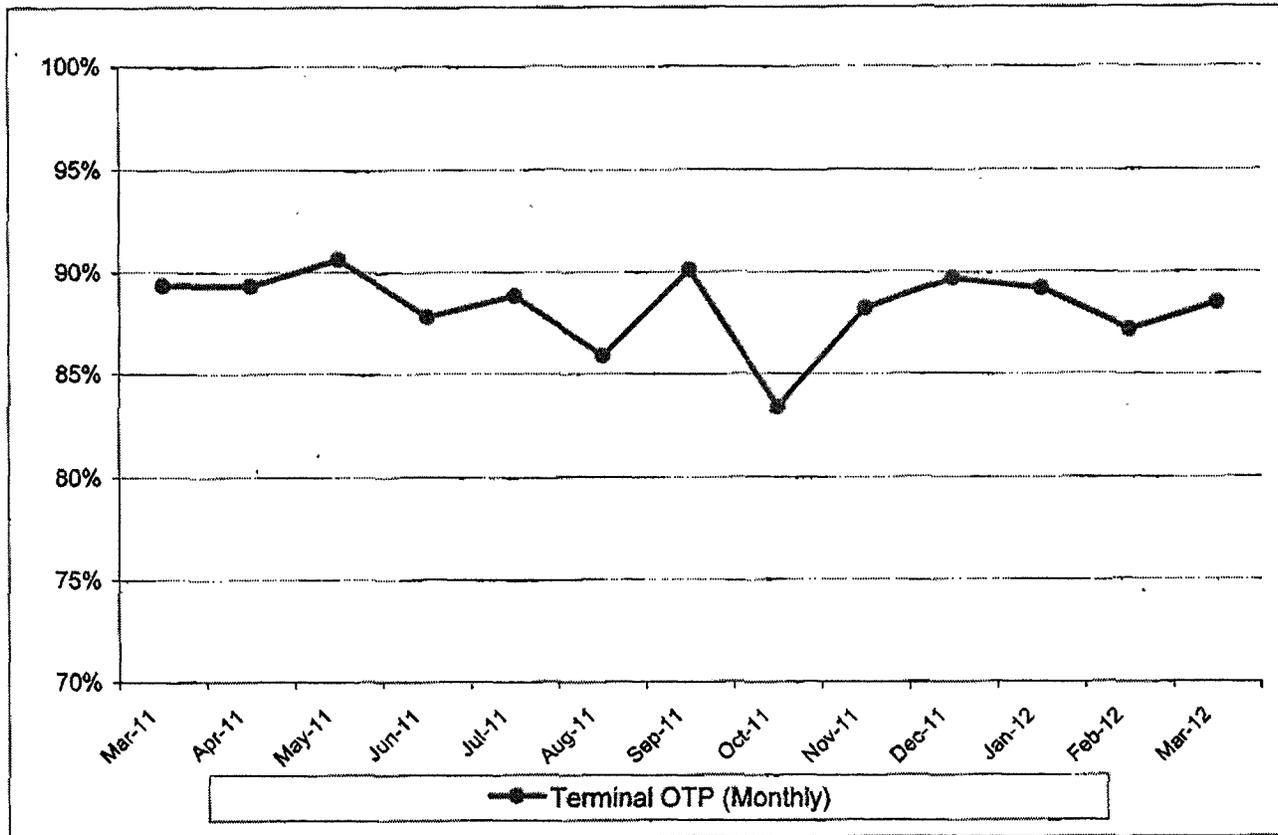
<u>Line</u>	<u>March '12</u>	<u>March '11</u>	<u>% Difference</u>
①	90.0%	92.0%	-2.0%
②	67.3%	72.3%	-5.0%
③	77.4%	71.8%	+5.6%
④	69.5%	71.5%	-2.0%
⑤	68.7%	74.5%	-5.8%
⑥	80.4%	82.6%	-2.2%
⑦	91.0%	82.6%	+8.4%
Ⓢ 42 St	99.6%	98.9%	+0.7%
IRT	81.5%	81.4%	+0.1%
Ⓑ	88.8%	89.7%	-0.9%
ⓐ ⓑ	96.2%	98.2%	-2.0%
Ⓒ	96.9%	96.6%	+0.3%
ⓓ	93.7%	92.7%	+1.0%
ⓔ	79.0%	80.1%	-1.1%
ⓕ	84.5%	89.3%	-4.8%
Ⓢ Fkln	99.8%	98.2%	+1.6%
Ⓡ	88.9%	88.1%	+0.8%
BMT	90.9%	91.6%	-0.7%
Ⓐ	85.6%	84.8%	+0.8%
Ⓢ Rock	97.6%	95.7%	+1.9%
Ⓒ	93.8%	92.8%	+1.0%
Ⓓ	90.0%	89.5%	+0.5%
Ⓔ	85.7%	88.3%	-2.6%
Ⓕ	83.3%	84.9%	-1.6%
Ⓖ	95.8%	93.8%	+2.0%
IND	88.5%	88.7%	-0.2%
Systemwide	86.2%	86.4%	-0.2%

Weekday Terminal Delays Systemwide Summary March 2012

<u>Categories</u>	<u>Delays</u>
Track Gangs	5,867
ROW Delays	4,364
Over Crowding	3,983
Police	1,928
Sick Customer	1,882
Work Equipment/G.O.	1,218
Car Equipment	1,137
Fire	441
Unruly Customer	408
Employee	296
Operational Diversions	238
External	176
Inclement Weather	73
Infrastructure	65
Total Delays	22,076

* 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**

Mar 2012: 88.5%
 Mar 2011: 89.3%
 12-Mon Avg: 88.3%
 (Apr '11-Mar '12)

IRT **Monthly Results**

Mar 2012: 84.2%
 Mar 2011: 86.0%
 12-Mon Avg: 84.5%
 (Apr '11-Mar '12)

BMT **Monthly Results**

Mar 2012: 93.2%
 Mar 2011: 95.6%
 12-Mon Avg: 93.1%
 (Apr '11-Mar '12)

IND **Monthly Results**

Mar 2012: 89.5%
 Mar 2011: 87.0%
 12-Mon Avg: 88.5%
 (Apr '11-Mar '12)

Discussion of Results

In March 2012, Track Gangs (1,704 delays), Work Equipment G.O. (1,448 delays), and Over Crowding (647 delays) were the highest categories of delays, representing 70.5% of the total (5,392) delays.

Weekend Terminal On-Time Performance (24 hours)

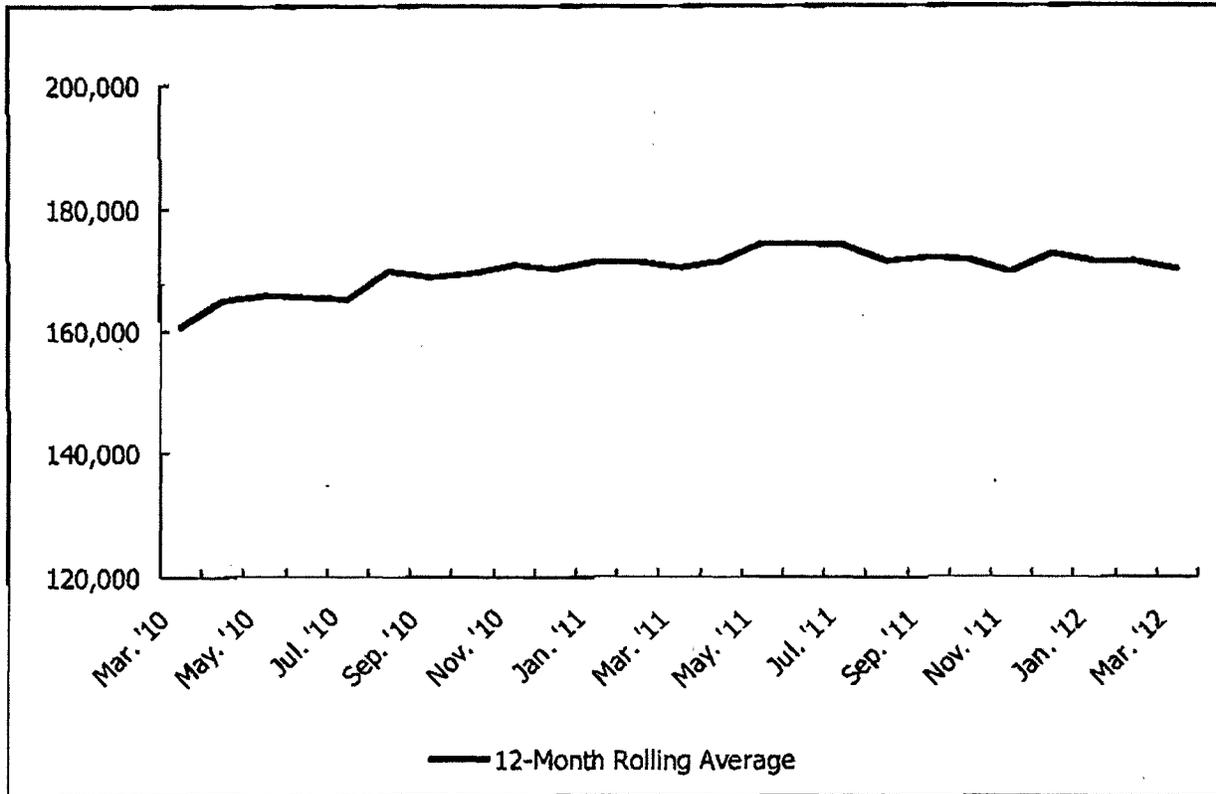
<u>Line</u>	<u>March '12</u>	<u>March '11</u>	<u>% Difference</u>
①	82.6%	86.6%	-4.0%
②	80.1%	81.2%	-1.1%
③	90.6%	84.0%	+6.6%
④	65.2%	72.6%	-7.4%
⑤	84.2%	90.5%	-6.3%
⑥	73.4%	84.8%	-11.4%
⑦	97.8%	90.6%	+7.2%
Ⓢ 42 St	98.4%	98.7%	-0.3%
IRT	84.2%	86.0%	-1.8%
ⓐ ⓑ	98.0%	97.5%	+0.5%
ⓓ	96.9%	94.5%	+2.4%
ⓔ	95.9%	99.7%	-3.8%
ⓖ	83.0%	88.2%	-5.2%
ⓗ	93.0%	98.6%	-5.6%
Ⓢ Fkln	98.8%	100.0%	-1.2%
ⓖ	90.6%	95.9%	-5.3%
BMT	93.2%	95.6%	-2.4%
ⓐ	87.7%	78.3%	+9.4%
Ⓢ Rock	98.7%	96.5%	+2.2%
ⓑ	90.3%	84.1%	+6.2%
ⓓ	95.3%	87.8%	+7.5%
ⓔ	84.6%	94.2%	-9.6%
ⓖ	79.2%	79.0%	+0.2%
ⓗ	97.9%	98.2%	-0.3%
IND	89.5%	87.0%	+2.5%
Systemwide	88.5%	89.3%	-0.8%

**Weekend Terminal Delays
Systemwide Summary
March 2012**

<u>Categories</u>	<u>Delays</u>
Track Gangs	1,704
Work Equipment/G.O.	1,448
Over Crowding	647
ROW Delays	539
Police	264
Employee	197
Sick Customer	194
Unruly Customer	164
Car Equipment	99
Fire	57
Operational Diversions	40
External	28
Inclement Weather	8
Infrastructure	4
Total Delays	5,392

* 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

Mar 2012: 174,507

Mar 2011: 192,527

Mar 2010: 213,410

12-Month Average

Apr 11-Mar 12: 170,206

Apr 10-Mar 11: 170,410

Apr 09-Mar 10: 160,566

Annual Results

2012 Goal: 168,000

2011 Actual: 172,700

2010 Actual: 170,217

Discussion of Results

MDBF in March 2012 decreased 9.4% from March 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)

Car Class	#s of Cars	<u>Monthly MDBF</u>			<u>12 Month Average MDBF</u>		
		Mar. '12	Mar. '11	% Change	Mar. '12	Mar. '11	% Change
R32	222	106,942	58,214	83.70%	62,065	56,549	9.75%
R42	50	23,809	72,515	-67.17%	42,909	63,443	-32.37%
R46	752	100,290	91,270	9.88%	82,177	90,636	-9.33%
R62	315	198,753	455,748	-56.39%	180,671	183,772	-1.69%
R62A	824	104,216	106,596	-2.23%	120,645	126,693	-4.77%
R68	425	141,029	164,841	-14.45%	137,232	157,181	-12.69%
R68A	200	120,790	617,719	-80.45%	155,123	162,387	-4.47%
R142	1,030	198,001	272,774	-27.41%	253,626	231,839	9.40%
R142A	590	99,567	194,643	-48.85%	115,949	121,636	-4.68%
R143	212	288,204	195,832	47.17%	218,957	165,234	32.51%
R160	1,662	913,051	692,527	31.84%	705,634	578,793	21.91%
Fleet	6,282	174,507	192,527	-9.36%	170,206	170,410	-0.12%

Chart 11

Car Reliability

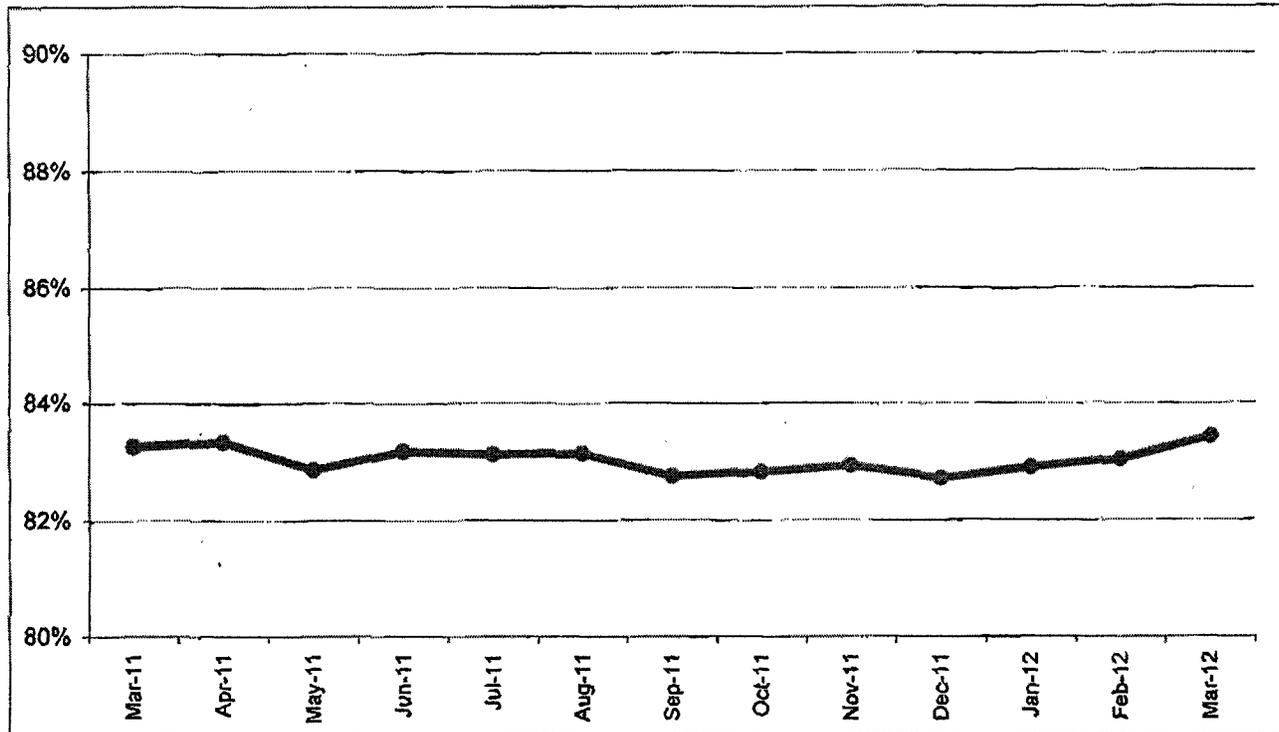
Mean Distance Between Failures By Line (Miles)

Line	Fleet ¹	Monthly MDBF			12-Month Average MDBF		
		March 2011	March 2012	% Change	March 2011	March 2012	% Change
①	R62A	85,060	75,845	-10.8	90,610	96,244	+6.2
②	R142	236,827	238,711	-0.8	237,374	294,374	+24.2
③	R62	678,384	198,483	-70.7	187,727	180,563	-3.8
⑦	R62A	158,902	243,536	+53.3	219,670	180,727	-17.7
④	R142(67%); (R142A(33%))	259,037	83,726	-67.7	168,753	144,177	-14.6
⑤	R142	318,102	388,310	+22.1	229,846	246,648	+7.3
⑥	R142A	192,131	136,219	-29.1	126,696	132,513	+4.6
GCS	R62A	12,366	12,590	+1.8	31,425	28,795	-8.4
IRT		187,752	136,904	-27.1	159,514	159,243	-0.2
⑧	R68(19%); R68A(81%)	391,264	106,538	-72.8	175,549	146,427	-16.6
F S	R68	19,657	N/A	N/A	75,261	76,431	+1.6
N	R160	1,522,694	811,115	-46.7	382,917	513,289	34
Q	R160(62%); R68A(38%)	314,240	1,452,356	+362.2	543,755	888,682	63.4
J Z	R160(75%); R42(25%)	408,889	278,619	-31.9	351,873	347,567	-1.2
L	R143(86%); R160(14%)	165,518	329,593	+99.1	194,813	238,664	+22.5
M	R160	773,812	380,011	-50.9	950,215	418,167	-56.0
R	R46	103,988	138,574	+33.3	107,459	79,288	-26.2
BMT		255,669	284,133	11.1	239,579	221,964	-7.4
A	R46	91,658	90,967	-0.8	100,040	81,863	-18.2
C	R32	58,017	105,848	+82.4	56,019	64,778	+15.6
D	R68	162,870	160,721	-1.3	157,380	146,629	-6.8
E	R160	558,030	1,694,481	+203.7	648,607	855,577	+31.9
F	R46(2%); R160(98%)	2,903,035	705,206	-75.7	557,527	698,570	+25.3
G	R46	82,069	108,374	+32.1	57,815	90,293	+56.2
RKWY S	R44	51,228	29,317	-42.8	48,145	72,083	+49.7
IND		166,472	183,390	+10.2	150,841	155,516	+3.1
SOUTH		196,204	217,821	+11.0	179,641	179,162	-0.3
FLEET		192,527	174,507	-9.4	170,409	170,205	-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.

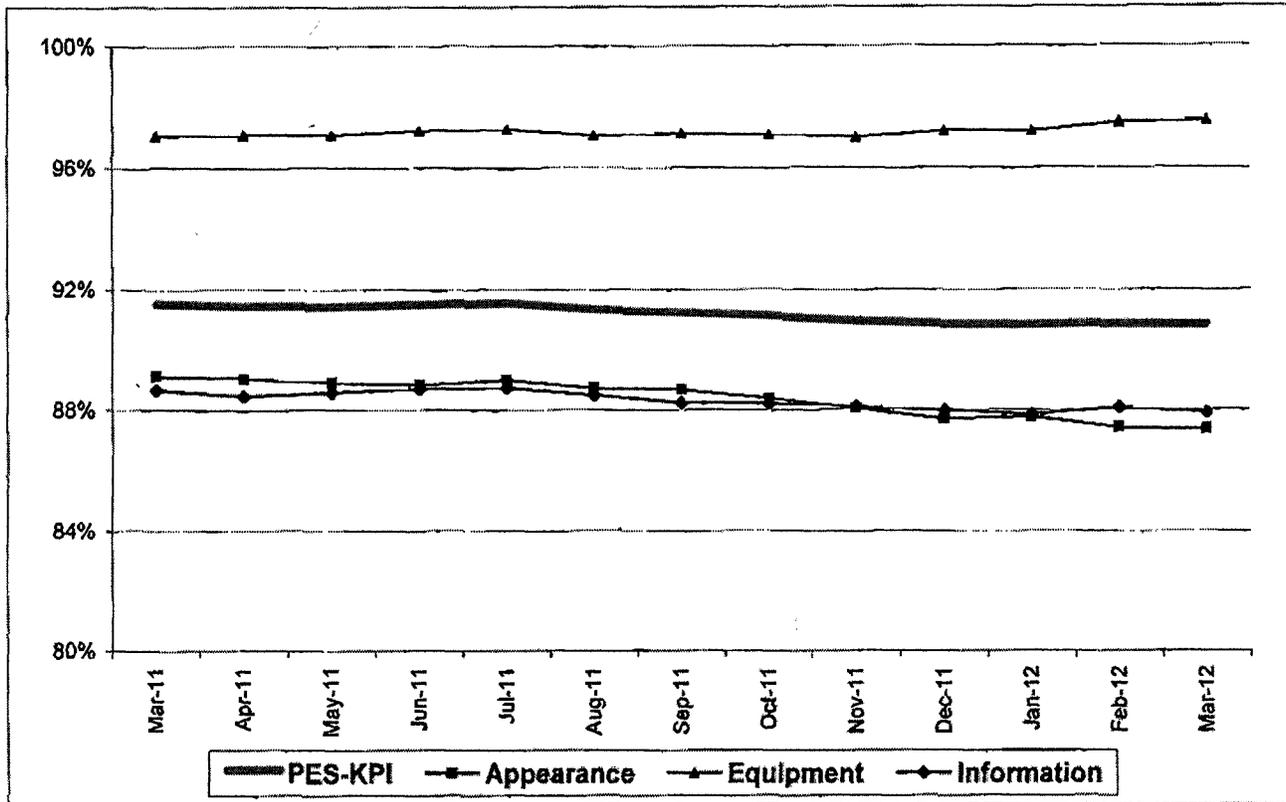
S-KPI Results

Systemwide Monthly Results	Goal
March 2012: 83.4%	2012 GOAL: 85.1%
March 2011: 83.3%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>March 2012</u>	<u>March 2011</u>	<u>% Difference</u>
①	81.1%	78.4%	+2.7%
②	74.6%	74.1%	+0.5%
③	80.2%	77.1%	+3.1%
④	74.1%	74.9%	-0.8%
⑤	75.2%	75.1%	+0.1%
⑥	77.7%	77.7%	+0.0%
⑦	83.0%	79.5%	+3.5%
⑤ 42nd	85.1%	81.0%	+4.1%
IRT	80.7%	79.8%	+0.9%
⑧	82.7%	83.5%	-0.8%
⑨ ⑩	88.3%	89.6%	-1.3%
⑪	86.5%	86.2%	+0.3%
⑫	84.5%	86.9%	-2.4%
⑬	80.7%	80.0%	+0.7%
⑭	82.5%	83.8%	-1.3%
⑮ Fkln	92.4%	93.0%	-0.6%
⑯	77.9%	80.3%	-2.4%
BMT	85.9%	86.5%	-0.6%
⑰	74.3%	75.0%	-0.7%
⑱ Rock	89.4%	87.3%	+2.1%
⑲	79.1%	80.1%	-1.0%
⑳	83.1%	84.5%	-1.4%
㉑	78.9%	81.7%	-2.8%
㉒	79.5%	79.6%	-0.1%
㉓	83.6%	81.8%	+1.8%
IND	83.1%	83.9%	-0.8%
Systemwide	83.4%	83.3%	+0.1%

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>
March 2012:	90.8%	87.4%	97.6%	87.9%
March 2011:	91.5%	89.1%	97.1%	88.7%
% Difference:	-0.7%	-1.7%	+0.5%	-0.8%

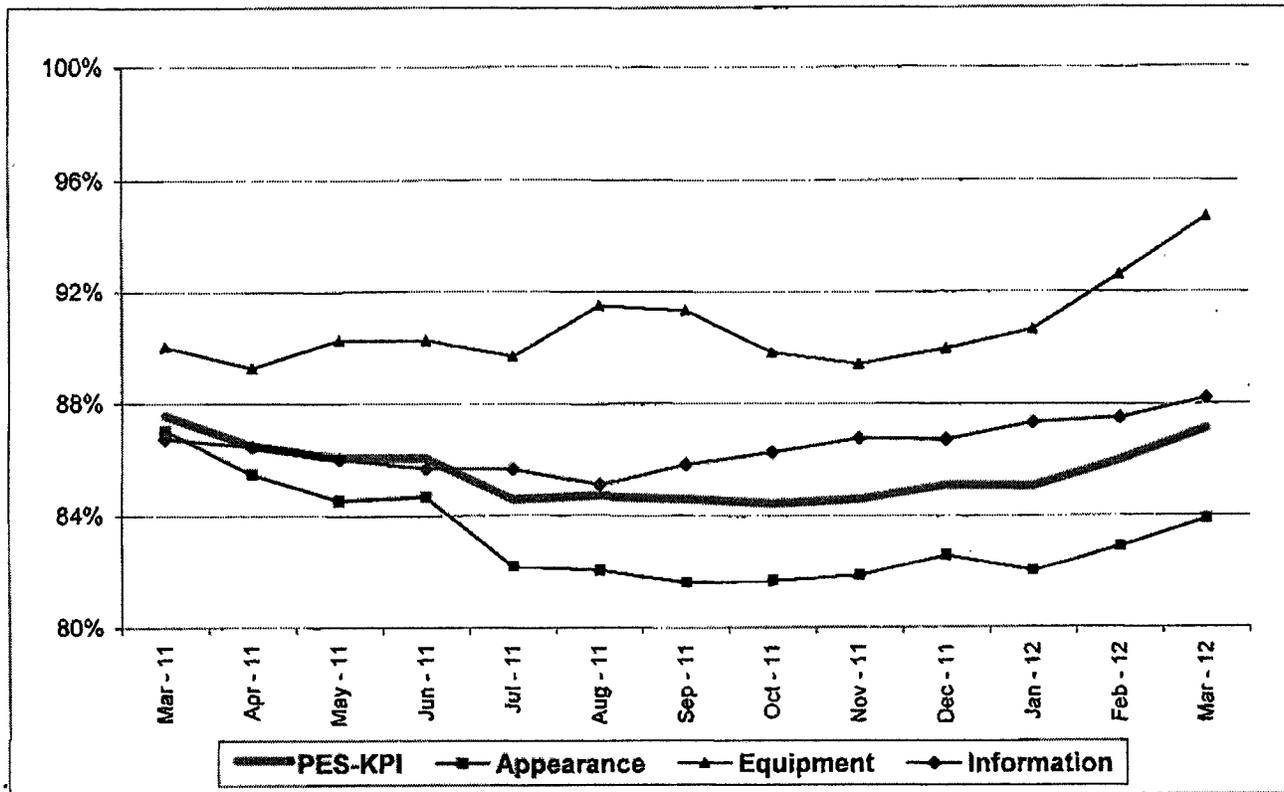
PES-KPI - Subway Car

Line	March 2012:				March 2011:				% Difference.
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
1	93.4%	97.4%	97.9%	84.7%	94.7%	94.8%	97.1%	92.3%	-1.3%
2	95.8%	92.7%	97.6%	97.1%	94.9%	93.5%	94.9%	96.4%	+0.9%
3	92.1%	93.1%	96.4%	86.7%	95.2%	96.8%	93.1%	95.7%	-3.1%
4	96.4%	92.9%	97.5%	98.9%	97.5%	94.4%	99.1%	99.1%	-1.1%
5	95.7%	93.4%	97.2%	96.7%	96.9%	95.4%	96.7%	98.6%	-1.2%
6	95.1%	94.5%	93.0%	97.9%	96.6%	94.6%	95.6%	99.5%	-1.5%
7	95.0%	96.7%	97.0%	91.4%	93.3%	95.6%	93.9%	90.3%	+1.7%
S 42nd	92.6%	98.9%	98.0%	80.7%	95.3%	97.8%	92.2%	95.9%	-2.7%
IRT	94.6%	94.5%	96.5%	92.9%	95.5%	95.1%	95.7%	95.7%	-0.9%
B	93.0%	87.7%	98.6%	92.8%	91.5%	93.0%	91.0%	90.3%	+1.5%
J/Z	95.0%	90.7%	97.0%	97.4%	96.1%	93.2%	96.6%	98.5%	-1.1%
L	97.2%	92.8%	99.8%	99.2%	98.2%	96.3%	99.8%	98.5%	-1.0%
M	97.2%	93.4%	99.3%	99.0%	97.8%	95.4%	98.8%	99.4%	-0.6%
N	96.0%	91.4%	98.0%	98.8%	97.3%	95.6%	98.0%	98.5%	-1.3%
Q	96.6%	93.1%	97.3%	99.5%	96.8%	95.6%	95.2%	99.6%	-0.2%
S Fkn	92.0%	90.7%	93.6%	91.7%	92.0%	88.2%	92.9%	95.1%	+0.0%
R	93.0%	91.0%	97.9%	90.1%	94.2%	94.3%	95.4%	92.8%	-1.2%
BMT	95.4%	91.5%	98.2%	96.6%	95.9%	94.7%	96.3%	96.9%	-0.5%
A	94.3%	92.2%	98.5%	92.1%	94.5%	91.9%	96.7%	94.9%	-0.2%
C	90.4%	85.0%	97.1%	89.1%	93.5%	92.6%	97.1%	90.8%	-3.1%
D	93.7%	89.0%	98.9%	93.3%	93.2%	94.5%	93.8%	91.4%	+0.5%
E	97.0%	93.7%	99.0%	98.4%	96.6%	96.0%	94.0%	99.7%	+0.4%
F	96.1%	91.1%	99.1%	98.4%	96.4%	96.6%	94.6%	97.9%	-0.3%
G	96.4%	96.4%	98.5%	94.2%	93.4%	91.2%	96.1%	93.0%	+3.0%
IND	94.7%	91.2%	98.5%	94.5%	94.7%	93.9%	95.5%	94.6%	+0.0%
Systemwide	94.9%	92.5%	97.7%	94.6%	95.3%	94.6%	95.9%	95.5%	-0.4%

PES-KPI - Station

<u>Borough</u>	<u>March 2012:</u>				<u>March 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	85.0%	79.4%	97.5%	79.2%	82.9%	78.8%	97.3%	73.6%	+2.1%
Manhattan	86.6%	80.6%	97.3%	83.3%	88.1%	82.3%	98.6%	84.6%	-1.5%
Brooklyn	86.4%	84.1%	97.6%	78.3%	88.5%	86.8%	98.6%	80.7%	-2.1%
Queens	88.9%	86.2%	97.9%	83.4%	89.2%	86.1%	98.2%	84.1%	-0.3%
Systemwide	86.7%	82.7%	97.5%	81.0%	87.7%	84.1%	98.4%	81.6%	-1.0%

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



PES-KPI Definition

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

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

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

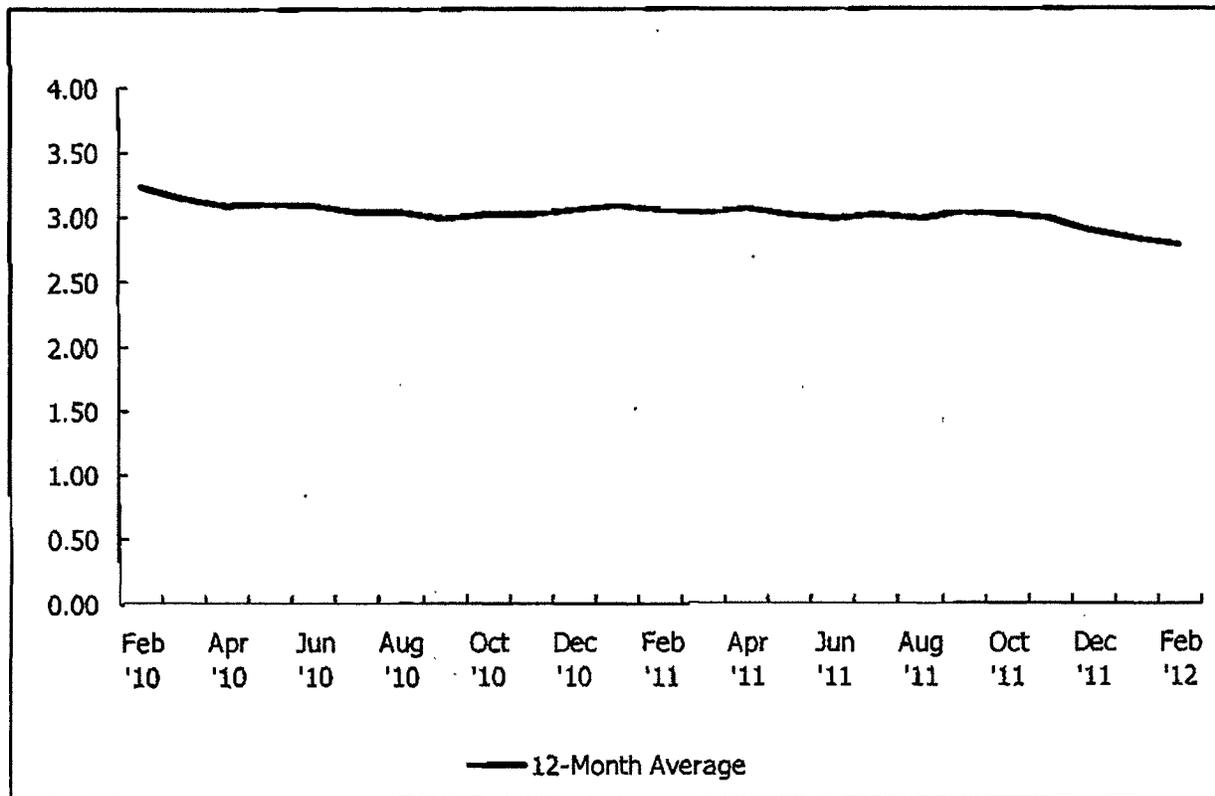
Information: includes the ratings for Maps, Employees in Proper Uniforms and Subway Car Announcements and Signage.

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

SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
March 2012:	87.1%	83.9%	94.7%	88.2%
March 2011:	87.6%	87.0%	90.0%	86.7%
% Difference:	-0.5%	-3.1%	+4.7%	+1.5%

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

Feb 2012: 2.55

Feb 2011: 3.23

Feb 2010: 3.78

12-Month Average

Mar 11 - Feb 12: 2.78

Mar 10 - Feb 11: 3.04

Mar 09 - Feb 10: 3.24

Annual Results

2012 YTD: 2.74

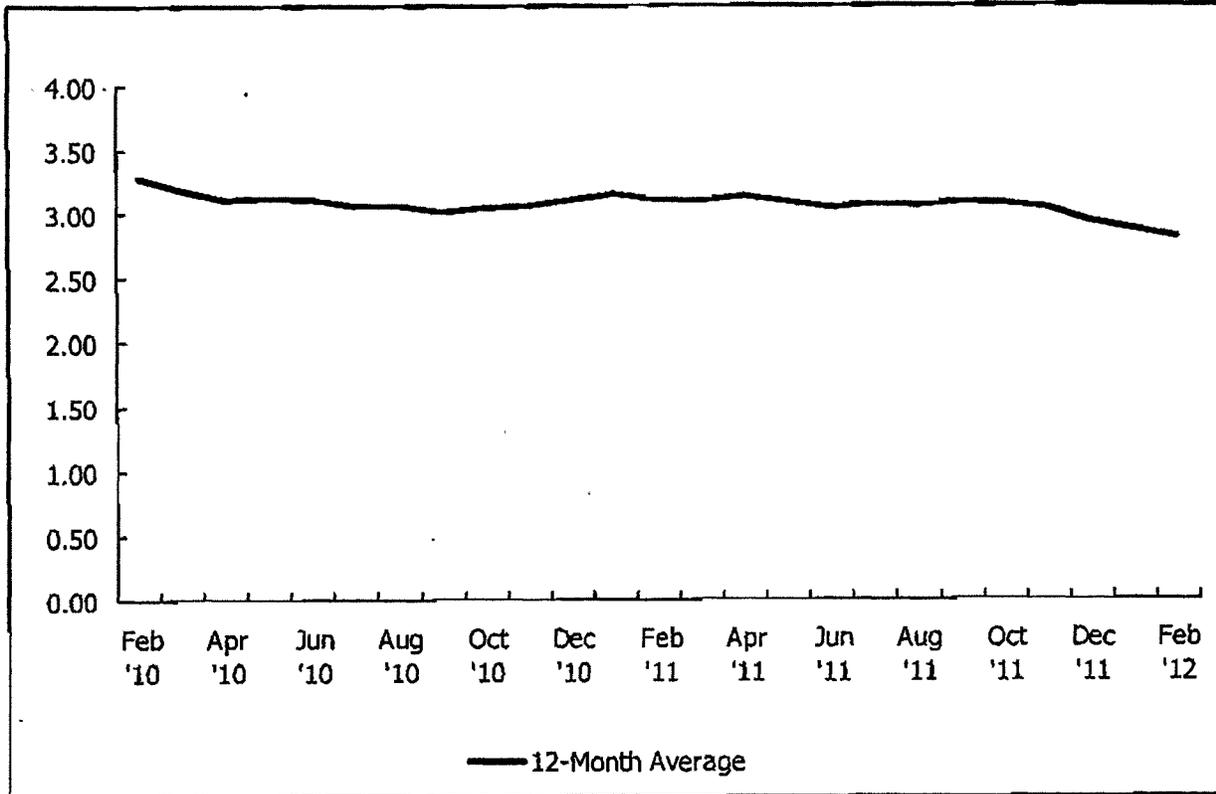
2011 Actual: 2.89

2010 Actual: 3.05

Discussion of Results: Overall accident rate decreased 8.6% in the 12-month period ending February '12 vs. the 12-month period ending February '11. Comparing February '12 to February '11, the monthly accident rate decreased by 21.1% when comparing month over month.

Chart 19

Subway Customer Injuries/Million Customers



Definition

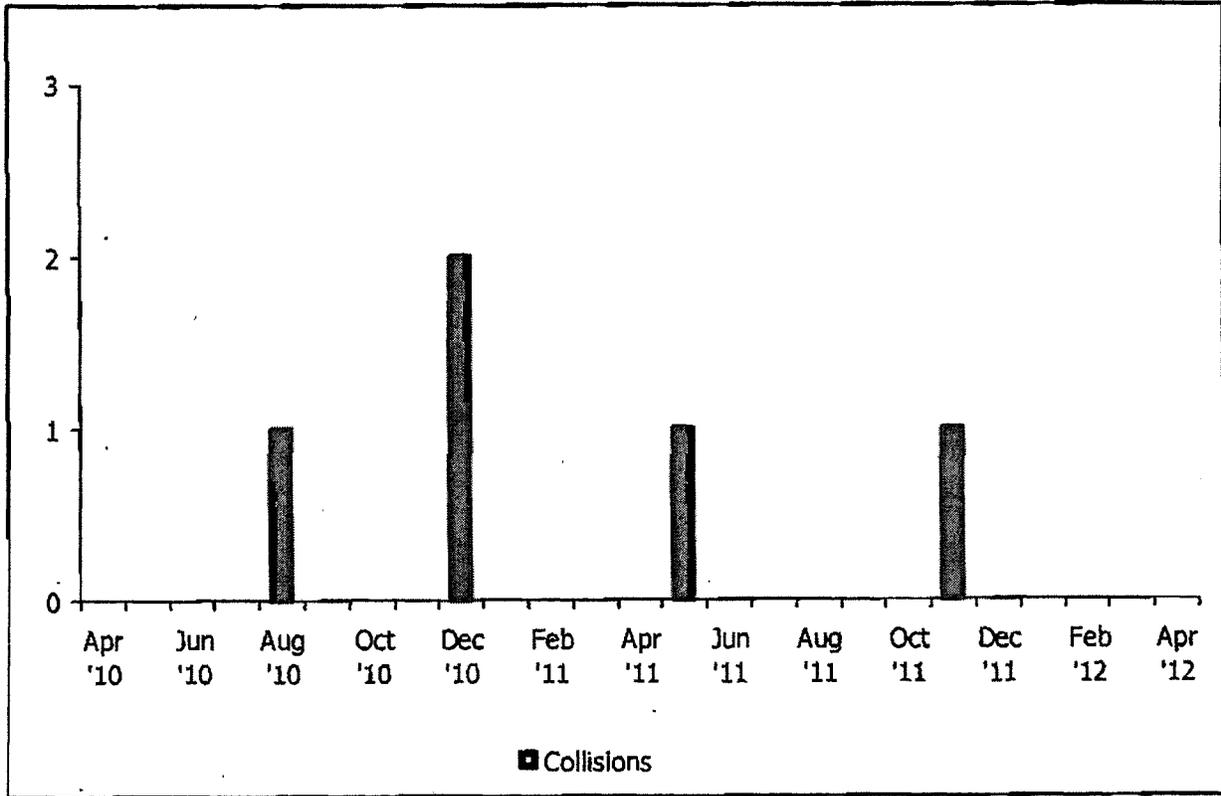
Any claimed physical damage or harm to a subway customer as a result of an incident within/on transit property. Does not include crime/assault statistics.

Monthly Results	12-Month Average	Annual Results
Feb 2012: 2.54	Mar 11 - Feb 12: 2.81	2012 YTD: 2.74
Feb 2011: 3.31	Mar 10 - Feb 11: 3.11	2011 Actual: 2.93
Feb 2010: 3.80	Mar 09 - Feb 10: 3.28	2010 Actual: 3.11

Discussion of Results: Overall injury rate is down 9.6% in the 12-month period ending February '12 vs. the 12-month period ending February '11. Comparing February '12 to February '11, the monthly injury rate decreased by 23.3% 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

Apr 2012: 0

Apr 2011: 0

Apr 2010: 0

12-Month Total

May 11 - Apr 12: 2

May 10 - Apr 11: 3

May 09 - Apr 10: 0

Annual Results

2012 YTD: 0

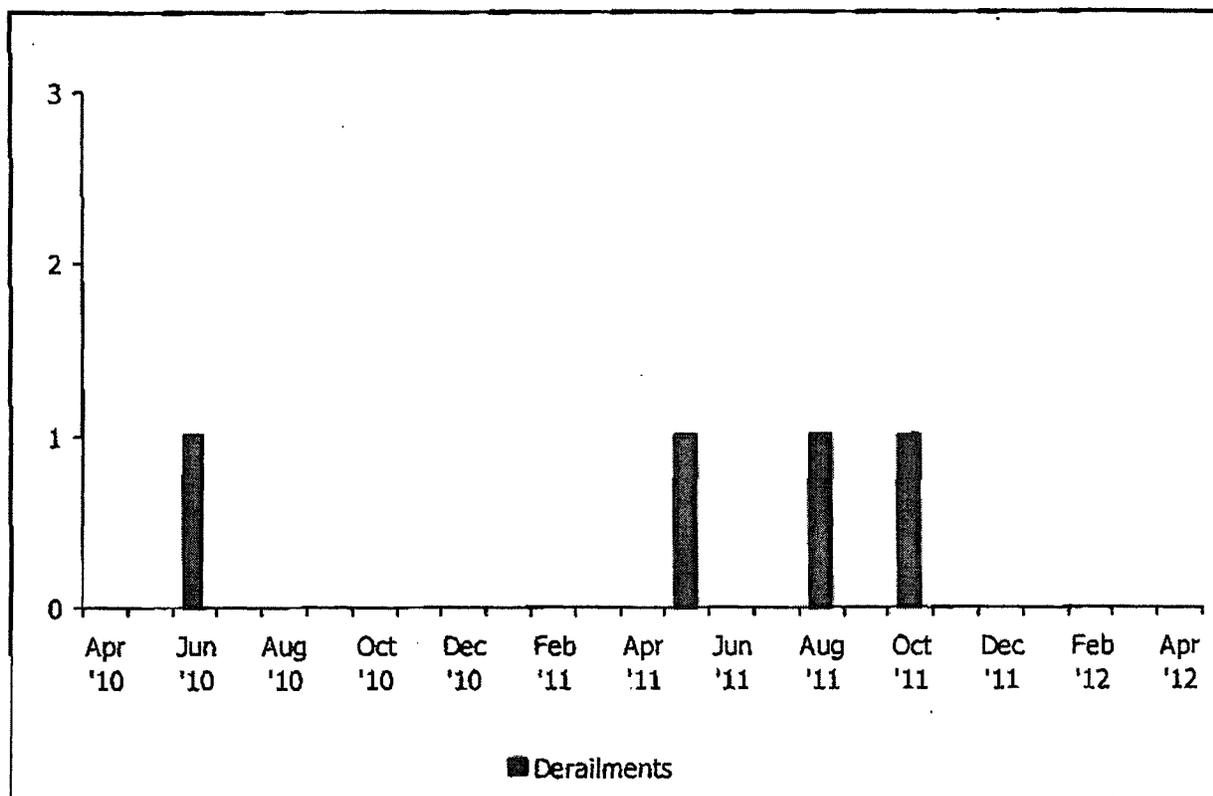
2011 Actual: 2

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

Apr 2012: 0

Apr 2011: 0

Apr 2010: 0

12-Month Total

May 11 - Apr 12: 3

May 10 - Apr 11: 1

May 09 - Apr 10: 1

Annual Results

2012 YTD: 0

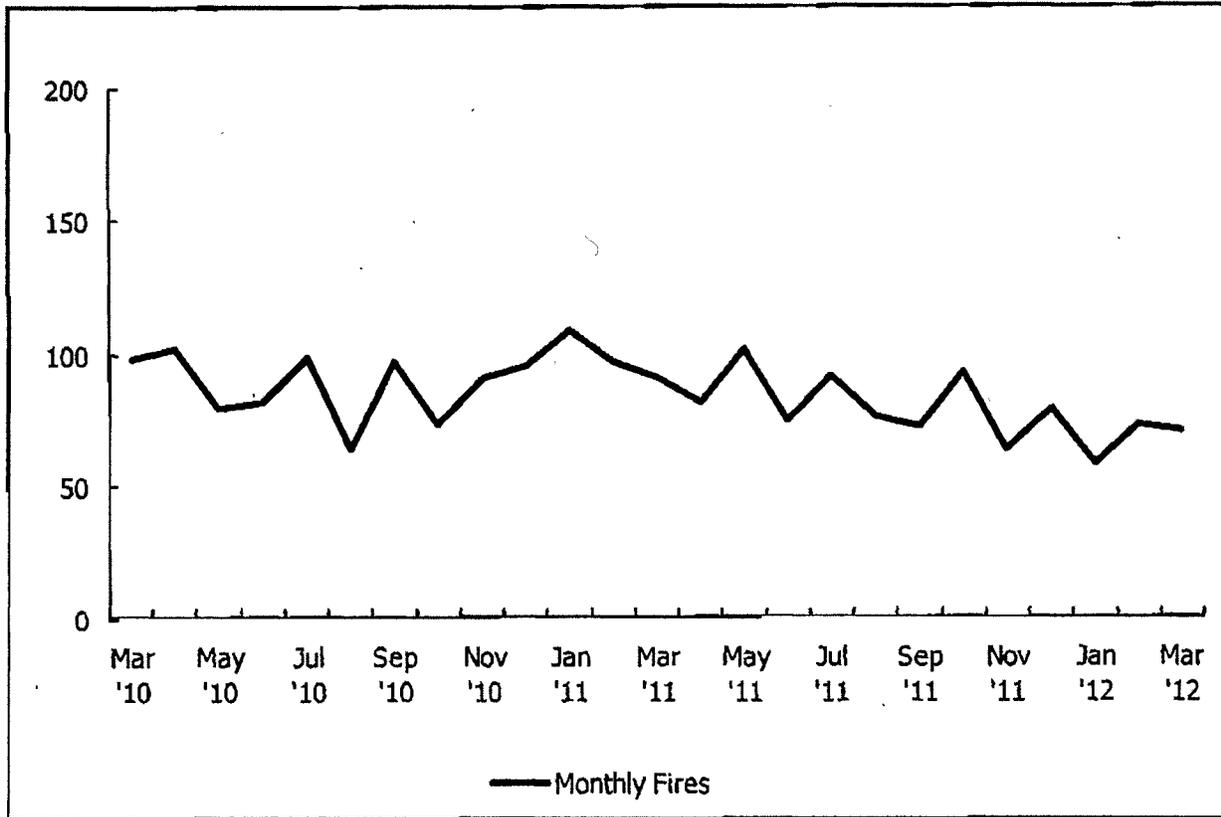
2011 Actual: 3

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	12-Month Total	Annual Results
Mar 2012: 71	Apr 11 - Mar 12: 937	2012 YTD: 202
Mar 2011: 91	Apr 10 - Mar 11: 1,080	2011 Actual: 1,032
Mar 2010: 98	Apr 09 - Mar 10: 1,113	2010 Actual: 1,097

Discussion of Results:

Fires for the month of March 2012 were 71 and 91 for fires in March 2011. Fires were down 13.2% for the 12-Month Total through March 2012 vs. March 2011. 100% (71) of all the fires in the month of March 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:

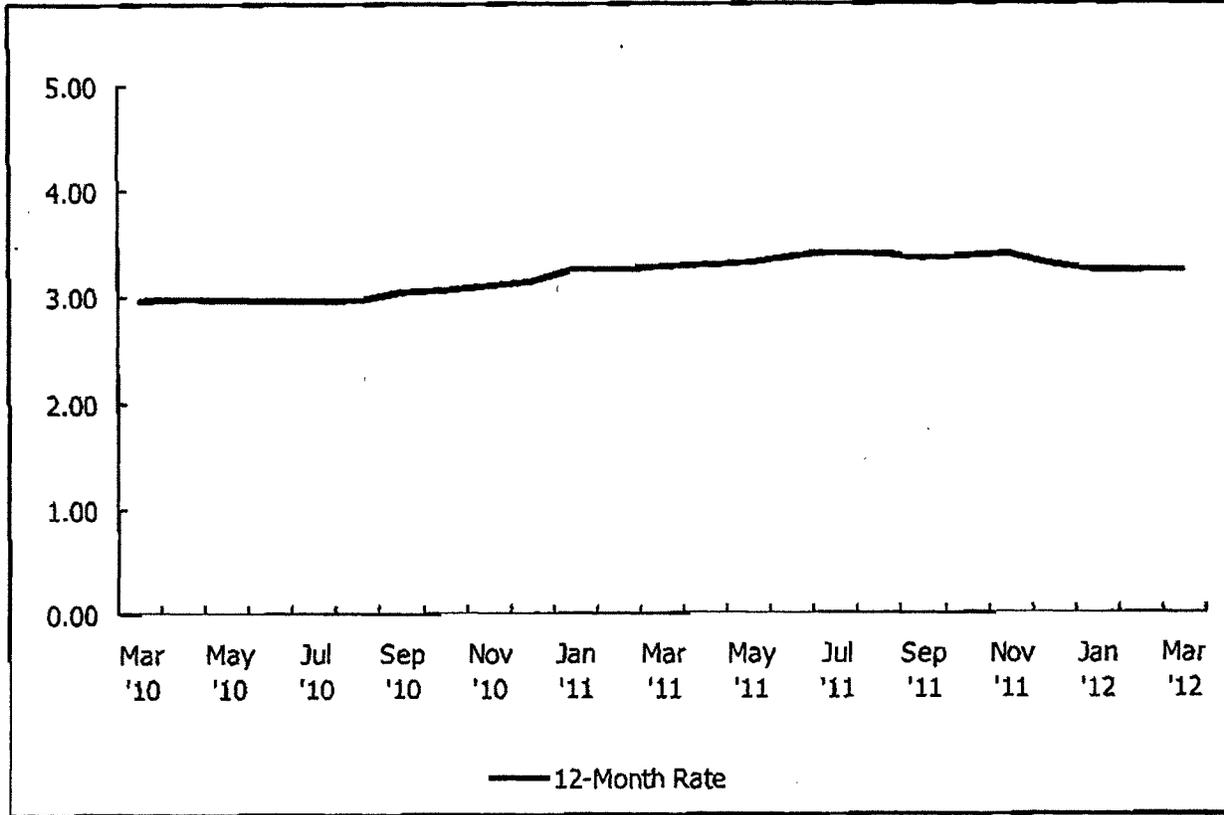
Low:	76.1%	Train:	16
Average:	23.9%	Right-of-way:	39
Above Average:	0.0%	Station:	16
High	0.0%	Other:	0
		Total:	71

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

Train:	Right-of-Way:	Station:
Brake Shoes: 6	Debris: 23	Debris: 12
Hot Wheels: 2	Tie: 9	Electrical: 2
Shoe Beam: 2	Bank of Lights: 3	

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
Mar 2012: 3.11	Apr 11 – Mar 12: 3.25	2012 Goal: 3.15
Mar 2011: 2.99	Apr 10 – Mar 11: 3.29	2011 Actual: 3.31
Mar 2010: 2.81	Apr 09 – Mar 10: 2.97	2010 Actual: 3.15

Discussion of Results: Overall accident rate decreased by 1.2% in the 12-month period ending Mar '12 vs. the 12-month period ending Mar '11. Comparing Mar '12 to Mar '11, the monthly accident rate increased by 4.0%.

Chart 25



Police Department
City of New York

REPORT

CRIME STATISTICS APRIL

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	1	0	0.0%
ROBBERY	64	55	9	16.4%
FELASSAULT	20	15	5	33.3%
BURGLARY	1	0	1	*** **%
GRLARCENY	126	120	6	5.0%
<u>TOTAL MAJOR FELONIES</u>	<u>212</u>	<u>191</u>	<u>21</u>	<u>11.0%</u>

During April the daily Robbery average increased from 1.8 to 2.1

During April the daily Major Felony average increased from 6.4 to 7.1

CRIME STATISTICS JANUARY THRU APRIL

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	3	1	2	200.0%
ROBBERY	294	231	63	27.3%
FELASSAULT	57	71	-14	-19.7%
BURGLARY	4	0	4	*** **%
GRLARCENY	518	438	80	18.3%
<u>TOTAL MAJOR FELONIES</u>	<u>876</u>	<u>741</u>	<u>135</u>	<u>18.2%</u>

Year to date, the daily Robbery average increased from 1.9 to 2.4

Year to date, the daily Major Felony average increased from 6.2 to 7.3

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

REPORT

APRIL ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	4030	4193	-163	-3.9%
TosArrest	2086	2013	73	3.6%
Summ	8238	8561	-323	-3.8%

JANUARY - APRIL ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	18023	17128	895	5.2%
TosArrest	9586	8118	1468	18.1%
Summ	34202	33825	377	1.1%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

		JANUARY-APRIL															
		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	3	1	1	1	1	0	0	0
	Rape	1	4	0	1	1	0	2	0	2	3	0	2	0	0	1	3
	Robbery	709	666	547	437	431	419	385	359	404	314	239	248	229	242	231	294
3.32	Assault	155	166	136	127	95	98	87	88	93	59	65	59	57	69	71	57
	Burglary	15	8	1	4	6	3	3	3	0	1	0	3	0	2	0	4
	GL	1017	816	721	740	695	644	527	591	607	392	386	417	369	362	438	518
	TOTAL MAJOR FELONIES	1898	1660	1408	1310	1228	1164	1004	1042	1109	770	691	730	656	675	741	876
	Major Fel Per Day	15.82	13.83	11.73	10.92	10.23	9.70	8.37	8.68	9.24	6.42	5.76	6.08	5.47	5.63	6.18	7.30

Attachment 28

4. FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	March Results		Year-to-Date March Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Farebox Rev: Subway	1.1	0.5	669.7	670.2	0.5	0.1
Bus	0.1	0.1	214.8	214.2	(0.6)	(0.3)
Paratransit	(0.1)	(9.2)	4.0	3.7	(0.2)	(6.1)
Fare Media Liability	0.0	0.0	14.1	14.1	0.0	0.0
Total Farebox Revenue	1.0	0.3	902.6	902.2	(0.4)	(0.0)
Other Operating Revenue	0.6	2.2	85.1	84.8	(0.3)	(0.3)
Capital & Other Reimbursements	4.5	5.8	216.5	211.4	(5.1)	(2.4)
Total Revenue	6.2	1.5	1,204.2	1,198.3	(5.8)	(0.5)
Nonreimb. Exp. before Dep./OPEB	13.2	2.7	1,478.2	1,466.1	12.1	0.8
Depreciation	0.4	0.3	346.5	342.4	4.1	1.2
Other Post-Employment Benefits	(115.8)	(49.8)	232.5	348.2	(115.8)	(49.8)
Subtotal Nonreimbursable Expenses	(102.2)	(12.2)	2,057.2	2,156.7	(99.5)	(4.8)
Capital & Other Expenses	(4.5)	(5.8)	216.5	211.4	5.1	2.4
Total Expenses	(106.7)	(11.6)	2,273.7	2,368.1	(94.4)	(4.2)
Net Surplus/(Deficit)*	(100.5)	(20.5)	(1,069.6)	(1,169.8)	(100.2)	(9.4)
Depreciation/OPEB/Other Cash Adjust.	32.7	13.7	574.1	537.6	(36.6)	(6.4)
Net Cash Deficit*	(67.9)	(27.0)	(495.4)	(632.2)	(136.8)	(27.6)

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

March 2012 year-to-date farebox revenue was \$0.4 million (less than 0.1 percent) below budget. Subway revenue was \$0.5 million (0.1 percent) above budget, bus revenue was \$0.6 million (0.3 percent) below budget, and paratransit revenue was \$0.2 million (6.1 percent) below budget; accrued fare media liability was on budget.

Nonreimbursable expenses before depreciation and OPEB underran budget year-to-date by \$12.1 million (0.8 percent). Labor expenses were higher by \$6.8 million (0.6 percent), due mostly to higher overtime requirements for signals inspection & maintenance, bus maintenance and low employee availability/vacancy coverage, and the unfavorable timing of "banked" overtime payments to represented employees, partly offset by the favorable timing of fringe benefit expenses and payroll underruns. Non-labor expenses were less than budget by \$19.0 million (4.5 percent), including underruns in maintenance & other operating contracts (timing of several expenses), paratransit service contracts (diversion of riders to lower cost taxis and vouchers and lower completed trips), other business expenses (timing and MVM debit/credit card charge underruns) and insurance (timing).

The net cash deficit was \$632.2 million year-to-date, unfavorable to budget by \$136.8 million (27.6 percent), due mostly to the unfavorable timing of capital reimbursements and NY City contractual partial reimbursements of paratransit expenses.

Average weekday ridership in March 2012 was 7.8 million, an increase of 1.4 percent from March 2011, and the highest of any March in over forty-five years, due in part to unseasonably warm and dry weather in March 2012. Average weekday ridership for the twelve months ending March 2012 was 7.5 million, an increase of 1.0 percent from the twelve months ending March 2011.

FINANCIAL RESULTS

Farebox Revenue

- March 2012 preliminary total farebox revenue of \$319.3 million was \$1.0 million (0.3 percent) above budget.
- March 2012 subway revenue was \$1.1 million (0.5 percent) above budget, bus revenue was \$0.1 million (0.1 percent) above budget, and paratransit revenue was \$0.1 million (9.2 percent) below budget.
- Fare media liability was on budget.

March 2012 Farebox Revenue - (\$ in millions)

	Budget	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent
Subway	235.9	237.0	1.1	0.5%
Bus	76.2	76.3	0.1	0.1%
Paratransit	1.4	1.3	(0.1)	(9.2%)
Subtotal	313.6	314.6	1.0	0.3%
Fare Media Liability	4.7	4.7	0.0	0.0%
Total	318.2	319.3	1.0	0.3%

- March 2012 year-to-date farebox revenue was \$0.4 million (less than 0.1 percent) below budget. Subway revenue was \$0.5 million (0.1 percent) above budget, bus revenue was \$0.6 million (0.3 percent) below budget, and paratransit revenue was \$0.2 million (6.1 percent) below budget; accrued fare media liability was on budget.

Average Fare

- The March 2012 non-student average fare of \$1.635 decreased 0.3¢ from March 2011. The subway fare decreased 0.3¢, the local bus fare decreased 0.8¢, and the express bus fare increased 1.4¢.

March Non-Student Average Fare - \$

	2011	2012	Change
Subway	1.712	1.709	(0.003)
Local Bus	1.386	1.378	(0.008)
Subway & Local Bus	1.622	1.619	(0.003)
Express Bus	4.597	4.611	0.014
Total	1.638	1.635	(0.003)

- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the March 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 \$0.3 million (0.3 percent), due mostly to an advertising revenue underrun. In the month, other operating revenues were above budget by \$0.6 million (2.2 percent), largely due to higher Transit Adjudication Bureau (TAB) fees.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB underran budget year-to-date by \$12.1 million (0.8 percent) and in March, expenses were below budget by \$13.2 million (2.7 percent). The major causes of these variances are reviewed below:

Labor expenses were higher than budget year-to-date by \$6.8 million (0.6 percent), due mostly to higher overtime costs, caused by additional requirements for signals inspection & maintenance, bus maintenance and low employee availability/vacancy coverage, and the unfavorable timing of “banked” overtime payments to represented employees. Other fringe benefits overran due to lower direct overhead credits, resulting from reimbursable payroll underruns. Favorable labor results included the timing of health & welfare/OPEB current and pension expenses and payroll underruns due to vacancies, partly offset by the effect of reimbursable payroll underruns and higher earned employee separation payments. In the month of March, labor expenses in total were essentially on budget, as higher overtime expenses, mainly due to additional requirements for signals inspection/maintenance and vacancy coverage, and the unfavorable timing of pension expenses, were largely offset by payroll underruns, again due primarily to vacancies, partly offset by higher earned employee separation payments.

Non-labor expenses were below budget year-to-date by \$19.0 million (4.5 percent), including favorable expense results in:

- Maintenance and other operating contracts – mainly the favorable timing of expenses, including building-related, uniforms, non-revenue vehicle purchases, and electrical installations, partly offset by the unfavorable timing of vehicle maintenance and repair expenses
- Paratransit service contracts—mostly due to the diversion of riders to lower cost taxis and vouchers, lower completed trips, and reduced activity in the call center, eligibility certifications and vehicle rehabilitations
- Other business expenses – largely the favorable timing of reimbursable job closing adjustments and underruns in MVM debit/credit card charges
- Insurance – the favorable timing of expenses/payments

In the month of March, non-labor expenses were under budget by \$13.2 million (9.3 percent), including favorable results in: paratransit service contracts (timing of expense adjustments, diversion of riders to lower cost taxis and vouchers, lower completed trips); electric power (timing/consumption, partly offset by higher prices) and other business expenses (the favorable timing of reimbursable job closing adjustments, underruns in MVM debit/credit card charges). These underruns were partly offset by higher fuel expenses (timing and higher prices).

Depreciation expenses were below budget year-to-date by \$4.1 million (1.2 percent), due to the timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$348.2 million of accrued expenses year-to-date, \$115.8 million (49.8 percent) higher than budget, based on current actuarial information.

Net Cash Deficit

The net cash deficit was \$632.2 million year-to-date, unfavorable to budget by \$136.8 million (27.6 percent), due mostly to the unfavorable timing of capital reimbursements and NY City contractual partial reimbursements of paratransit expenses.

Inventory (see Inventory Note following)

Inventory at the end of March was \$203.8 million, \$10.8 million (5.6 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 44,795 full-time paid incumbents at the end of March, 86 less than in February and 221 less than in December 2011 (excluding 117 temporary December active incumbents).

RIDERSHIP RESULTS

Total Ridership vs. Budget

- March 2012 total ridership (subway, bus, and paratransit combined) of 209.0 million was 1.0 percent (2.0 million trips) above budget.
- March 2012 subway ridership was 1.1 percent (1.6 million trips) above budget, bus ridership was 0.8 percent (0.5 million trips) above budget, and paratransit ridership was 4.6 percent (less than 0.1 million boardings) below budget.
- March 2012 year-to-date total ridership of 582.9 million was 0.2 percent (1.4 million trips) above budget. Subway ridership was 0.3 percent (1.1 million trips) above budget, bus ridership was 0.3 percent (0.5 million trips) above budget, and paratransit ridership was 4.0 percent (0.1 million boardings) below budget.

Average Weekday Ridership vs. Prior Year

- Average weekday total ridership was 7.8 million in March 2012, an increase of 1.4 percent (111,000 trips) from March 2011, and the highest of any March in over forty-five years. The strong ridership was due in part to unseasonably warm and dry weather in March 2012. Average weekday ridership for the twelve months ending March 2012 was 7.5 million, an increase of 1.0 percent (73,000 trips) from the twelve months ending March 2011.
- Average weekday subway ridership was 5.5 million in March 2012, an increase of 1.9 percent (104,000 trips) from March 2011, and the highest subway ridership of any month in over forty-five years. Average weekday ridership for the twelve months ending March 2012 increased 2.4 percent (124,000 trips) from the twelve months ending March 2011.
- Average weekday local bus ridership was 2.2 million in March 2012, an increase of 0.2 percent (4,000 trips) from March 2011. Average weekday ridership for the twelve months ending March 2012 decreased 2.4 percent (52,000 trips) from the twelve months ending March 2011.
- Average weekday express bus ridership was 45,000 in March 2012, an increase of 4.0 percent (2,000 trips) from March 2011. Average weekday ridership for the twelve months ending March 2012 increased 0.1 percent (less than 1,000 trips) from the twelve months ending March 2011.

- Average weekday paratransit ridership was 32,000 in March 2012, an increase of 3.5 percent (1,000 boardings) from March 2011. Average weekday ridership for the twelve months ending March 2012 increased 2.6 percent (1,000 boardings) from the twelve months ending March 2011.

Average Weekend Ridership vs. Prior Year

- Average weekend (Saturday plus Sunday) total ridership was 8.0 million in March 2012, an increase of 2.0 percent (160,000 trips) from March 2011, and the highest of any March in over forty-five years. Average weekend ridership for the twelve months ending March 2012 decreased 1.7 percent (135,000 trips) from the twelve months ending March 2011.
- Average weekend subway ridership was 5.6 million in March 2012, an increase of 3.7 percent (202,000 trips) from March 2011, and the highest of any March in over forty-five years. Average weekend ridership for the twelve months ending March 2012 was virtually unchanged from the twelve months ending March 2011.
- Average weekend local bus ridership was 2.3 million in March 2012, a decrease of 1.9 percent (44,000 trips) from March 2011. Average weekend ridership for the twelve months ending March 2012 decreased 5.7 percent (135,000 trips) from the twelve months ending March 2011.
- Average weekend express bus ridership was 10,000 in March 2012, an increase of 12.4 percent (1,000 trips) from March 2011. Average weekend ridership for the twelve months ending March 2012 decreased 3.5 percent (less than 1,000 trips) from the twelve months ending March 2011.
- Average weekend paratransit ridership was 34,000 in March 2012, an increase of 3.8 percent (1,000 boardings) from March 2011. Average weekend ridership for the twelve months ending March 2012 decreased 0.3 percent from the twelve months ending March 2011.

Weekday and Weekend Ridership						
	Average Weekday (thousands)			Average Weekend (thousands)		
	2011	2012*	Change	2011	2012*	Change
March						
Subway	5,423	5,527	+1.9%	5,439	5,641	+3.7%
Local Bus	2,233	2,236	+0.2%	2,340	2,295	-1.9%
Express Bus	43	45	+4.0%	9	10	+12.4%
Paratransit	31	32	+3.5%	33	34	+3.8%
TOTAL	7,729	7,840	+1.4%	7,820	7,981	+2.0%
12-Month Rolling Average						
Subway	5,197	5,321	+2.4%	5,426	5,427	+0.0%
Local Bus	2,159	2,107	-2.4%	2,374	2,238	-5.7%
Express Bus	42	42	+0.1%	9	9	-3.5%
Paratransit	29	29	+2.6%	31	31	-0.3%
TOTAL	7,426	7,499	+1.0%	7,840	7,705	-1.7%

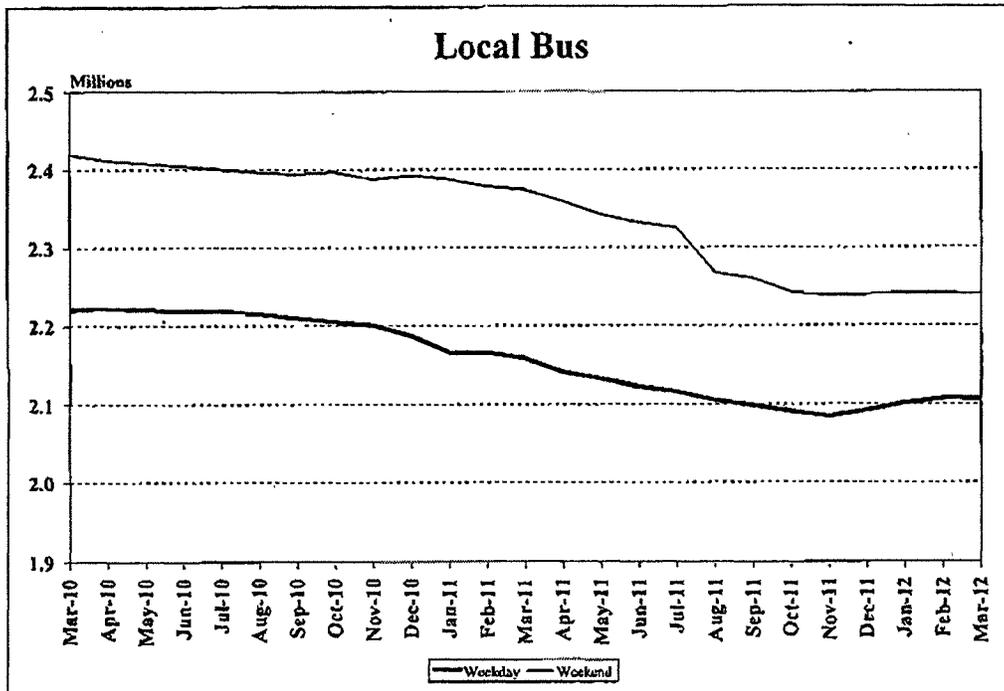
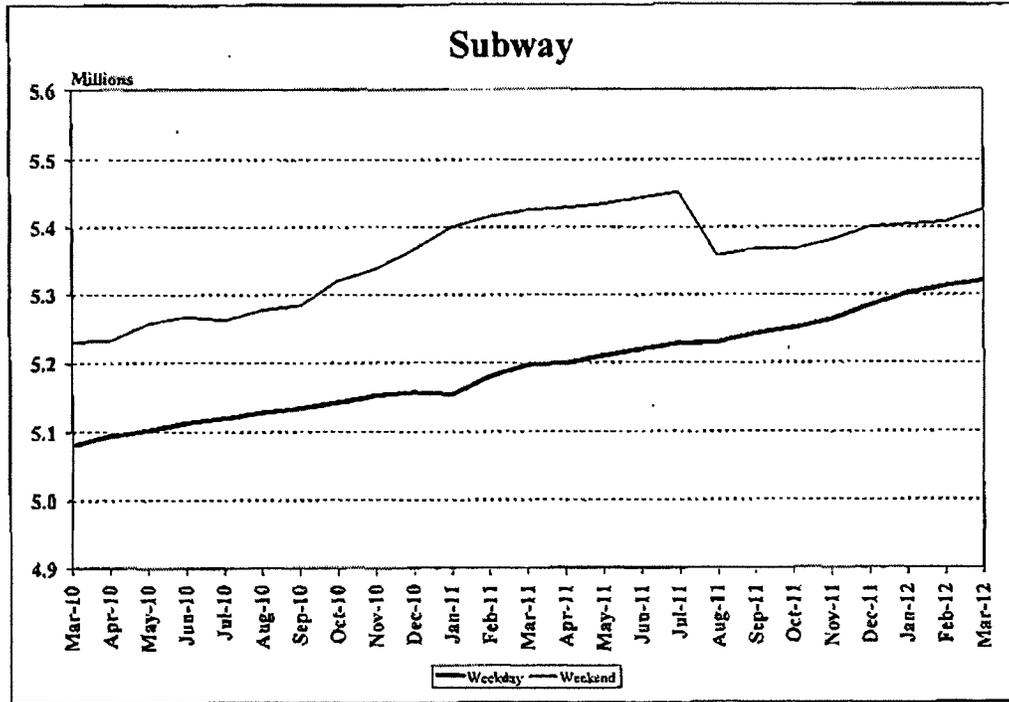
Notes: Totals may not add due to rounding.

Percentages are based on unrounded figures.

* Preliminary

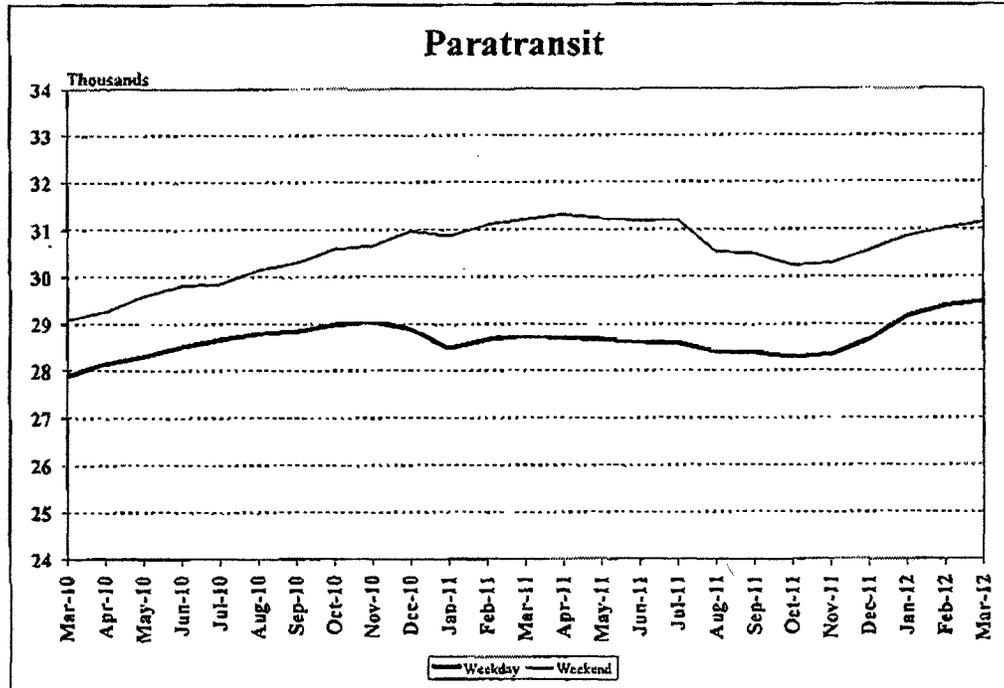
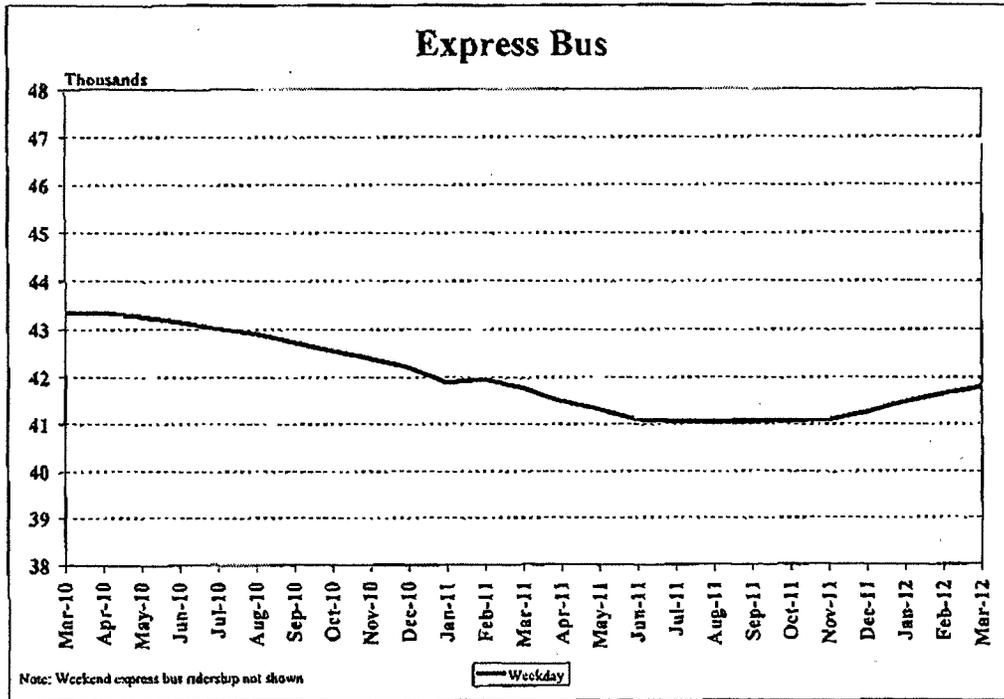
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From March 2011 to March 2012, average weekday ridership increased on every service except Staten Island Railway, due to unseasonably warm and dry weather in March 2012. The largest weekday increase was on Long Island Railroad (up 4.8 percent). Bridges and Tunnels traffic increased on weekdays and decreased on weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Mar-11	Mar-12*	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,423	5,527	+1.9%	+2.4%
NYCT Local Bus	2,233	2,236	+0.2%	-2.4%
NYCT Express Bus	43	45	+4.0%	+0.1%
NYCT Paratransit	31	32	+3.5%	+2.6%
Staten Island Railway	17	17	-1.1%	+4.3%
MTA Local Bus	372	385	+3.5%	+0.5%
MTA Express Bus	35	35	+1.4%	-2.1%
Long Island Rail Road	273	286	+4.8%	+1.3%
Metro-North Railroad	265	276	+3.8%	+2.5%
Staten Island Ferry	65	67	+2.1%	+3.9%
PATH	254	265	+4.0%	+3.8%
<u>Average Saturday</u>				
NYCT Subway	3,142	3,214	+2.3%	-0.5%
NYCT Local Bus	1,365	1,309	-4.1%	-7.2%
NYCT Express Bus	6	7	+11.1%	-4.4%
NYCT Paratransit	16	16	+1.3%	-1.5%
Staten Island Railway	5	6	+12.6%	+3.7%
MTA Local Bus	203	207	+2.3%	-3.7%
MTA Express Bus	10	9	-6.9%	-5.4%
Long Island Rail Road	95	100	+6.1%	+0.4%
Metro-North Railroad	107	113	+5.2%	+3.8%
Staten Island Ferry	46	45	-2.8%	-0.6%
PATH	136	130	-4.6%	+0.5%
<u>Average Sunday</u>				
NYCT Subway	2,297	2,427	+5.7%	+0.8%
NYCT Local Bus	975	987	+1.2%	-3.8%
NYCT Express Bus	3	3	+15.2%	-1.6%
NYCT Paratransit	17	18	+6.2%	+0.9%
Staten Island Railway	3	4	+1.5%	+2.7%
MTA Local Bus	141	152	+8.3%	-0.5%
MTA Express Bus	5	5	+1.6%	-1.4%
Long Island Rail Road	76	78	+2.9%	+0.4%
Metro-North Railroad	87	92	+5.1%	+3.2%
Staten Island Ferry	31	34	+8.4%	+7.7%
PATH	83	92	+10.7%	+2.9%

MTA Bridges and Tunnels (thousands)				
Average Weekday	789	797	+1.0%	-0.7%
Average Saturday	741	712	-4.0%	-4.9%
Average Sunday	705	704	-0.1%	-3.9%

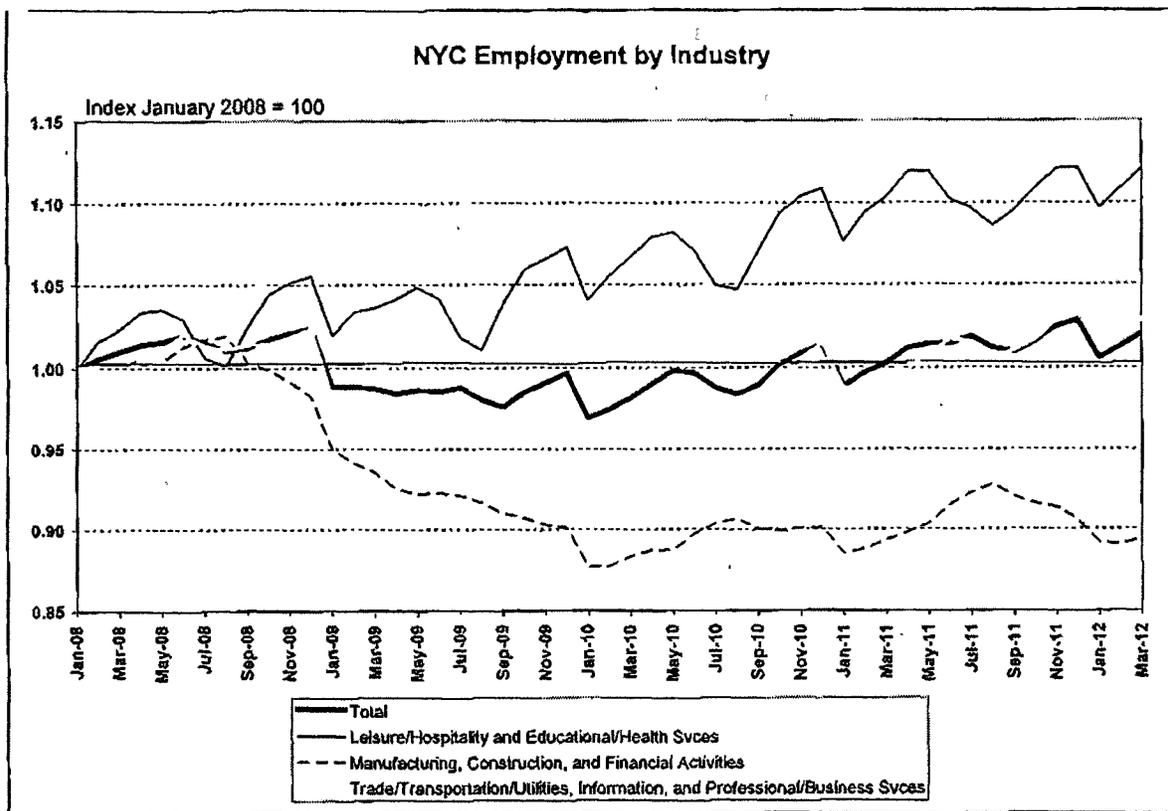
Notes: Percentages are based on unrounded data.

* Preliminary

Economy

From March 2011 to March 2012, New York City employment increased 1.8 percent (65,700 jobs). Private sector employment increased 2.1 percent (68,700 jobs) and government employment decreased 0.5 percent (3,000 jobs). The sub-sector with the largest absolute and percentage increases was professional/business services (up 29,900 jobs or 5.1 percent). The only sub-sectors with decreases were construction (down 3,600 jobs or 3.3 percent) and manufacturing (down 2,600 jobs or 3.5 percent).

As shown on the graph below, although total employment has recovered from the recession, differences exist among industries. The leisure/hospitality and educational/health services sub-sectors did not suffer as much as other sub-sectors during the downturn, and have continued to grow since the recovery began. In contrast, the manufacturing, construction, and financial activities sub-sectors suffered most from the downturn and have not recovered.



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

	Month of March				Explanation
	Budget	Actual	Variance		
			Amount	Percent	
Subway	145.876	147.441	1.565	1.1%	
Bus	60.265	60.753	0.488	0.8%	
Paratransit	0.889	0.848	(0.041)	(4.6%)	Reduced demand
Total	207.030	209.042	2.012	1.0%	
	Year to Date				
Subway	411.498	412.567	1.069	0.3%	
Bus	167.470	167.939	0.469	0.3%	
Paratransit	2.465	2.367	(0.098)	(4.0%)	Reduced demand
Total	581.433	582.873	1.440	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)**

	<u>Month of March</u>				<u>Explanation</u>
	<u>2011</u>	<u>2012</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
<u>Average Weekday</u>					
Subway	5.423	5.527	0.104	1.9%	
Local Bus	2.233	2.236	0.004	0.2%	
Express Bus	0.043	0.045	0.002	4.0%	Due in part to the restoration of the X37 and X38 services in July 2011
Paratransit	0.031	0.032	0.001	3.5%	Continued positive trend
Total	7.729	7.840	0.111	1.4%	
<u>Average Weekend</u>					
Subway	5.439	5.641	0.202	3.7%	Due in part to favorable weather in March 2012
Local Bus	2.340	2.295	(0.044)	(1.9%)	
Express Bus	0.009	0.010	0.001	12.4%	Due in part to an increase in Saturday service and high ridership on St. Patrick's Day
Paratransit	0.033	0.034	0.001	3.8%	Continued positive trend
Total	7.820	7.981	0.160	2.0%	
<u>12-Month Rolling Average</u>					
<u>Average Weekday</u>					
Subway	5.197	5.321	0.124	2.4%	
Local Bus	2.159	2.107	(0.052)	(2.4%)	
Express Bus	0.042	0.042	0.000	0.1%	
Paratransit	0.029	0.029	0.001	2.6%	
Total	7.426	7.499	0.073	1.0%	
<u>Average Weekend</u>					
Subway	5.426	5.427	0.001	0.0%	
Local Bus	2.374	2.238	(0.135)	(5.7%)	Negative trend in 2011
Express Bus	0.009	0.009	(0.000)	(3.5%)	Negative trend in 2011
Paratransit	0.031	0.031	(0.000)	(0.3%)	
Total	7.840	7.705	(0.135)	(1.7%)	

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
March 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												
Subway	\$235,912	\$236,987	\$1,075	0.5	\$0,000	\$0,000	\$0,000	-	\$235,912	\$236,987	\$1,075	0.5
Bus	76,213	76,284	0,071	0.1	0,000	0,000	0,000	-	76,213	76,284	0,071	0.1
Paratransit	1,439	1,306	(0,133)	(9.2)	0,000	0,000	0,000	-	1,439	1,306	(0,133)	(9.2)
Fare Media Liability	4,685	4,685	0,000	0.0	0,000	0,000	0,000	-	4,685	4,685	0,000	0.0
Total Farebox Revenue	318,249	319,262	1,013	0.3	0,000	0,000	0,000	-	318,249	319,262	1,013	0.3
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	9,556	9,556	0,000	0.0	0,000	0,000	0,000	-	9,556	9,556	0,000	0.0
Paratransit Reimbursement	11,051	11,124	0,073	0.7	0,000	0,000	0,000	-	11,051	11,124	0,073	0.7
Other	9,049	9,623	0,574	6.3	0,000	0,000	0,000	-	9,049	9,623	0,574	6.3
Total Other Operating Revenue	29,656	30,303	0,647	2.2	0,000	0,000	0,000	-	29,656	30,303	0,647	2.2
Capital and Other Reimbursements	0,000	0,000	0,000	-	78,574	83,116	4,542	5.8	78,574	83,116	4,542	5.8
Total Revenue	\$347,905	\$349,565	\$1,660	0.5	\$78,574	\$83,116	\$4,542	5.8	\$426,479	\$432,681	\$6,202	1.6
Expenses												
Labor												
Payroll	234,519	231,467	3,052	1.3	34,076	32,948	1,128	3.3	268,595	264,415	4,180	1.6
Overtime	21,820	24,064	(2,244)	(10.3)	6,059	8,089	(2,030)	(33.5)	27,879	32,153	(4,274)	(15.3)
Total Salaries and Wages	256,339	255,531	0,808	0.3	40,135	41,037	(0,902)	(2.2)	296,474	296,568	(0,094)	(0.0)
Health and Welfare	47,118	47,481	(0,363)	(0.8)	1,918	1,476	0,442	23.0	49,036	48,957	0,079	0.2
OPEB Current Payment	25,899	24,544	1,355	5.2	0,000	0,000	0,000	-	25,899	24,544	1,355	5.2
Pensions	17,544	19,320	(1,776)	(10.1)	0,075	0,081	(0,006)	(8.0)	17,519	19,401	(1,782)	(10.1)
Other Fringe Benefits	20,286	21,011	(0,725)	(3.6)	10,308	9,988	0,340	3.3	30,594	30,979	(0,385)	(1.3)
Total Fringe Benefits	110,847	112,356	(1,509)	(1.4)	12,301	11,525	0,776	6.3	123,148	123,881	(0,733)	(0.6)
Reimbursable Overhead	(19,471)	(20,139)	0,668	3.4	19,471	20,139	(0,668)	(3.4)	0,000	0,000	0,000	-
Total Labor Expenses	\$347,715	\$347,748	(\$0,033)	(0.0)	\$71,907	\$72,701	(\$0,794)	(1.1)	\$419,622	\$420,449	(\$0,827)	(0.2)
Non-Labor												
Electric Power	23,263	17,774	5,489	23.6	0,021	0,020	0,001	4.8	23,284	17,794	5,490	23.6
Fuel	17,164	18,973	(1,809)	(10.5)	0,002	0,001	0,001	50.0	17,166	18,974	(1,808)	(10.5)
Insurance	5,692	4,992	0,700	12.3	0,000	0,000	0,000	-	5,692	4,992	0,700	12.3
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	34,312	28,533	5,779	16.8	0,000	0,000	0,000	-	34,312	28,533	5,779	16.8
Misc and Other Operating Contracts	13,600	11,868	1,714	12.6	2,727	2,799	(0,072)	(2.6)	16,327	14,665	1,642	10.1
Professional Service Contracts	10,972	12,291	(1,319)	(12.0)	1,293	2,037	(0,744)	(57.5)	12,265	14,328	(2,063)	(16.8)
Materials & Supplies	21,587	21,130	0,457	2.1	4,320	5,412	(1,092)	(25.3)	25,907	26,542	(0,635)	(2.5)
Other Business Expenses	7,680	5,451	2,229	29.0	(1,696)	0,146	(1,842)	(108.6)	5,984	5,597	0,387	6.5
Total Non-Labor Expenses	\$142,187	\$128,950	\$13,237	9.3	\$5,667	\$10,416	(\$3,748)	(66.2)	\$148,854	\$138,365	\$9,489	6.4
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	\$489,902	\$476,698	\$13,204	2.7	\$78,574	\$83,116	(\$4,542)	(5.8)	\$568,476	\$559,814	\$8,662	1.5
Depreciation	116,500	116,114	0,386	0.3	0,000	0,000	0,000	-	116,500	116,114	0,386	0.3
OPEB Account	232,471	348,247	(115,776)	(49.8)	0,000	0,000	0,000	-	232,471	348,247	(115,776)	(49.8)
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$838,873	\$941,059	(\$102,185)	(12.2)	\$78,574	\$83,116	(\$4,542)	(5.8)	\$917,447	\$1,024,175	(\$106,728)	(11.6)
Net Surplus/(Deficit)	(\$490,968)	(\$591,494)	(\$100,526)	(20.5)	\$0,000	\$0,000	\$0,000	-	(\$490,968)	(\$591,494)	(\$100,526)	(20.5)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
 FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
 ACCRUAL STATEMENT of OPERATIONS by CATEGORY
 March 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	\$669.704	\$670.200	\$0.496	0.1	\$0.000	\$0.000	\$0.000	-	\$669.704	\$670.200	\$0.496	0.1
Bus	214.805	214.162	(0.643)	(0.3)	0.000	0.000	0.000	-	214.805	214.162	(0.643)	(0.3)
Paratransit	3.992	3.749	(0.243)	(6.1)	0.000	0.000	0.000	-	3.992	3.749	(0.243)	(6.1)
Fare Media Liability	14.055	14.055	0.000	0.0	0.000	0.000	0.000	-	14.055	14.055	0.000	0.0
Total Farebox Revenue	902.556	902.166	(0.390)	(0.0)	0.000	0.000	0.000	-	902.556	902.166	(0.390)	(0.0)
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	24.751	24.750	(0.001)	(0.0)	0.000	0.000	0.000	-	24.751	24.750	(0.001)	(0.0)
Paratransit Reimbursement	33.153	33.054	(0.099)	(0.3)	0.000	0.000	0.000	-	33.153	33.054	(0.099)	(0.3)
Other	27.147	26.960	(0.187)	(0.7)	0.000	0.000	0.000	-	27.147	26.960	(0.187)	(0.7)
Total Other Operating Revenue	85.051	84.764	(0.287)	(0.3)	0.000	0.000	0.000	-	85.051	84.764	(0.287)	(0.3)
Capital and Other Reimbursements	0.000	0.000	0.000	-	216.543	211.414	(5.129)	(2.4)	216.543	211.414	(5.129)	(2.4)
Total Revenue	\$987.607	\$986.930	(\$0.677)	(0.1)	\$216.543	\$211.414	(\$5.129)	(2.4)	\$1,204.150	\$1,198.344	(\$5.806)	(0.5)
Expenses												
Labor												
Payroll	709.010	706.158	2.852	0.4	93.650	88.027	7.623	8.1	802.660	792.185	10.475	1.3
Overtime	65.576	76.519	(10.943)	(16.7)	16.027	20.030	(4.003)	(25.0)	81.603	96.549	(14.946)	(18.3)
Total Salaries & Wages	774.586	782.677	(8.091)	(1.0)	109.677	108.057	3.620	3.3	884.263	888.734	(4.471)	(0.5)
Health and Welfare	141.748	142.650	(0.902)	(0.6)	5.806	4.585	1.221	21.0	147.554	147.235	0.319	0.2
OPEB Current Payment	77.914	73.978	3.936	5.1	0.000	0.000	0.000	-	77.914	73.978	3.936	5.1
Pensions	52.259	50.837	1.422	2.7	0.226	0.241	(0.015)	(6.6)	52.485	51.078	1.407	2.7
Other Fringe Benefits	63.698	67.158	(3.460)	(5.4)	27.677	24.956	2.721	9.8	91.375	92.114	(0.739)	(0.8)
Total Fringe Benefits	335.619	334.623	0.996	0.3	33.709	29.762	3.927	11.6	369.328	364.405	4.923	1.3
Reimbursable Overhead	(50.679)	(50.960)	0.281	0.6	50.679	50.960	(0.281)	(0.6)	0.000	0.000	0.000	-
Total Labor Expenses	\$1,059.628	\$1,068.340	(\$8.714)	(0.6)	\$194.065	\$188.789	\$7.266	3.7	\$1,253.591	\$1,263.139	\$0.452	0.0
Non-Labor												
Electric Power	74.531	74.220	0.311	0.4	0.064	0.060	0.004	6.3	74.595	74.280	0.315	0.4
Fuel	49.171	49.231	(0.060)	(0.1)	0.005	0.008	(0.001)	(20.0)	49.176	49.237	(0.061)	(0.1)
Insurance	16.484	14.629	1.855	11.3	0.000	0.000	0.000	-	16.484	14.629	1.855	11.3
Claims	23.750	23.760	(0.010)	(0.0)	0.000	0.000	0.000	-	23.750	23.760	(0.010)	(0.0)
Paratransit Service Contracts	96.306	90.004	6.302	6.5	0.000	0.000	0.000	-	96.306	90.004	6.302	6.5
Misc. and Other Operating Contracts	42.354	35.179	7.175	16.9	8.269	8.322	(0.053)	(0.6)	50.623	43.501	7.122	14.1
Professional Service Contracts	29.518	30.431	(0.913)	(3.1)	3.625	1.464	2.161	59.6	33.143	31.895	1.248	3.8
Materials & Supplies	68.412	67.347	1.065	1.6	11.825	14.108	(2.483)	(21.4)	80.037	81.455	(1.418)	(1.8)
Other Business Expenses	18.143	14.916	3.227	17.8	(1.110)	0.655	(1.765)	(159.0)	17.033	15.571	1.462	8.6
Total Non-Labor Expenses	\$418.869	\$399.717	\$18.952	4.5	\$22.478	\$24.815	(\$2.137)	(9.6)	\$441.147	\$424.332	\$16.815	3.8
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	\$1,478.196	\$1,466.057	\$12.138	0.8	\$216.543	\$211.414	\$5.129	2.4	\$1,694.738	\$1,677.471	\$17.267	1.0
Depreciation	346.500	342.392	4.108	1.2	0.000	0.000	0.000	-	346.500	342.392	4.108	1.2
OPEB Account	232.471	348.247	(115.776)	(49.8)	0.000	0.000	0.000	-	232.471	348.247	(115.776)	(49.8)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$2,057.168	\$2,156.696	(\$99.530)	(4.8)	\$216.543	\$211.414	\$5.129	2.4	\$2,273.709	\$2,368.110	(\$94.401)	(4.2)
Net Surplus/(Deficit)	(\$1,069.559)	(\$1,169.766)	(\$100.207)	(9.4)	\$0.000	\$0.000	\$0.000	-	(\$1,069.659)	(\$1,169.766)	(\$100.207)	(9.4)

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
 March 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	0.6	2.2	Mainly due to higher Transit Adjudication Bureau (TAB) fees.			
Payroll	NR	3.1	1.3	Primarily vacancies, partly offset by higher earned employee separation payments and Workers' Compensation wage differential	2.9	0.4	Primarily vacancies, partly offset by the effect of reimbursable payroll underruns, and higher earned employee separation payments and Workers' Compensation wage differential
Overtime	NR	(2.2)	(10.3)	Mainly due to additional requirements for signals inspection/maintenance and vacancy coverage	(10.9)	(16.7)	Mainly due to additional requirements for signals inspection/maintenance, bus maintenance and low employee availability/vacancy coverage, and the unfavorable timing of "banked" overtime payments to represented employees
Pension	NR	(1.8)	(10.1)	Largely the unfavorable timing of MaBSTOA pension expenses	1.4	2.7	Largely the favorable timing of MaBSTOA pension expenses
Other Fringe Benefits	NR	(0.7)	(3.6)	Mostly lower direct overhead credits due to reimbursable payroll underruns	(3.5)	(5.4)	Mostly lower direct overhead credits due to reimbursable payroll underruns
Electric Power	NR	5.5	23.6	Mostly due to the favorable timing of accrual adjustments and lower consumption, partly offset by higher prices.			
Fuel	NR	(1.8)	(10.5)	Primarily the unfavorable timing of expenses and higher prices			
Insurance	NR	0.7	12.3	Due to the favorable timing of payments	1.9	11.3	Due to the favorable timing of payments
Paratransit Service Contracts	NR	5.8	16.8	Mostly due to the favorable timing of expense adjustments, diversion of riders to lower cost taxis and vouchers and lower completed trips	6.3	6.5	Mostly due to the diversion of riders to lower cost taxis and vouchers, lower completed trips, and reduced activity in the call center, eligibility certifications and vehicle rehabilitations

MTA NEW YORK CITY TRANSIT
 FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
 March 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
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	1.7	12.6	Mainly the favorable timing of vehicle maintenance and repairs, and several other expenses	7.2	16.9	Mainly the favorable timing of several expense categories, including building expenses, uniforms, non-revenue vehicle purchases, and electrical installations, partly offset by the unfavorable timing of vehicle maintenance and repair expenses
Professional Service Contracts	NR	(1.3)	(12.0)	Primarily the unfavorable timing of MTA services, bond service and office expenses	(0.9)	(3.1)	The net unfavorable timing of several expenses
Other Business Expenses	NR	2.2	29.0	Mainly the favorable timing of reimbursable job closing adjustments and underruns in MVM debit/credit card charges	3.2	17.8	Mainly the favorable timing of reimbursable job closing adjustments and underruns in MVM debit/credit card charges
Other Post-Employment Benefits	NR	(115.8)	(49.8)	Based on a 2011 year-end actuarial update	(115.8)	(49.8)	Based on a 2011 year-end actuarial update
Capital and Other Reimbursements	R	4.5	5.8	Reimbursement increase consistent with expense increase	(5.1)	(2.4)	Reimbursement reduction consistent with expense reduction
Payroll	R	1.1	3.3	Mostly due to capital construction underruns	7.6	8.1	Mostly due to capital construction underruns
Overtime	R	(2.0)	(33.5)	Mostly due to additional track-work and power- related requirements	(4.0)	(25.0)	Mostly due to additional track-work and power- related requirements
Health & Welfare	R	0.4	23.0	Mainly the favorable timing of expenses	1.2	21.0	Mainly the favorable timing of expenses
Other Fringe Benefits	R	0.3	3.3	Mostly lower direct overhead expenses due to reimbursable payroll underruns	2.7	9.8	Mostly lower direct overhead expenses due to reimbursable payroll underruns
Professional Service Contracts	R	(0.7)	(57.5)	Mostly the unfavorable timing of information technology hardware expenses	2.2	59.6	Mostly the favorable timing of data center and other expenses, partly offset by the unfavorable timing of information technology hardware expenses
Materials & Supplies	R	(1.1)	(25.3)	Mainly the unfavorable timing of track maintenance material requirements	(2.5)	(21.4)	Mainly the unfavorable timing of track maintenance material requirements
Other Business Expenses	R	(1.8)	over (100.0)	Largely the unfavorable timing of reimbursable job closing adjustments	(1.8)	over (100.0)	Largely the unfavorable timing of reimbursable job closing adjustments

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$320.556	\$315.888	(\$4.658)	(1.5)	\$904.089	\$905.357	\$1.268	0.1
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	0.000	0.000	-	0.000	15.000	15.000	-
Paratransit Reimbursement	2.185	1.998	(0.187)	(8.6)	46.555	6.348	(40.207)	(86.4)
Other	3.387	3.199	(0.188)	(5.6)	70.108	71.085	0.977	1.4
Total Other Operating Revenue	5.572	5.197	(0.375)	(6.7)	116.663	92.433	(24.230)	(20.8)
Capital and Other Reimbursements	88.574	27.324	(61.250)	(69.2)	248.543	130.396	(118.147)	(47.1)
Total Receipts	\$414.702	\$348.419	(\$66.283)	(16.0)	\$1,287.295	\$1,126.186	(\$139.109)	(11.0)
Expenditures								
Labor:								
Payroll	337.650	349.690	(12.040)	(3.6)	837.979	828.578	9.401	1.1
Overtime	34.493	41.581	(7.088)	(20.5)	84.985	103.866	(18.881)	(22.2)
Total Salaries & Wages	372.143	391.271	(19.128)	(5.1)	922.964	932.444	(9.480)	(1.0)
Health and Welfare	49.036	49.446	(0.410)	(0.8)	147.554	173.373	(25.819)	(17.5)
OPEB Current Payment	25.899	24.544	1.355	5.2	77.914	73.978	3.936	5.1
Pensions	17.619	19.122	(1.503)	(8.5)	52.485	50.875	1.610	3.1
Other Fringe Benefits	33.854	36.549	(2.695)	(8.0)	86.935	90.895	(3.960)	(4.6)
Total Fringe Benefits	126.408	129.661	(3.253)	(2.6)	364.888	389.121	(24.233)	(6.6)
GASB Account	3.966	3.922	0.044	1.1	9.253	9.195	0.058	0.6
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$502.517	\$524.854	(\$22.337)	(4.4)	\$1,297.105	\$1,330.760	(\$33.655)	(2.6)
Non-Labor:								
Electric Power	23.284	27.404	(4.120)	(17.7)	74.595	66.277	8.318	11.2
Fuel	17.166	26.464	(9.298)	(54.2)	49.176	47.534	1.642	3.3
Insurance	18.330	2.463	13.867	84.9	24.495	13.831	10.664	43.5
Claims	7.252	7.707	(0.455)	(6.3)	21.757	27.008	(5.249)	(24.1)
Paratransit Service Contracts	34.145	32.988	1.159	3.4	95.806	84.628	11.178	11.7
Mtce. and Other Operating Contracts	18.326	(1.077)	17.403	106.6	50.622	56.847	(6.225)	(12.3)
Professional Service Contracts	10.764	18.271	(7.507)	(69.7)	31.643	28.048	3.595	11.4
Materials & Supplies	32.723	23.884	8.839	27.0	100.489	90.937	9.552	9.5
Other Business Expenditures	5.987	5.130	0.857	14.3	17.034	14.520	2.514	14.8
Total Non-Labor Expenditures	\$183.977	\$143.232	\$20.745	12.7	\$465.617	\$429.628	\$35.989	7.7
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	\$686.494	\$668.086	(\$1.592)	(0.2)	\$1,762.722	\$1,760.388	\$2.334	0.1
Net Surplus/(Deficit)	(\$261.792)	(\$319.667)	(\$67.875)	(27.0)	(\$495.427)	(\$632.202)	(\$136.775)	(27.6)

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
 March 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 Receipts				(24.2)	(20.8)	Due to the unfavorable timing of NYC contractual partial reimbursement of paratransit expenses, partly offset by the receipt in January of student fare reimbursements delayed from 2011
Capital and Other Reimbursements	(61.3)	(69.2)	Mostly due to the unfavorable timing of reimbursements	(116.1)	(47.1)	Mostly due to the unfavorable timing of reimbursements
Salaries & Wages	(19.1)	(5.1)	Largely the unfavorable timing of payments			
Health & Welfare (including OPEB Current Payment)				(21.0)	(10.0)	Mainly the unfavorable timing of payments
Pensions	(1.5)	(8.5)	The unfavorable timing of MaBSTOA pension payments	1.6	3.1	The favorable timing of MaBSTOA pension payments
Other Fringe Benefits	(2.7)	(8.0)	The unfavorable timing of payments	(4.0)	(4.6)	The unfavorable timing of payments
Electric Power	(4.1)	(17.7)	Primarily the unfavorable timing of payments	8.3	11.2	Primarily the favorable timing of payments
Fuel	(9.3)	(54.2)	Primarily the unfavorable timing of payments	1.6	3.3	Primarily the favorable timing of payments
Insurance	13.9	84.9	The favorable timing of payments	10.7	43.5	The favorable timing of payments
Claims	(0.5)	(8.3)	Higher payouts of claims	(5.2)	(24.1)	Higher payouts of claims
Paratransit Service Contracts				11.2	11.7	Mostly due to the diversion of riders to lower cost taxis and vouchers, lower completed trips, reduced activity in the call center, eligibility certifications and vehicle rehabilitations, and the favorable timing of payments
Maintenance Contracts	17.4 over	100.0	Mostly the favorable timing of payments	(6.2)	(12.3)	Mostly the unfavorable timing of payments, partly offset by the favorable timing of several expense categories
Professional Service Contracts	(7.5)	(69.7)	Mainly the unfavorable timing of payments	3.6	11.4	Mainly due to the favorable timing of payments and expenses
Materials & Supplies	6.8	27.0	Largely the favorable timing of payments	9.6	9.5	Largely the favorable timing of payments
Other Business Expenses	0.9	14.3	Mainly the favorable timing of payments and underruns in MVM debit/credit card charges	2.5	14.8	Mainly underruns in MVM debit/credit card charges and the favorable timing of payments

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$2.307	(\$3.364)	(\$5.671)	(245.8)	\$1.533	\$3.191	\$1,658	108.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(9.556)	(9.556)	0.000	0.0	(24.751)	(9.750)	15.001	60.6
Paratransit Reimbursement	(8.866)	(9.126)	(0.260)	(2.9)	13.402	(26.706)	(40.108)	(298.3)
Other	(5.662)	(6.424)	(0.762)	(13.5)	42.981	44.125	1.164	2.7
Total Other Operating Revenue	(24.084)	(25.106)	(1.022)	(4.2)	31.612	7.689	(23,943)	(75.7)
Capital and Other Reimbursements	10.000	(55.792)	(65.792)	(657.9)	30.000	(81.018)	(111,018)	(370.1)
Total Receipts	(\$11.777)	(\$84.262)	(\$72.485)	(615.5)	\$63.145	(\$70.158)	(\$133.303)	(211.1)
Expenditures								
Labor:								
Payroll	(69.055)	(85.275)	(16.220)	(23.5)	(35.319)	(36.393)	(1.074)	(3.0)
Overtime	(6.614)	(9.428)	(2.814)	(42.5)	(3.382)	(7.317)	(3.935)	(116.4)
Total Salaries & Wages	(75.669)	(94.703)	(19.034)	(25.2)	(38.701)	(43.710)	(5.009)	(12.9)
Health and Welfare	0.000	(0.489)	(0.489)	-	0.000	(26.138)	(26.138)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	0.279	0.279	-	0.000	0.203	0.203	-
Other Fringe Benefits	(3.260)	(5.570)	(2.310)	(70.9)	4.440	1.219	(3.221)	(72.5)
Total Fringe Benefits	(3.260)	(5.780)	(2.520)	(77.3)	4.440	(24.716)	(28.156)	(656.7)
GASB Account	(3.988)	(3.922)	0.044	1.1	(9.253)	(9.195)	0.058	0.8
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$82.895)	(\$104.405)	(\$21.510)	(25.9)	(\$43.514)	(\$77.621)	(\$34.107)	(78.4)
Non-Labor:								
Electric Power	0.000	(9.610)	(9.610)	-	0.000	8.003	8.003	-
Fuel	0.000	(7.490)	(7.490)	-	0.000	1.703	1.703	-
Insurance	(10.638)	2.529	13.167	123.8	(8.011)	0.798	8.809	110.0
Claims	0.665	0.213	(0.452)	(68.0)	1.993	(3.246)	(5.239)	(262.9)
Paratransit Service Contracts	0.167	(4.453)	(4,620)	-	0.500	5.376	4.876	-
Misc. and Other Operating Contracts	0.001	15.762	15.761	-	0.001	(13.346)	(13.347)	-
Professional Service Contracts	1.501	(3.943)	(5.444)	(362.7)	1.500	3.847	2.347	156.5
Materials & Supplies	(6.816)	2.658	9.474	139.0	(20.452)	(9.482)	10.970	53.6
Other Business Expenses	(0.003)	0.467	0.470	-	(0.001)	1.051	1.052	-
Total Non-Labor Expenditures	(\$15.123)	(\$3.867)	\$11.256	74.4	(\$24.470)	(\$5.296)	\$19.174	78.4
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	(\$98.018)	(\$108.272)	(\$10.254)	(10.5)	(\$67.984)	(\$82.917)	(\$14.933)	(22.0)
Depreciation	116.500	116.114	(0.386)	(0.3)	346.500	342.392	(4.108)	(1.2)
OPEB Account	232.471	348.247	115.776	49.8	232.471	348.247	115.776	49.8
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$250.963	\$358.089	\$105.136	41.9	\$510.987	\$607.722	\$86.736	18.9
Total Cash Conversion Adjustments	\$239.176	\$271.827	\$32.651	13.7	\$674.132	\$537.564	(\$36.568)	(6.4)

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
March 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	256	9	
Office of the EVP	41	38	3	
Human Resources	303	300	3	
Office of Management and Budget	39	36	3	
Capital Planning & Budget	31	28	3	
Corporate Communications	243	241	2	
AFC Program Management & Sales	54	51	3	
Technology & Information Services	426	415	11	
Non-Departmental	84	-	84	
Labor Relations	96	98	(2)	
Materiel	235	235	-	
Controller	145	148	(3)	
Total Administration	1,982	1,866	116	
Operations				
Subways Service Delivery	7,434	7,270	164	
Subways Operations Support/Admin.	312	300	12	
Subways Stations	2,682	2,623	59	
Sub-total Subways	10,428	10,193	235	
Buses	10,293	10,228	65	
Paratransit	148	155	(7)	
Operations Planning	376	368	8	
Revenue Control	423	390	33	
Total Operations	21,668	21,334	334	
Maintenance				
Subways Operations Support/Admin.	161	169	(8)	
Subways Engineering	298	301	(3)	
Subways Car Equipment	4,126	4,060	66	
Subways Infrastructure	1,712	1,641	71	
Subways Stations	3,542	3,473	69	
Subways Track	2,711	2,667	44	
Subways Power	609	631	(22)	
Subways Signals	1,447	1,336	111	
Subways Electronic Maintenance	1,424	1,361	63	
Sub-total Subways	16,030	16,639	391	
Buses	3,740	3,654	86	
Revenue Control	137	137	0	
Supply Logistics	547	554	(7)	
System Safety	88	85	3	
Total Maintenance	20,542	20,069	473	
Engineering/Capital				
Capital Program Management	1,218	1,231	(13)	
Total Engineering/Capital	1,218	1,231	(13)	
Public Safety				
Security	504	494	10	
Total Public Safety	504	494	10	
Total Positions	45,914	44,994	920	
Non-Reimbursable	41,231	40,443	788	
Reimbursable	4,683	4,551	132	
Total Full-Time	45,760	44,795	965	
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
March 2012

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./[Unfav]	Explanation
Administration:				
Managers/Supervisors	648	583	65	
Professional, Technical, Clerical	1,217	1,258	(41)	
Operational Hourlies	117	25	92	
Total Administration	1,982	1,866	116	
Operations				
Managers/Supervisors	2,508	2,413	95	
Professional, Technical, Clerical	363	374	(11)	
Operational Hourlies	18,797	18,547	250	
Total Operations	21,668	21,334	334	
Maintenance				
Managers/Supervisors	3,746	3,586	160	
Professional, Technical, Clerical	1,044	1,005	39	
Operational Hourlies	15,752	15,478	274	
Total Maintenance	20,542	20,069	473	
Engineering/Capital				
Managers/Supervisors	272	256	16	
Professional, Technical, Clerical	944	973	(29)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,231	(13)	
Public Safety				
Managers/Supervisors	129	123	6	
Professional, Technical, Clerical	32	31	1	
Operational Hourlies	343	340	3	
Total Public Safety	504	494	10	
Total Positions				
Managers/Supervisors	7,303	6,961	342	
Professional, Technical, Clerical	3,600	3,641	(41)	
Operational Hourlies	35,011	34,392	619	
Total Positions	45,914	44,994	920	

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

	<u>3/31/12</u>	<u>3/31/11</u>
<u>Operating Inventory</u>		
Gross Inventory	\$271.289	\$286.016
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(67.000)	(65.600)
Net Inventory	\$203.789	\$219.916

MTA
 NEW YORK CITY TRANSIT
 February Financial Plan - 2012 Adopted Budget
 Revised Overtime Decomposition Allocation
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	9.9	9.5	10.3	9.8	10.2	9.9	9.3	9.8	9.4	10.5	9.9	9.7	\$117.863
<u>Unscheduled Service</u>	5.0	5.4	6.8	5.9	6.0	5.9	5.8	5.9	5.8	6.0	5.3	5.1	\$67.638
<u>Programmatic/Routine Maintenance</u>	5.0	4.7	4.9	5.2	5.2	5.2	5.3	5.3	5.2	5.3	5.2	4.8	\$61.484
<u>Unscheduled Maintenance</u>	-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
<u>Vacancy/Absentee Coverage</u>	-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
<u>Weather Emergencies</u>	0.8	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.1	\$3.668
<u>Safety/Security/Law Enforcement</u>	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$3.022
<u>Other *</u>	1.2	0.9	(0.0)	1.0	1.1	0.0	1.1	1.1	(0.0)	1.0	1.0	(0.1)	\$8.360
Sub-Total	\$22.092	\$21.664	\$21.820	\$22.167	\$22.824	\$21.252	\$21.793	\$22.163	\$20.706	\$23.031	\$21.664	\$20.857	\$262.032
REIMBURSABLE OVERTIME	\$4.987	\$4.980	\$6.059	\$5.026	\$5.030	\$6.097	\$5.110	\$5.110	\$6.198	\$4.970	\$4.966	\$6.032	\$64.566
TOTAL NR & R OVERTIME	\$27.080	\$26.644	\$27.879	\$27.193	\$27.853	\$27.349	\$26.903	\$27.273	\$26.904	\$28.001	\$26.630	\$26.889	\$326.598

* All other budget includes overtime \$ associated with PTE/Clerical and miscellaneous hourly and operating supervisors but does not include hours for PTEs/clericals.

METROPOLITAN TRANSPORTATION AUTHORITY
2011 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

	March						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./Unfav)		Adopted Budget		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	349,084	\$10.3	332,958	\$9.7	16,136	\$0.6	1,008,271	\$29.7	958,440	\$27.8	49,831	\$1.8
					4.6%	6.0%					4.9%	6.2%
<u>Unscheduled Service</u>	184,894	\$5.6	201,172	\$5.5	(16,278)	\$0.1	527,939	\$16.1	579,978	\$18.5	(52,039)	(\$2.4)
					(8.8%)	1.6%					(9.9%)	(14.9%)
<u>Programmatic/Routine Maintenance</u>	155,992	\$4.9	249,998	\$7.4	(94,006)	(\$2.5)	464,417	\$14.8	849,847	\$22.9	(385,430)	(\$8.3)
					(60.3%)	(50.8%)					(83.0%)	(56.4%)
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	0	\$0.0	30,597	\$1.4	(30,597)	(1.4)	0	\$0.0	98,221	\$4.4	(96,221)	(4.4)
					0.0%	0.0%					0.0%	0.0%
<u>Weather Emergencies</u>	25,780	\$0.8	2,085	\$0.3	23,695	\$0.5	76,590	\$2.3	55,898	\$1.5	20,894	\$0.9
					91.9%	66.2%					27.0%	37.2%
<u>Safety/Security/Law Enforcement</u>	9,369	\$0.3	8,720	\$0.0	649	\$0.2	28,112	\$0.8	25,409	\$0.7	2,703	\$0.1
					6.9%	91.0%					9.6%	12.4%
<u>Other</u>	18,054	(\$0.0)	5,452	(\$0.2)	12,602	\$0.2	45,397	\$2.1	19,080	\$0.8	26,317	\$1.3
					69.8%	*					58.0%	61.6%
Subtotal	743,183	\$21.8	830,982	\$24.1	(87,799)	(\$2.2)	2,150,726	\$65.8	2,584,871	\$76.5	(434,145)	(\$10.9)
					(11.8%)	(10.2%)					(20.2%)	(16.6%)
REIMBURSABLE OVERTIME	152,171	\$6.1	205,084	\$8.1	(52,913)	(\$2.0)	483,927	\$16.0	573,222	\$20.0	(109,295)	(\$4.0)
TOTAL OVERTIME	896,354	\$27.9	1,038,066	\$32.1	(140,712)	(\$4.3)	2,634,653	\$81.8	3,158,093	\$96.5	(523,440)	(\$14.9)

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

MTA New York City
2012 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(5 in millions)

	March			March Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	16,136	\$0.6		49,831	\$1.8	
	4.6%	6.0%		4.9%	6.2%	
Unscheduled Service	(16,278)	\$0.1		(52,039)	(\$2.4)	Mainly due to FasTrack project and low employee availability in buses.
	(8.6%)	1.6%		(9.9%)	(14.9%)	
Programmatic/Routine Maintenance	(94,005)	(\$2.5)	Unfavorable variance primarily due to maintenance and inspection backlogs in Signals, FasTrack project on 6th and 8th Avenue and maintenance efforts in Buses.	(385,430)	(\$8.3)	Unfavorable variance primarily due to maintenance and inspection backlogs in Signals; FasTrack projects at four locations. Buses maintenance efforts to improve fleet reliability and reverse negative MDBF trend, and unfavorable timing of "banked" overtime payments to representative employees.
	(80.3%)	(50.6%)		(83.0%)	(56.4%)	
Unscheduled Maintenance	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(30,597)	(1.4)	Mainly due to vacancy / absentee coverage in train operators, station agents, station maintainers, bus operators and bus dispatchers.	(96,221)	(4.4)	Mainly due to vacancy / absentee coverage in train operators, station agents, station maintainers, bus operators and bus dispatchers.
	0.0%	0.0%		0.0%	0.0%	
Weather Emergencies	23,695	\$0.5		20,894	\$0.9	
	91.9%	66.2%		27.0%	37.2%	
Safety/Security/Law Enforcement	649	\$0.2		2,703	\$0.1	
	6.8%	91.0%		9.6%	12.4%	
Other	12,602	\$0.2		26,317	\$1.3	
	69.8%			56.0%	61.6%	
Subtotal	(87,799)	(\$2.2)		(434,145)	(\$10.9)	
	(11.8%)	(10.2%)		(20.2%)	(16.6%)	
REIMBURSABLE OVERTIME	(52,913)	(\$2.0)	Mostly due to additional track-work and power related requirements.	(109,295)	(\$4.0)	Mostly due to additional track-work and power related requirements.
TOTAL OVERTIME	(140,712)	(\$4.3)		(543,440)	(\$14.9)	

4.25



FINANCIAL AND RIDERSHIP REPORT

March 2012

(All data are preliminary and subject to audit)

Year-to-date, operating revenue was \$2.0 million, \$0.1 million (3.6 percent) higher than budget, due primarily to higher student fare reimbursements. In March, operating revenue of \$0.7 million exceeded budget by less than \$0.1 million (1.3 percent), also due mainly to higher student fare reimbursements.

March 2012 average weekday ridership was 16,932, 1.1 percent (194 riders) lower than March 2011, due to the timing of holidays. Average weekday ridership for the twelve months ending March 2012 was 16,290, 4.3 percent (675 riders) higher than the previous twelve-month period, which represented a continuing positive trend.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were below budget year-to-date by \$1.7 million (17.2 percent). Labor expenses were favorable by \$0.8 million (11.3 percent), 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 \$0.9 million (32.0 percent), due largely to the favorable timing of materials & supplies and maintenance contract expenses. In March, expenses were lower than budget by \$0.7 million (19.1 percent), of which labor expenses were under by \$0.3 million (11.7 percent), and non-labor expenses were favorable by \$0.4 million (38.1 percent). These March results were primarily caused by the same factors identified above in the year-to-date results.

Depreciation expenses year-to-date were \$2.3 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 \$0.8 million year-to-date, equal to budget.

The operating cash deficit (excluding subsidies) year-to-date was \$5.6 million, \$2.9 million (34.1 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
 March 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	0.489	0.482	(0.007)	(1.4)	-	-	-	-	0.489	0.482	0.007	(1.4)
Other Operating Revenue	0.216	0.232	0.016	7.4	-	-	-	-	0.216	0.232	0.016	7.4
Capital and Other Reimbursements	-	-	-	-	0.139	0.068	(0.071)	(51.1)	0.139	0.068	(0.071)	(51.1)
Total Revenue	\$ 0.705	\$ 0.714	\$ 0.009	1.3	\$ 0.139	\$ 0.068	\$ (0.071)	(51.1)	\$ 0.844	\$ 0.782	\$ (0.062)	(7.3)
Expenses												
Labor:												
Payroll	1.420	1.209	0.211	14.9	0.024	0.015	0.009	37.5	1.444	1.224	0.220	15.2
Overtime	0.057	0.077	(0.020)	(35.1)	0.059	0.021	0.038	64.4	0.116	0.098	0.018	15.5
Total Salaries & Wages	\$ 1.477	\$ 1.286	\$ 0.191	12.9	\$ 0.083	\$ 0.036	\$ 0.047	56.6	\$ 1.560	\$ 1.322	\$ 0.238	15.3
Health and Welfare	0.315	0.230	0.085	27.0	0.042	0.008	0.034	81.0	0.357	0.238	0.119	33.3
OPEB Current Portion	0.053	0.053	-	0.0	-	-	-	-	0.053	0.053	-	0.0
Pensions	0.495	0.495	\$ -	0.0	0.008	0.014	(0.006)	(75.0)	0.503	0.509	(0.006)	(1.2)
Other Fringe Benefits	0.108	0.097	0.011	10.2	0.006	0.006	\$ -	0.0	0.114	0.103	0.011	9.6
Total Fringe Benefits	\$ 0.971	\$ 0.875	\$ 0.096	9.9	\$ 0.056	\$ 0.028	\$ 0.028	50.0	\$ 1.027	\$ 0.903	\$ 0.124	12.1
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.448	\$ 2.161	\$ 0.287	11.7	\$ 0.139	\$ 0.064	\$ 0.075	54.0	\$ 2.587	\$ 2.225	\$ 0.362	14.0
Non-Labor:												
Electric Power	0.394	0.339	0.055	14.0	-	-	-	-	0.394	0.339	0.055	14.0
Fuel	0.034	0.012	0.022	64.7	-	-	-	-	0.034	0.012	0.022	64.7
Insurance	0.022	0.022	-	0.0	-	-	-	-	0.022	0.022	-	0.0
Claims	0.023	0.023	-	0.0	-	-	-	-	0.023	0.023	-	0.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.144	0.074	0.070	48.6	-	-	-	-	0.144	0.074	0.070	48.6
Professional Service Contracts	0.035	0.035	-	0.0	-	-	-	-	0.035	0.035	-	0.0
Materials & Supplies	0.301	0.086	0.215	71.4	-	0.004	(0.004)	-	0.301	0.090	0.211	70.1
Other Business Expenses	0.001	-	0.001	100.0	-	-	-	-	0.001	-	0.001	100.0
Total Non-Labor Expenses	\$ 0.954	\$ 0.591	\$ 0.363	38.1	\$ -	\$ 0.004	\$ (0.004)	-	\$ 0.954	\$ 0.595	\$ 0.359	37.6
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 3.402	\$ 2.752	\$ 0.650	19.1	\$ 0.139	\$ 0.068	\$ 0.071	51.1	\$ 3.541	\$ 2.820	\$ 0.721	20.4
Depreciation	0.750	0.764	(0.014)	(1.9)	-	-	-	-	0.750	0.764	(0.014)	(1.9)
Other Post Employment Benefits	0.250	0.250	-	0.0	-	-	-	-	0.250	0.250	-	0.0
Total Expenses	\$ 4.402	\$ 3.768	\$ 0.636	14.4	\$ 0.139	\$ 0.068	\$ 0.071	51.1	\$ 4.541	\$ 3.834	\$ 0.707	15.6
Net Surplus/(Deficit)	\$ (3.697)	\$ (3.052)	\$ 0.645	17.4	\$ -	\$ -	\$ -	-	\$ (3.697)	\$ (3.052)	\$ 0.645	17.4

MTA STATEN ISLAND RAILWAY
 FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
 ACCRUAL STATEMENT of OPERATIONS by CATEGORY
 March 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	1.380	1.357	(0.023)	(1.7)	-	-	-	-	1.380	1.357	(0.023)	(1.7)
Other Operating Revenue	0.578	0.672	0.094	16.3	-	-	-	-	0.578	0.672	0.094	16.3
Capital and Other Reimbursements	-	-	-	-	0.415	0.371	(0.044)	(10.6)	0.415	0.371	(0.044)	(10.6)
Total Revenue	\$ 1.958	\$ 2.029	\$ 0.071	3.6	\$ 0.415	\$ 0.371	\$ (0.044)	(10.6)	\$ 2.373	\$ 2.400	\$ 0.027	1.1
Expenses												
Labor:												
Payroll	4.169	3.565	0.604	14.5	0.072	0.103	(0.031)	(43.1)	4.241	3.668	0.573	13.5
Overtime	0.171	0.266	(0.095)	(55.6)	0.177	0.079	0.098	55.4	0.348	0.345	0.003	0.9
Total Salaries & Wages	\$ 4.340	\$ 3.831	\$ 0.509	11.7	\$ 0.249	\$ 0.182	\$ 0.067	26.9	\$ 4.589	\$ 4.013	\$ 0.576	12.6
Health and Welfare	0.945	0.643	0.302	32.0	0.128	0.033	0.093	73.8	1.071	0.676	0.395	36.9
OPEB Current Portion	0.159	0.159	-	0.0	-	-	-	-	0.159	0.159	-	0.0
Pensions	1.485	1.456	0.029	2.0	0.022	0.057	(0.035)	(159.1)	1.507	1.513	(0.006)	(0.4)
Other Fringe Benefits	0.317	0.337	(0.020)	(6.3)	0.018	0.029	(0.011)	(61.1)	0.335	0.366	(0.031)	(9.3)
Total Fringe Benefits	\$ 2.906	\$ 2.595	\$ 0.311	10.7	\$ 0.166	\$ 0.119	\$ 0.047	28.3	\$ 3.072	\$ 2.714	\$ 0.358	11.7
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 7.246	\$ 6.426	\$ 0.820	11.3	\$ 0.415	\$ 0.301	\$ 0.114	27.5	\$ 7.661	\$ 6.727	\$ 0.934	12.2
Non-Labor:												
Electric Power	1.182	1.106	0.076	6.4	-	-	-	-	1.182	1.106	0.076	6.4
Fuel	0.102	0.036	0.066	64.7	-	-	-	-	0.102	0.036	0.066	64.7
Insurance	0.066	0.066	-	0.0	-	-	-	-	0.066	0.066	-	0.0
Claims	0.069	0.069	-	0.0	-	-	-	-	0.069	0.069	-	0.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.432	0.240	0.192	44.4	-	-	-	-	0.432	0.240	0.192	44.4
Professional Service Contracts	0.105	0.105	-	0.0	-	-	-	-	0.105	0.105	-	0.0
Materials & Supplies	0.903	0.324	0.579	64.1	-	0.070	(0.070)	-	0.903	0.394	0.509	56.4
Other Business Expenses	0.003	-	0.003	100.0	-	-	-	-	0.003	-	0.003	100.0
Total Non-Labor Expenses	\$ 2.862	\$ 1.946	\$ 0.916	32.0	\$ -	\$ 0.070	\$ (0.070)	-	\$ 2.862	\$ 2.016	\$ 0.846	29.6
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 10.108	\$ 8.372	\$ 1.736	17.2	\$ 0.415	\$ 0.371	\$ 0.044	10.6	\$ 10.523	\$ 8.743	\$ 1.780	16.9
Depreciation	2.250	2.279	(0.029)	(1.3)	-	-	-	-	2.250	2.279	(0.029)	(1.3)
Other Post Employment Benefits	0.750	0.750	-	0.0	-	-	-	-	0.750	0.750	-	0.0
Total Expenses	\$ 13.108	\$ 11.401	\$ 1.707	13.0	\$ 0.415	\$ 0.371	\$ 0.044	10.6	\$ 13.523	\$ 11.772	\$ 1.751	12.9
Net Surplus/(Deficit)	\$(11.150)	\$(9.372)	\$ 1.778	15.9	\$ -	\$ -	\$ -	-	\$(11.150)	\$(9.372)	\$ 1.778	15.9

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

Generic Revenue or Expense Category	MONTH	Favorable/ (Unfavorable) Variance		Reason for Variance	YEAR-TO-DATE		Reason for Variance	
		Non Reimb. or Reimb.	\$		%	Favorable/ (Unfavorable) Variance		
						\$		%
Other Operating Revenue	Non Reimb.	0.016	7.4%	Mainly higher student fare reimbursements	0.094	16.3%	Mainly higher student fare reimbursements	
Payroll	Non Reimb.	0.211	14.9%	Timing/vacancy control savings	0.604	14.5%	Timing/vacancy control savings	
Overtime	Non Reimb.	(0.020)	(35.1%)	Mostly vacancy coverage requirements	(0.095)	(55.6)%	Mostly vacancy coverage requirements	
Health and Welfare	Non Reimb.	0.085	27.0%	Timing of expenses	0.302	32.0%	Timing of expenses	
Other Fringe Benefits	Non Reimb.	0.011	10.2%	Timing of inter-company billing				
Electric Power	Non Reimb.	0.055	14.0%	Mostly timing of payments	0.076	6.4%	Mostly timing of payments	
Fuel	Non Reimb.	0.022	64.7%	The favorable timing of non-revenue vehicle fuel expenses	0.066	64.7%	The favorable timing of non-revenue vehicle fuel expenses	
Mtca. And Other Operating Contracts	Non Reimb.	0.070	48.6%	Favorable timing of expenses	0.192	44.4%	Favorable timing of expenses	
Materials and Supplies	Non Reimb.	0.215	71.4%	Favorable timing of expenses	0.579	64.1%	Favorable timing of expenses	
Capital and Other Reimbursements	Reimb.	(0.071)	(51.1%)	Timing of Contractor requirements	(0.044)	(10.6)%	Timing of Contractor requirements	
Payroll	Reimb.	0.009	37.5%	Timing of Contractor requirements	(0.031)	(43.1)%	Timing of Contractor requirements	
Overtime	Reimb.	0.038	64.4%	Timing of Contractor requirements	0.098	-55.4%	Timing of Contractor requirements	
Health and Welfare	Reimb.	0.034	81.0%	Timing of Contractor requirements	0.093	73.8%	Timing of Contractor requirements	
Pension	Reimb.	(0.006)	(75.0%)	Timing of Contractor requirements	(0.035) over	(100.0)	Timing of Contractor requirements	
Other Fringe Benefits	Reimb.				(0.011)	(61.1)%	Timing of Contractor requirements	

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	0.489	0.447	(0.042)	(8.6)	1.380	1.355	(0.025)	(1.8)
Other Operating Revenue	0.216	0.232	0.016	7.4	0.578	0.688	0.110	19.0
Capital and Other Reimbursements	0.139	-	(0.139)	(100.0)	0.415	-	(0.415)	(100.0)
Total Receipts	\$ 0.844	\$ 0.679	\$ (0.165)	(19.5)	\$ 2.373	\$ 2.043	\$ (0.330)	(13.9)
Expenditures								
Labor:								
Payroll	1.314	1.102	0.212	16.1	4.587	3.864	0.723	15.8
Overtime	0.116	0.080	0.036	31.0	0.348	0.358	(0.010)	(2.9)
Health and Welfare	0.357	0.248	0.109	30.5	1.071	0.754	0.317	29.6
OPEB Current Portion	0.053	0.053	-	0.0	0.159	0.159	-	0.0
Pensions	0.503	-	0.503	100.0	1.507	-	1.507	100.0
Other Fringe Benefits	0.114	0.117	(0.003)	(2.6)	0.335	0.400	(0.065)	(19.4)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.457	\$ 1.600	\$ 0.857	34.9	\$ 8.007	\$ 5.535	\$ 2.472	30.9
Non-Labor:								
Electric Power	0.394	0.339	0.055	14.0	1.182	1.106	0.076	6.4
Fuel	0.034	0.012	0.022	64.7	0.102	0.036	0.066	64.7
Insurance	0.022	-	0.022	100.0	0.066	-	0.066	100.0
Claims	0.023	0.027	(0.004)	(17.4)	0.069	0.045	0.024	34.8
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.144	0.072	0.072	50.0	0.432	0.228	0.204	47.2
Professional Service Contracts	0.035	0.010	0.025	71.4	0.105	0.030	0.075	71.4
Materials & Supplies	0.301	0.319	(0.018)	(6.0)	0.903	0.660	0.243	26.9
Other Business Expenditures	0.001	0.003	(0.002)	(200.0)	0.003	0.006	(0.003)	(100.0)
Total Non-Labor Expenditures	\$ 0.954	\$ 0.782	\$ 0.172	18.0	\$ 2.862	\$ 2.111	\$ 0.751	26.2
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 3.411	\$ 2.382	\$ 1.029	30.2	\$ 10.869	\$ 7.646	\$ 3.223	29.7
Operating Cash Deficit	\$ (2.567)	\$ (1.703)	\$ 0.864	33.7	\$ (8.496)	\$ (5.603)	\$ 2.893	34.1

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	(0.042)	(8.6%)	Mostly the timing of cash receipt settlements	(0.025)	(1.8%)	Mostly the timing of cash receipt settlements
Other Operating Revenue	0.016	7.4%	Mainly higher student fare reimbursements	0.110	19.0%	Mainly higher student fare reimbursements
Capital and Other Reimbursements	(0.139)	(100.0%)	Mostly the unfavorable timing of reimbursements	(0.415)	(100.0%)	Mostly the unfavorable timing of reimbursements
Payroll	0.212	16.1%	Timing/vacancy control savings	0.723	15.8%	Timing/vacancy control savings
Overtime	0.036	31.0%	Favorable timing of payments			
4.31 Health and Welfare	0.109	30.5%	Favorable timing of expenses	0.317	29.6%	Favorable timing of expenses
Pensions	0.503	100.0%	Favorable timing of payments	1.507	100.0%	Favorable timing of payments
Other Fringe Benefits				(0.065)	(19.4)%	Unfavorable timing of inter-company billing and payments
Electric Power	0.055	14.0%	Mostly timing of payments	0.076	6.4%	Mostly timing of payments
Fuel	0.022	64.7%	The favorable timing of non-revenue vehicle fuel expenses	0.066	64.7%	The favorable timing of non-revenue vehicle fuel expenses
Insurance	0.022	100.0%	The favorable timing of payments	0.066	100.0%	The favorable timing of payments
Claims	(0.004)	(17.4%)	Timing of third party claims paid	0.024	34.8%	Timing of third party claims paid
Maintenance Contracts	0.072	50.0%	Favorable timing of expenses/payments	0.204	47.2%	Favorable timing of expenses/payments
Professional Service Contracts	0.025	71.4%	Favorable timing of payments	0.075	71.4	Favorable timing of payments
Materials & Supplies				0.243	26.9	Favorable timing of expenses

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

TABLE 3

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.000	(0.035)	(0.035)	-	0.000	(0.002)	(0.002)	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	0.000	0.000	-	0.000	0.016	0.016	-
Capital and Other Reimbursements	0.000	(0.068)	(0.068)	-	0.000	(0.371)	(0.371)	-
Total Receipts	\$0.000	(\$0.103)	(\$0.103)	-	\$0.000	(\$0.357)	(\$0.357)	-
Expenditures								
Labor:								
Payroll	0.130	0.122	(0.008)	(6.2)	(0.346)	(0.196)	0.150	43.4
Overtime	0.000	0.018	0.018	-	0.000	(0.013)	(0.013)	-
Health and Welfare	0.000	(0.010)	(0.010)	-	0.000	(0.078)	(0.078)	-
OPEB Current Portion	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	0.509	0.509	-	0.000	1.513	1.513	-
Other Fringe Benefits	0.000	(0.014)	(0.014)	-	0.000	(0.034)	(0.034)	-
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	\$0.130	\$0.625	\$0.495	380.8	(\$0.346)	\$1.192	\$1.538	444.5
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	0.066	0.066	-
Claims	0.000	(0.004)	(0.004)	-	0.000	0.024	0.024	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtca. and Other Operating Contracts	0.000	0.002	0.002	-	0.000	0.012	0.012	-
Professional Service Contracts	0.000	0.025	0.025	-	0.000	0.075	0.075	-
Materials & Supplies	0.000	(0.229)	(0.229)	-	0.000	(0.266)	(0.266)	-
Other Business Expenditures	0.000	(0.003)	(0.003)	-	0.000	(0.006)	(0.006)	-
Total Non-Labor Expenditures	\$0.000	(\$0.187)	(\$0.187)	-	\$0.000	(\$0.095)	(\$0.095)	-
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	\$0.130	\$0.438	\$0.308	236.9	(\$0.346)	\$1.097	\$1.443	417.1
Depreciation Adjustment	0.750	0.764	0.014	1.9	2.250	2.279	0.029	1.3
Other Post Employment Benefits	0.250	0.250	0.000	0.0	0.750	0.750	0.000	0.0
Total Expenditures	\$1.130	\$1.452	\$0.322	28.5	\$2.654	\$4.126	\$1.472	55.5
Total Cash Conversion Adjustments	\$1.130	\$1.349	\$0.219	19.4	\$2.654	\$3.769	\$1.115	42.0

4.32

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

<u>Month of March</u>				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.417	0.413	(0.004)	(1.0%)	
<u>Year to Date</u>				
1.161	1.168	0.008	0.7%	

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 March</u>				<u>Explanation</u>
	<u>2011</u>	<u>2012</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.017	0.017	(0.000)	(1.1%)	
Average Weekend	0.009	0.009	0.001	8.1%	High ridership on St. Patrick's Day in 2012
	<u>12-Month Rolling Average</u>				
Average Weekday	0.016	0.016	0.001	4.3%	Continuing positive trend.
Average Weekend	0.009	0.009	0.000	3.2%	

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

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

4.35

<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-Partly 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-Partly Offset in Mechanical and Bridge & Buildings
Power/Signals	25	22	3	
Maintenance of Way	48	45	3	
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	142	13	
Total Positions	272	259	13	
Non-Reimbursable	269	256	13	
Reimbursable	3	3	0	
Total Full-Time	272	259	13	
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
 March 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	136	10	
Total Maintenance	155	142	13	
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	216	12	
Total Positions	272	259	13	



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through March 31, NYC Transit's performance against its 2012 Capital Project Milestones was:
(\$ Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$28.7	\$21.7	76
Design Completions	17.5	8.4	48
Awards	1,409.5	616.1	44
Substantial Completions	589.4	692.4	118
Closeouts	1,970.3	54.4	3

During March, NYCT awarded projects totaling \$109.6 million, including:

- renewal projects at five stations on the Myrtle Avenue Line in Queens;
- a project to provide full ADA accessibility at the Kingsbridge Road Station on the IND Concourse Line in the Bronx;
- a project to provide overcoat painting to approximately three miles of elevated structure on the BMT Jamaica Line in Brooklyn;
- reconstruction of several segments of mainline track as part of the 2012 track and switch program; and
- a project to address a deficient street stairway condition at the 7th Avenue Station on the Brighton Line in Brooklyn.

During the same period, NYCT substantially completed projects totaling \$534.9 million. The completions included:

- installation of an integrated application platform for various subsystems: Public Address and Customer Information Screens (PA/CIS), Closed Circuit Television (CCTV), Help-Point Intercoms (HPI), and Station Device Management (SDM) functionality and new hardware to support various elements of the system at 156 IRT Stations;
- four track and switch reconstruction projects as part of the 2011 Track Program;
- equipping 64 R160 railcars with CBTC technology for use on the IND Canarsie Line in Manhattan and Brooklyn;
- acceptance of 90 new Standard Diesel Buses;
- rehabilitation of the Mott Avenue Station on the IND Far Rockaway Line in Queens including full ADA accessibility.

Capital Program Status

During March, NYCT awarded projects totaling \$109.6 million, including a \$40.1 million project to address the structural deficiencies in station platforms, mezzanines, and stairs at the Fresh Pond Road, Forest Avenue, Seneca Avenue, Central Avenue, and Knickerbocker Avenue Stations on the Myrtle Avenue Line in Queens. The mezzanines at the Central Avenue and Knickerbocker Avenue Stations also will be fully rehabilitated with new walls and floor finishes, lighting and communication upgrades, and new signage. All five stations will be painted and artwork will be installed.

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.

NYCT committed \$19.0 million to provide overcoat painting to approximately three miles of elevated structure on the BMT Jamaica Line in Brooklyn, extending from Cypress Hills Station to the end of the elevated structure at the 130th Street abutment. The project scope includes surface preparation and the application of three coats of alkyd paint to all steel surfaces.

NYCT also committed \$28.1 to reconstruct segments of mainline track at various locations as part of the 2012 Track and Switch Reconstruction Program, and awarded a \$0.5 million station component project as part of the MTA's Small Business Mentoring Program (SMBM). The Mentoring project includes work to address deficient conditions at a street stairway at the 7th Avenue Station on the Brighton Line in Brooklyn.

Also during March, NYCT substantially completed projects totaling \$534.9 million, including a \$208.9 million project to provide an Integrated Application Platform for various subsystems: Public Address and Customer Information Screens (PA/CIS), Closed Circuit Television (CCTV), Help-Point Intercoms (HPI), and Station Device Management (SDM) functionality. The project also provided hardware to support various elements of the system at 156 IRT Stations out of the IRT Division's total of 177 stations. The 21 stations on the IRT Flushing Line and the subway system's remaining 291 stations not installed under this contract will be addressed in future procurements.

NYCT substantially completed four projects totaling \$163.4 million as part of the 2011 Track and Switch Reconstruction Program.

NYCT also completed a \$67.9 million project to equip 64 R160 railcars with CBTC technology for use on the IND Canarsie Line in Manhattan and Brooklyn. The scope included the installation of carborne equipment and the engineering, integration, and testing needed to place the cars into revenue service. This project follows a fleet reassignment in response to meet larger-than-expected ridership growth on the Canarsie Line.

NYCT accepted 90 new Standard Diesel Buses valued at \$44.8 million to be operated throughout New York City. The new buses are designed to operate in revenue service for a minimum of 12 years or 500,000 miles and meet EPA emissions and ADA Standards.

NYCT accepted 90 new Standard Diesel Buses valued at \$44.8 million to be operated throughout New York City. The new buses are designed to operate in revenue service for a minimum of 12 years or 500,000 miles and meet EPA emissions and ADA Standards.

NYCT also completed the \$19.5 million rehabilitation of the Mott Avenue Station on the IND Far Rockaway Line in Queens. All station elements were rehabilitated during this project and the station was made fully ADA compliant.

Also during March, NYCT started eight design projects totaling \$7.1 million, completed five designs for \$4.8 million and closed out six projects for \$37.5 million.

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

Projects Closed During March 2012
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Platform Edge: 3 Locations / Eastern Parkway	7.6	8.2	05/12	(2)
2 Street Stairs: Pennsylvania Av/New Lots (Mentor)	0.8	0.8	03/12	0
Replace Integrated Farebox Unit Components, Ph. 1	0.9	0.9	03/12	0
Mainline Track Replacement at 8th Avenue	16.6	16.6	02/12	1
Mainline Track Replacement at Clark St. Tube	10.1	10.1	02/12	1
Repair 2 Street Stairs: Van Siclen/New Lots (Mentor)	0.8	0.8	02/12	1

CAPITAL PROJECT MILESTONE SUMMARY
2012
(THROUGH MARCH 31, 2012)

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

March

Design Starts	\$16.1	10	\$7.1	8	44.3	80.0
Design Completions	9.5	10	4.8	5	50.6	50.0
Construction Awards	813.6	17	109.6	12	13.5	70.6
Substantial Completions	246.7	23	534.9	15	216.9	65.2
Closeouts	1,816.5	17	37.5	6	2.1	35.3

2012 Year-To-Date

Design Starts	\$28.7	22	\$21.7	27	75.5	122.7
Design Completions	17.5	20	8.4	9	48.1	45.0
Construction Awards	1,409.5	55	616.1	48	43.7	87.3
Substantial Completions	589.4	49	692.4	33	117.5	67.3
Closeouts	1,970.9	29	54.4	11	2.8	37.9

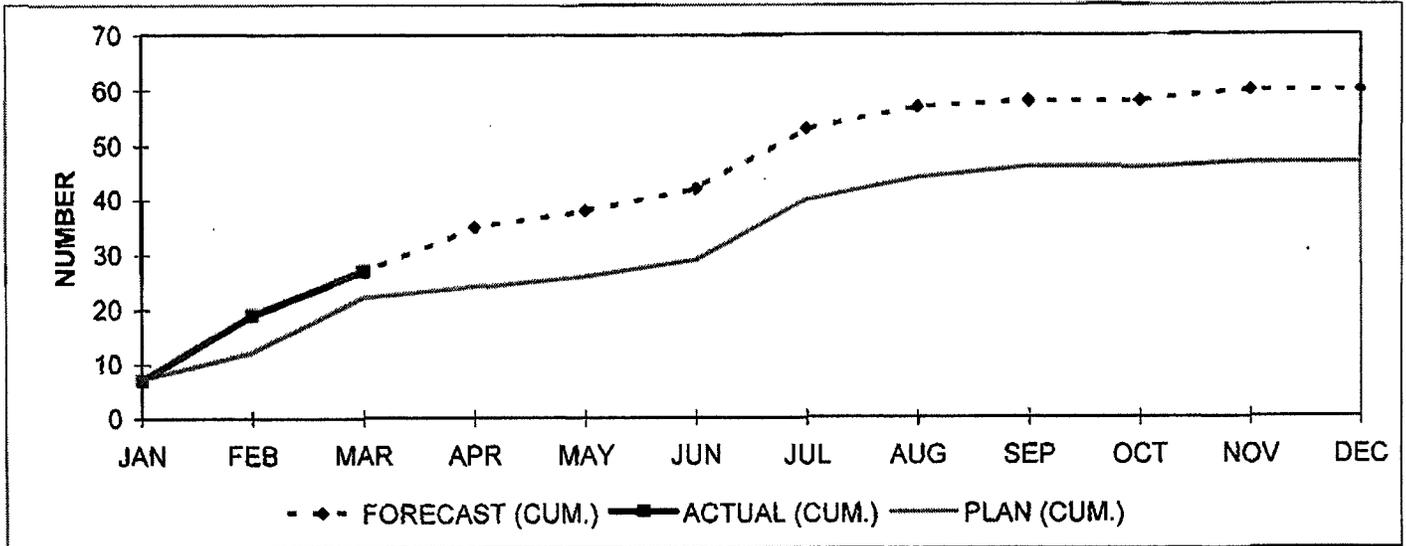
2012 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$75.3	47	\$82.3	60	109.3	127.7
Design Completions	119.7	92	127.8	103	106.7	112.0
Construction Awards	3,854.2	127	3,810.6	134	98.9	105.5
Substantial Completions	2,962.0	184	2,916.7	170	98.5	92.4
Closeouts	4,915.5	178	4,723.0	158	96.1	88.8

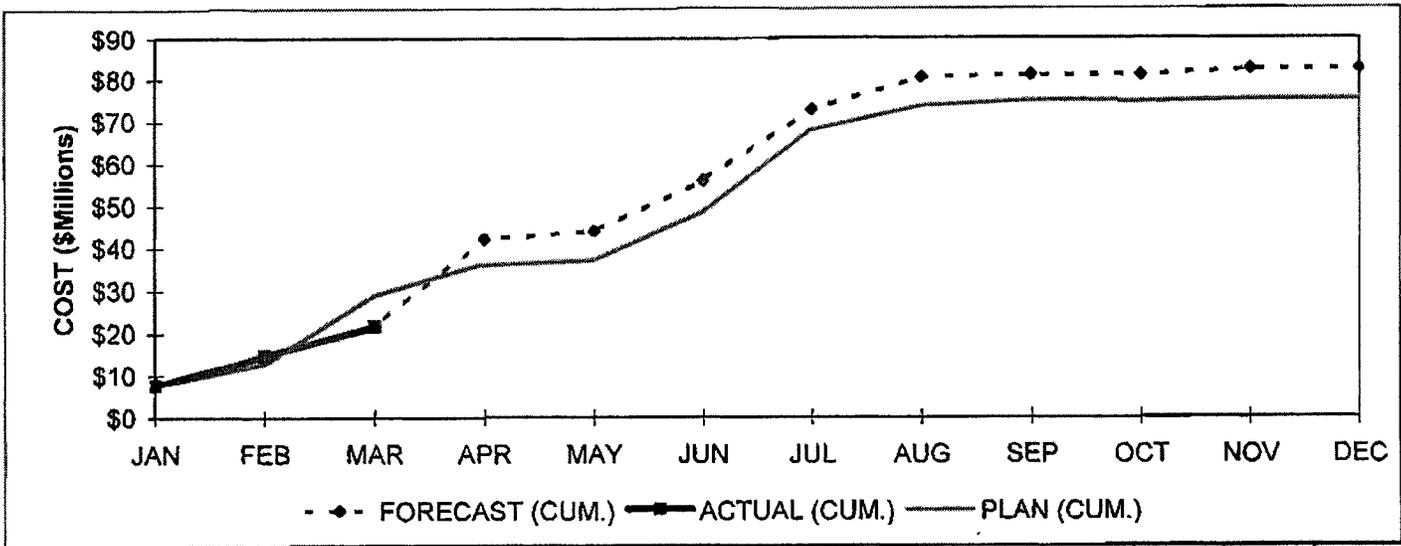
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2012 Design Starts Charts

As of March 2012



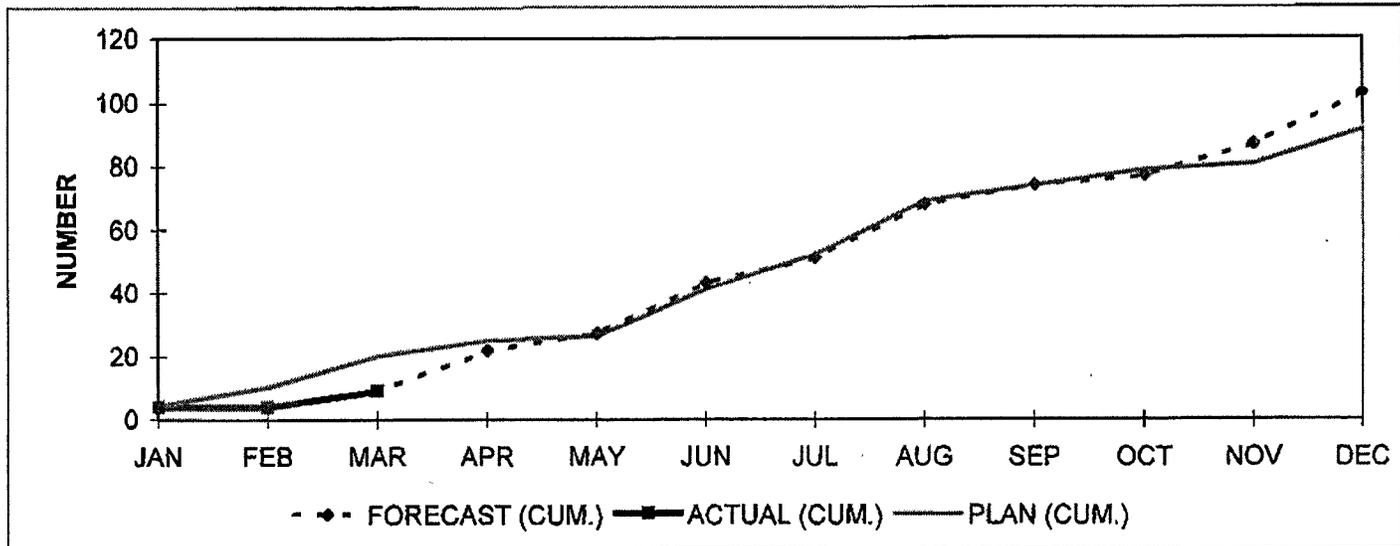
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				8	3	4	11	4	1	0	2	0
ACTUAL (NON-CUM.)	7	12	8		2	3	11	4	2	0	1	0
PLAN (NON-CUM.)	7	5	10	2	2	3	11	4	2	0	1	0
FORECAST (CUM.)				35	38	42	53	57	58	58	60	60
ACTUAL (CUM.)	7	19	27		26	29	40	44	46	46	47	47
PLAN (CUM.)	7	12	22	24	26	29	40	44	46	46	47	47



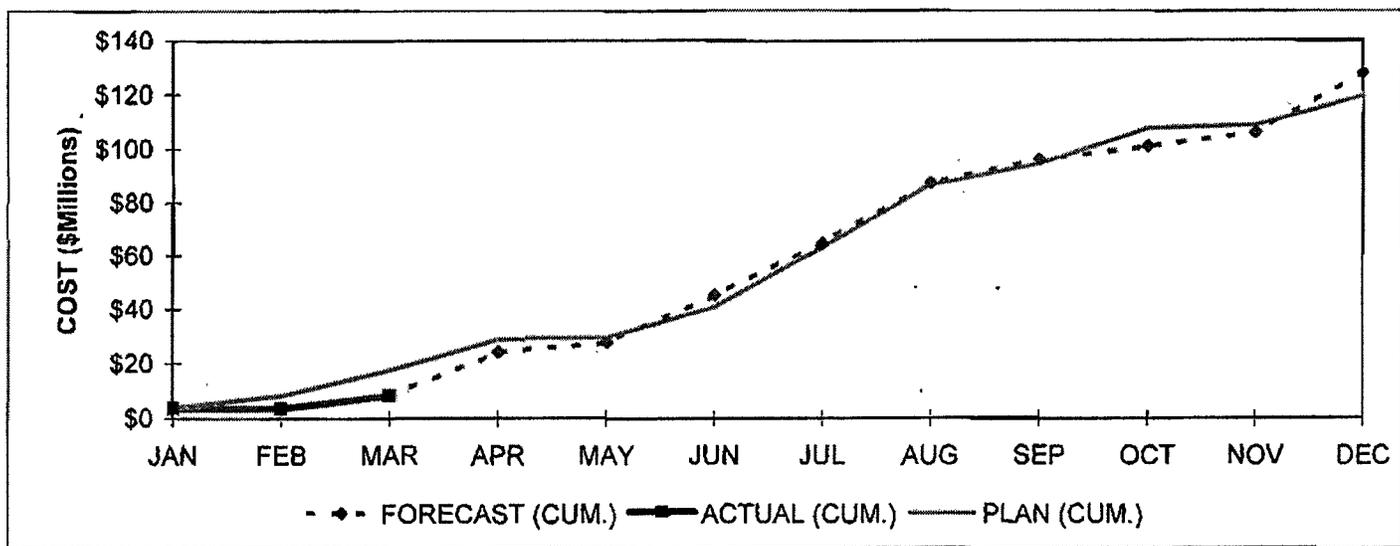
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				20.5	1.8	11.9	16.8	7.8	0.5	0.0	1.3	0.0
ACTUAL (NON-CUM.)	7.7	6.9	7.1		1.1	11.3	19.5	5.6	1.3	0.0	0.5	0.0
PLAN (NON-CUM.)	7.3	5.3	16.1	7.3	1.1	11.3	19.5	5.6	1.3	0.0	0.5	0.0
FORECAST (CUM.)				42.2	44.1	55.9	72.7	80.6	81.0	81.0	82.3	82.3
ACTUAL (CUM.)	7.7	14.6	21.7		37.1	48.4	67.9	73.5	74.8	74.8	75.3	75.3
PLAN (CUM.)	7.3	12.7	28.7	36.0	37.1	48.4	67.9	73.5	74.8	74.8	75.3	75.3

2012 Design Completions Charts

As of March 2012



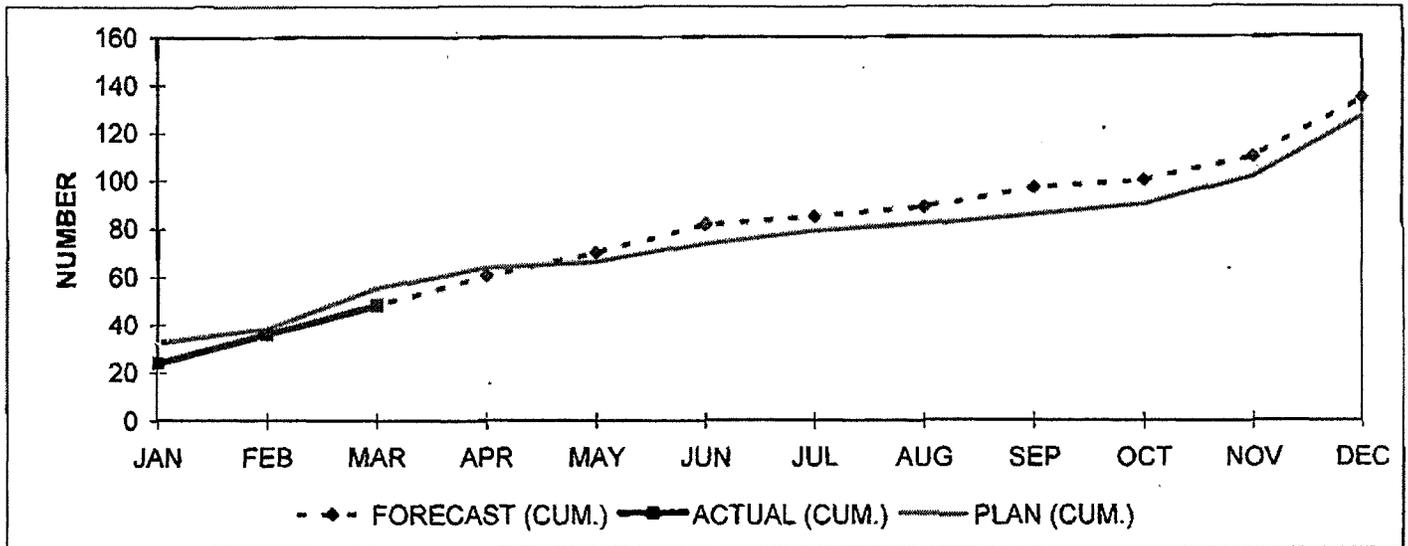
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				13	5	16	8	17	6	3	10	16
ACTUAL (NON-CUM.)	4	0	5									
PLAN (NON-CUM.)	4	6	10	5	1	15	11	17	5	5	2	11
FORECAST (CUM.)				22	27	43	51	68	74	77	87	103
ACTUAL (CUM.)	4	4	9									
PLAN (CUM.)	4	10	20	25	26	41	52	69	74	79	81	92



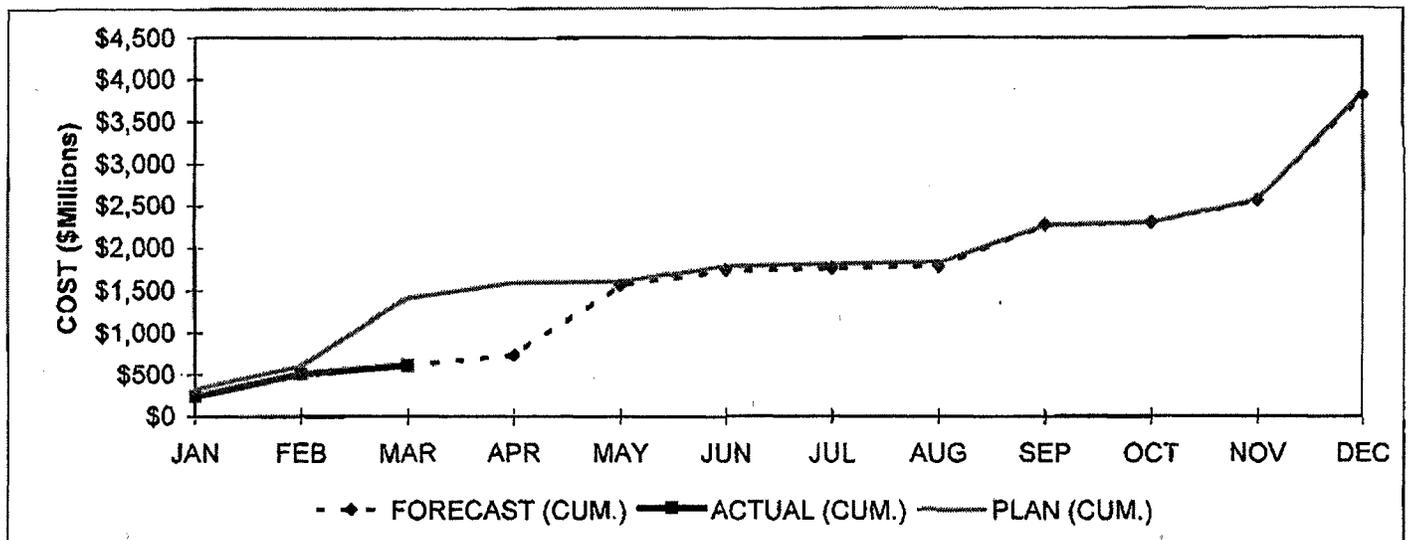
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				16.2	3.1	17.5	19.6	22.4	8.7	4.9	5.2	21.8
ACTUAL (NON-CUM.)	3.6	0.0	4.8									
PLAN (NON-CUM.)	3.4	4.6	9.5	11.7	0.3	11.3	22.4	23.4	7.8	13.3	1.3	10.8
FORECAST (CUM.)				24.6	27.7	45.2	64.8	87.2	95.9	100.8	106.0	127.8
ACTUAL (CUM.)	3.6	3.6	8.4									
PLAN (CUM.)	3.4	8.0	17.5	29.2	29.4	40.7	63.1	86.5	94.3	107.6	108.9	119.8

2012 Awards Charts

As of March 2012



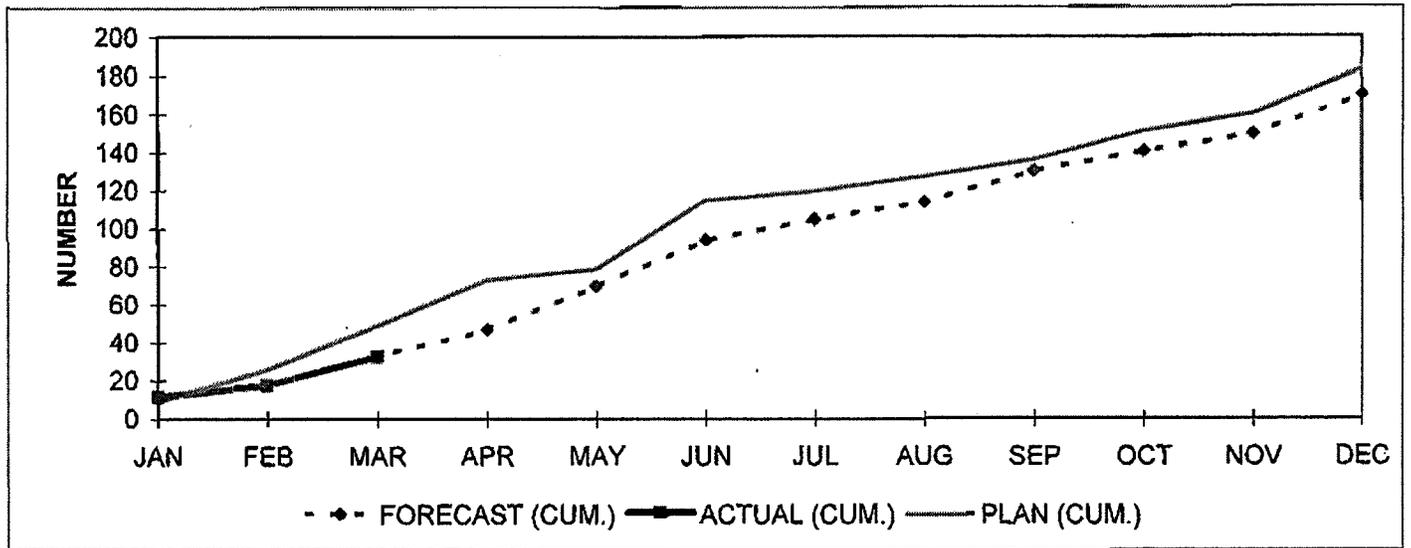
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				13	9	12	3	4	8	3	10	24
ACTUAL (NON-CUM.)	24	12	12									
PLAN (NON-CUM.)	32	6	17	9	2	8	5	3	4	4	12	25
FORECAST (CUM.)				61	70	82	85	89	97	100	110	134
ACTUAL (CUM.)	24	36	48									
PLAN (CUM.)	32	38	55	64	66	74	79	82	86	90	102	127



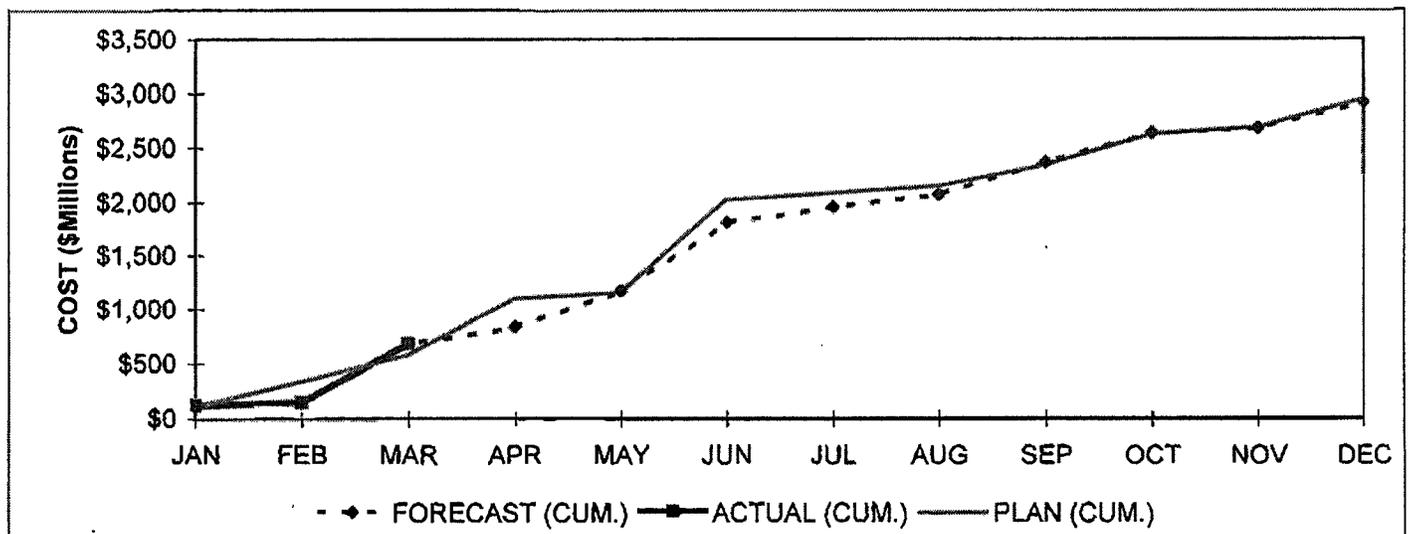
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				125.6	820.8	184.9	17.3	27.7	479.8	26.7	274.2	1237.5
ACTUAL (NON-CUM.)	245.7	260.8	109.6									
PLAN (NON-CUM.)	315.3	280.6	813.6	179.0	10.2	187.7	27.1	20.3	438.1	31.3	285.5	1265.5
FORECAST (CUM.)				741.7	1,562.5	1,747.4	1,764.6	1,792.3	2,272.2	2,298.9	2,573.1	3,810.6
ACTUAL (CUM.)	245.7	506.5	616.1									
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 March 2012



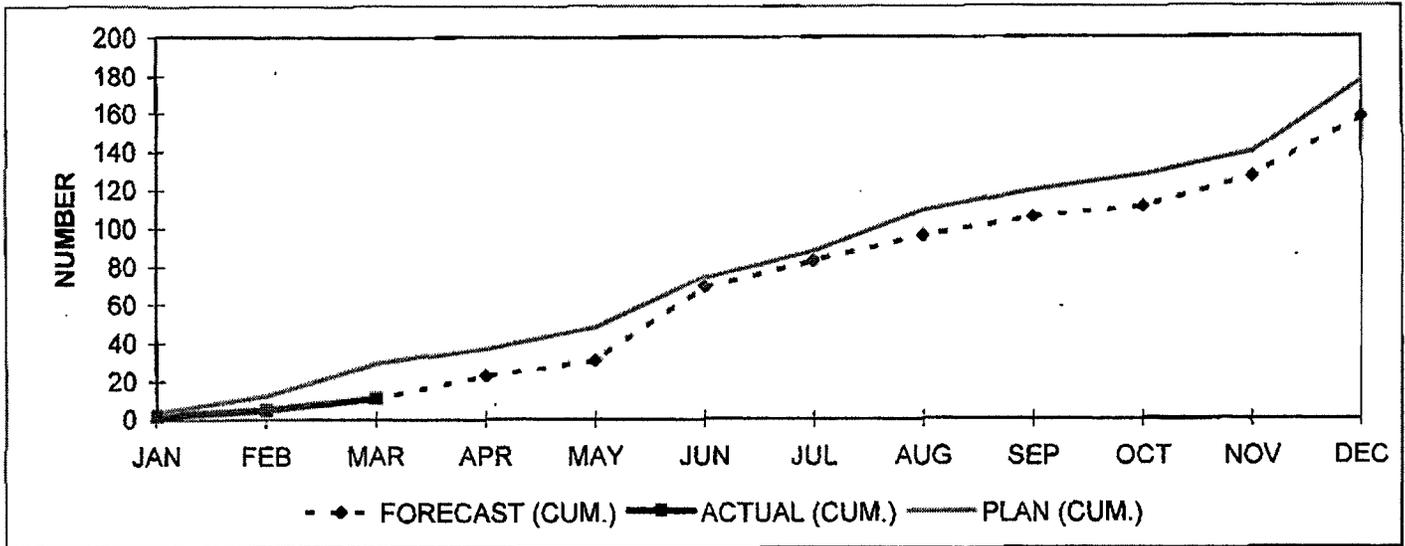
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				14	23	24	11	9	17	10	9	20
ACTUAL (NON-CUM.)	12	6	15									
PLAN (NON-CUM.)	9	17	23	24	6	36	5	8	9	15	9	23
FORECAST (CUM.)				47	70	94	105	114	131	141	150	170
ACTUAL (CUM.)	12	18	33									
PLAN (CUM.)	9	26	49	73	79	115	120	128	137	152	161	184



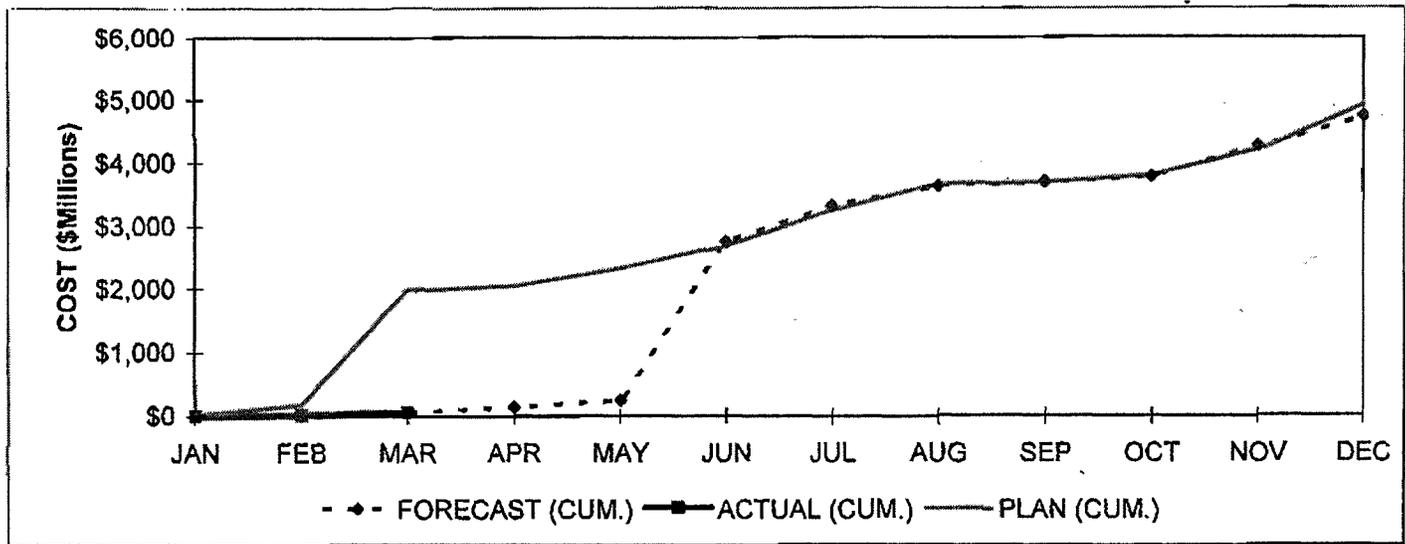
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				151.0	337.1	630.2	145.4	118.0	296.3	269.4	43.0	234.0
ACTUAL (NON-CUM.)	126.9	30.6	534.9									
PLAN (NON-CUM.)	108.7	234.0	246.7	519.8	51.9	867.7	60.3	66.1	196.1	281.9	65.1	263.8
FORECAST (CUM.)				843.4	1,180.5	1,810.7	1,956.1	2,074.1	2,370.4	2,639.7	2,682.8	2,916.7
ACTUAL (CUM.)	126.9	157.5	692.4									
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 March 2012



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				12	8	38	14	13	10	5	16	31
ACTUAL (NON-CUM.)	2	3	6	8	11	26	14	21	11	8	12	38
PLAN (NON-CUM.)	3	9	17	8	11	26	14	21	11	8	12	38
FORECAST (CUM.)				23	31	69	83	96	106	111	127	158
ACTUAL (CUM.)	2	5	11	37	48	74	88	109	120	128	140	178
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.)				92.4	102.6	2507.1	559.2	311.3	72.6	80.1	470.2	473.1
ACTUAL (NON-CUM.)	4.7	12.3	37.5	75.7	276.6	363.5	561.6	407.3	43.1	105.4	400.1	711.4
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.)				146.9	249.4	2,756.5	3,315.7	3,627.0	3,699.6	3,779.7	4,249.9	4,723.0
ACTUAL (CUM.)	4.7	17.0	54.5	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
PLAN (CUM.)	5.3	154.4	1,970.9	2,046.6	2,323.1	2,686.7	3,248.2	3,655.5	3,698.6	3,804.0	4,204.1	4,915.5

5. PROCUREMENTS



PROCUREMENTS

The Procurement Agenda this month includes 14 actions for a proposed expenditure of \$46.9M.

Subject	Request for Authorization to Award Various Procurements
Department	Materiel Division - NYCT
Department Head Name	Stéphan M. Plochochi
Department Head Signature	
Project Manager Name	Rose Davis

May 10, 2012	
Department	Law and Procurement - MTACC
Department Head Name	Evan Eisland
Department Head Signature	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	5/21/12			
2	Board	5/23/12			

Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC.
	Executive VP	X	Subways
X	Cap. Prog. Mgt.	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>Procurements Requiring Two Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$.2 M
• Voith Turbo, Inc. \$.2 M		
SUBTOTAL	1	\$.2 M

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

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

Schedules Requiring Majority Vote

Schedule F: Personal Service Contracts	1	\$.07 M
Schedule G: Miscellaneous Service Contracts	1		.8 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1		22.0 M
	SUBTOTAL		22.9 M

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	3	\$	15.6 M
	SUBTOTAL		15.6 M

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	7	\$	8.2 M
	SUBTOTAL		8.2 M
	TOTAL		14
		\$	46.9 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.

MAY 2012

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

- | | | |
|--|-----------------|-------------------------------|
| 1. Voith Turbo, Inc.
Sole Source
RFQ #'s 16804 and 16972 | \$229,319 (NTE) | <u>Staff Summary Attached</u> |
| Purchase of propulsion system parts and overhaul of a gearbox for Vacuum Train #2. | | |

MAY 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

F. Personal Service Contracts

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

1. Vantage Technology, Inc. \$71,775 (Est.)

Two Bids/Low Bidder – Three-year contract

RFQ #20289

This contract is for the upgrade of Capital Program Management's (CPM) Time Sheet and Executive Document archive and retrieval System.

TIS is requesting an upgrade to the current system, which uses MS Access Windows 2000 software to a new multi-user web based system. The current system, which is 10 years old and past its useful life, is used to scan, store, query and retrieve timesheets and other administrative documents.

CPM uses this system to scan timesheets so that electronic copies are readily available and eliminates the burden of managing and storing hard copies. CPM also scans executive documents such as memos, reports and letters concerning projects for later queries and/or retrievals.

Under this contract, the consultant will upgrade the current MS Access Windows 2000 system to a web based system that allows for an unlimited number of users to access the Oracle 10G-database environment. The consultant will upgrade the current Teleform Elite V7 software to Teleform V10 software. The software will be loaded onto two new PCs that are connected to two new scanners. This hardware was acquired separately. The images and database retrieval information will then be stored on a file server. This upgrade will improve scanning, data availability, multi-user capability and database reliability/backup and recoverability.

Vantage's bid of \$71,775 includes \$25,600 for the software upgrade and three years of corresponding software support and \$46,175 for software, implementation and training, which will take approximately 180 days to complete. Vantage's bid of \$71,775 is \$4,820 or 6% lower than the revised in-house estimate of \$76,595 and \$12,025 or 14% lower than the second bidder's qualified bid amount of \$83,800. Based on comparisons to the in-house estimate and the other bid received, Procurement found Vantage's bid of \$71,775 to be fair and reasonable.



MAY 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**G. Miscellaneous Service Contracts**

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

2. **Exova, Inc.** \$849,515 (Est.)
Two Quotes/Low Quoter – Five-year contract
RFQ # 22315

This miscellaneous service contract is for the performance of destructive metals testing and failure analysis on an "as-needed" basis. This is a multi-agency contract for NYC Transit and MTA Bus Company.

In 2011, RFQ# 8530 was advertised for a five year contract for testing to be performed by the selected laboratory to ensure that various metals purchased by NYC Transit and MTA Bus Company (MTABC) meet or exceed specifications and failure limits.

Prior to solicitation of the Metals Testing IFB (RFQ #8530), Procurement conducted an extensive outreach to cultivate competition, whereby 15 testing laboratories were contacted to gauge their level of interest in the Metals Testing bid for NYC Transit requirements. At that time, five labs expressed interest, four labs declined and six labs failed to respond. A follow-up attempt was made to contact the six labs who had initially failed to respond. Once again, none of the six labs responded. However, it was determined that there was ample competition for a competitive IFB.

On October 19, 2011, three bids were received, with Exova's bid of \$862,776 being the apparent low bid. The other two bidders were Element, Inc., at \$1,302,568 and AEIS, LLC at \$1,371,780. Upon review of Exova's bid, it was noted that Exova modified the price schedule and the price listed in the price schedule did not reconcile to the extended amounts for each test category. Upon further review and discussing this submission with Exova, and comparing the price to the other bidders, a decision was made to reject all bids and re-solicit based on a revised, more defined and expanded price schedule. These revisions include separating out ASTM methods and various types of metals as well as adding notations to clarify details as it applies to the ASTM methods (dimensions, weight, etc.). It was believed that the utilization of the revised price schedule would lead to better pricing. All bidders were notified of the cancellation of the solicitation and the imminent solicitation of the new RFQ No. 22315.

The new solicitation notice, RFQ No. 22315, was advertised in January 2012, sent to all prospective bidders in the bidders list and a single bid was received on February 14, 2012 from Exova. Of the two other bidders on RFQ #8530 above, Element, Inc. now cited an unwillingness to accept the contract's terms and conditions while AEIS, LLC did not submit a bid due to its own administrative oversight. A third vendor, Ex-Imp Global, who requested the bid package, when questioned, stated that they were only interested in performing this work as a subcontractor.

Upon review of Exova's second bid, Procurement again discovered that Exova submitted their bid using an alternate price schedule. Exova's price of \$849,515 contained qualifiers based on size and/or weight of the samples submitted for testing, including some substitution of stated test methods, which made Exova's bid again non-responsive. When questioned about the occurrence of the same error as in the first solicitation attempt, Exova expressed regret for the error and stated that they are under new senior management that had not been made aware of the previous error on the first solicitation. As this issue was once again deemed material, Exova's bid was rejected but rather than re-soliciting, a decision was made to cancel the solicitation and negotiate with any and all potential contractors that were interested. Procurement contacted two other potential proposers who were interested and seemed qualified, AEIS (who bid the first time) and Trace Labs (who contacted Procurement and was on the bidders list), to gauge their interest in submitting a price quote for this contract based on existing terms, conditions and specifications.

Exova submitted a fully responsive quote based on the Price Schedule with no changes, while Trace Labs elected not to submit a quote as they ultimately realized that they could not meet the requisite accreditation as specified in the Technical Specifications. AEIS submitted a price of \$904,133, which was \$54,618 or 6.4% higher than Exova's quote. Exova's quote of \$849,515 is \$297,785 or 26% below the in-house estimate of \$1,147,300 and lower than other bids received in the first solicitation of \$1.3 and \$1.4 million. Based on these price comparisons, Procurement finds Exova's price of \$849,515 (\$821,075 for NYC Transit and \$28,440 for MTABC) to be fair and reasonable. Exova has performed satisfactorily as a subcontractor on a prior NYC Transit contract.

MAY 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote Cont'd:

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.)

- | | | |
|--|----------------------------|--------------------------------------|
| 3. Unisys Corporation
Contract #03A8602-2.75 | \$21,958,955 (Est.) | <u>Staff Summary Attached</u> |
|--|----------------------------|--------------------------------------|
- Modification to the contract for desktop support services, in order to extend the term of the contract by two years.

MAY 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. **Dental Pay Plus, Inc. d/b/a
Pro Benefits Administrators
Contract #08E9879.5** **\$10,400,000 (Est.)** *Staff Summary Attached*
Modification to the contract for third party Dental Administrative Services.

2. **Parsons Transportation Group
of New York, Inc.
Contract # CM-1235.11** **\$4,285,185** *Staff Summary Attached*
Modification to the consultant contract for design and construction support services for CBTC/AWS for the Second Avenue Subway and Flushing Line, in order to exercise the option to provide technical support for the Flushing Line CBTC Signal System Construction Contract.

3. **WDF, Inc.
Contract # A-36018.15** **\$850,000** *Staff Summary Attached*
Modification to the contract for the Rehabilitation of Five Stations on the Far Rockaway Line, in order to perform additional steel repair at all five stations.



MAY 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.)

- | | | | |
|----|--|--------------------------------|---------------------------------|
| | Plaza Schiavone JV | \$5,396,152 (Aggregate) | <u>Staff Summary Attached</u> |
| 1. | Contract # A-36125.65 | \$1,341,330 | ↓ |
| 2. | Contract # A-36125.70 | \$378,525 | ↓ |
| 3. | Contract # A-36125.72 | \$1,995,000 | ↓ |
| 4. | Contract # A-36125.73 | \$775,000 | ↓ |
| 5. | Contract # A-36125.104 | \$906,297 | ↓ |
| | Modifications to the contract for the Fulton Street Transit Center Enclosure, in order to perform structural, plumbing, electrical, mechanical and elevator changes. | | |
| 6. | SSK Constructors, JV | \$2,175,000 | <u>Staff Summaries Attached</u> |
| | Contract #C-26007.19 | | |
| | Modification to the contract for the construction of the Second Avenue Subway Route, 72 nd Street Station, in order to address the cost impact associated with the MTACC directive to restrict blasting to no later than 7PM. | | |
| 7. | Skanska/Traylor, JV | \$597,000 | <u>Staff Summaries Attached</u> |
| | Contract #C-26008.9 | | |
| | Modification to the contract for the construction of the Second Avenue Subway Route, 86 th Street Station, in order to furnish advanced wet scrubber systems for blasting dust control. | | |

Schedule A: Non-Competitive Purchases and Public Work Contracts



Item Number: 1

Vendor Name (& Location) Voith Turbo, Inc. (York, PA)
Description Purchase of propulsion system parts and overhaul of a gearbox for Vacuum Train #2
Contract Term (including Options, if any) 24 months
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: Sole Source

Contract Number RFQ# 16804 & 16972	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$229,319 (NTE)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Carmen Bianco	

Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law § 1209, subsection 9(b) due to the existence of a single responsible source, and approve the award of sole source purchase contract to Voith Turbo Inc. (Voith) for the purchase of propulsion system parts and overhaul of a gearbox for Vacuum Train #2.

Presently, NYC Transit has two Vacuum Trains in service that are used to remove trash from the subway system right-of-way. Both Vacuum Trains #1 and #2 were manufactured in France by Neu Transp'Air (Neu) and have been in service for approximately 16 and 12 years respectively. In recent years, the Division of Car Equipment (DCE) has experienced problematic performance with Vacuum Train #2's propulsion control system, (the propulsion control system controls both the engine and transmission), which was manufactured by Krauss Maffei. Krauss Maffei stated that the propulsion control OEM system is based on an obsolete technology and that support for this system can no longer be provided. However, Voith, the OEM of both Vacuum Trains' transmissions, is able to replace the propulsion control system. Voith stated that the material and software to be provided for the propulsion control system will be superior to the existing system in Vacuum Train #2. Upon delivery of the new propulsion control system, DCE's personnel will, under Voith technical staff's direction and supervision, remove the existing Krauss Maffei system and install the new Voith equipment.

As the manufacturer of the Vacuum Train, Neu, and the manufacturer of the propulsion control system, Krauss Maffei, both indicated that they can no longer support obsolete technology, Voith is the only known company capable of meeting these requirements. Additionally, sole source advertisements yielded no responses.

In addition to the new propulsion control system (\$180,733), Voith will overhaul Vacuum Train #2's final drive gearbox (\$27,054), which is part of the final drive assembly. (DCE used its last spare final drive gearbox as a replacement for this final drive gearbox. The overhauled unit will in turn be utilized as spare equipment.) The \$27,054 for the gearbox overhaul includes a line item for up to \$5,000 for any additional gearbox parts that may be needed for replacement while Voith is performing the work at its facility in Germany. DCE is also requesting the purchase of a new Cardan shaft (\$21,532) to be utilized as a spare part. The Cardan shaft (also known as the drive shaft) is part of the final drive assembly and allows the transmission and the gearbox to interface with one another. The new Cardan shaft is being requested now due to a five month lead time for a replacement unit from Germany. Under the previous contracts, Voith's performance was found to be satisfactory.

Voith submitted a final price of \$229,319 for the procurement of these three items, which compares favorably to DCE's estimate of \$249,654. NYC Transit considers the final negotiated price to be acceptable.

Item Number: 3

Vendor Name (& Location) Unisys Corp. (Blue Bell, PA)	
Desktop Support Services	
Contract Term (including Options, if any) June 1, 2005 – May 31, 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 checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Technology and Information Services, Sidney Gellineau	

Contract Number 03A8602-2	ASWO/Modification # 75
Original Amount:	\$ 105,233,750
Option Amount:	\$ 43,264,350
Total Amount:	\$ 148,498,100
Prior Modifications:	\$ 8,096,658
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 156,594,758
This request	\$ 21,958,955
	(Est.)
% of This Request to Current Amount:	14.0%
% of Modifications (including This Request) to Total Amount:	20.2%

Discussion:

This Additional Service Work Order (ASWO) is to modify and extend the Desktop Support Services contract with Unisys for a period of 24 months, from June 1, 2013 to May 31, 2015, in order to (1) facilitate NYC Transit’s Thin Client rollout, which will generate \$13.3 million in net savings for NYC Transit over five years; (2) provide the time needed to prepare a precise scope of work (SOW) for the new All-Agency Desktop Support Services RFP; and (3) include Help Desk services for MTA HQ (including MTA Police) and MTA Bus. This extension will generate additional total savings for NYC Transit of approximately \$1.2 million and an additional total savings for MTA HQ and MTA Bus of approximately \$705K. By initiating the extension at this time, the MTA will immediately start to realize the aforementioned savings, which all begin to accrue as of June 2012. In the event that more time is needed in connection with the All-Agency RFP, this ASWO also provides for an option of up to one additional year.

Under the terms of the Unisys contract, Unisys is required to provide a wide variety of services to NYC Transit in such areas as: Call Center; Asset Management; Desktop Support; State of Good Repair; and Account Management. One component of Asset Management services is the procurement of hardware and software. Of the \$21.96 million in this request, \$12 million is for the pass-through purchases of hardware and software and \$9.96 million is for specified desktop support services.

When Microsoft announced that it would no longer support Windows XP beginning in April 2014, NYC Transit reviewed several alternate desktop solutions (e.g., migrate users to Windows 7; move to a Thin Client environment; etc.). The IT Governance Committee approved the Thin Client solution, which will, by April 2014, move 80% (10,800) of NYC Transit 13,500 users from PCs running Windows XP to a Thin Client environment. The remaining 20% (2,700) of NYC Transit users will have PCs migrated to Windows 7. These Thin Client devices will be supported internally by TIS, not Unisys.

A Thin Client environment, where the business software applications reside at a central location, reduces the need for high powered, high cost PCs. Thin Client devices are more secure because software is not stored locally and executed on the device. Further, the cost of licensing anti-virus software on each user’s desktop is eliminated.

Before reaching out to the desktop marketplace in connection with the new All-Agency RFP, the MTA needs to develop a precise SOW, which reflects the full impact of the Thin Client initiative. As such, the revised schedule for the RFP calls for the process to start in the 3rd Q of 2013, with an award targeted on or before September 2014, followed by an 8-month transition period ending on or about May 2015.

Over the last few months, NYC Transit was able to leverage the proposed 24 month extension and successfully negotiate an immediately effective, across-the-board rate cut of 5% from Unisys, as well as additional cuts of 6.7% to the Account Management Fee (AMF) during the two extension years. Specifically, the AMF will be reduced by an additional 6.7% in the first year of the extension and reduced by another 6.7% in the second year of the extension. The total savings from these negotiated rate cuts is expected to be approximately \$1.2 million through May 31, 2015, inclusive of total AMF cuts amounting to \$621K. A portion of this savings was made possible by allowing Unisys (1) to move its two on-site Service Delivery Coordinators to off-site locations; and (2) to reduce its Project Management Office team by one person during the extension years. Additionally, Unisys agreed to provide full Help Desk services for MTA HQ and MTA Bus for a fixed monthly service fee of \$11,400, with a one-time transition fee of \$72,500.

Gartner Consulting, which was asked to opine on the proposed extension before NYC Transit extracted further savings from Unisys in the AMF line item, reported that the proposed rate cuts and utilization of the two off-site Service Delivery Coordinators represented significant value to NYC Transit. Gartner indicated, for instance, that Unisys’ proposed rates were 43% below their projected market rates. Note that, if any part of the option year is used, all service rates for NYC Transit will be cut by an additional 1%, while the Help Desk rates for MTA HQ and MTA Bus would remain unchanged. Based on the above, the rates for this ASWO are considered fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions

Item Number: **1**

Vendor Name (& Location) Dental Pay Plus, Inc. d/b/a Pro Benefits Administrators (Amherst, NY)	
Description Dental Administration Services	
Contract Term (Including Options, if any) May 15, 2008 – May 14, 2012	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input 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: Division of Human Resources, Dawn Pinnock	

Contract Number	AWO/Modification #
08E9879	5
Original Amount:	\$ 5,200,000
Prior Modifications:	\$ 15,600,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 20,800,000
This Request:	\$ 10,400,000 (Est.)
% of This Request to Current Amount:	50.0%
% of Modifications (Including This Request) to Original Amount:	500.0%

Discussion:

This retroactive modification is to extend the contract term for one year from May 15, 2012 through May 14, 2013, with an option to extend the contract term for up to an additional twelve months.

Under the contract, Dental Pay Plus manages the processing of claims for NYC Transit's enrollees, monitors membership and maintains the provider network. Dental Pay Plus receives an administrative fee for their services and the balance of the monies allocated to the contract are used to reimburse the dental providers based on a fixed reimbursement schedule. The projected annual expenditure with Dental Pay Plus for administrative costs is approximately \$284K per year, or 6% of annual expenditures. Approximately \$4.7 million per year, or 94% of projected annual expenditures, is for dental provider reimbursements.

The extension is necessary to avoid a break in service and to provide sufficient time for NYC Transit to conduct a competitive Request for Proposal (RFP) in order to evaluate the cost of various dental plans and their fee structures, and to be able to award contracts for plans that are competitive and cost effective. As part of their collective bargaining agreement, members of Transport Workers Union (TWU) Local 100, the Subway Surface Supervisors Association, the Transit Supervisors Organization as well as represented MTA Bus employees are entitled to receive dental benefits. In order to ensure that the union members have proper dental coverage while the new RFP is conducted, the current contract with Dental Pay Plus needs to be extended for at least one year.

At the present time, NYC Transit has approximately 19,312 members and 24,521 dependents enrolled in the Dental Pay Plus plan, which provides third party dental administration services for represented employees. For this extension and option, Dental Pay Plus agreed to maintain the same administrative fee of \$1.25 per enrolled member per month established in 2009. Dental Pay Plus only charges an administrative fee for the members and not their dependents. In 2011, Dental Pay Plus reviewed 48,000 claims or approximately 4,000 claims per month. The administrative fees of \$1.25 per enrolled member per month are paid to Dental Pay Plus and the remainder of the monies allocated to the contract will be used to reimburse the dental providers based on a fixed reimbursement schedule that has never been revised and was originally established in 1993. Based on the above, Dental Pay Plus's administrative fee and dental provider reimbursement schedule for the extension are deemed fair and reasonable. Using the average expenditures from 2010 through 2011 of \$4,736,031 for administration cost and dental provider reimbursements as a benchmark, HIR budgeted \$5,200,000 for the one year extension and an additional \$5,200,000 for the option period for a total of \$10,400,000.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

Vendor Name (& Location)	
Parsons Transportation Group of NY, Inc. (New York, NY)	
Description	
Consultant services for design and construction support - CBTC/AWS Signal System for the Second Avenue Subway and Flushing Line	
Contract Term (Including Options, if any)	
December 1, 2003 – April 30, 2017	
Option(s) Included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
CM-1235	11
Original Amount:	4,090,298
Option Amount:	\$ 10,275,659
Total Amount:	14,365,957
Prior Modifications:	\$ 2,729,105
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 17,095,062
This Request:	\$ 4,285,185
% of This Request to Current Amount:	25.1%
% of Modifications (Including This Request) to Total Amount:	48.8%

Discussion:

This retroactive modification is for technical support services during the construction phase of the CBTC Culver Test Track, "B" Division.

The base contract, awarded for \$4,090,298, was to perform the Preliminary Engineering (PE) for CBTC/AWS on the Second Avenue Line and Preliminary and Final Engineering for CBTC on the Flushing Line. The contract had three options: Option 1 - Final Design & Procurement Support – Second Avenue Subway (SAS); Option 2 - Technical Support during SAS Construction; and Option 3 - Technical Support Flushing Line. PTG was selected as the consultant best qualified to perform design and construction support for NYC Transit's CBTC projects. To date, ten modifications have been issued. Of those ten, only Mod. #5, approved by the Board in March 2008 to add design support for the Culver Test Track, is related to this Mod. #11 that provides technical support services.

The award of the base contract contemplated compatibility of the CBTC systems implemented on the Flushing and SAS lines with the CBTC system on the Canarsie Line. CBTC compatibility ultimately became NYC Transit's CBTC Interoperability Interface Specification (I2S). In continuing with the expansion of the CBTC program, NYC Transit wants to create a more competitive environment in which multiple CBTC suppliers are available to supply equipment that can interoperate while supporting revenue service. The I2S standardizes CBTC interoperability. The I2S will be tested on the Culver Test Track (being constructed under Contract S-32748).

PTG has provided technical support throughout the CBTC program (and development of the I2S) with its work under Contracts CM-1016 (CBTC support on the Canarsie Line) and CM-1235. This includes providing design support under CM-1235, Mod. #5, for the Culver Test Track project. In order to achieve the same interoperability objectives in the Culver Test Track, NYC Transit seeks to modify PTG's existing contract in order to take advantage of PTG's prior efforts, including incorporating lessons learned from the Canarsie line CBTC pilot and design elements developed by PTG for Flushing.

In September 2011, the Board approved the award of Contract S-32748 to the two CBTC contractors working on the Canarsie and Flushing lines (Siemens/Thales). As part of Contract S-32748, Siemens/Thales will develop and safety-certify interoperability of the two individual CBTC systems from the Canarsie and Flushing lines, finalize and safety certify the I2S. PTG will review contractor submissions, including the I2S and drawings; support implementation of Siemens' new speed measurement system on the Culver Test Track and the Canarsie Line; participate in the Safety Working Group for the Culver Test Track project to ensure safe compatibility of Siemens' and Thales' CBTC systems; review cost estimates for change orders; provide technical expertise for disputes; and witness and report its findings to NYC Transit of factory acceptance tests, field surveys and tests.

The SVP & Chief Engineer approved a retroactive waiver on October 22, 2011, effective as of September 30, 2011, directing PTG to commence work under this modification up to an amount not to exceed \$500,000. To date, PTG has expended approximately \$65,000 reviewing draft submissions, assisting NYC Transit with the development of its Project Management Plan for the Culver Test Track project, and participating in various progress meetings. The consultant's initial proposal was \$4,912,408. NYC Transit's final estimate was \$4,807,379. Scope discussions and negotiations were held with PTG regarding staffing, distribution of labor hours and overhead rates. PTG submitted a BAFO of \$4,285,185 utilizing existing contract rates. The final price was found to be fair and reasonable. A savings of \$627,223 was achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

Vendor Name (& Location) WDF, Inc. (Mt. Vernon, NY)
Description Rehabilitation of five stations: Beach 25 th , 36 th , 44 th , 60 th , 67 th Street stations – Far Rockaway Line
Contract Term (Including Options, if any) January 20, 2009 – September 20, 2011
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input 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-36018	15
Original Amount:	\$ 63,787,000
Prior Modifications:	\$ 1,278,289
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 65,065,289
This Request:	\$ 850,000
% of This Request to Current Amount:	1.3%
% of Modifications (Including This Request) to Original Amount:	3.3%

Discussion:

This retroactive modification is for additional steel repair for platform canopy columns and street stair columns.

This contract is for the rehabilitation of the Beach 25th, 36th, 44th, 60th and 67th Street Stations on the Far Rockaway Line, including electrical, architectural, communications and structural work, including rehabilitating the elevated platforms and street stairs at all stations. These stations were placed in service in 1941 and have not been rehabilitated since then.

The contract calls for platform steel and stair steel repair and replacement based on the findings of a pre-award survey. The contract also calls for post-award surveys, which were conducted during construction, as platform steel and stair steel was made accessible during phased platform closures and concrete was removed to expose hidden steel.

The pre-award survey found, and the contract calls for, the repair of 5,000 pounds of canopy column steel, total for all five stations. However, the bottoms of the canopy columns were encased by the platform concrete, so the condition of the encased steel could not be determined by the pre-award survey. The post-award surveys of the canopy steel, conducted after the existing platform concrete was removed and canopy column steel was fully accessible, found corrosion that requires a total additional 18,000 pounds of steel repairs for canopy columns.

The pre-award survey found, and the contract calls for, the replacement of street stair treads and repair or replacement of other steel components of the stairs. With respect to the street stair columns, the contract calls only for the removal and replacement of the existing deteriorated concrete which encases street stair column bases. The post-award surveys of the street stair columns, conducted after the existing concrete encasements were removed and street stair column steel was fully accessible, found corrosion that requires a total additional 4,000 pounds of steel repairs for street stair columns.

The modification requires the contractor to furnish 22,000 pounds of steel materials, total for all five stations, and to cut, weld and bolt angles and plates to existing canopy columns and street stair columns at all five stations. The contractor proposed \$973,175; NYC Transit's revised estimate was \$775,000. After negotiations, the lump sum of \$850,000 was agreed upon and was found to be fair and reasonable. Savings of \$123,175 were achieved.

On November 12, 2010, the SVP & Chief Engineer signed a retroactive waiver; the contractor was directed to proceed on November 15, 2010 to mitigate delay. An extension of time and impact cost, if any, will be negotiated under a separate modification.

On July 12, 2011, the SVP & Chief Engineer upheld a claim by the contractor for extra costs it incurred for platform concrete work affected by the canopy column repairs. It will be negotiated under a separate modification, which may require Board approval.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1-5

Vendor Name (& Location) Plaza Schiavone, JV (New York, NY)	
Description Fulton Street Transit Center Enclosure	
Contract Term (Including Options, if any) August 5, 2010 – February 4, 2014	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input 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 A-36125	AWO/Modification # 65, 70, 72, 73, 104
Original Amount:	\$ 178,988,000
Prior Modifications:	\$ 1,884,255
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 180,872,255
This Request:	
AWO 65: \$1,341,330	
AWO 70: \$378,525	
AWO 72: \$1,995,000	
AWO 73: \$775,000	
AWO 104: \$906,297	
	\$5,396,152
	(Total)
% of This Request to Current Amount:	3.0%
% of Modifications (Including This Request) to Original Amount:	4.1%

Discussion:

These retroactive modifications are for various changes related to the reprogramming of space previously identified for use by NYC Transit personnel at the Fulton Street Transit Center into commercial tenant, retail and public spaces. Sufficient funding is available in Program Reserve. To avoid schedule impact, the work had to continue without delay. Consequently, the MTACC President approved a retroactive waiver for each.

This contract calls for the construction of the Fulton Transit Center Enclosure.

Modification #65 includes structural upgrades to the third floor to handle the additional live load prescribed by code for retail spaces; structural steel framing revisions including new vertical supports to allow for new elevators and stairs; removal and lowering of steel framing at locations where dropped slabs will be necessary; and additional galvanized framing for new storefronts and new LCD screen displays for dynamic signage. The contractor's proposal was \$1,637,297. MTACC's revised estimate was \$1,225,245. Negotiations resulted in the agreed upon lump sum of \$1,341,330 that was found to be fair and reasonable.

Modification #70 includes additional plumbing work required to accommodate future kitchens on the third floor retail areas; reconfiguration of plumbing at lower-level areas and street-level retail areas due to new elevators, stairs and a larger communication room; and deletion of plumbing work associated with previously designated NYC Transit personnel locker rooms and lavatory facilities. The contractor's proposal was \$711,973. MTACC's estimate was \$363,160. Negotiations resulted in the agreed upon net lump sum of \$378,525 that was found to be fair and reasonable.

Modification #72 includes additional electrical work necessary for future dynamic digital signage including interactive touch screen devices and large digital displays; new lighting at the interior of the Oculus; power for two new elevators; new electrical infrastructure to supply new retail spaces, second and third floor lobby areas and new mechanical equipment; and deletion of electrical work for previously designated NYC Transit space. The contractor's proposal was \$2,990,398. MTACC's estimate was \$1,874,297. Negotiations resulted in the agreed upon net lump sum of \$1,995,000 that was found to be fair and reasonable.

Modification #73 includes additional mechanical work on the second and third floor lobby areas; additional piping and ductwork in support of a new HVAC system supplying new retail areas (HVAC equipment is addressed under a separate modification); reconfiguration of ductwork and piping in areas affected by the installation of new elevators and stairs; revisions to mechanical piping and the Glycol system that provides cooling to communication rooms in the building; and the deletion of all mechanical work in spaces previously designated for NYC Transit office space. The contractor's proposal was \$1,054,036. MTACC's estimate was \$761,034. Negotiations resulted in the agreed upon net lump sum of \$775,000 that was found to be fair and reasonable.

Modification #104 includes the addition of two new dual roped hydraulic passenger elevators and all associated equipment to address the increased vertical circulation that will result from the reprogramming of the third floor level. The contractor's proposal was \$913,588. MTACC's estimate was \$1,039,093. Negotiations resulted in the agreed upon lump sum of \$906,297 that was found to be fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 6

Vendor Name (& Location)	
SSK Constructors, JV (Secaucus, NJ)	
Second Avenue Subway – 72 nd Street Station, Station Cavern Mining, Tunnels and Heavy Civil Structure	
Contract Term (Including Options, if any)	
October 1, 2010 – October 13, 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 #:
C-26007	19
Original Amount:	\$ 447,180,260
Prior Modifications:	\$ 463,475
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 447,643,735
This Request:	\$ 2,175,000
% of This Request to Current Amount:	0.5%
% of Modifications (Including This Request) to Original Amount:	0.6%

Discussion:

This retroactive modification will address additional costs associated with the enforcement of the 7pm restriction on blasting at the 72nd Street Station.

This contract is for 72nd Street Station cavern mining, tunnels and heavy civil/structural work along the Second Ave Subway.

In August 2011, in order to address the concerns of the community with regard to blasting activities in the 72nd Street cavern, MTACC demanded that the Contractor cease blasting after 7PM. This Mod. #19 was initiated following discussions between MTACC and the Contractor to assist the contractor in meeting this 7pm deadline. This modification pays to extend the Contractor's 2nd Shift blasting crews by starting one hour earlier (2PM instead of 3PM) and working a 9 hour shift. This includes overtime payments for the additional hour, payments for additional tunnel workers during the 2nd shift, as well as the cost of extra blasting powder deliveries. The extra hours and additional support significantly reduced the likelihood that blasts would need to occur after 7pm.

The contractor submitted a proposal for the extra hours and additional support in the amount of \$2,676,025; MTACC's estimate was \$2,280,370. Negotiations resulted in a settlement of \$2,175,000, which is considered fair and reasonable and represents a reduction of \$501,025. The MTACC President approved a retroactive waiver and the contractor was directed to proceed on August 19, 2011. The Contractor is also seeking damages for delay, impact and certain other costs associated with the 7PM restriction which the MTA disputes. Settlement negotiations with regard to the Contractor's damage claim are anticipated.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 7

Vendor Name (& Location)	
Skanska/Traylor, JV (New York, NY)	
Construction of Second Avenue Subway Route 132A: 86th Street Station Cavern Mining, and Heavy Civil Structural in the Borough of Manhattan "B" Division	
Contract Term (Including Options, if any)	
August 4, 2011 – September 4, 2014	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #:
C-26008	9
Original Amount:	\$ 294,306,000
Option 1 Amount:	\$ 7,500,000
Total Amount:	\$ 301,806,000
Prior Modifications:	\$ 126,767
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 301,932,767
This Request:	\$ 597,000
% of This Request to Current Amount:	0.2%
% of Modifications (Including This Request) to Total Amount:	0.2%

Discussion:

This modification includes the furnishing of three high efficiency wet scrubber dust collection system units.

This contract is for 86th Street Station Cavern Mining and Heavy Civil Structural work for the Second Avenue Subway.

Contract C-26008 specifies that acceptable airborne dust particulate concentrations shall be maintained during the progress of the work, that no visible dust be evident migrating from the work zone, and that dust suppression techniques be employed as necessary to meet these requirements. To address these contract requirements, the Contractor proposed the use of a basic wet scrubber system.

MTA has now requested that the Contractor utilize advanced, high efficiency wet scrubber type air filtration units in lieu of the basic units that were to be provided by the Contractor. The high efficiency units will exceed the specified minimum air quality requirements with a higher level of reliability. This modification replaces two basic units with three high efficiency units. One unit will be used at the North Shaft, one will be used at the South Shaft and, a third will be available on stand-by. The cost of installation is already included in the base contract. This modification includes a credit for the two basic units.

The contractor submitted a proposal in the net amount of \$652,894; MTACC's revised estimate was in the net amount of \$595,087. Negotiations resulted in the agreed upon net lump sum price of \$597,000 which is considered fair and reasonable and represents a reduction of \$55,894. Due to the lead time associated with the new units, a retroactive waiver was approved by the MTACC President and the Contractor was directed to proceed on January 12, 2012.

6. ACTION ITEM



Staff Summary

Subject ADA Accessibility: Dyckman St / Broadway-7 th Avenue Line
Department Subways
Department Head Name Frederick E. Smith
Department Head Signature
Project Manager Name William Montanile

Date May 7, 2012
Vendor Name John Civetta & Sons, Inc.
Contract Number(s) A36065
Contract Manager Name Joseph Mendola
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Committee				
2	Finance Committee				
3	MTA Board				

Internal Approvals			
Order	Approval	Order	Approval
1	SVP Subways	Executive VP	
2	SVP Capital Program Mgmt	President	
3	Director, OMB		
4	Chief Capital Budget Officer		

Purpose: To obtain MTA Board approval to add the ADA Accessibility - Dyckman Street Station project to the 2010-2014 Capital Program, and to advance this new project into the construction phase concurrent with the Station Normal Replacement currently underway. The project total value including design is \$13.07 million and is advancing into construction via various additional work orders to take advantage of scheduled service diversions. The project will be funded from program savings.

Discussion: The ADA Accessibility project will provide an elevator from the control area to the southbound platform as well as an accessible ramp and other ADA requirements at Dyckman Street Station on the Broadway/7th Avenue Line. Pursuant to the settlement agreement in spring 2011 between the United Spinal Association and MTA – NYCT to address disability access work, the NYCT was directed to fast-track the development of the design documents. The settlement was reached after the Dyckman Station contract was let in June 2010, precluding inclusion of the ADA work with the contract bid documents.

Based on the design completion and the split of project scope into multiple tasks to minimize delays, the total estimate cost is \$13.07 million. The scope includes one elevator, but accounts for additional landmark finish work since Dyckman Station is deemed an historic landmark by the NYS Office of Parks Recreation and Historic Preservation (OPRHP). The OPRHP believed that the proposed ADA changes would adversely affect the landmark by overly disrupting the station. Therefore, in order to gain approval from the OPRHP, NYCT agreed to provide additional landmark enhancements.

To conform to the station construction phasing plan and minimize any potential impact costs related to the overall construction completion schedule, the proposed ADA Accessibility work is added to the current contract via a series of additional work order packages. Two of these five packages have been approved as retroactive work orders. The design packages were separated into five areas of work totaling \$6.03 million as listed below:

Package 1 – Station Employee Facilities (\$0.36M): Reconfiguration of the Dyckman Street Station Employee Facilities is required to comply with ADA requirement. This reconfiguration will also



Staff Summary

accommodate an elevator machinery room. This package was issued as a retroactive additional work order in October 2011 and was approved by the MTA Board in February 2012.

Package 2 – Landmark Finishes (\$2.00M): Addressing exterior and interior finishes including a new station entrance based on agreement with NY State Office of Parks, Recreation and Historic Preservation (OPRHP) on historic landmarks. The design for this package has been completed. Cost proposals are submitted and negotiation is proceeding. This package has been issued as a retroactive additional work order in January 2012 and is pending negotiation.

Package 3 – Structural Framing for the Elevator (\$0.01M): Constructing the framing of the platform slab for the elevator structure. The design is completed and the change order has been finalized.

Package 4 – Installation of ADA Elevator (\$1.90M): Installing an ADA Elevator from the station control house to southbound platform. The design documents are being finalized to be submitted for cost proposals. This package is yet to be awarded.

Package 5 – Reconstruction of Sidewalk and ADA Ramp (\$1.70M): Reconstruction of the sidewalk and construction of ADA ramp from sidewalk level to the station control building and related work to create an accessible path of travel at ground level. The design documents are under review by NYCDOT. This package is yet to be awarded.

Other (\$1.14M): Includes a contingency to fund unforeseeable changes during construction and an estimated impact cost for an anticipated one year extension of contract duration due to inclusion of this ADA work

In addition, several additional work orders to the current construction contract, totaling \$0.20 million, have been issued in advance of the ADA Accessibility project for various test pits and other preparatory work. The total cost including design (\$1.56M) and construction support (\$4.20 million) is \$13.07 million.

Impact on Funding: Funds are made available through program savings: good bid experience from the same type of work on the Utica Avenue/Fulton Line; Kingsbridge Road/Concourse Line and Hunts Point Avenue/Pelham Line projects.

Alternatives: If this project were not approved, MTA-NYCT would be in breach of its settlement with United Spinal Association.

Recommendation: That the MTA Board approve the addition of a project to the 2010-2014 Capital Program, estimated at \$13.07 million, to provide the ADA accessibility improvements discussed above at the Dyckman Street / Broadway-7th Avenue station.

APPROVED FOR SUBMISSION TO THE BOARD

Thomas F, Prendergast
President

5/5/12

Date

7. SERVICE CHANGES

Report



New York City Transit

**SERVICE CHANGES: NYC TRANSIT COMMITTEE NOTIFICATION
MTA BUS OPERATIONS COMMITTEE
NOTIFICATION:
REROUTE Q48 BUSES AT MAIN STREET AND
ROOSEVELT AVENUE IN FLUSHING**

Service Issue

In July 2010, the New York City Department of Transportation (NYCDOT) implemented a series of measures to improve traffic flow and pedestrian safety in downtown Flushing which required MTA Bus and NYCT to reroute a number of bus routes and relocate of bus stops in the area. These changes resulted in significantly less space for buses to stop and recover between trips. Since July 2010, the Q19, Q50, Q66 and Q48 pick up customers on the south side of Roosevelt Avenue between Prince Street and Main Street. In addition the Q12, Q15, Q26 and Q48 recover on this block. This results in heavy congestion on the travel lanes, as well as in the recovery locations throughout most of the day.

Recommendation

Modify the turn around of the Q48 so that it recovers and picks up customers on the north side of Roosevelt Avenue between Prince Street and Main Street.

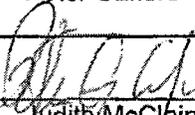
Budget Impact

The recommended action would increase annual operating costs by approximately \$200,000.

Implementation Date

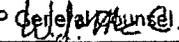
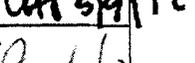
September 2012

Staff Summary

Subject	Reroute Q48 Buses at Main Street and Roosevelt Avenue in Flushing
Department	Operations Planning
Department Head Name	Peter Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	May 6, 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 
7	Executive VP 	3	Director OMB 
6	VP Corp. Comm. 	2	VP GCR 
5	Senior VP Buses 	1	Chief OP 

Purpose

To obtain Presidential approval for and to inform the NYC Transit Committee and the MTA Bus Committee of a recommendation to modify the turnaround of the Q48 in Flushing, Queens in response to congestion in downtown Flushing.

Discussion

In July 2010, the New York City Department of Transportation (NYCDOT) implemented a series of measures to improve traffic flow and pedestrian safety in downtown Flushing which required MTA Bus and NYCT to reroute a number of bus routes and relocate of bus stops in the area. These changes resulted in significantly less space for buses to stop and recover between trips throughout downtown Flushing. More specifically, since July 2010, the Q19, Q50, Q66 and Q48 pick up customers on the south side of Roosevelt Avenue between Prince Street and Main Street. In addition the Q12, Q15, Q26 and Q48 recover on this block. With this number of routes maneuvering into and out of the bus stops and their recovery locations, congestion and blockage occur in the travel lanes as well as in the bus recovery locations throughout much of the day. At times, some buses discharge customers in the travel lane due to the lack of curb space.

To address this congestion, NYCDOT has formally requested that a layover be relocated away from the south curb and has offered to NYCT and MTA Bus the north curb of Roosevelt Avenue from Main Street to Prince Street as an alternate recovery and bus stop location. Previously this location was

Staff Summary

used as a taxi stand. Based on travel patterns and traffic restrictions that were implemented by NYCDOT in 2010, the Q48 route is best positioned to use the north curb of Roosevelt Avenue from Main Street to Prince Street.

This staff summary recommends relocating the eastern terminal to the north curb of Roosevelt Avenue, far side, Main Street. The Q48 would use the current last stop on the south curb of Roosevelt Avenue, near side, Main Street and travel via Main Street, 39th Avenue, Union Street, and Roosevelt Avenue. The Q48 would recover and make its first westbound stop on the north curb of Roosevelt Avenue, far side, Main Street. In addition to reducing congestion on the south side of Roosevelt Avenue, this is expected to reduce travel time for westbound customers by several minutes as the bus will no longer make four difficult and time-consuming turns in service.

Recommendation

Modify the Q48 turn around in Flushing in response to the NYCDOT's request to reduce congestion in the area.

Alternatives

1. *Do Nothing*: Congested conditions on the south side of Roosevelt Avenue will continue.

Budget Impact

The recommended action would increase annual operating costs by approximately \$200,000.

Implementation Date

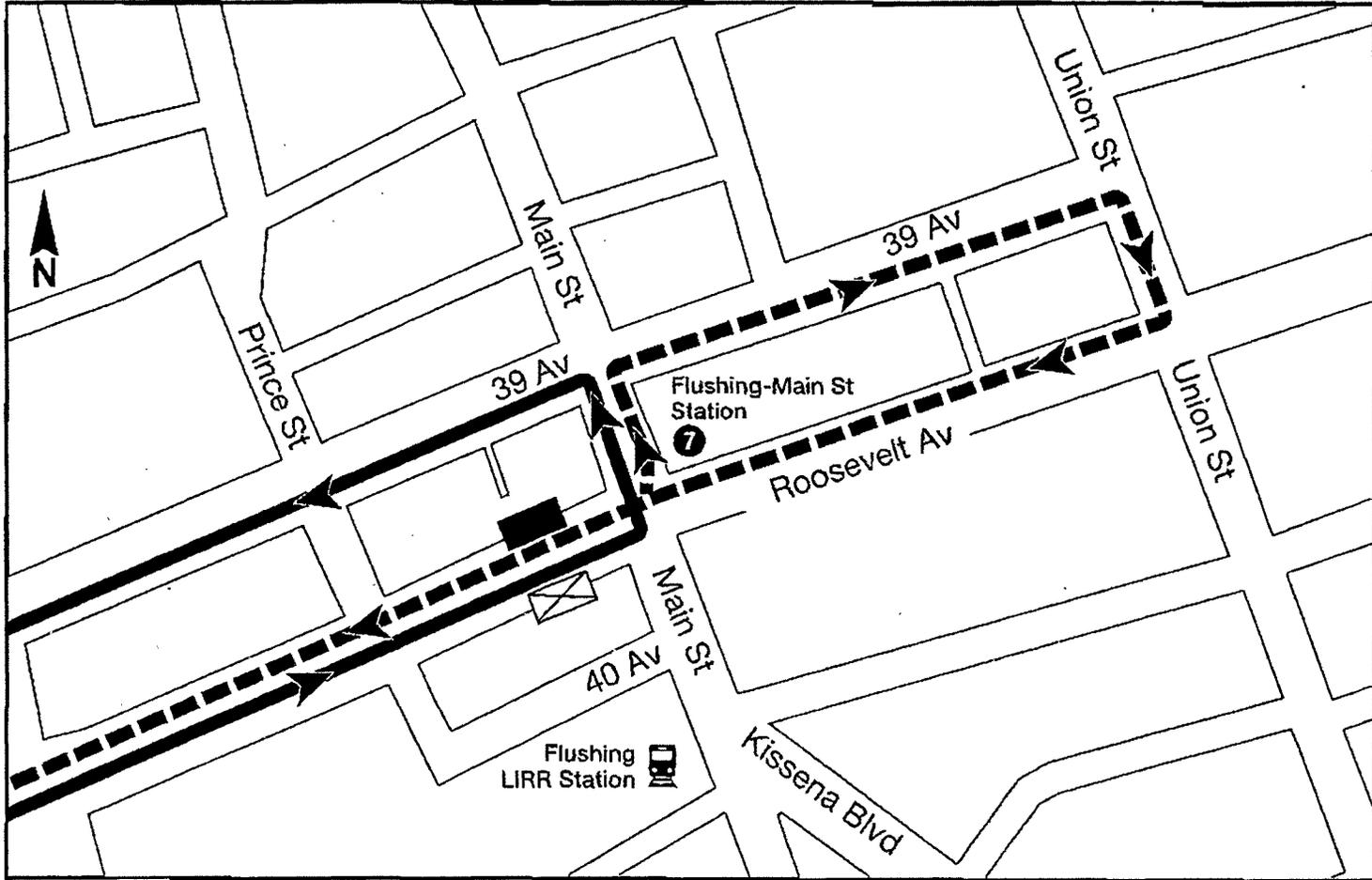
September 2012

Approved:



Thomas F. Prendergast
President

Q48 Reroute at Main St-Roosevelt Av in Flushing



7.4

Q48 Legend

-  Current Q48 Route
-  Proposed Q48 Route
-  Q48 New Terminal and 1st stop
-  Q48 Terminal to be Discontinued
Bus stop remains as route's last stop

Report



New York City Transit

**SERVICE CHANGES: NYC TRANSIT COMMITTEE NOTIFICATION
MTA BUS OPERATIONS COMMITTEE NOTIFICATION:
IMPLEMENT S79 SELECT BUS SERVICE ON HYLAN
BOULEVARD**

Service Issue

S79 service currently carries approximately 8,800 passengers on an average weekday making it the second busiest route on Staten Island. The area it serves has nearly 100,000 residents within ¼ mile, and the route travels via Hylan Boulevard, the busiest bus corridor on Staten Island. Hylan Boulevard is the fourth of the first phase of corridors converted from conventional bus service to Select Bus Service. The Select Bus Service components on Hylan Boulevard, including bus lanes, pedestrian improvements and traffic signal improvements, benefit not just S79 buses, but all buses on the corridor.

Recommendation

Implement Select Bus Service on Hylan Boulevard. This service, which will be called S79 Select Bus Service (SBS), will replace S79 local service. Local service will continue to be provided on Richmond Avenue by the S59 and on Hylan Boulevard by the S78. In combination, this package of service improvements will result in 20% faster travel time, up to 15 minutes, for S79 customers.

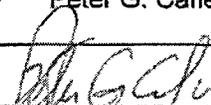
Budget Impact

Implementation of S79 SBS on Hylan Boulevard will result in increased annual bus operating costs of \$300,000. Much of this increase in service will be dedicated to ensuring that local bus frequencies on the S59 and S78 will meet NYCT service guidelines along Richmond Avenue and Hylan Boulevard once the S79 SBS is implemented. It should be noted that the level of S78 and S59 service currently operated accurately meets current customer demand. These costs are included in the approved Select Bus Service operating budget. SBS service will operate with the same hours and frequency as does the current S79. There will be no reduction from the current levels of bus service along Hylan Boulevard.

Implementation Date

September 2012.

Staff Summary

Subject	Implement S79 Select Bus Service on Hylan Boulevard
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	May 9, 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	Director OMB <i>M 5/10/12</i>
7	Executive VP 	3	VP General Counsel <i>5/10/12</i>
6	VP Corp. Comm. 	2	VP GCR <i>5/9/12</i>
5	SVP Buses 	1	Chief OF <i>5/10/12</i>

Purpose

The purpose of this Staff Summary is to obtain Presidential approval and to inform the NYCT Committee and the MTA Bus Operations Committee of the implementation of Select Bus Service on Hylan Boulevard. This service, which will be called S79 Select Bus Service (SBS), will be implemented in September 2012.

Discussion

MTA New York City Transit (NYCT) has been closely working with the New York City Department of Transportation (NYCDOT) to implement Select Bus Service in New York City. Both agencies have been working cooperatively for a number of years on this effort.

SBS Definition

Select Bus Service is a high-performance surface transportation system that incorporates elements such as bus lanes, traffic signal priority (TSP), traffic signal optimization, faster fare collection, fewer stops, high-capacity low-floor buses, a branded service and attractive stations. A combination of these features results in an improvement in speed and service reliability. Each transit corridor has different characteristics and physical constraints that determine which SBS elements are appropriate for the corridor

All of these features, except for off-board fare collection, will be brought to the Hylan Boulevard SBS corridor based on their ability to improve speed and reliability. The S79 SBS will not have off-board fare collection because overall boarding times on the S79 are relatively fast due to highly dispersed boarding patterns. Most of the travel time savings are anticipated to be generated from fewer stops, the inclusion of bus lanes and traffic signal optimization.

SBS Screening Process

The first phase of the SBS project included a citywide screening process where corridors were evaluated for their suitability for SBS. The 100 busiest bus corridors in the city were identified and then evaluated using a series of qualitative measures. Based on community input and a technical evaluation, 15 corridors were selected. The 15 concept plans were presented at another series of citywide public meetings. Again, based on community input and technical analysis, the five strongest corridors were selected. The corridor that was selected for Staten Island is Hylan Boulevard. This route had support among Staten Island residents, community groups and elected officials.

Hylan Boulevard ranks highly as a corridor for SBS conversion due to the width of the thoroughfare for modifications and reallocation of lane space, the volume of buses utilizing the corridor and the number of customers that would be positively affected from the upgrade to SBS. As a result, the measures applied to the corridor are beneficial to not just the S79 but also to the S78, S59 and the numerous Staten Island to Manhattan express bus routes that also operate on the corridor.

It should be noted that the current proposal is not the first for Hylan Boulevard. Previous proposals, including a median bus lane, were considered but rejected due to a lack of community support. This proposal for the corridor represents a comprehensive effort to improve the thoroughfare while incorporating the concerns of local residents, community groups and customers.

Service Plan

The plan for this service is to replace the S79 local with S79 Select Bus Service. All S79 service would operate with one service pattern between Bay Ridge and the Staten Island Mall. The service would operate via 86 St, Fort Hamilton Parkway, the Verrazano Narrows Bridge, Narrows Road, Steuben Street, Hylan Boulevard, Richmond Avenue, Platinum Avenue, and Ring Road to Marsh Avenue terminal as does the current S79 (see Figure 1).

The S79 will make limited stops at high ridership locations and major transfer points. 71% of the local stops will be eliminated on the S79 SBS, reducing the number of stops in each direction from 75 to 22. These 22 SBS stops serve 70% of the S79 boardings so the majority of current customers should benefit from the new service. Local service will continue to be provided on Richmond Avenue by the S59 and on Hylan Boulevard by the S78.

The S79 will be rerouted along two route segments, Yukon Avenue and Richmond Hill Road, which will save customers a total of four minutes in each direction (see Figures 2 and 3). Approximately 200 customers will have to walk to a new S79 stop on Richmond Avenue at Yukon Avenue and fewer than 100 customers will have to walk to a new S79 stop on Ring Road at Macys. NYCT is working with the management of the Staten Island Mall to build improved customer facilities at bus stops and a new stop at Macy's. These improvements are anticipated to be completed in 2013.

Staten Island Mall-bound S79 trips will also serve the Eltingville Transit Center via a streamlined route path (see Figure 4). The new entry to the Transit Center directly from Richmond Avenue, instead of a circuitous route via Arthur Kill Road and Wainwright Avenue, will save customers from waiting at the Arthur Kill Road/Richmond Avenue intersection twice.

The S79 SBS will provide passengers the opportunity to transfer to:

- The **R** subway line at 86 Street;
- The Staten Island Railway at the Eltingville Station; and
- Express buses, local buses and parking at the Eltingville Transit Center

Northbound (Bay Ridge-bound) Stations:

Marsh Av / Westport Street
Ring Road / Staten Island Mall Macys
Ring Road / Staten Island Mall Sears
Richmond Av / Yukon Avenue
Eltingville Transit Center
Richmond Av / Genesee Avenue
Richmond Av / Eltingville SIR Station
Hylan Boulevard / Winchester Av
Hylan Boulevard / Nelson Av
Hylan Boulevard / Bay Terrace
Hylan Boulevard / Buffalo Street
Hylan Boulevard / Tysens Lane
Hylan Boulevard / Ebbitts Street
Hylan Boulevard / New Dorp Lane
Hylan Boulevard / Midland Av
Hylan Boulevard / Seaview Av
Hylan Boulevard / Old Town Road
Hylan Boulevard / Clove Road
Hylan Boulevard / Narrows Road
Narrows Road / Fingerboard Road, Staten Is
92 Street / Fort Hamilton Parkway, Brooklyn
4 Avenue / 86 Street-Bay Ridge, Brooklyn

Southbound (Staten Island Mall-bound) Stations:

4 Avenue / 86 Street-Bay Ridge, Brooklyn
92 Street / Fort Hamilton Parkway, Brooklyn
Narrows Road / Fingerboard Road, Staten Is
Narrows Road / St Johns Avenue
Hylan Boulevard / Clove Road
Hylan Boulevard / Old Town Road
Hylan Boulevard / Seaview Av
Hylan Boulevard / Midland Av
Hylan Boulevard / New Dorp Lane
Hylan Boulevard / Ebbitts Street
Hylan Boulevard / Tysens Lane
Hylan Boulevard / Buffalo Street
Hylan Boulevard / Bay Terrace
Hylan Boulevard / Nelson Av
Richmond Av / Hylan Boulevard
Richmond Av / Eltingville SIR Station
Richmond Av / Genesee Avenue
Eltingville Transit Center
Richmond Av / Yukon Avenue
Ring Road / Staten Island Mall Sears
Ring Road / Staten Island Mall Macys
Marsh Av / Westport Street

Span and Frequency

The S79 SBS service schedule will be comparable to the current service schedule of the S79 local. Weekday service will operate from 4:15 a.m. to 12:20 a.m., Saturday service will operate from 4:45 a.m. to 11:15 p.m. and Sunday service will operate from 5:20 a.m. to 11:30 p.m. As with all routes, when ridership and running times stabilize, service levels will be adjusted to meet our loading guidelines. It is further anticipated that savings achieved through faster speeds will be reinvested to provide more service as ridership grows.

Travel Time Savings

Current travel times on the S79 vary by time of day. One-way travel times can be as high as 80 minutes, but 75 minutes is typical of much of the day. These improvements will speed S79 travel times by approximately 20% over current conditions, depending upon time of day and direction of travel. This averages to approximately 15 minutes of travel time savings end-to-end.

Bus Lanes

One key element of Select Bus Service is bus lanes. Bus lanes are typically located in areas that would benefit from segregation of bus traffic from general traffic without significantly increasing the delays encountered by general traffic in the remaining travel lanes. Currently on Hylan Boulevard there are AM and PM peak hour "No Standing" regulations between Clove Road and Lincoln Avenue. With the S79 SBS, NYCDOT will introduce continuous peak hour curb side bus lanes between Clove Road and Lincoln Avenue. These lanes will be in effect northbound from 6:00 a.m. to 9:00 a.m. and southbound from 3:00 p.m. to 7:00 p.m, Monday through Friday. Consideration was given to extend the bus lane south to Tysens Lane. However traffic analysis showed that this change would overload the remaining general lanes of traffic and could result in extensive delays at intersections in the vicinity of New Dorp Lane.

In addition, new bus lanes will be installed on southbound Richmond Avenue approaching Hylan Boulevard and in both directions near the Staten Island Mall. These bus lanes are installed in congested areas that would provide faster travel for buses, have no effect on parking, and would not significantly inhibit traffic flow.

These bus lanes will be painted red for visibility, and there will be overhead, highway-type signs indicating that the lane is for buses only. The bus lanes will be 11-12 feet wide. These bus lanes will also benefit other express and local buses in the corridor.

Bus Lane Enforcement

Enforcement of bus lanes is a critical part of the success of this project. NYCT and NYCDOT have worked closely with the NYPD on bus lane enforcement. The New York State Legislature authorized use of camera enforcement of bus lanes along SBS corridors. Thus, Hylan Boulevard bus lane will be enforced both by NYPD and cameras. Vehicles may enter a bus lane only to make the next available right turn or to quickly drop off or pick up passengers. Violating bus lane rules results in a \$115 - \$150 fine. Summonses issued through camera enforcement are not moving violations.

Bus Pads

Many of the bus pads along Hylan Boulevard are in poor condition resulting in substandard bus stops. As part of this project NYCDOT will replace deficient bus pads and lengthen bus pads where necessary. This work has already begun and will continue throughout 2012 and 2013.

Pedestrian Access

NYCDOT will upgrade medians, curbs and sidewalks at key bus stop locations along Hylan Boulevard to improve safety for customers boarding and disembarking buses. In addition, bus shelters will be added where demand warrants and physical conditions permit them. These improvements will also benefit riders on other Hylan Boulevard routes and other pedestrians.

Traffic Signalization

The Hylan Boulevard Traffic Improvement Study, which prefaced this service proposal, included a rigorous analysis of traffic flow on the corridor and recommended measures to optimize signal timings and improve signal progression. These modifications will be implemented during the summer of 2012. A new type of bus priority device called an advance signal will be piloted on Hylan Boulevard late in 2012. In addition, during 2013, traffic signal priority (TSP) will be enabled along the S79 route on Hylan Boulevard and Richmond Avenue. With TSP specially-equipped buses are able to request that traffic signals hasten or extend the green time through intersections. This system is already in place in select locations on Victory Boulevard and Fordham Road and has decreased running times.

Branding

The buses to be used for S79 SBS will have a different appearance than other NYCT buses. The current Orion VII Next Generation low-floor buses will be utilized but have a distinct wrap that will stand out from a distance. This branding identity will also be used for S79 SBS marketing materials and station features. The front of the bus will also feature the signature flashing blue LED lights, which will signal to customers that an SBS bus is approaching the stop.

On-Bus Passenger Information

The S79 SBS will also be the pilot route for advanced on-bus passenger visual and audio information which will improve the transit experience for visual or hearing impaired customers. Like all Staten Island local and express bus routes, the S79 SBS also features the Bus Time interface, which since January 2012 has provided real-time location of buses along the route. Bus Time has a text version that given a unique bus stop code displays the next three S79 trips approaching. In addition a web based display is currently operating at the Eltingville Transit Center that shows the location of all S79 buses along the route.

Public Outreach

NYCT and NYCDOT staff has attended approximately ten community meetings on this project including three informational open houses which were held at venues along the corridor.

Additionally, a Community Advisory Committee (CAC) was convened to provide guidance in the design and implementation of SBS in this corridor. The CAC comprised a broad range of stakeholders, from elected officials to Community Boards to major area institutions. There has been thorough discussion of all the issues, and many points of concern have been addressed through changes to the project including the addition of stations.

Alternatives

1. *Do Nothing.* If no actions are taken, S79 service along Hylan Boulevard will continue to be slow and inefficient, discouraging ridership growth.

Recommendation

Implement S79 Select Bus Service (SBS), replacing S79 local service. Local service will continue to be provided on Richmond Avenue by the S59 and on Hylan Boulevard by the S78. In combination, this package of service improvements will result in 20% faster travel time for S79 customers.

Budget Impact

Implementation of S79 SBS on Hylan Boulevard will result in a net increase in annual bus operating costs of \$300,000. Much of this increase in cost is for an increase in service levels on the S59 and S78 to insure that they will continue to meet NYCT service guidelines along Richmond Avenue and Hylan Boulevard once the S79 SBS is implemented. It should be noted that the level of S78 and S59 service currently operated accurately meets current customer demand. These costs are included in the approved Select Bus Service operating budget. SBS service will operate with the same hours and frequency as does the current S79. There will be no reduction from the current levels of bus service along Hylan Boulevard.

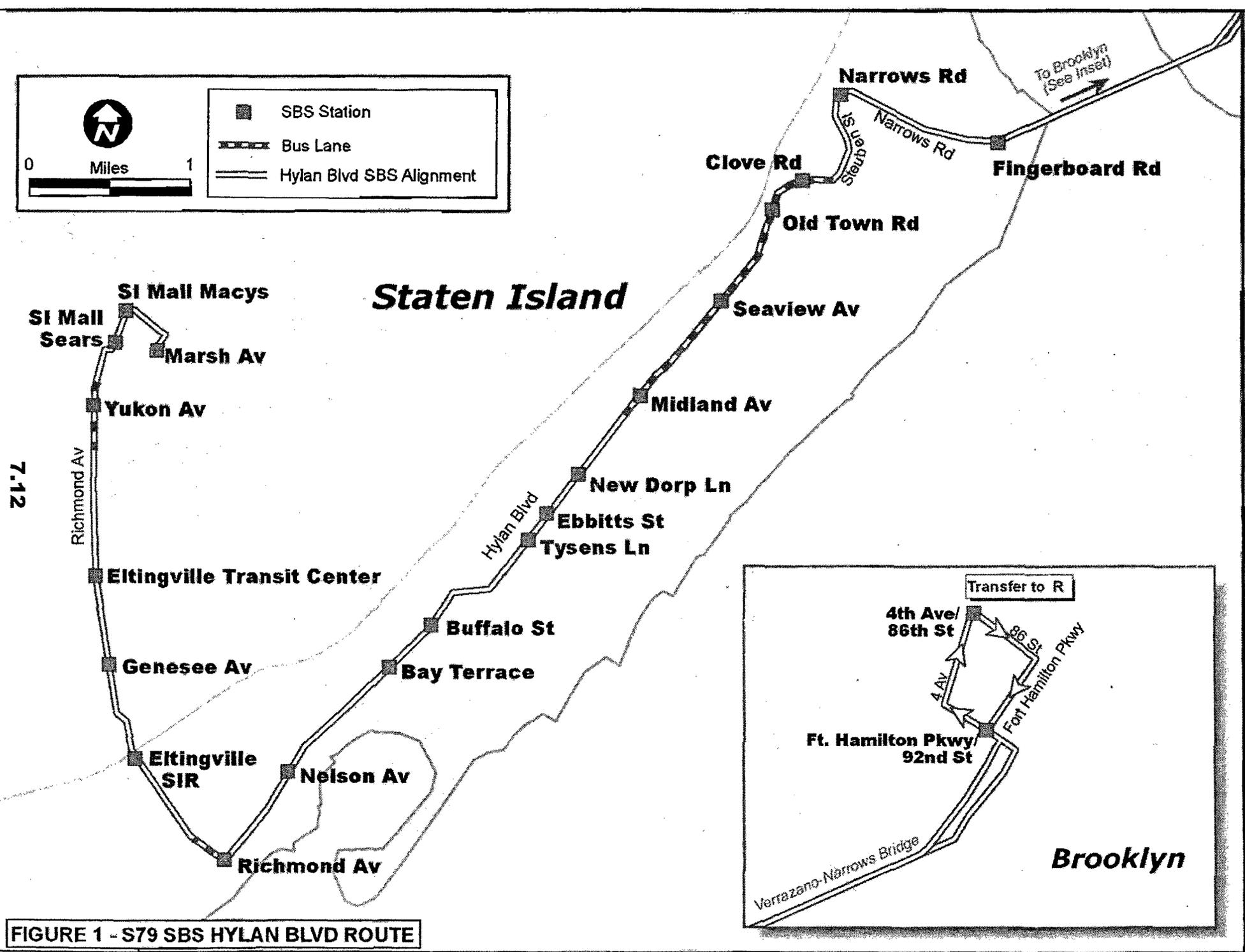
Implementation Date

September 2012.

Approved:



Thomas F. Prendergast
President



Staten Island

To Brooklyn
(See Inset)



 0 Miles 1

-  SBS Station
-  Bus Lane
-  Hylan Blvd SBS Alignment

7.12

FIGURE 1 - S79 SBS HYLAN BLVD ROUTE

Transfer to R

4th Ave/
86th St

86th St

Ft. Hamilton Pkwy/
92nd St

Fort Hamilton Pkwy

Verrazano-Narrows Bridge

Brooklyn

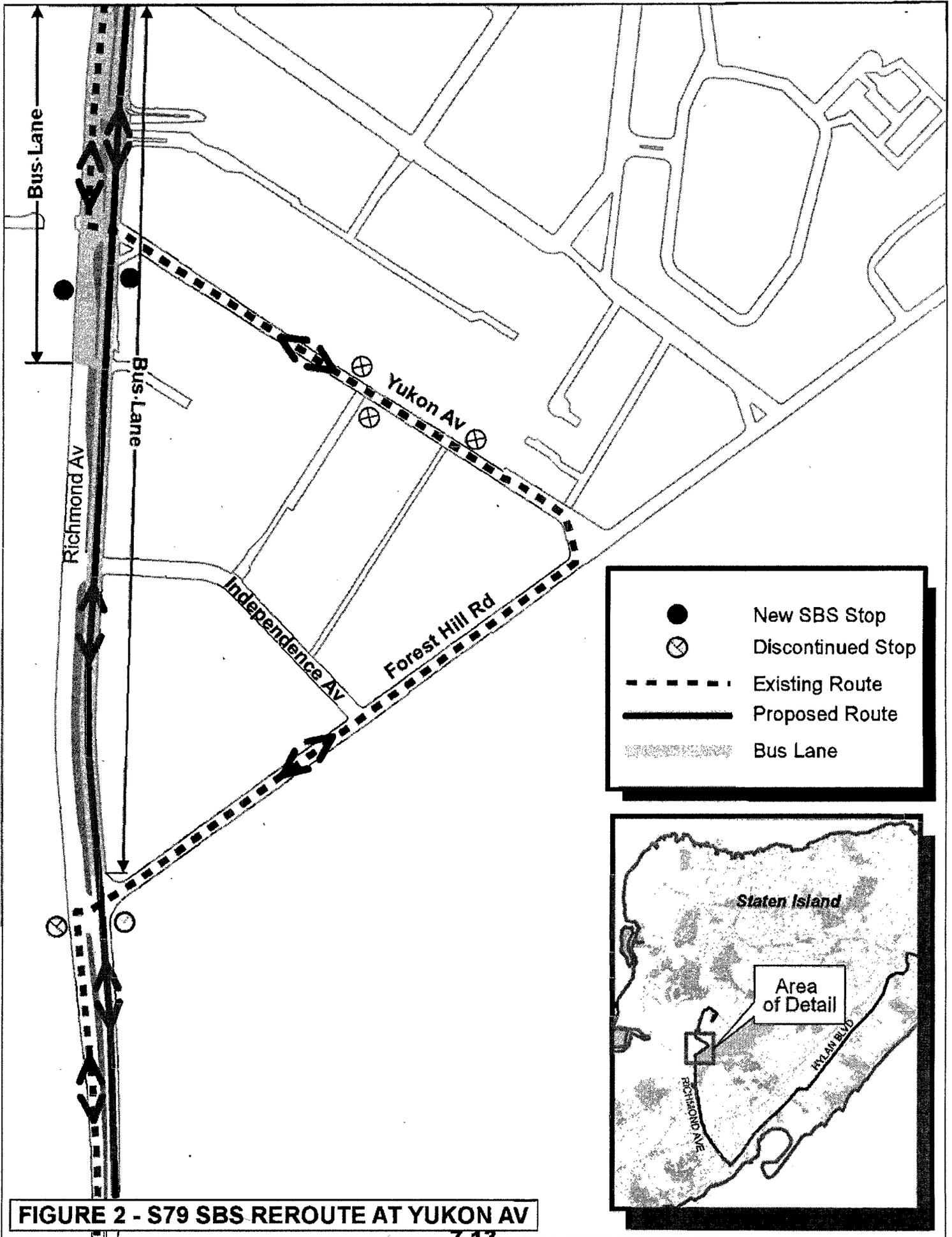
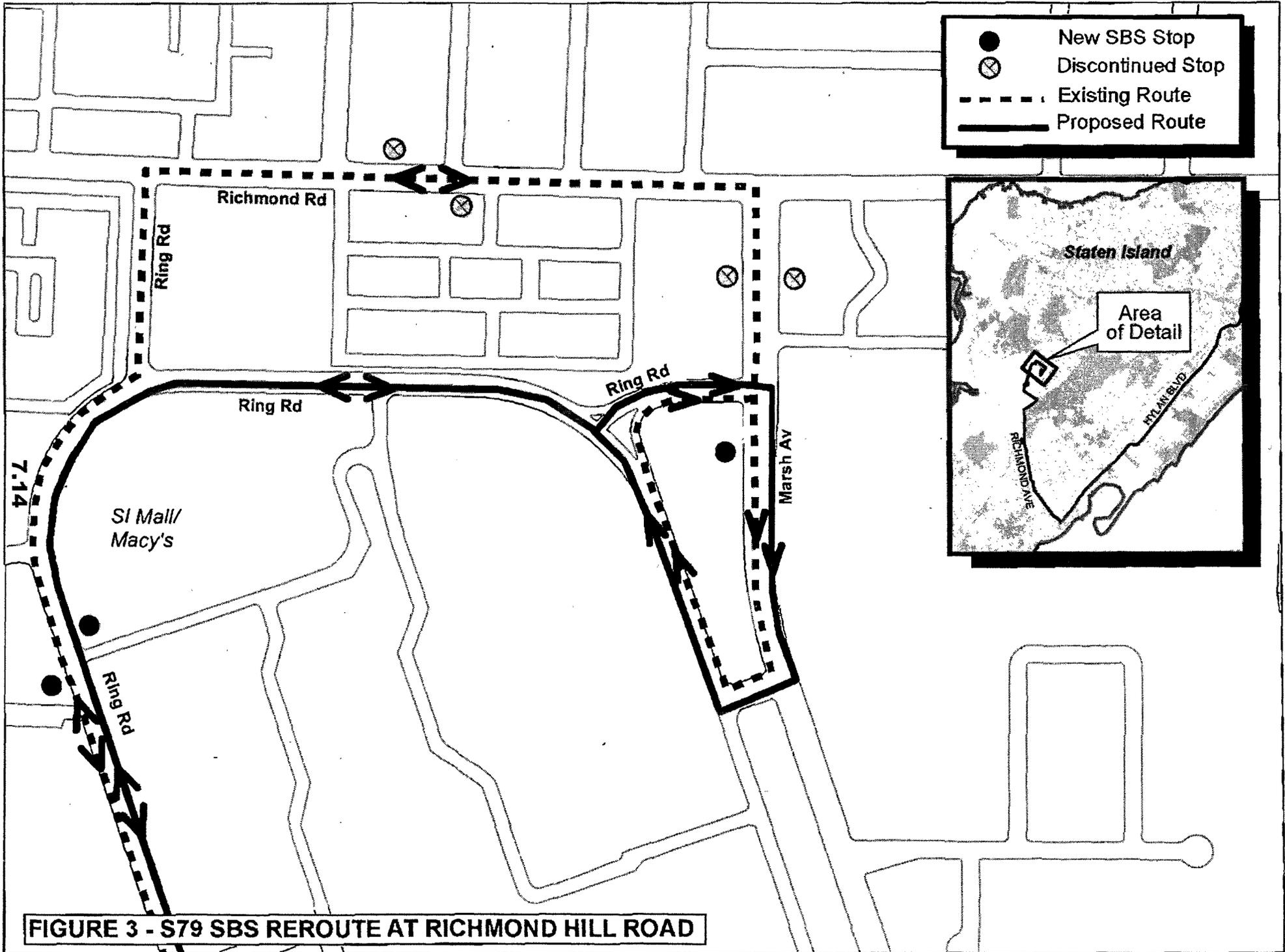


FIGURE 2 - S79 SBS REROUTE AT YUKON AV



No Change in Northbound Service to Brooklyn

●	New SBS Stop
⊗	Discontinued Stop
- - - - -	Existing Route
—————	Proposed Route

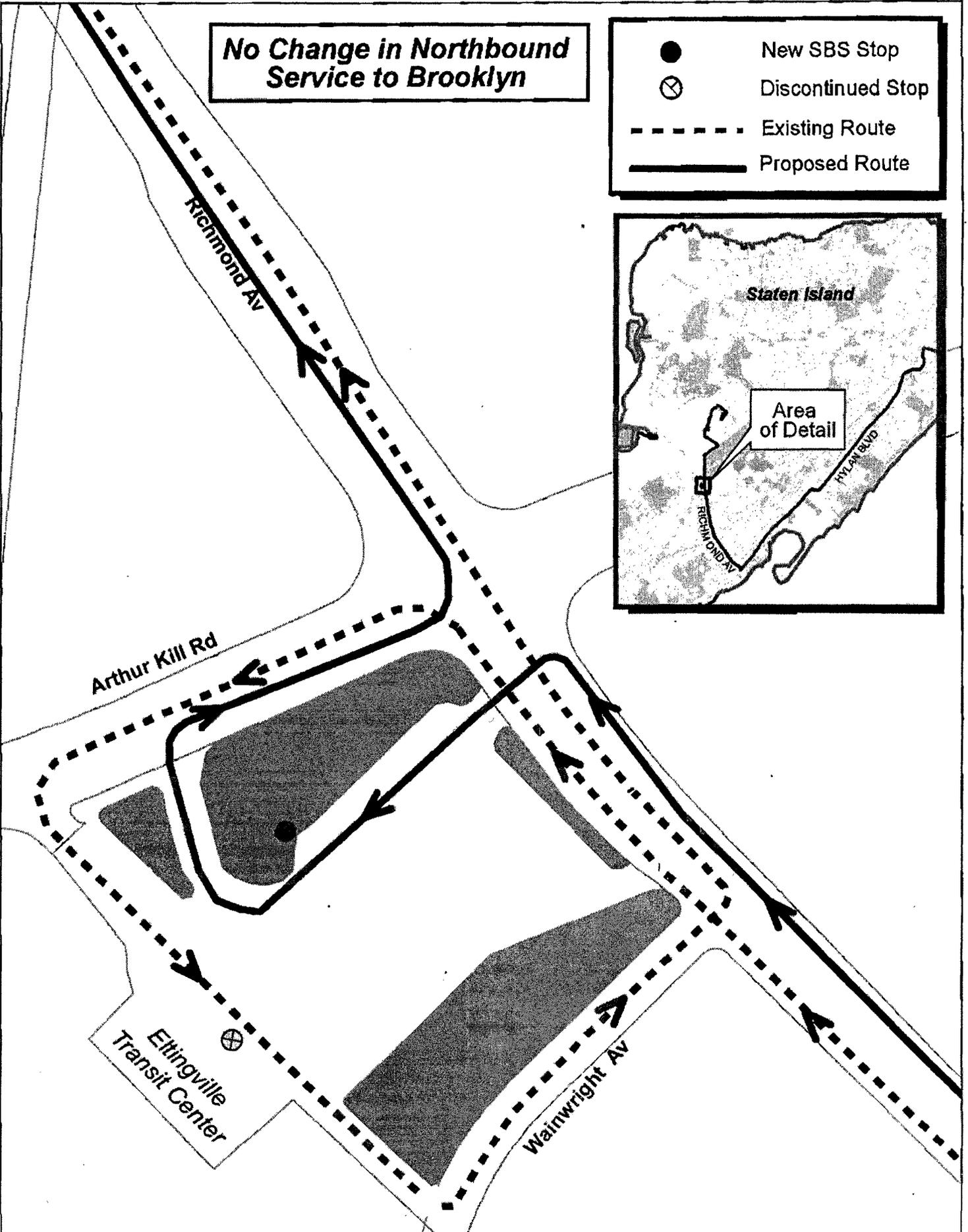
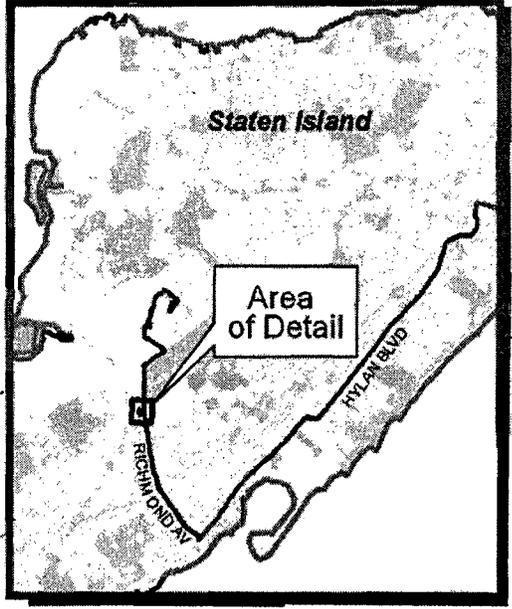


FIGURE 4 - ELTINGVILLE TRANSIT CENTER STATEN ISLAND MALL BOUND S79

8. SPECIAL REPORTS & PRESENTATIONS



New York City Transit

SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>March 2011</u>	<u>March 2012*</u>	<u>Difference</u>
Cash	3.1%	3.1%	(0.1%)
Single-Ride Ticket	1.3%	1.2%	(0.1%)
Bonus Pay-Per-Ride	37.1%	37.2%	0.1%
Non-Bonus Pay-Per-Ride	9.5%	10.0%	0.5%
7-Day Farecard	16.0%	17.0%	1.1%
30-Day Farecard	<u>33.0%</u>	<u>31.5%</u>	(1.5%)
Total	100.0%	100.0%	

* Preliminary

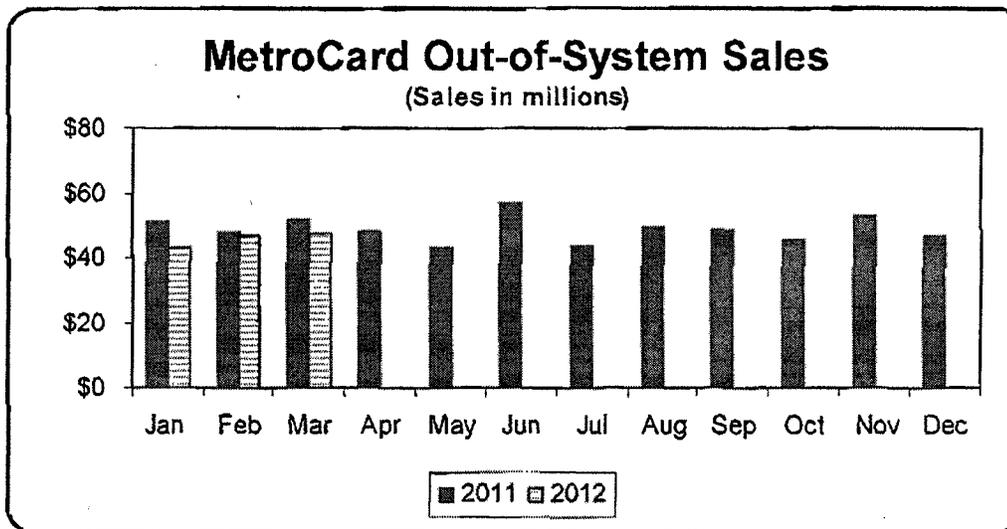
Note: Percentages may not add due to rounding.

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 March 2012 was 6,502, a 6.9 percent decrease from the same period last year. The average value of a credit issued was \$62.57.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$47.1 million in March 2012, a 9.5 percent decrease compared to March 2011. Year-to-date sales totaled \$136.8 million, a 9.6 percent decrease compared to the same period last year.



Retail Sales

There were 4,444 active out-of-system sales and distribution locations for MetroCards, generating \$25.4 million in sales revenue during March 2012.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 202,395 MetroCards valued at approximately \$15.6 million were made in March 2012 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$77.13. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 41,317 for March 2012, generating an additional \$4.3 million in sales. March 2012 sales of all pre-tax MetroCard products totaled \$57.9 million, a 12 percent decrease when compared to last year.

Mobile Sales Program

In March 2012, the Mobile Sales unit completed 229 site visits, of which 166 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$112,000 in revenue was generated. In March 2012, the Mobile Sales unit assisted and enabled 1,961 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as the Pilby Rosebud House (Bronx).

Reduced-Fare Program

During March 2012 enrollment in the Reduced-Fare Program increased by 6,537 new customers, while 1,862 customers left the program. The total number of customers in the program is 758,876. Seniors account for 611,886 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 146,990 customers. Of those, a total of 32,184 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 \$6.0 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In March 2012, the EasyPay Reduced Fare program enrollment totaled 112,797 accounts. During the month, EasyPay customers accounted for approximately 2.0 million subway and bus rides with \$1.6 million charged to their accounts. Each account averaged 29 trips per month, with an average monthly bill of \$18.

EasyPay Xpress Pay-Per-Ride Program

In March 2012, the EasyPay Xpress PPR program enrollment totaled 44,790 accounts. During this month, Xpress PPR customers accounted for approximately 950,000 subway, express bus and local bus rides with \$2.1 million charged to their accounts. Each account averaged 27 trips per month, with an average monthly bill of \$60.

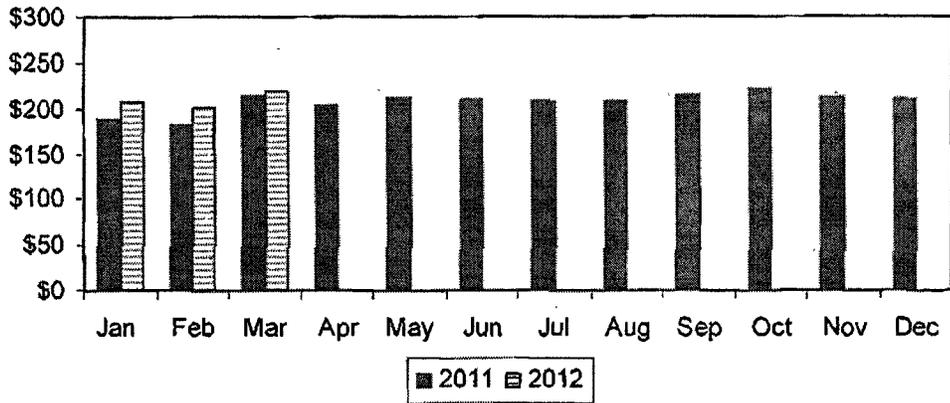
EasyPay Xpress Unlimited Program

In March 2012, the EasyPay Xpress Unlimited program enrollment totaled 8,424 accounts. During this month, Xpress Unlimited customers accounted for approximately 424,000 subway and local bus rides with \$697,000 charged to their accounts. Each account averaged 55 trips per month with a fixed monthly bill of \$104.

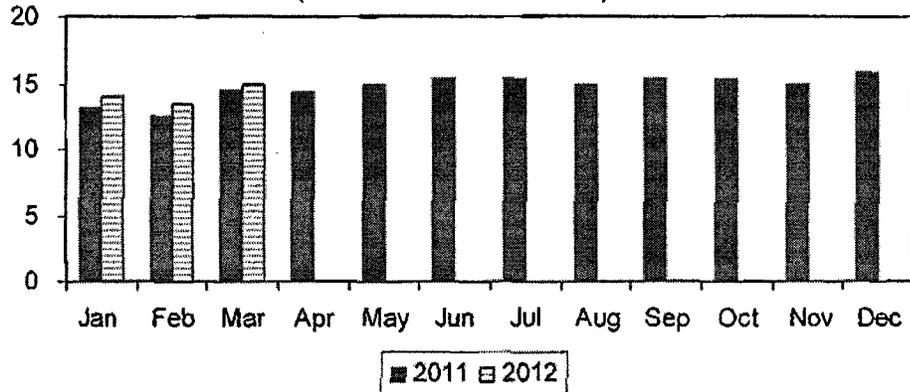
In-System Automated Sales

Vending machine sales (MVMs & MEMs) during March 2012 totaled \$219.5 million, on a base of 15.0 million customer transactions. Year-to-date, the number of transactions at vending machines is 42.5 million, a 6.0% increase compared to the same period last year. During March 2012, MEMs accounted for 1,719,199 transactions resulting in \$42,348,646 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 \$27.41, more than three times the average cash sale of \$7.27. The average debit sale is \$19.42.

Vending Machine Sales (Sales in millions)



Vending Machine Transactions (Transactions in millions)



9. STANDARD FOLLOW-UP REPORTS

2012 FIRST QUARTER EEO REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

**WORKFORCE UTILIZATION ANALYSIS*
AS OF MARCH 31, 2012**

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	25%	15%	No	12%	35%	Yes	6%	10%	Yes	5%	14%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Professionals	36%	37%	Yes	11%	34%	Yes	7%	8%	Yes	8%	26%	Yes	0%	0%	Yes	0%	0%	Yes	2%	0%	No
Technicians	36%	45%	Yes	11%	51%	Yes	10%	8%	No	12%	13%	Yes	0%	0%	Yes	0%	0%	Yes	2%	0%	No
Protective Services	14%	21%	Yes	35%	59%	Yes	17%	15%	No	4%	7%	Yes	0%	0%	Yes	0%	0%	Yes	3%	1%	No
Paraprofessionals	52%	51%	No	13%	63%	Yes	10%	20%	Yes	4%	4%	Yes	0%	0%	Yes	0%	0%	Yes	2%	0%	No
Administrative Support	57%	43%	No	22%	60%	Yes	20%	13%	No	7%	13%	Yes	0%	0%	Yes	0%	0%	Yes	3%	0%	No
Skilled Craft	13%	5%	No	25%	40%	Yes	14%	11%	No	10%	13%	Yes	0%	0%	Yes	0%	0%	Yes	2%	0%	No
Service Maintenance	19%	18%	No	28%	57%	Yes	30%	31%	Yes	3%	5%	Yes	0%	0%	Yes	0%	0%	Yes	3%	0%	No

9.1

Note: Pursuant to a request made by the FTA, the Estimated Availability percentages have been rounded to represent a whole person.

* NYC Transit has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing NYC Transit's March 31, 2012 workforce percentages for females and minorities to 80% of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety , security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

2012 FIRST QUARTER EEO REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

**NEW HIRES
AS OF MARCH 31, 2012**

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	21	6	29%	5	24%	1	5%	1	5%	0	0%	0	0%	0	0%
Professionals	27	11	41%	7	26%	1	4%	4	15%	0	0%	0	0%	1	4%
Technicians	2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Protective Services	6	2	33%	3	50%	2	33%	1	17%	0	0%	0	0%	0	0%
Paraprofessionals	3	2	67%	3	100%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	34	14	41%	16	47%	5	15%	11	32%	0	0%	0	0%	0	0%
Skilled Craft	145	3	2%	39	27%	16	11%	37	26%	1	1%	0	0%	0	0%
Service Maintenance	355	94	26%	208	59%	67	19%	32	9%	0	0%	0	0%	6	2%
Total	593	132	22%	281	47%	92	16%	86	15%	1	0%	0	0%	7	1%

¹Total includes males and females in each of the protected racial/ethnic groups as well as all non-minorities, both males and females.

²Total includes females in each of the protected racial/ethnic groups as well as all non-minorities, both males and females.

2012 FIRST QUARTER EEO REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

**EEO AND TITLE VI COMPLAINTS
AS OF MARCH 31, 2012**

Category	Race	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other ¹	Total Issues ²	Total Cases	Status (# Open)
EEO	41	20	18	18	13	11	10	41	172	105	89
External Complaints	17	0	6	15	7	7	5	15	72	40	33
Internal Complaints	24	20	12	3	6	4	5	26	100	65	56

9.4

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	7	5	1	13	11	11

¹ "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., sexual orientation, military status, marital status, and arrest/conviction.)

² In some instances a single complaint may involve two or more EEO categories.

³ In some instances a single complaint may involve two or more EEO categories based on race, national origin, or color.

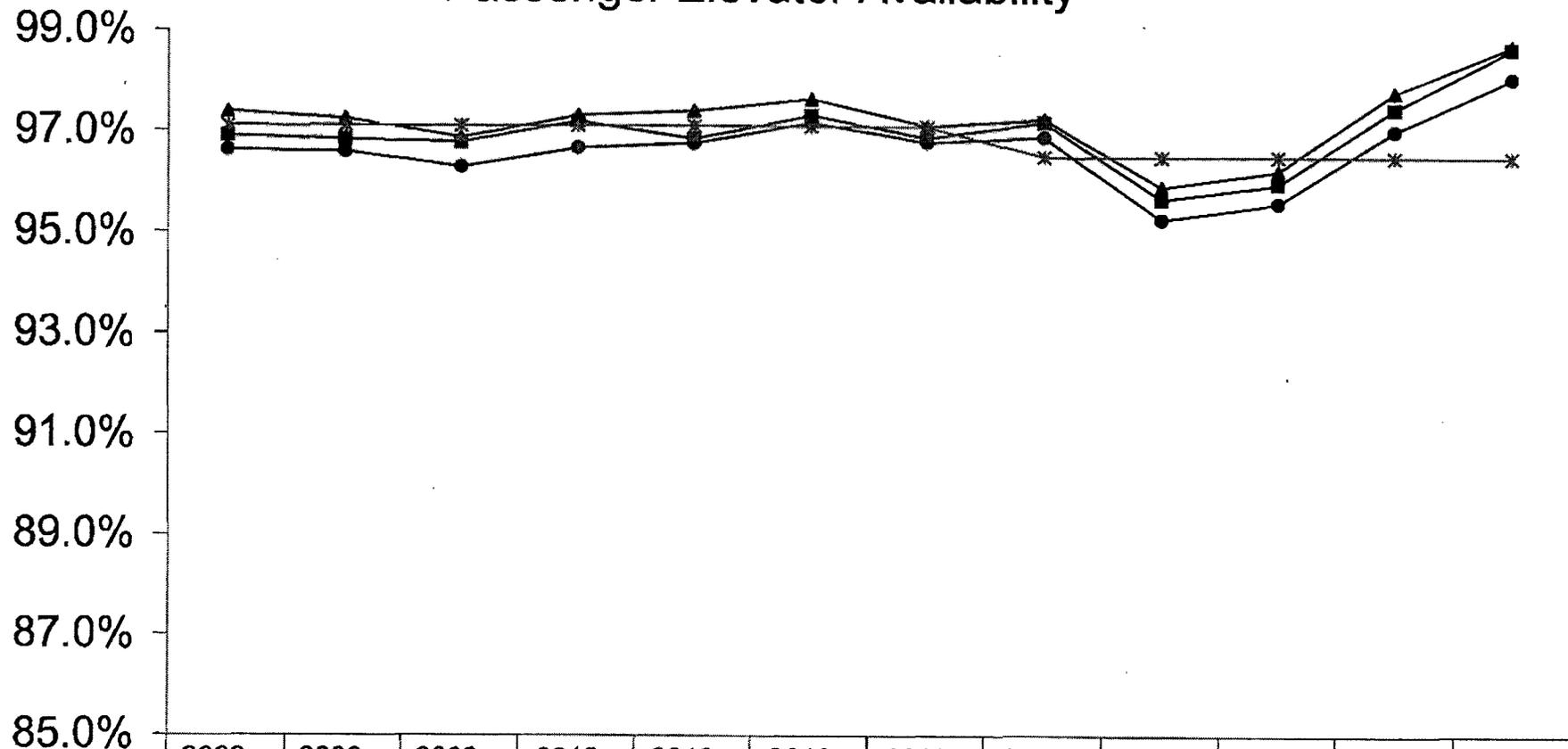
**ELEVATOR AND ESCALATOR
QUARTERLY
REPORT**

9.5

MTA / New York City Transit

First Quarter - 2012

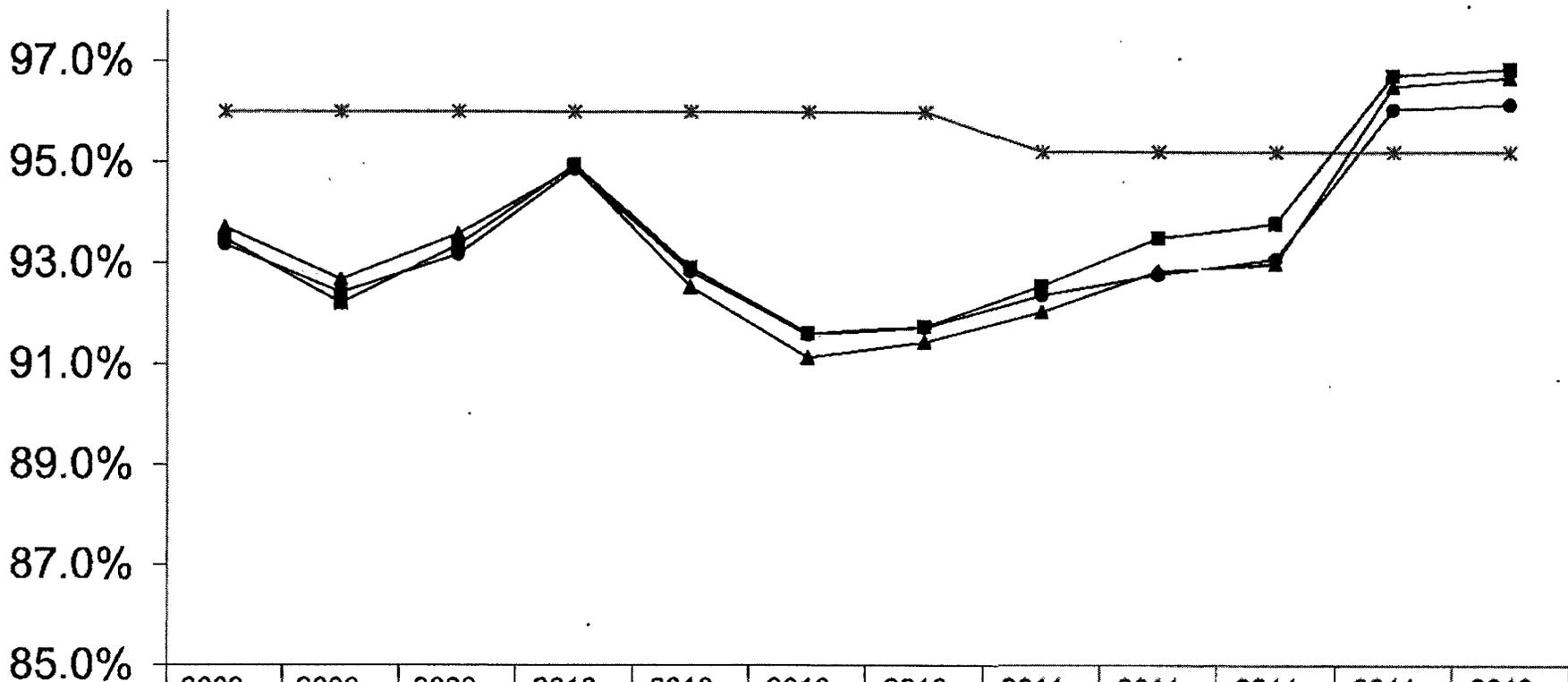
Passenger Elevator Availability



	2009 - 2nd Quarter	2009 - 3rd Quarter	2009 - 4th Quarter	2010 - 1st Quarter	2010 - 2nd Quarter	2010 - 3rd Quarter	2010 - 4th Quarter	2011 - 1st Quarter	2011 - 2nd Quarter	2011 - 3rd Quarter	2011 - 4th Quarter	2012 - 1st Quarter
● 24 Hour	96.6%	96.6%	96.3%	96.7%	96.8%	97.2%	96.8%	96.9%	95.3%	95.6%	97.0%	98.1%
▲ AM Peak	97.4%	97.2%	96.9%	97.3%	97.4%	97.7%	97.1%	97.2%	95.9%	96.2%	97.8%	98.7%
■ PM Peak	96.9%	96.8%	96.8%	97.2%	96.9%	97.3%	96.9%	97.2%	95.7%	96.0%	97.5%	98.7%
— MTBF(Hrs)	402	353	408	351	315	317	381	372	404	358	378	458
* Goal	97.1%	97.1%	97.1%	97.1%	97.1%	97.1%	97.1%	96.5%	96.5%	96.5%	96.5%	96.5%

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

Escalator Availability



	2009 - 2nd Quarter	2009 - 3rd Quarter	2009 - 4th Quarter	2010 - 1st Quarter	2010 - 2nd Quarter	2010 - 3rd Quarter	2010 - 4th Quarter	2011 - 1st Quarter	2011 - 2nd Quarter	2011 - 3rd Quarter	2011 - 4th Quarter	2012 - 1st Quarter
● 24 Hour	93.4%	92.4%	93.2%	94.9%	92.8%	91.6%	91.7%	92.4%	92.8%	93.1%	96.1%	96.2%
▲ AM Peak	93.7%	92.7%	93.6%	94.9%	92.5%	91.1%	91.4%	92.1%	92.9%	93.0%	96.5%	96.7%
■ PM Peak	93.5%	92.2%	93.4%	94.9%	92.9%	91.6%	91.7%	92.6%	93.5%	93.8%	96.7%	96.9%
— MTBF(Hrs)	120	120	180	148	140	118	128	134	148	140	147	128
* Goal	96.0%	96.0%	96.0%	96.0%	96.0%	96.0%	96.0%	95.2%	95.2%	95.2%	95.2%	95.2%

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

**Elevator and Escalator
Quarterly Performance Summary
First Quarter - 2012**

Elevator Performance

Borough	No. Units	Avg Age	Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled	
Bronx	22	6.0	98.0%	98.3%	98.4%	234	73	161	15
Brooklyn	48	5.4	98.4%	99.2%	98.9%	399	183	216	11
Manhattan	97	8.0	98.0%	98.7%	98.7%	1074	360	714	39
Queens	31	9.5	97.7%	98.5%	98.3%	306	89	217	7
System	198	7.2	98.1%	98.7%	98.7%	2013	705	1308	72

Escalator Performance

Borough	No. Units	Avg Age	Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled	
Bronx	12	10.8	95.6%	96.1%	96.6%	374	42	332	0
Brooklyn	27	9.3	94.9%	95.0%	95.1%	771	103	668	0
Manhattan	89	9.5	97.4%	97.9%	98.4%	2126	399	1727	0
Queens	44	10.1	94.5%	95.4%	95.0%	936	198	738	0
System	172	9.9	96.2%	96.7%	96.9%	4207	742	3465	0

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

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

**Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2012**

Borough:		Bronx									
Unit ID	Age (Yrs)	Station	2012 Availability			2011 1st Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Sched	Non-Sched		
1	EL132	7	161 St-Yankee Stadium ④	89.7%	87.3%	90.5%	97.6%	33	5	28	5
2	EL122	20	Pelham Bay Park ⑥	93.2%	94.1%	92.5%	96.8%	13	3	10	0
3	EL121	20	Pelham Bay Park ⑥	97.7%	97.9%	98.9%	99.1%	8	4	4	2
4	EL134	7	161 St-Yankee Stadium ⑤⑥	97.8%	98.1%	97.8%	99.4%	9	3	6	3
5	EL131	7	161 St-Yankee Stadium ④⑤⑥	97.8%	99.4%	98.8%	82.0%	18	6	12	0
6	EL135	7	161 St-Yankee Stadium ⑤⑥	97.9%	97.7%	99.4%	98.6%	11	3	8	0
7	EL183	2	Gun Hill Rd ②⑤	98.2%	97.9%	98.3%	98.7%	8	2	6	1
8	EL128	4	Simpson St ②⑤	98.3%	98.9%	97.6%	98.7%	17	3	14	1
9	EL129	10	3 Av-149 St ②⑤	98.3%	99.8%	100.0%	98.4%	7	5	2	0
10	EL136	2	Pelham Pkwy ②⑤	98.4%	98.9%	98.4%	96.3%	9	3	6	0
11	EL182	2	Gun Hill Rd ②⑤	98.5%	98.8%	99.6%	99.3%	12	2	10	0
12	EL192	2	233 St ②⑤	98.9%	98.0%	98.9%	99.1%	11	3	8	0
13	EL133	7	161 St-Yankee Stadium ④	99.0%	99.9%	99.5%	99.0%	9	5	4	0
14	EL186	4	Fordham Rd ④	99.0%	99.5%	100.0%	97.9%	8	3	5	0
15	EL130	10	3 Av-149 St ②⑤	99.1%	99.5%	100.0%	96.0%	10	5	5	0
16	EL193	2	233 St ②⑤	99.2%	99.6%	99.5%	94.0%	12	4	8	2
17	EL137	2	Pelham Pkwy ②⑤	99.2%	99.8%	99.4%	99.5%	7	4	3	0
18	EL187	4	Fordham Rd ④	99.2%	99.5%	98.9%	99.0%	11	1	10	0
19	EL138	2	Pelham Pkwy ②⑤	99.3%	100.0%	99.3%	99.2%	6	1	5	1
20	EL194	2	233 St ②⑤	99.3%	99.5%	99.2%	93.6%	7	4	3	0
21	EL127	4	Simpson St ②⑤	99.3%	99.9%	100.0%	99.6%	3	3	0	0
22	EL188	4	Fordham Rd ④	99.6%	99.7%	99.2%	99.9%	5	1	4	0
	22	6.0	Elevator Subtotal:	98.0%	98.3%	98.4%	97.5%	234	73	161	15
1	ES120	20	Pelham Bay Park ⑥	90.8%	90.6%	90.7%	98.7%	16	4	12	0
2	ES111	8	Parkchester ⑥	92.5%	92.3%	94.0%	97.1%	56	4	52	0
3	ES114	10	161 St-Yankee Stadium ④	92.6%	93.8%	97.5%	93.9%	98	6	92	0
4	ES105	4	Gun Hill Rd ②⑤	93.9%	96.3%	94.0%	97.2%	44	3	41	0
5	ES113	8	161 St-Yankee Stadium ④	95.2%	93.6%	96.8%	97.0%	35	5	30	0
6	ES104	4	Gun Hill Rd ②⑤	95.8%	97.1%	96.5%	97.1%	26	1	25	0
7	ES108	17	Intervale Av ②⑤	95.9%	96.0%	96.7%	90.3%	25	3	22	0
8	ES122	13	Pelham Pkwy ②⑤	96.8%	97.5%	95.4%	98.8%	16	3	13	0
9	ES106	5	West Farms Sq-E Tremont Av ③⑤	97.7%	98.7%	98.6%	91.5%	27	3	24	0
10	ES123	13	Pelham Pkwy ②⑤	98.7%	98.8%	99.8%	97.1%	13	4	9	0
11	ES112	8	Norwood-205 St ①	98.8%	98.6%	100.0%	98.6%	11	2	9	0
12	ES121	20	Pelham Bay Park ⑥	99.2%	100.0%	99.6%	80.0%	7	4	3	0
	12	10.8	Escalator Subtotal:	95.6%	96.1%	96.6%	94.8%	374	42	332	0

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

**Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2012**

Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	2012 Availability			2011 1st Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Sched- uled	Non- Sched		
1 EL115	8	190 St A	82.6%	82.9%	83.3%	96.3%	23	4	19	0	
2 EL144	4	125 St A B C D	88.7%	87.9%	89.6%	87.0%	6	3	3	0	
3 EL314	17	Brooklyn Bridge 4 5 6	93.2%	94.1%	93.6%	99.0%	30	4	26	0	
4 EL119	24	181 St A	93.2%	91.9%	96.8%	97.3%	29	5	24	4	
5 EL245	4	Lexington Av-53 St E M	93.8%	93.9%	95.2%	97.5%	18	4	14	1	
6 EL244	8	Grand Central-42 St 7	94.2%	93.5%	94.5%	97.2%	20	4	16	2	
7 EL316	17	Brooklyn Bridge 4 5 6	94.8%	95.2%	94.3%	98.6%	20	3	17	0	
8 EL338	1	Chambers St 1 2 3	95.6%	95.9%	95.9%	99.4%	30	7	23	0	
9 EL277	1	59th St-Columbus Circle A B C D I	96.3%	97.4%	96.7%	97.9%	14	3	11	2	
10 EL126	20	125 St 1 5 6	96.4%	97.2%	95.3%	93.9%	25	3	22	5	
11 EL315	17	Brooklyn Bridge 4 5 6	96.5%	99.0%	96.5%	99.3%	24	5	19	1	
12 EL213	15	34 St-Herald Sq B C D F M N O R	97.0%	96.7%	97.2%	93.5%	15	4	11	0	
13 EL202	8	51 St 6	97.3%	97.6%	97.8%	98.5%	24	4	20	1	
14 EL118	5	181 St A	97.3%	98.9%	97.0%	96.7%	24	5	19	2	
15 EL325	8	Canal St 6	97.4%	99.8%	97.8%	97.3%	16	7	9	2	
16 EL120	24	190 St A	97.5%	96.2%	97.6%	91.9%	13	4	9	0	
17 EL710	2	Bowling Green 4 5	97.6%	99.0%	97.6%	98.4%	24	5	19	3	
18 EL106	7	191 St 1	97.6%	97.8%	98.6%	96.4%	3	3	0	0	
19 EL104	5	191 St 1	97.6%	97.6%	98.2%	98.6%	12	3	9	2	
20 EL221	7	14 St/8 Av A C E L	97.6%	99.0%	97.4%	99.1%	13	3	10	3	
21 EL324	8	Canal St 6	97.7%	97.7%	98.9%	99.2%	7	2	5	0	
22 EL401	20	Lexington Av-63 St F	97.9%	98.6%	98.9%	98.6%	7	5	2	0	
23 EL103	5	191 St 1	97.9%	99.1%	98.9%	99.8%	12	5	7	0	
24 EL334	4	West 4 St A B C D E F M	97.9%	100.0%	97.8%	80.0%	17	6	11	1	
25 EL108	10	181 St 1	97.9%	99.1%	98.6%	93.0%	19	4	15	0	
26 EL402	20	Lexington Av-63 St F	98.0%	99.4%	97.9%	92.3%	19	4	15	0	
27 EL223	7	14 St A C E	98.0%	98.9%	99.3%	91.7%	9	4	5	1	
28 EL107	10	181 St 1	98.0%	98.9%	99.5%	97.4%	14	3	11	0	
29 EL240	6	72 St 1 2 3	98.1%	99.2%	99.7%	99.3%	11	7	4	0	
30 EL111	12	168 St 1	98.2%	99.3%	98.9%	95.6%	12	6	6	1	
31 EL125	6	125 St 4 5 6	98.2%	97.4%	100.0%	97.9%	11	3	8	0	
32 EL222	7	14 St A C E	98.3%	98.4%	98.9%	98.3%	13	2	11	0	
33 EL139	2	168 St 1 A C	98.3%	99.6%	98.3%	97.1%	14	5	9	2	
34 EL105	7	191 St 1	98.3%	99.5%	100.0%	96.3%	12	3	9	0	
35 EL235	1	47-50 Sts-Rockefeller Center B D F M	98.3%	100.0%	98.9%	98.9%	8	4	4	0	
36 EL336	1	Chambers St 1 2 3	98.3%	99.9%	98.1%	99.5%	12	3	9	1	
37 EL335	4	West 4 St A B C D E F M	98.3%	99.8%	98.5%	95.9%	16	6	10	0	
38 EL112	12	168 St 1	98.4%	99.5%	99.5%	98.9%	8	3	5	0	
39 EL209	16	34 St-Herald Sq B D F M	98.4%	100.0%	99.8%	97.5%	11	6	5	0	
40 EL218	9	14 St-Union Sq L	98.5%	99.0%	99.4%	95.8%	9	4	5	0	
41 EL280	1	59th St-Columbus Circle A B C D I	98.5%	99.8%	98.8%	98.9%	10	4	6	0	
42 EL146	0	96th St 2 3 1	98.5%	98.6%	100.0%	97.8%	11	3	8	1	
43 EL114	12	168 St 1	98.5%	98.7%	98.8%	99.0%	15	1	14	0	
44 EL215	10	34 St-Penn Station 2 3	98.5%	99.9%	97.8%	97.9%	8	4	4	0	
45 EL337	1	Chambers St 1 2 3	98.6%	100.0%	100.0%	99.6%	10	6	4	0	
46 EL117	7	181 St A	98.6%	99.4%	100.0%	98.1%	10	5	5	0	

**Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2012**

Borough:		Manhattan		2012 Availability			2011 1st Qtr. Availability	Outages			Entrapments
Unit ID	Age	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Sched-uled	Non-Sched		
	(Yrs)										
47	EL181	2	135 St 2B	98.6%	99.1%	99.7%	95.9%	10	4	6	1
48	EL204	19	Grand Central-42 St 4567S	98.6%	99.3%	100.0%	95.9%	8	6	2	0
49	EL217	9	14 St-Union Sq 1NQR	98.6%	99.0%	99.9%	99.1%	9	4	5	1
50	EL205	19	Grand Central-42 St 456	98.7%	100.0%	99.8%	98.7%	9	6	3	0
51	EL230	6	Times Sq-42 St NQR	98.7%	100.0%	100.0%	99.4%	6	6	0	0
52	EL732	2	Fulton St 2B	98.7%	98.3%	100.0%	91.2%	7	3	4	0
53	EL210	16	34 St-Herald Sq BDFM	98.7%	99.6%	100.0%	99.6%	10	6	4	0
54	EL224	7	8 Av 1	98.7%	99.4%	100.0%	97.9%	12	6	6	0
55	EL225	7	34 St-Penn Station CE	98.7%	100.0%	100.0%	96.7%	7	4	3	0
56	EL116	4	190 St A	98.7%	99.5%	99.6%	99.2%	12	6	6	0
57	EL143	4	125 St ABCD	98.8%	99.6%	98.4%	95.6%	13	4	9	0
58	EL113	11	168 St 1	98.8%	99.0%	99.4%	99.1%	6	3	3	0
59	EL279	1	59th St-Columbus Circle ABCD1	98.8%	99.6%	98.5%	99.3%	9	2	7	1
60	EL281	1	57 St-7 Av NQR	98.9%	99.9%	100.0%	95.9%	15	5	10	0
61	EL109	10	181 St 1	98.9%	100.0%	98.7%	98.5%	11	4	7	0
62	EL232	3	Times Sq-42 St 1237	98.9%	98.0%	100.0%	95.8%	11	4	7	0
63	EL180	2	135 St 2B	98.9%	98.6%	100.0%	98.5%	10	2	8	0
64	EL214	5	34 St-Penn Station 1	98.9%	100.0%	99.2%	99.2%	5	4	1	0
65	EL149	10	Inwood-207 St A	99.0%	100.0%	99.5%	99.7%	7	2	5	0
66	EL201	8	51 St B	99.0%	99.9%	100.0%	99.4%	11	4	7	0
67	EL730	1	South Ferry 1	99.0%	99.7%	99.3%	97.5%	11	1	10	0
68	EL229	6	Times Sq-42 St NQR	99.0%	100.0%	100.0%	99.2%	5	5	0	0
69	EL227	7	34 St-Penn Station A	99.0%	99.0%	100.0%	99.7%	12	3	9	0
70	EL142	4	125 St ABCD	99.0%	99.7%	98.9%	98.1%	7	2	5	0
71	EL219	9	14 St-Union Sq NQR	99.0%	100.0%	99.9%	97.5%	9	4	5	1
72	EL238	10	66 St-Lincoln Center 1	99.1%	100.0%	99.8%	98.9%	8	3	5	0
73	EL233	3	Times Sq-42 St 123	99.1%	100.0%	99.6%	98.3%	5	2	3	0
74	EL226	7	34 St-Penn Station CE	99.1%	100.0%	100.0%	98.4%	5	5	0	0
75	EL228	7	34 St-Penn Station CE	99.1%	99.2%	99.9%	99.7%	6	4	2	0
76	EL124	20	175 St A	99.2%	100.0%	99.3%	99.2%	5	2	3	0
77	EL234	1	47-50 Sts-Rockefeller Center BDFM	99.2%	99.8%	99.7%	99.6%	9	4	5	0
78	EL333	4	West 4 St ABCDEDFM	99.2%	100.0%	100.0%	98.9%	6	5	1	0
79	EL185	3	231 St 1	99.2%	99.3%	99.6%	99.7%	5	2	3	0
80	EL141	2	168 St AC	99.2%	98.9%	100.0%	99.4%	4	3	1	0
81	EL110	10	181 St 1	99.2%	99.5%	99.8%	95.6%	7	3	4	0
82	EL236	1	47-50 Sts-Rockefeller Center BDFM	99.2%	100.0%	100.0%	98.9%	7	4	3	0
83	EL145	0	96th St 231	99.3%	98.9%	100.0%	91.8%	8	2	6	0
84	EL148	10	Inwood-207 St A	99.3%	99.3%	98.9%	96.2%	15	1	14	0
85	EL711	2	Bowling Green 45	99.3%	99.3%	99.7%	99.3%	12	2	10	0
86	EL211	16	34 St-Herald Sq NQR	99.4%	100.0%	100.0%	98.5%	4	3	1	0
87	EL140	2	168 St AC	99.4%	99.8%	100.0%	99.4%	6	3	3	0
88	EL220	9	14 St-Union Sq NQR	99.4%	100.0%	100.0%	98.6%	6	3	3	0
89	EL212	16	34 St-Herald Sq NQR	99.4%	100.0%	100.0%	99.7%	4	3	1	0
90	EL216	6	34 St-Penn Station 1	99.4%	100.0%	100.0%	99.6%	5	4	1	0
91	EL123	20	175 St A	99.4%	100.0%	99.5%	98.2%	5	2	3	0
92	EL237	10	66 St-Lincoln Center 1	99.5%	99.8%	100.0%	99.3%	5	2	3	0
93	EL278	1	59th St-Columbus Circle ABCD1	99.5%	100.0%	100.0%	98.4%	3	3	0	0
94	EL206	19	Grand Central-42 St 456	99.6%	100.0%	100.0%	98.9%	6	2	4	0
95	EL731	1	South Ferry 1	99.7%	100.0%	100.0%	99.2%	4	1	3	0
96	EL184	3	231 St 1	99.8%	100.0%	99.3%	99.1%	3	0	3	0
97	EL239	6	72 St 12B	99.8%	100.0%	100.0%	99.6%	1	1	0	0
97	8.0	Elevator Subtotal:		98.0%	98.7%	98.7%	97.5%	1074	360	714	39

**Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2012**

Borough:		Manhattan		2012 Availability			2011 1st Qtr. Availability		Outages			Entrapments
Unit ID	Age (Yrs)	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Sched	Non-Sched			
1	ES212	10	59 St 456	90.2%	88.4%	92.4%	95.0%	57	11	46	0	
2	ES339	5	Bowling Green 45	93.8%	95.0%	95.4%	96.5%	27	8	19	0	
3	ES217	3	Times Sq-42 St 7	94.1%	94.3%	96.0%	91.6%	80	3	77	0	
4	ES118	12	181 St A	94.2%	96.2%	96.2%	59.0%	26	8	18	0	
5	ES238	10	7 Av BDE	94.4%	93.0%	96.6%	94.2%	88	4	84	0	
6	ES117	13	181 St A	94.8%	95.2%	97.8%	24.2%	46	6	40	0	
7	ES206	8	Grand Central-42 St 7	94.8%	95.6%	95.5%	96.7%	16	6	10	0	
8	ES404	20	Lexington Av-63 St F	94.9%	95.9%	95.4%	99.1%	24	5	19	0	
9	ES102	7	125 St 1	95.3%	96.9%	93.8%	95.7%	29	4	25	0	
10	ES409	20	Lexington Av-63 St F	95.5%	95.4%	100.0%	99.6%	14	3	11	0	
11	ES336	6	Bowling Green 45	95.8%	97.9%	96.2%	97.6%	22	3	19	0	
12	ES345	14	Bowling Green 45	95.8%	96.6%	97.0%	99.2%	10	4	6	0	
13	ES407	20	Lexington Av-63 St F	95.8%	96.9%	96.5%	99.7%	14	6	8	0	
14	ES101	8	125 St 1	95.9%	95.8%	97.1%	92.7%	57	4	53	0	
15	ES405	20	Lexington Av-63 St F	95.9%	97.0%	97.3%	40.2%	13	5	8	0	
16	ES239	10	5 Av-53 St EM	96.0%	96.4%	96.0%	92.5%	76	3	73	0	
17	ES215	12	Lexington Av-59 St NOR	96.1%	96.8%	96.7%	93.5%	34	6	28	0	
18	ES211	11	59 St 456	96.3%	95.6%	99.4%	91.0%	47	6	41	0	
19	ES249	6	Lexington Av-59 St NOR	96.3%	97.0%	97.0%	93.7%	19	4	15	0	
20	ES337	6	Bowling Green 45	96.4%	97.2%	97.7%	96.6%	12	3	9	0	
21	ES235	1	34 St-Herald Sq BDFM	96.4%	95.6%	97.5%	92.3%	14	2	12	0	
22	ES237	10	7 Av BDE	96.4%	95.8%	98.1%	97.4%	50	7	43	0	
23	ES214	11	59 St 456	96.5%	96.7%	99.2%	97.4%	26	11	15	0	
24	ES245	12	Lexington Av-53 St EM	96.5%	98.0%	95.8%	86.0%	59	4	55	0	
25	ES343	6	Bowling Green 45	96.5%	96.8%	96.8%	96.3%	43	5	38	0	
26	ES328	10	Delancey St F	96.6%	94.4%	98.9%	26.4%	44	6	38	0	
27	ES119	12	181 St A	96.7%	97.4%	99.4%	97.4%	26	6	20	0	
28	ES209	7	Grand Central-42 St 7	96.9%	97.8%	97.3%	45.3%	10	2	8	0	
29	ES369	1	South Ferry 1	97.0%	99.3%	96.8%	96.5%	25	3	22	0	
30	ES221	3	34 St-Herald Sq BDFMNR	97.0%	95.0%	99.6%	92.4%	32	5	27	0	
31	ES234	1	34 St-Herald Sq BDFM	97.1%	93.8%	98.2%	95.0%	31	2	29	0	
32	ES370	1	South Ferry 1	97.2%	100.0%	96.9%	96.6%	18	2	16	0	
33	ES269	6	Lexington Av-53 St EM	97.2%	97.4%	97.2%	95.0%	64	5	59	0	
34	ES241	11	5 Av-53 St EM	97.2%	96.6%	98.0%	97.2%	31	5	26	0	
35	ES229	3	34 St-Herald Sq BDFM	97.3%	98.7%	96.8%	82.0%	13	3	10	0	
36	ES213	10	59 St 456	97.4%	99.9%	99.7%	94.8%	21	11	10	0	
37	ES240	10	5 Av-53 St EM	97.5%	98.7%	98.4%	99.1%	18	4	14	0	
38	ES410	20	Lexington Av-63 St F	97.6%	97.5%	97.6%	100.0%	15	3	12	0	
39	ES406	20	Lexington Av-63 St F	97.6%	99.1%	98.5%	98.4%	18	6	12	0	
40	ES223	3	34 St-Herald Sq BDFMNR	97.7%	97.1%	98.8%	87.3%	27	5	22	0	
41	ES246	12	Lexington Av-53 St EM	97.8%	98.9%	99.3%	93.9%	27	3	24	0	
42	ES342	4	Bowling Green 45	97.8%	97.1%	98.8%	96.3%	29	5	24	0	
43	ES401	20	Lexington Av-63 St F	97.9%	98.0%	99.6%	99.1%	10	4	6	0	
44	ES203	10	Grand Central-42 St 7	97.9%	99.1%	98.8%	96.4%	34	5	29	0	
45	ES341	5	Bowling Green 45	97.9%	100.0%	98.3%	96.1%	26	7	19	0	
46	ES233	1	34 St-Herald Sq BDFM	98.0%	98.2%	99.0%	97.2%	36	3	33	0	

**Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2012**

Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	2012 Availability			2011 1st Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Sched	Non-Sched		
47	ES242	11	5 Av-53 St (E,M)	98.0%	98.7%	98.8%	95.9%	28	4	24	0
48	ES375	1	South Ferry (1)	98.0%	99.1%	99.5%	95.6%	14	4	10	0
49	ES103	13	125 St (1)	98.1%	99.3%	97.5%	97.2%	25	6	19	0
50	ES222	3	34 St-Herald Sq (B,D,F,M,N,O,R)	98.2%	96.7%	99.0%	91.2%	20	4	16	0
51	ES207	9	Grand Central-42 St (7)	98.2%	97.9%	98.9%	96.9%	13	2	11	0
52	ES231	3	34 St-Herald Sq (D,D,F,M)	98.2%	98.8%	99.5%	95.6%	26	5	21	0
53	ES408	20	Lexington Av-63 St (F)	98.2%	98.6%	100.0%	98.7%	15	6	9	0
54	ES256	20	Grand Central-42 St (4,5,6,7,8)	98.2%	100.0%	99.3%	97.1%	15	7	8	0
55	ES208	9	Grand Central-42 St (7)	98.2%	99.9%	99.5%	96.8%	23	5	18	0
56	ES327	10	Delancey St (F)	98.3%	98.6%	98.9%	88.2%	9	5	4	0
57	ES340	4	Bowling Green (4,5)	98.3%	99.2%	99.2%	97.4%	15	4	11	0
58	ES204	10	Grand Central-42 St (7)	98.3%	99.6%	98.6%	95.4%	28	2	26	0
59	ES311	8	Whitehall St (R)	98.3%	100.0%	100.0%	80.6%	9	6	3	0
60	ES402	20	Lexington Av-63 St (F)	98.4%	99.9%	99.2%	98.4%	11	6	5	0
61	ES403	20	Lexington Av-63 St (F)	98.4%	99.6%	100.0%	96.8%	16	5	11	0
62	ES232	3	34 St-Herald Sq (B,D,F,M)	98.5%	96.8%	99.8%	76.0%	30	1	29	0
63	ES248	6	Lexington Av-59 St (N,O,R)	98.5%	99.5%	98.1%	95.9%	20	3	17	0
64	ES115	8	145 St (B,D)	98.5%	97.7%	99.7%	97.5%	21	3	18	0
65	ES236	1	34 St-Herald Sq (B,D,F,M)	98.5%	96.4%	100.0%	98.6%	20	3	17	0
66	ES255	20	Grand Central-42 St (4,5,6,7,8)	98.5%	100.0%	99.8%	99.3%	12	8	4	0
67	ES325	10	West 4 St (A,B,C,D,E,F,M)	98.5%	97.5%	98.6%	97.6%	17	4	13	0
68	ES374	1	South Ferry (1)	98.5%	98.0%	100.0%	98.4%	9	4	5	0
69	ES334	25	Bowery (1,2)	98.6%	98.4%	100.0%	98.3%	10	5	5	0
70	ES116	8	145 St (B,D)	98.6%	98.4%	98.9%	83.1%	14	2	12	0
71	ES312	25	Whitehall St (R)	98.7%	99.4%	99.2%	74.0%	13	4	9	0
72	ES252	20	51 St (6)	98.7%	99.7%	100.0%	98.1%	9	5	4	0
73	ES301	10	Park Pl (2,3)	98.7%	99.5%	99.4%	98.2%	16	1	15	0
74	ES329	25	East Broadway (F)	98.8%	100.0%	97.7%	99.1%	17	5	12	0
75	ES224	3	34 St-Herald Sq (B,D,F,M,N,O,R)	98.8%	99.2%	99.4%	98.1%	18	4	14	0
76	ES243	13	Lexington Av-53 St (E,M)	98.8%	99.9%	99.5%	97.8%	13	6	7	0
77	ES371	1	South Ferry (1)	98.8%	100.0%	99.4%	99.3%	11	6	5	0
78	ES205	8	Grand Central-42 St (7)	98.8%	99.7%	99.1%	97.0%	29	4	25	0
79	ES372	1	South Ferry (1)	98.8%	100.0%	98.9%	94.3%	14	3	11	0
80	ES244	13	Lexington Av-53 St (E,M)	98.9%	99.9%	99.0%	92.6%	18	3	15	0
81	ES218	3	Times Sq-42 St (7)	98.9%	99.7%	99.7%	95.6%	15	5	10	0
82	ES230	3	34 St-Herald Sq (B,D,F,M)	98.9%	99.5%	99.7%	94.1%	26	2	24	0
83	ES338	5	Bowling Green (4,5)	99.0%	99.4%	100.0%	99.1%	8	5	3	0
84	ES216	3	Times Sq-42 St (7)	99.2%	100.0%	99.9%	89.1%	13	2	11	0
85	ES351	9	Whitehall St (R)	99.2%	100.0%	100.0%	96.8%	5	4	1	0
86	ES326	10	West 4 St (A,B,C,D,E,F,M)	99.3%	100.0%	99.9%	97.3%	5	4	1	0
87	ES373	1	South Ferry (1)	99.4%	99.0%	99.4%	93.2%	8	1	7	0
88	ES210	7	Grand Central-42 St (7)	99.4%	100.0%	100.0%	47.3%	3	2	1	0
89	ES302	10	Park Pl (2,3)	99.6%	100.0%	100.0%	66.4%	7	3	4	0
89	9.5		Escalator Subtotal:	97.4%	97.9%	98.4%	90.9%	2126	399	1727	0

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

Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2012

Borough:		Brooklyn									
Unit ID	Age (Yrs)	Station	2012 Availability			2011 1st Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Scheduled	Non-Sched		
1	EL323	5	Crown Hts-Utica Av B D	94.1%	94.7%	95.0%	99.3%	16	6	10	0
2	EL394	6	Flushing Av J M	94.3%	94.1%	96.2%	93.3%	13	5	8	0
3	EL308	8	Court St R	95.0%	97.8%	94.5%	99.3%	10	3	7	0
4	EL310	9	Clark St 2 3	95.9%	98.8%	96.6%	97.6%	18	8	10	2
5	EL312	9	Clark St 2 3	96.1%	98.9%	97.9%	97.2%	16	10	6	0
6	EL302	5	Pacific St-Atlantic Av D N R	96.4%	95.7%	97.2%	99.7%	7	4	3	1
7	EL396	1	Myrtle-Wyckoff Aves L M	96.6%	97.7%	97.3%	94.9%	18	5	13	0
8	EL343	3	Euclid Av A C	97.2%	100.0%	86.6%	96.5%	11	3	8	0
9	EL311	9	Clark St 2 3	97.2%	99.5%	99.0%	98.2%	11	6	5	0
10	EL339	10	Frankin Av C S	97.2%	96.8%	98.6%	82.7%	16	5	11	0
11	EL317	14	Borough Hall 2 3 4 5	97.6%	99.6%	96.0%	98.0%	24	4	20	1
12	EL706	0	Jay St A C F R	97.9%	98.0%	98.3%	98.3%	13	3	10	0
13	EL702	4	Coney Island-Stillwell Av D F N D	97.9%	98.7%	98.9%	94.9%	9	4	5	1
14	EL307	5	Atlantic Av B C	98.3%	98.6%	99.7%	97.6%	8	5	3	1
15	EL320	11	Church Av 2 6	98.4%	100.0%	100.0%	73.3%	10	6	4	0
16	EL340	10	Frankin Av C S	98.5%	99.8%	98.0%	99.5%	10	5	5	0
17	EL701	4	Coney Island-Stillwell Av D E F D	98.6%	99.9%	99.2%	72.9%	9	5	4	0
18	EL318	14	Borough Hall 2 3 4 5	98.6%	100.0%	99.3%	91.4%	11	4	7	1
19	EL319	12	Brooklyn College-Flatbush Av 3 5	98.8%	98.4%	99.3%	92.2%	8	2	6	0
20	EL383	6	Prospect Park B O S	98.9%	100.0%	99.7%	89.0%	9	6	3	0
21	EL397	1	Myrtle-Wyckoff Aves L	98.9%	99.1%	100.0%	99.5%	6	4	2	0
22	EL321	11	Church Av 2 5	98.9%	100.0%	100.0%	98.9%	6	6	0	0
23	EL342	3	Euclid Av A C	98.9%	98.9%	100.0%	97.4%	5	4	1	1
24	EL761	0	Kings Highway B O	98.9%	99.8%	98.3%	0.0%	7	2	5	0
25	EL382	6	Prospect Park B O S	98.9%	100.0%	98.9%	97.3%	4	2	2	0
26	EL373	1	Church Av F C	99.0%	99.9%	100.0%	94.2%	7	4	3	0
27	EL395	6	Flushing Av J M	99.0%	99.2%	99.9%	94.1%	5	3	2	1
28	EL322	5	Crown Hts-Utica Av 3 4	99.1%	100.0%	100.0%	99.5%	8	4	4	0
29	EL398	1	Myrtle-Wyckoff Aves M	99.1%	100.0%	99.5%	90.4%	6	3	3	0
30	EL301	5	Pacific St-Atlantic Av D N R	99.1%	99.7%	100.0%	85.7%	9	5	4	0
31	EL309	8	Court St R	99.1%	100.0%	98.1%	99.1%	6	2	4	0
32	EL760	0	Kings Highway B O	99.2%	99.5%	99.7%	0.0%	7	3	4	0
33	EL708	0	Jay St A C F R	99.2%	100.0%	99.5%	99.9%	4	3	1	0
34	EL304	5	Atlantic Av 2 6	99.3%	99.6%	100.0%	99.5%	8	3	5	0
35	EL374	1	Church Av F C	99.3%	99.5%	99.4%	100.0%	6	2	4	0
36	EL303	5	Pacific St-Atlantic Av D N R	99.3%	99.2%	100.0%	86.0%	7	4	3	0
37	EL305	5	Atlantic Av 4 5	99.3%	100.0%	100.0%	98.4%	4	4	0	0
38	EL392	5	Marcy Av J M Z	99.3%	100.0%	99.0%	91.3%	5	3	2	1
39	EL707	0	Jay St A C F R	99.4%	99.8%	100.0%	99.8%	6	4	2	0
40	EL341	3	Euclid Av A C	99.4%	100.0%	100.0%	99.1%	3	3	0	0
41	EL391	5	Marcy Av J M Z	99.4%	99.3%	100.0%	99.5%	5	3	2	0
42	EL393	6	Flushing Av J M	99.4%	100.0%	100.0%	93.9%	5	3	2	0
43	EL375	1	Church Av F C	99.5%	100.0%	100.0%	100.0%	4	2	2	0
44	EL370	4	DeKalb Av B O R	99.5%	100.0%	99.9%	96.3%	5	2	3	0
45	EL371	4	DeKalb Av B O R	99.6%	99.5%	100.0%	99.1%	4	2	2	0
46	EL306	5	Atlantic Av 2 6	99.6%	100.0%	99.5%	90.1%	4	2	2	1
47	EL372	4	DeKalb Av B O R	99.7%	100.0%	99.6%	98.8%	4	1	3	0
48	EL709	0	Jay St A C F R	99.8%	99.6%	100.0%	99.8%	2	1	1	0
	48	5.4	Elevator Subtotal:	98.4%	99.2%	98.9%	95.2%	399	183	216	11

Elevator and Escalator
Quarterly Performance By Borough
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Borough:		Brooklyn									
Unit ID	Age (Yrs)	Station	2012 Availability			2011 1st Qtr. Availability	Outages			Entrapments	
			24 Hr	AM	PM	24 Hr	Total	Sched	Non-Sched		
				Peak	Peak						
1	ES330	13	Broadway Junction (A,C,I,L,Z)	77.3%	77.4%	75.1%	97.7%	24	1	23	0
2	ES357	0	Jay St (A,C,F,R)	79.7%	82.1%	80.1%	95.4%	35	2	33	0
3	ES347	13	Broadway Junction (A,C,I,L,Z)	86.5%	86.6%	87.3%	93.9%	29	2	27	0
4	ES346	7	Brighton Beach (B,D)	90.0%	84.8%	88.6%	81.9%	81	1	80	0
5	ES333	6	Myrtle-Wyckoff Avs (L,M)	93.4%	95.1%	94.3%	95.5%	54	5	49	0
6	ES303	6	Borough Hall (2,3,4,5)	93.6%	92.7%	94.7%	97.8%	19	2	17	0
7	ES307	9	Lawrence St (R)	94.5%	92.7%	93.7%	94.7%	81	4	77	0
8	ES356	0	Jay St (A,C,F,R)	94.5%	94.5%	95.8%	98.4%	15	4	11	0
9	ES324	10	High St (A,C)	95.0%	93.9%	95.6%	93.7%	47	3	44	0
10	ES320	11	Jay St (A,C,F)	95.3%	92.8%	95.5%	96.4%	43	3	40	0
11	ES332	6	Myrtle-Wyckoff Avs (L,M)	95.5%	96.6%	93.8%	96.8%	41	4	37	0
12	ES331	14	Broadway Junction (A,C,I,L,Z)	96.1%	98.6%	95.0%	97.7%	29	4	25	0
13	ES306	6	Court St (R)	96.1%	95.2%	97.0%	97.5%	43	5	38	0
14	ES304	7	President St (2,5)	96.4%	98.1%	93.6%	95.8%	25	4	21	0
15	ES335	6	West 8 St-NY Aquarium (F,O)	96.6%	91.1%	98.4%	81.5%	31	1	30	0
16	ES317	10	Jay St (A,C,F)	97.0%	98.5%	98.2%	92.5%	18	6	12	0
17	ES308	9	DeKalb Av (B,D,R)	97.5%	99.5%	99.2%	78.8%	20	10	10	0
18	ES309	9	DeKalb Av (B,D,R)	98.0%	100.0%	99.0%	95.2%	20	5	15	0
19	ES352	10	Franklin Av (S)	98.2%	99.3%	98.6%	97.0%	14	6	8	0
20	ES305	6	Court St (R)	98.3%	98.7%	97.8%	98.7%	18	3	15	0
21	ES310	7	Atlantic Av (B,O)	98.4%	100.0%	99.0%	96.2%	18	4	14	0
22	ES319	11	Jay St (A,C,F)	98.5%	99.7%	97.9%	96.1%	13	4	9	0
23	ES323	11	High St (A,C)	98.6%	98.9%	99.7%	98.5%	12	3	9	0
24	ES321	11	High St (A,C)	98.8%	99.4%	99.9%	99.9%	8	4	4	0
25	ES318	10	Jay St (A,C,F)	99.0%	100.0%	99.4%	93.2%	20	6	14	0
26	ES350	12	High St (A,C)	99.1%	99.5%	100.0%	99.1%	7	4	3	0
27	ES322	11	High St (A,C)	99.3%	99.5%	100.0%	90.6%	8	3	3	0
27	9.3	Escalator Subtotal:		94.9%	95.0%	95.1%	94.8%	771	103	668	0

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

**Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2012**

Borough:		Queens									
Unit ID	Age (Yrs)	Station	2012 Availability			2011 1st Qtr. Availability	Outages			Entrapments	
			24 Hr	AM	PM	24 Hr	Total	Sche- duled	Non- Sched		
				Peak	Peak						
1	EL498	0	Mott Avenue A	64.7%	63.6%	63.8%	0.0%	1	0	1	0
2	EL430	3	Queens Plaza E M R	93.5%	93.5%	93.1%	99.9%	18	2	16	1
3	EL432	4	Jamaica-179 St F	94.2%	92.3%	96.3%	99.7%	18	3	15	2
4	EL421	3	Jackson Hts-Roosevelt Av E F M R	95.7%	96.8%	97.8%	98.4%	15	3	12	0
5	EL403	20	Roosevelt Island F	95.8%	97.8%	95.4%	98.9%	8	3	5	1
6	EL420	3	74 St-Broadway 7	96.6%	98.9%	99.7%	98.4%	17	7	10	0
7	EL431	4	Jamaica-179 St F	96.7%	98.9%	96.4%	99.6%	11	4	7	0
8	EL425	2	Junction Blvd 7	96.9%	96.7%	96.8%	96.8%	22	2	20	0
9	EL407	20	21 St-Queensbridge F	97.2%	98.9%	97.0%	98.2%	16	3	13	0
10	EL404	20	Roosevelt Island F	97.2%	99.0%	97.8%	100.0%	11	4	7	2
11	EL413	21	Jamaica Center E J Z	97.2%	98.5%	96.6%	94.0%	20	4	16	0
12	EL406	20	21 St-Queensbridge F	97.7%	99.6%	98.1%	97.8%	11	4	7	0
13	EL433	4	Jamaica-179 St F	97.7%	98.3%	98.8%	97.9%	9	3	6	0
14	EL405	20	21 St-Queensbridge F	97.9%	97.5%	99.4%	98.1%	12	5	7	0
15	EL414	9	Flushing-Main St 7	97.9%	99.9%	98.9%	99.5%	10	5	5	0
16	EL497	0	Mott Avenue A	98.1%	100.0%	97.7%	0.0%	3	0	3	0
17	EL427	2	Junction Blvd 7	98.2%	98.5%	98.2%	99.7%	18	2	16	0
18	EL429	3	Queens Plaza E M R	98.2%	99.2%	98.6%	99.5%	10	2	8	0
19	EL408	21	Jamaica-Van Wyck E	98.3%	99.6%	100.0%	99.9%	8	7	1	0
20	EL428	3	Queens Plaza E M R	98.4%	98.9%	98.7%	99.5%	13	2	11	0
21	EL409	21	Jamaica-Van Wyck E	98.8%	100.0%	99.5%	94.6%	6	3	3	0
22	EL412	21	Jamaica Center E J Z	98.9%	99.8%	100.0%	64.2%	7	5	2	0
23	EL434	1	Kew Gardens-Union Tpke E F	98.9%	99.4%	99.3%	92.5%	9	4	5	0
24	EL423	3	74 St-Broadway 7	99.0%	99.3%	99.7%	96.7%	8	3	5	0
25	EL422	3	Jackson Hts-Roosevelt Av E F M R	99.1%	98.9%	100.0%	99.9%	5	3	2	0
26	EL436	1	Kew Gardens-Union Tpke E F	99.3%	100.0%	99.4%	99.9%	5	1	4	0
27	EL411	21	Sutphin Blvd-Archer Av-JFK E J Z	99.4%	100.0%	100.0%	99.8%	4	3	1	0
28	EL435	1	Kew Gardens-Union Tpke E F	99.5%	100.0%	100.0%	99.3%	4	1	3	0
29	EL447	0	CitiCorp/Court Square 7 E G	99.5%	100.0%	99.6%	0.0%	3	0	3	0
30	EL426	2	Junction Blvd 7	99.8%	99.4%	100.0%	99.4%	3	1	2	1
31	EL448	0	CitiCorp/Court Square 7 E G	100.0%	100.0%	100.0%	0.0%	1	0	1	0
	31	9.5	Elevator Subtotal:	97.7%	98.5%	98.3%	97.2%	306	89	217	7

**Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2012**

Borough:		Queens		2012 Availability			2011 1st Qtr. Availability	Outages			Entrap- ments
Unit ID	Age (Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Sche- duled	Non- Sched		
				Peak	Peak						
1	ES452	18	74 St-Broadway 7	20.8%	20.4%	22.0%	68.6%	18	3	13	0
2	ES414	2	Roosevelt Island F	79.0%	81.1%	74.9%	96.1%	40	4	38	0
3	ES457	10	Flushing-Main St 7	80.4%	84.7%	76.6%	91.2%	80	4	76	0
4	ES456	10	Flushing-Main St 7	90.0%	89.5%	88.4%	90.9%	49	5	44	0
5	ES448	10	Woodside-61 St 7	91.1%	91.8%	87.0%	95.3%	57	4	53	0
6	ES426	20	21 St-Queensbridge F	84.5%	94.8%	94.4%	100.0%	11	3	8	0
7	ES453	18	74 St-Broadway 7	95.1%	96.7%	96.8%	81.9%	14	5	9	0
8	ES450	10	74 St-Broadway 7	95.7%	97.4%	96.5%	94.4%	23	6	17	0
9	ES415	1	Roosevelt Island F	95.8%	94.5%	96.7%	95.4%	37	4	33	0
10	ES451	12	74 St-Broadway 7	95.8%	98.3%	96.9%	96.6%	40	5	35	0
11	ES430	2	Jamaica-Van Wyck E	95.8%	94.8%	95.4%	93.1%	23	2	21	0
12	ES411	2	Roosevelt Island F	96.1%	98.5%	94.9%	93.2%	25	5	20	0
13	ES455	10	Flushing-Main St 7	96.1%	97.9%	95.1%	95.7%	25	4	21	0
14	ES427	1	Jamaica-Van Wyck E	96.3%	97.8%	97.4%	98.2%	25	4	21	0
15	ES439	2	Jamaica Center E12	96.5%	96.5%	97.3%	98.9%	20	5	15	0
16	ES413	13	Roosevelt Island F	98.6%	96.1%	99.1%	95.1%	22	4	18	0
17	ES437	21	Sutphin Blvd-Archer Av-JFK E12	96.7%	97.3%	98.5%	99.0%	17	6	11	0
18	ES418	20	Roosevelt Island F	96.8%	97.2%	95.3%	98.7%	48	4	44	0
19	ES429	1	Jamaica-Van Wyck E	96.9%	94.9%	98.3%	98.4%	21	5	16	0
20	ES444	1	Jamaica Center E12	97.0%	98.8%	96.5%	99.2%	31	4	27	0
21	ES431	2	Jamaica-Van Wyck E	97.0%	96.8%	97.8%	98.1%	23	4	19	0
22	ES446	1	Jamaica Center E12	97.1%	99.5%	99.1%	98.9%	18	7	11	0
23	ES440	1	Jamaica Center E12	97.1%	98.8%	98.3%	99.4%	12	7	5	0
24	ES416	13	Roosevelt Island F	97.3%	97.7%	98.7%	97.9%	11	4	7	0
25	ES412	1	Roosevelt Island F	97.5%	99.7%	95.9%	90.5%	19	3	16	0
26	ES442	2	Jamaica Center E12	97.5%	99.1%	98.6%	94.9%	21	5	16	0
27	ES441	2	Jamaica Center E12	97.8%	98.4%	99.5%	99.5%	14	8	8	0
28	ES424	20	21 St-Queensbridge F	97.8%	98.9%	98.2%	99.2%	10	4	6	0
29	ES447	2	Jamaica Center E12	98.1%	98.9%	99.2%	99.6%	13	7	6	0
30	ES421	20	21 St-Queensbridge F	98.1%	98.7%	98.4%	19.6%	12	4	8	0
31	ES417	20	Roosevelt Island F	98.2%	98.4%	100.0%	99.8%	17	3	14	0
32	ES443	1	Jamaica Center E12	98.3%	99.6%	98.8%	98.5%	18	5	13	0
33	ES435	21	Sutphin Blvd-Archer Av-JFK E12	98.4%	99.8%	100.0%	95.5%	8	6	2	0
34	ES438	2	Jamaica Center E12	98.4%	99.9%	99.3%	97.7%	14	5	9	0
35	ES434	21	Sutphin Blvd-Archer Av-JFK E12	98.5%	99.6%	99.9%	99.0%	12	5	7	0
36	ES425	20	21 St-Queensbridge F	98.5%	100.0%	100.0%	96.8%	9	4	5	0
37	ES449	10	74 St-Broadway 7	98.6%	99.5%	99.9%	98.8%	10	4	6	0
38	ES445	1	Jamaica Center E12	98.6%	98.2%	100.0%	98.7%	9	4	5	0
39	ES436	21	Sutphin Blvd-Archer Av-JFK E12	98.7%	99.7%	100.0%	99.5%	8	4	4	0
40	ES422	20	21 St-Queensbridge F	98.7%	99.6%	99.5%	26.1%	11	4	7	0
41	ES428	1	Jamaica-Van Wyck E	98.9%	99.1%	100.0%	99.6%	9	5	4	0
42	ES423	20	21 St-Queensbridge F	99.0%	100.0%	99.6%	99.4%	9	5	4	0
43	ES420	20	Roosevelt Island F	99.1%	100.0%	100.0%	99.6%	9	4	5	0
44	ES419	20	Roosevelt Island F	99.3%	99.1%	100.0%	99.2%	16	3	13	0
44	10.1		Escalator Subtotal:	94.6%	95.4%	95.0%	92.8%	936	198	738	0

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

ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
Bronx			
EL121	Pelham Bay Park ⑥	2	The two entrapments on 1/4/12 were a result of the car not leveling properly at the upper landing due to a defective hydraulic control valve. The valve and lower landing release roller assembly was replaced and in addition the car door saddle was resecured. The machine was tested and placed back in service.
EL128	Simpson St ②⑤	1	The entrapment on 2/14/12 was caused by a defective control relay contact. The relay was replaced and the machine was tested and returned to service.
EL132	161 St-Yankee Stadium ④	5	The five entrapments that occurred between 1/4/12 and 2/13/12 were the result of the car not leveling properly due to contaminants in the hydraulic fluid. The hydraulic control valve was replaced, the system was flushed and the storage tank was cleaned. In addition the bottom guide rail shoes, door operator linkage and clutch were replaced. The machine was tested and returned to service.
EL134	161 St-Yankee Stadium ⑨⑩	3	The three entrapments were a result of the control circuit being effected by a reduced voltage that was supplied from Con Ed. The damaged circuit board was replaced and the unit was tested and returned to service.
EL138	Pelham Pkwy ②⑤	1	The entrapment on 3/22/12 was a result of the upper landing hatch door interlock circuit remaining open because the doors did not close completely. The hatch doors were adjusted and the machine was tested and returned to service.
EL183	Gun Hill Rd ②⑤	1	The entrapment on 1/12/12 was caused by a defective power supply. The power supply was replaced and the machine was tested and returned to service.
EL193	233 St ②⑤	2	The entrapment on 1/23/12 was a result of debris in the upper landing hatch door saddle that prevented the doors from closing completely. The entrapment on 2/27/12 was the result of the upper landing hatch door not closing completely due to insufficient force. The hatch door closing force was adjusted and the machine was placed back in service.
Manhattan			
EL104	191 St ①	2	The entrapment on 3/6/12 was a result of the compensation switch being activated; the switch was adjusted and the machine was tested and returned to service. The entrapment on 3/14/12 was caused by a defective control relay, the relay was replaced; the machine was tested and returned to service.
EL111	168 St ①	1	MOW Control reported passengers were entrapped on 3/7/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL118	181 St ④	2	The entrapment on 2/22/12 was a result of the brakes not being adjusted properly. The brakes were adjusted and the machine was tested and returned to service. MOW control reported passengers were entrapped on 3/20/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.

ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL119	181 St A	4	The entrapment on 1/2/12 was a result of debris in the upper landing door saddle that prevented the doors from completely closing. The entrapment on 1/4/12 was caused by the hatch doors coming off of the track. The entrapment on 1/14/12 was caused by the car not leveling properly. The entrapment on 3/30/12 was caused by dirty selector contacts.
EL126	125 St J S E	5	The entrapment on 3/1/12 was a result of debris in the upper landing door saddle that prevented the doors from completely closing. MOW control reported passengers were entrapped on 3/17/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered. The three entrapments that occurred on 3/26/12 were the result of the machine not leveling properly due to a defective hydraulic control valve. The control valve was replaced and the machine was tested and returned to service.
EL139	168 St I L C	2	The entrapment on 1/4/12 was caused by a broken lower landing release roller assembly. The rollers were replaced and the machine was tested and returned to service. MOW control reported passengers were entrapped on 3/23/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL146	96th St 2 3 1	1	The entrapment on 2/29/12 was a result of an insufficient amount of hydraulic fluid in the tank. Oil was added to the tank and the machine was tested and returned to service.
EL181	135 St 2 3	1	The entrapment on 2/7/12 was caused by debris in the upper landing car door saddle that prevented the doors from completely closing.
EL202	51 St E	1	The entrapment on 1/10/12 was caused by a broken upper landing hatch door release roller assembly. The rollers were replaced and the machine was tested and returned to service.
EL217	14 St-Union Sq L N O R	1	The entrapment on 1/3/12 was caused by a broken contact in the upper landing hatch door interlock. The contact was replaced and the machine was tested and returned to service.
EL219	14 St-Union Sq H O R	1	The entrapment on 3/26/12 was a result of the car not leveling properly. The up leveling and up transition speeds were adjusted; the machine was tested and returned to service.
EL221	14 St/8 Av A C E L	3	The entrapment on 1/26/12 was caused by defective upper landing release rollers; the door gibs were also replaced. The entrapment on 2/7/12 was a result of the car not leveling properly due to the down acceleration speed being out of adjustment. The entrapment on 3/16/12 was caused by the car being overloaded with passengers which increased the speed and tripped the rupture valve.
EL223	14 St A C E	1	The entrapment on 1/25/12 was caused by a homeless male who vandalized the doors to stop the car so that he can use the elevator cab as a bathroom.
EL244	Grand Central-42 St 7	2	The entrapment on 1/26/12 was the result of employees cleaning the Station allowing water to short the top of car door operator. The entrapment on 2/1/12 was caused by contaminated hydraulic fluid.
EL245	Lexington Av-53 St E M	1	The entrapment on 1/19/12 was the result of a defective control circuit transformer. The transformer was replaced and the machine was tested and returned to service.

ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL277	59th St-Columbus Circle A B C D I	2	The two entrapments were a result of the governor switch activating; the clearance of the car safeties was adjusted and the car was tested under a full load (weight test) before the unit was returned to service.
EL279	59th St-Columbus Circle A B C D I	1	The entrapment on 2/5/12 was caused by a broken door operator drive belt. The belt was replaced and the unit was tested and returned to service.
EL315	Brooklyn Bridge 4 5 6	1	The entrapment on 2/12/12 was caused by a broken lower landing hatch door release roller assembly. The assembly was replaced and the car was tested and returned to service.
EL325	Canal St 6	2	The entrapment on 1/17/12 was the result of the lower landing door operator limit switches being out of adjustment. The entrapment on 3/5/12 was caused by the upper landing hatch door interlock not completing the circuit.
EL334	West 4 St A B C D E F M	1	The entrapment on 3/13/12 was the result of dirty electrical contacts in the lower landing hatch door interlock circuit.
EL336	Chambers St 1 2 3	1	The entrapment on 2/2/12 was caused by the upper landing hatch door interlock being out of adjustment and not completing the circuit.
EL710	Bowling Green 3 5	3	MOW Control reported passengers were entrapped on 1/30/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered. The two entrapments on 2/25/12 & 2/28/12 were caused by defective hatch door interlock contacts. The contacts were replaced and the guide rollers were adjusted.
Brooklyn			
EL302	Pacific St-Atlantic Av D N R	1	MOW Control reported passengers were entrapped on 3/23/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL306	Atlantic Av 2 3	1	The entrapment on 2/24/12 was the result of the hatch door release rollers being out of adjustment.
EL307	Atlantic Av 5 6	1	The entrapment on 2/3/12 was caused by debris in the upper landing door saddle that prevented the doors from closing completely.
EL310	Clark St 2 3	2	The entrapment on 3/2/12 was the result of the doors not closing completely the door closing force was adjusted. The entrapment on 3/4/12 was caused by a broken upper level hatch door release roller assembly.
EL317	Borough Hall 2 3 4 5	1	The entrapment on 2/28/12 was caused by a defective up direction normal limit switch.
EL318	Borough Hall 2 3 4 5	1	The entrapment on 3/24/12 was caused by debris in the door saddle that prevented the doors from closing completely.
EL342	Euclid Av A C	1	The entrapment on 1/3/12 was caused by a loose electrical connection on a control relay.
EL392	Marcy Av V M Z	1	The entrapment on 2/24/12 was caused by the lower landing release rollers and car door clutch not engaging properly.
EL395	Flushing Av J M	1	The entrapment on 1/4/12 was the result of the car not leveling properly due to the hydraulic control valve being out of adjustment.
EL702	Coney Island-Stillwell Av D F N O	1	The entrapment on 3/12/12 was caused by a defective door operator control board.

9.20

ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
Queens			
EL403	Roosevelt Island F	1	The entrapment on 2/23/12 was a result of the final limit switch being out of adjustment.
EL404	Roosevelt Island F	2	The entrapment on 2/16/12 was caused by a defective high speed relay shunt. The entrapment on 3/21/12 was caused by a broken selector tape.
EL426	Junction Blvd 7	1	The entrapment on 1/4/12 was caused by ice in the lower landing hatch door saddle that prevented the doors from closing completely.
EL430	Queens Plaza E M R	1	The entrapment on 3/29/12 was caused by debris in the upper landing hatch door saddle that prevented the doors from closing completely.
EL432	Jamaica-179 St F	2	MOW Control reported passengers were entrapped on 3/17/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered. The entrapment on 3/18/12 was caused by debris in the hatch door saddle that prevented the doors from closing completely the door closing force was also adjusted.

ELEVATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
Manhattan			
EL115	190 St 4	82.6%	This elevator was out of service from 1/11/12 thru 1/24/12 to allow for the replacement of worn counterweight sheave bearings.
Queens			
EL498	Mott Avenue 4	64.7%	This elevator was out of service from 3/23/12 thru 3/27/12 to allow the contractor to replace a defective control module that was covered under the warranty.

EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES

Equip #	Station Name:	Station / Line	# of Inspections (1/1/12 to 3/31/12)	# of Inspections Found Out of Service
EL200X	34 St - Herald Square	6th Avenue	273	0
EL203X	Lexington Av - 53 St	Queens Blvd	273	2
EL207X	50 Street	8th Avenue	273	2
EL208X	50 Street	8th Avenue	273	2
EL231X	Times Square - 42 St	Broadway / 7th Avenue	273	3
EL268X	49th Street (Uptown)	Broadway	273	1
EL276X	59 St - Columbus Circle	8th Avenue	273	3
EL287X	42nd St - Bryant Park	6th Avenue	273	1
EL287X	Cortlandt St	Broadway	273	1
EL288X	42nd St - Port Authority Bus Terminal	8th Avenue	273	3
EL289X	42nd St - Port Authority Bus Terminal	8th Avenue	273	5
EL290X	42nd St - Port Authority Bus Terminal	8th Avenue	273	34
EL291X	42nd St - Port Authority Bus Terminal	8th Avenue	273	3
EL300X	Atlantic Avenue	LIRR	273	0
EL415X	61 St - Woodside	Flushing	273	7
EL416X	61 St - Woodside	Flushing	273	11
EL417X	61 St - Woodside	Flushing	273	1
EL418X	61 St - Woodside	Flushing	273	1
EL419X	61 St - Woodside	Flushing	273	15
EL445X	Court Square	Flushing	273	212
EL448X	Sutphin Blvd - Archer Av JFK	ARC	273	0
EL449X	Sutphin Blvd - Archer Av JFK	ARC	273	1
EL450X	Sutphin Blvd - Archer Av JFK	ARC	273	2
EL452X	Sutphin Blvd - Archer Av JFK	ARC	273	0
EL453X	Sutphin Blvd - Archer Av JFK	ARC	273	0
EL490X	Howard Beach - JFK Airport	Rockaway	273	2
EL491X	Howard Beach - JFK Airport	Rockaway	273	0
EL492X	Howard Beach - JFK Airport	Rockaway	273	0
EL493X	Howard Beach - JFK Airport	Rockaway	273	1
EL494X	Howard Beach - JFK Airport	Rockaway	273	0
EL495X	Howard Beach - JFK Airport	Rockaway	273	0
ES250X	59 St - Columbus Circle	8th Avenue	273	5
ES251X	59 St - Columbus Circle	8th Avenue	273	5
ES253X	Lexington Av - 53 St	Queens Blvd	273	0
ES254X	Lexington Av - 53 St	Queens Blvd	273	273
ES257X	14 St - Union Square	Lexington Avenue	273	5

EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES

Equip #	Station Name:	Station / Line	# of Inspections (1/1/12 to 3/31/12)	# of Inspections Found Out of Service
ES258X	14 St - Union Square	Lexington Avenue	273	5
ES261X	Times Square - 42 St	Broadway / 7th Avenue	273	11
ES262X	Times Square - 42 St	Broadway / 7th Avenue	273	18
ES263X	50 Street	8th Avenue	273	36
ES264X	50 Street	8th Avenue	273	5
ES265X	Court Square	Crosstown	273	33
ES266X	Court Square	Crosstown	273	19
ES267X	Times Square - 42 St	Broadway / 7th Avenue	273	24
ES268X	Times Square - 42 St	Broadway / 7th Avenue	273	20
ES376X	Fulton St	Nassau Loop BMT	273	0
ES377X	Fulton St	Nassau Loop BMT	273	0
ES378X	Wall St	Clark Street	273	0
ES379X	Wall St	Clark Street	273	0
ES432X	Sutphin Blvd - Archer Av JFK	ARC	273	4
ES433X	Sutphin Blvd - Archer Av JFK	ARC	273	65
ES461X	Court Square	Flushing	273	215
ES462X	Court Square	Flushing	273	214
ES463X	Sutphin Blvd - Archer Av JFK	ARC	273	0
ES464X	Sutphin Blvd - Archer Av JFK	ARC	273	0
ES496X	Howard Beach - JFK Airport	Rockaway	273	0
ES497X	Howard Beach - JFK Airport	Rockaway	273	0
ES498X	Howard Beach - JFK Airport	Rockaway	273	0
ES499X	Howard Beach - JFK Airport	Rockaway	273	1
ES600X	Lexington Av - 53 St	Queens Blvd	273	0
ES606X	42nd St - Port Authority Bus Terminal	8th Avenue	273	8
ES607X	42nd St - Port Authority Bus Terminal	8th Avenue	273	3
ES608X	Grand Central - 42nd St	Lexington	273	3
ES609X	Grand Central - 42nd St	Lexington	273	4
ES610X	Grand Central - 42nd St	Lexington	273	0
65			17745	1289

The 2 escalators and 1 elevator at Court Square Station (#7 line) which were closed while the platforms were being replaced station were out of service 639 times due to the construction.

ESCALATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
Brooklyn			
ES330	Broadway Junction (A C U L 2)	77.3%	This escalator was out of service from 12/27/11 thru 1/17/12 to allow for the replacement of worn step chain guide tracks and repair of damaged guide track brackets.
ES357	Jay St (A C F G)	79.7%	This escalator was out of service from 2/17/12 thru 2/28/12 to allow for the repair of the upper landing up thrust tracks and replacement of bent counter brackets on steps.
Queens			
ES452	74 St-Broadway (7)	20.8%	This escalator was out of service from 12/21/11 thru 3/9/12 to allow for the replacement of defective head shaft bearings, worn step chain and steps. The repair was delayed due to the unavailability of replacement steps that had to be procured and fabricated.
ES414	Roosevelt Island (1)	79.0%	This escalator was out of service from 2/21/12 thru 3/7/12 to allow for the replacement of a defective drive motor. A leaking gear case seal was also replaced.
ES457	Flushing-Main St (7)	80.4%	This escalator shut down frequently due to the activation of step sag switch that was caused by defective step rollers. The step rollers are failing prematurely due to a manufacturing defect; the supplier was notified of the defect and the step rollers replacement will be completed by April 28th.

**MTA NEW YORK CITY TRANSIT
TRANSIT ADJUDICATION BUREAU
KEY INDICATORS
FIRST QUARTER 2012**

INDICATOR	1st QTR 2012	1st QTR 2011	Y-T-D 2012	Y-T-D 2011	ANNUAL TOTAL	
					2012 GOAL/EST *	2011 ACTUAL
ISSUANCE DATA						
Violations Issued	31,000	30,000	31,000	30,000	116,500	113,200
% With Telephone Data	66%	68%	66%	68%	67%	67%
% With Employer Data	26%	24%	26%	24%	25%	24%
PAYMENT DATA						
Number of Payments	26,500	27,000	26,500	27,000	96,000	93,000
Regular	20,800	21,000	20,800	21,000		77,700
State Tax Refund	5,700	6,000	5,700	6,000		15,300
Amount Paid	\$2,663,900	\$2,627,100	\$2,663,900	\$2,627,100	\$8,672,600	\$8,635,700
Regular	\$1,896,500	\$1,861,200	\$1,896,500	\$1,861,200		\$6,866,800
State Tax Refund	\$767,400	\$765,900	\$767,400	\$765,900		\$1,768,900
Average Payment	\$100.47	\$97.30	\$100.47	\$97.30	\$90.34	\$92.88
Yield per NOV	\$86.01	\$87.45	\$86.01	\$87.45	\$74.44	\$76.31
REVENUE/EXPENSE DATA						
Revenue	\$2,671,700	\$2,596,700	\$2,671,700	\$2,596,700	\$9,136,000	\$8,544,200
Expenses	\$1,286,700	\$1,223,400	\$1,286,700	\$1,223,400	\$5,376,000	\$5,312,700
ADJUDICATIONS						
Total Cases Adjudicated	7,217	7,440	7,217	7,440	31,500	29,830
Admin Dismissals	657	757	657	757	N/A	2,629
Hearings	6,560	6,683	6,560	6,683	28,500	27,201

* 2012 Goal/Est derived at March, 2012

STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU FIRST QUARTER

Key indicators for the quarter ending March 30, 2012 are mixed compared with the same period in 2011. Statistical highlights from the report are shown below:

- Summons issuance increased by 3.1 percent (31,000 from 30,000).
- TAB received 26,500 payments, a 1.8 percent decrease from 2011 first quarter payments of 27,000. Direct payments decreased slightly by .8 percent from the first quarter of 2011 and payments received from state tax refunds declined 1.0 percent from 6,000 to 5,700.
- Overall total revenue for the quarter totaled \$2,671,700, an increase of 2.9 percent from 2011 first quarter revenue of \$2,596,700. This includes \$767,400 receipts from state tax refunds relating to outstanding judgments from prior years, and representing a .2 percent increase from total state tax refunds of \$765,900 in 2011. Receipts from direct payments increased by 1.9 percent to \$1,896,500 in 2012 as compared to \$1,861,200 in the first quarter of 2011.
- Expenses increased by 5.2 percent (\$1,286,700 compared to \$1,223,400) from first quarter 2011.
- TAB revenue exceeded expenses in 2012 by \$1,385,000 for this quarter compared to \$1,373,300 for the first quarter of 2011.

10. MTACC PROJECTS REPORT

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - May 2012

(data thru April, 2012; \$s in million)

	Budget	Expenditures
Construction	\$ 943.7	\$ 605.3
Design	105.3	103.4
Construction Management	130.0	71.4
Real Estate	220.9	205.6
Total	\$ 1,400.0	\$ 985.8

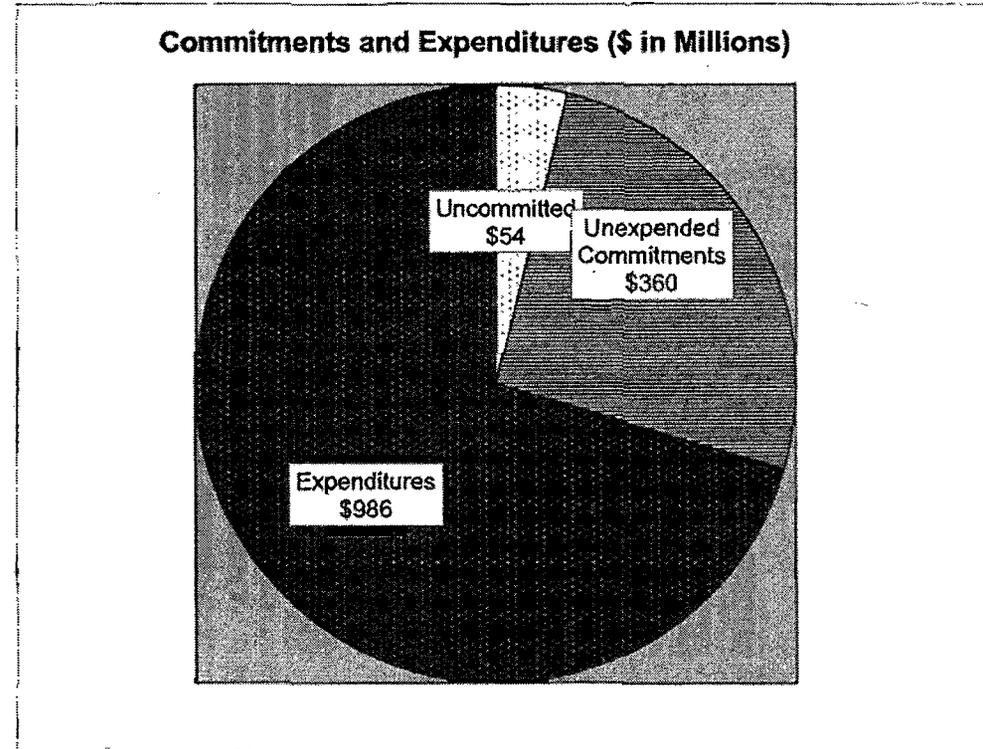
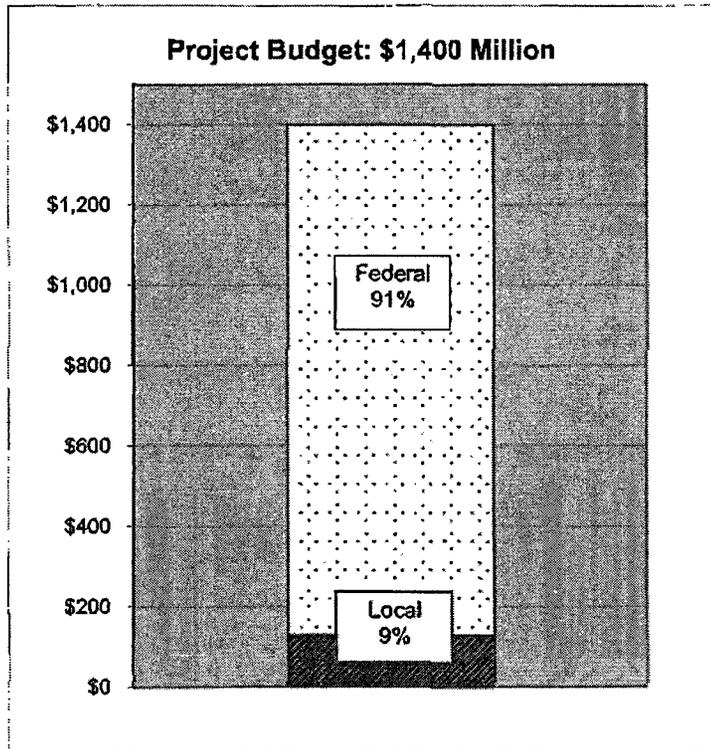
	Schedule
Project Design Start	August-2003
Project Design Completion	May-2010
Project Construction Start	December-2004
Fulton Center Opening	June-2014

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i>	\$ 132.0	\$ 127.0	\$ 4.9	\$ 96.9	Aug-2009	Jul-2009	Mar-2013	Nov-2012
4C/D: 4/5 Station Rehab & Dey St HH Finishes <i>WDF</i>	64.3	60.4	3.9	45.3	Sep-2009	Aug-2009	Jul-2012	Jul-2012
4E: Dey St Concourse & R Underpass Finishes <i>Skanska US Civil Northeast</i>	22.4	20.8	1.6	12.0	Sep-2010	Mar-2010	Nov-2012	Jul-2012
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	204.1	178.1	26.0	59.4	Jan-2011	Aug-2010	Jun-2014	Jun-2014
4G: Corbin Building Restoration <i>Judlau Contracting</i>	65.3	62.6	2.7	30.5	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 Center Status

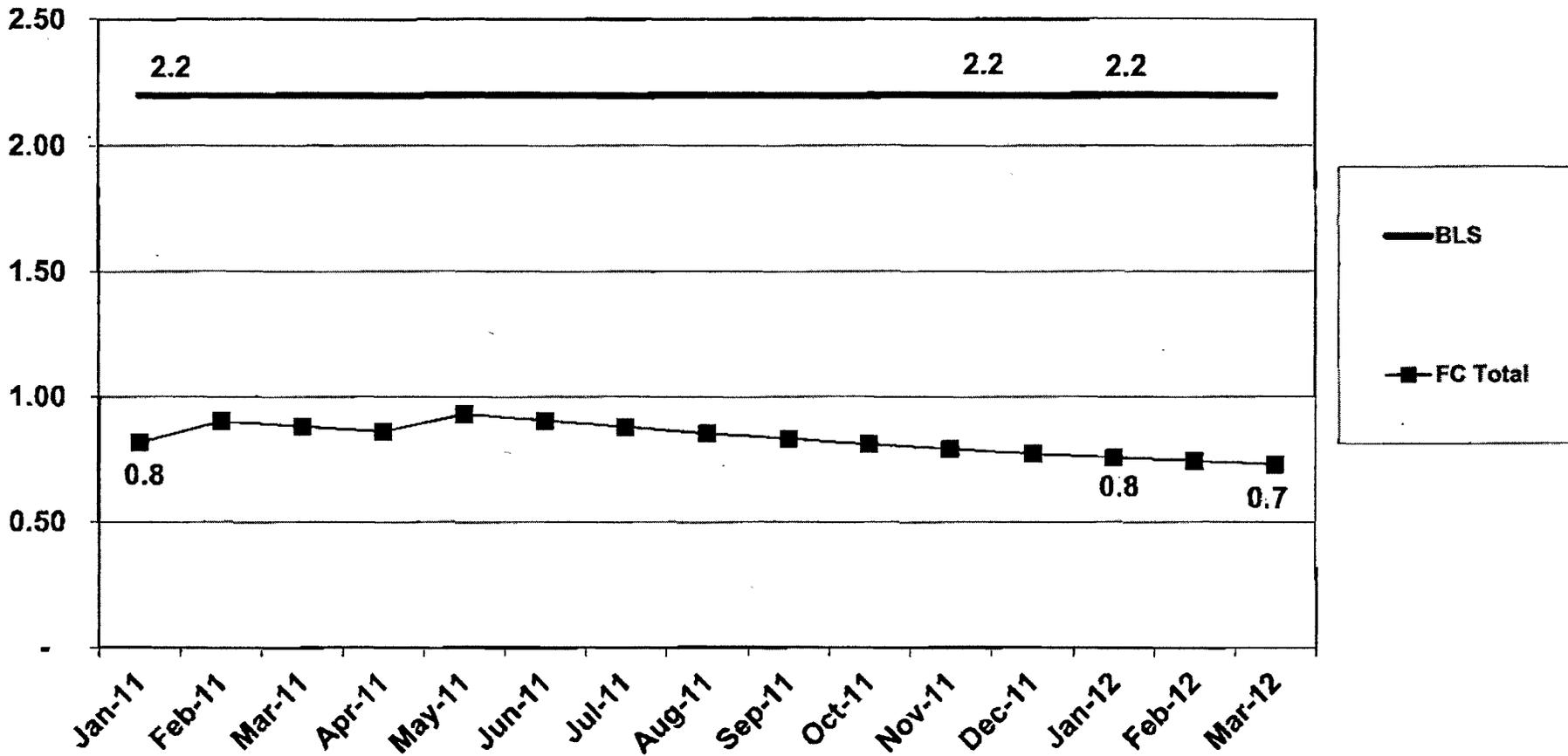
Report to the Transit Committee - May 2012
(data thru April 2012)

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	\$ 923	\$ 33	\$ 773
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	212
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,346	\$ 54	\$ 986



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

10.3



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 - May 2012

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

	Budget	Expenditures
Final Design	\$ 114.0	\$ 105.0
Construction	1,870.9	1,255.0
Construction Management	40.0	18.2
Subway Project Reserve	75.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,378.1
HYDC-Funded Non-Subway Work [†]	266.0	134.6
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 1,512.7
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 1,565.7

	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

10.4

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Running Tunnels and Station Structures <i>S3 II Tunnel Constructors, JV</i>	\$ 1,202.2	\$ 1,145.0	\$ 57.2	\$ 1,129.8	Dec-2007	Sep-2012	Apr-2012 A
Site L (Vent Building) Excavation and Core & Shell <i>CCA Civil Halmar Internat'l LLC</i>	62.5	57.7	4.8	43.6	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	71.9	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	33.2	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	43.9	Aug-2011	Jun-2014	Jun-2014
Site P Station Entrance Core & Shell and Building Systems/Finishes ^{††}		<i>In Procurement</i>			Jun-2012	N/A	Dec-2015

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

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

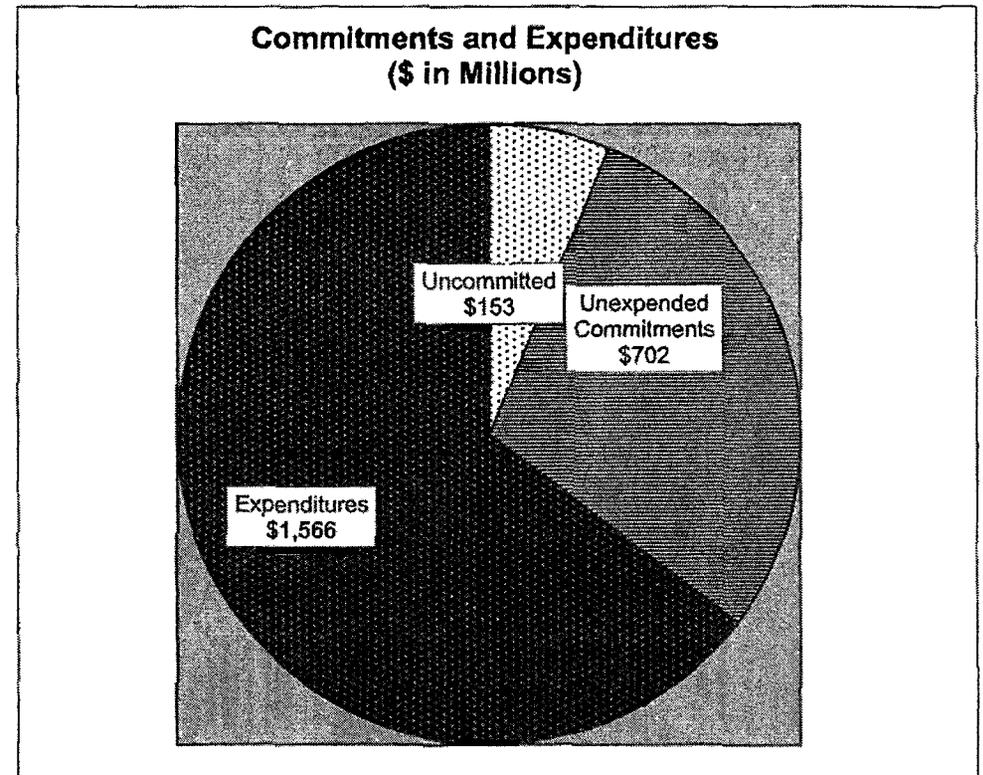
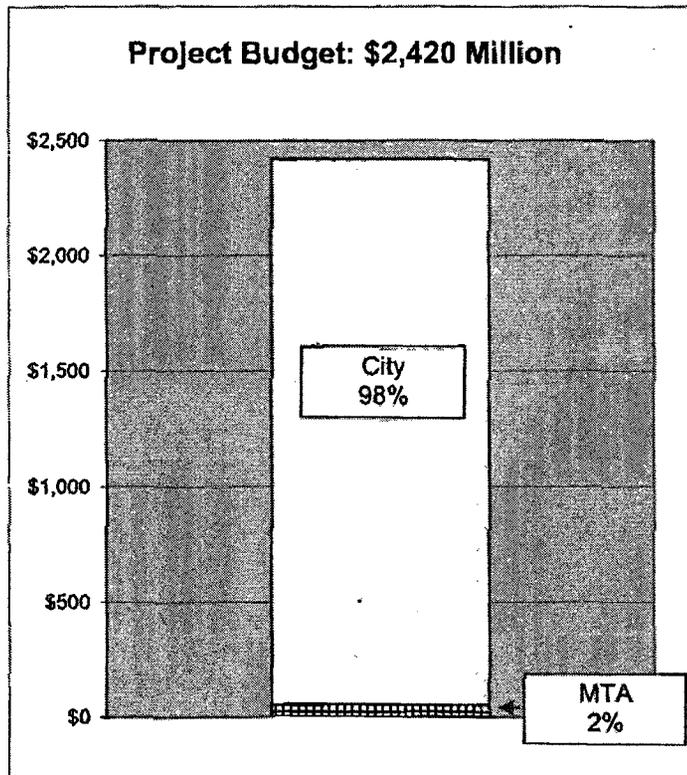
** For Contract 1, the original budget is presented. All but \$2.1 million of the original and unused \$57.2 million in contingency has now been transferred out of the budget as the primary source for the project reserve.

7 Line Extension Status

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

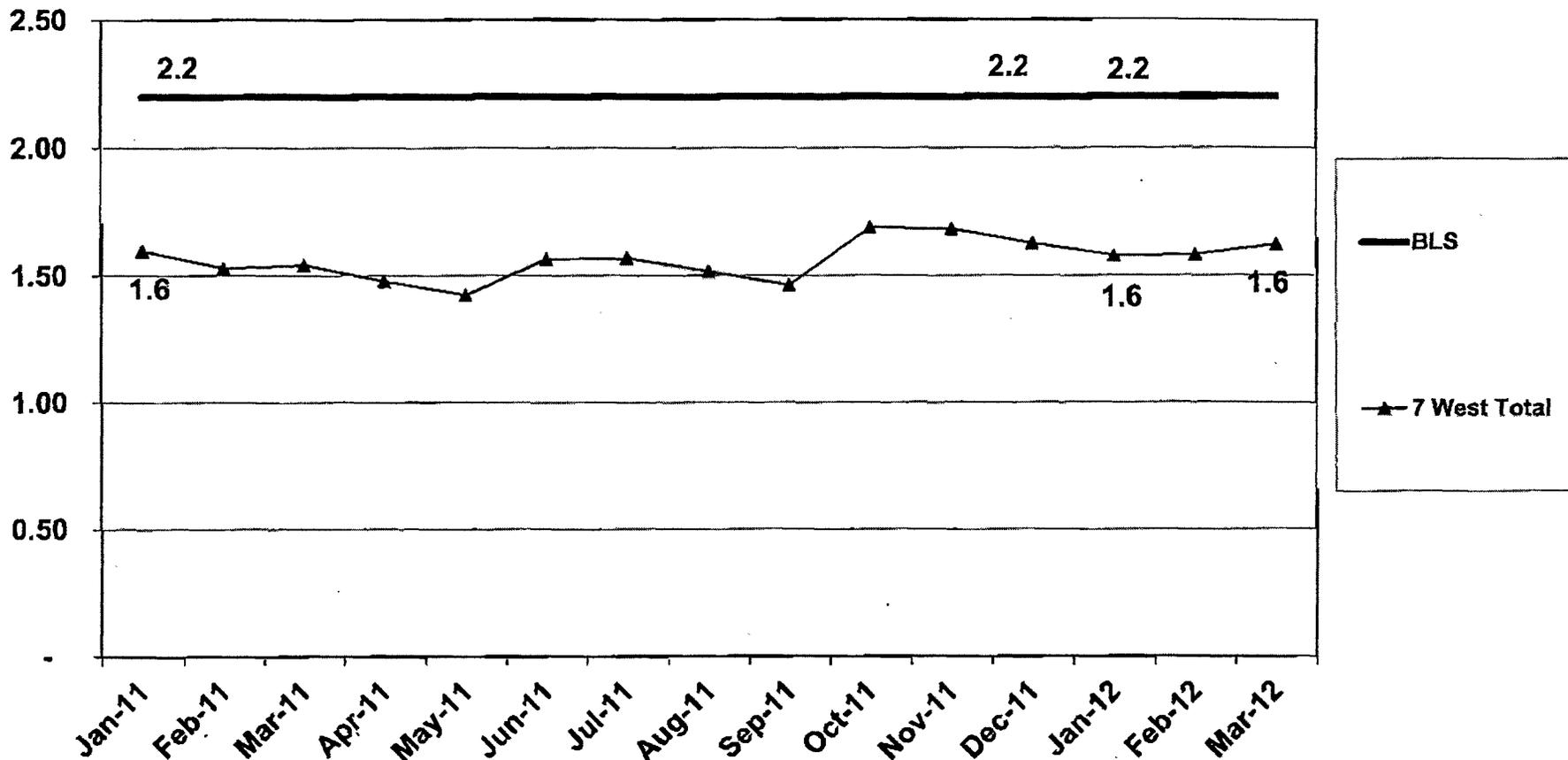
MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,214	2,214	152	1,513
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,214	\$ 2,267	\$ 153	\$ 1,566

* 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**

10.6



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 - May 2012

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

	Budget	Expenditures
Construction	\$ 3,503.0	\$ 995.6
Design	475.5	424.4
Construction Management	191.0	61.1
Real Estate	281.5	182.2
Total	\$ 4,451.0	\$ 1,663.3

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

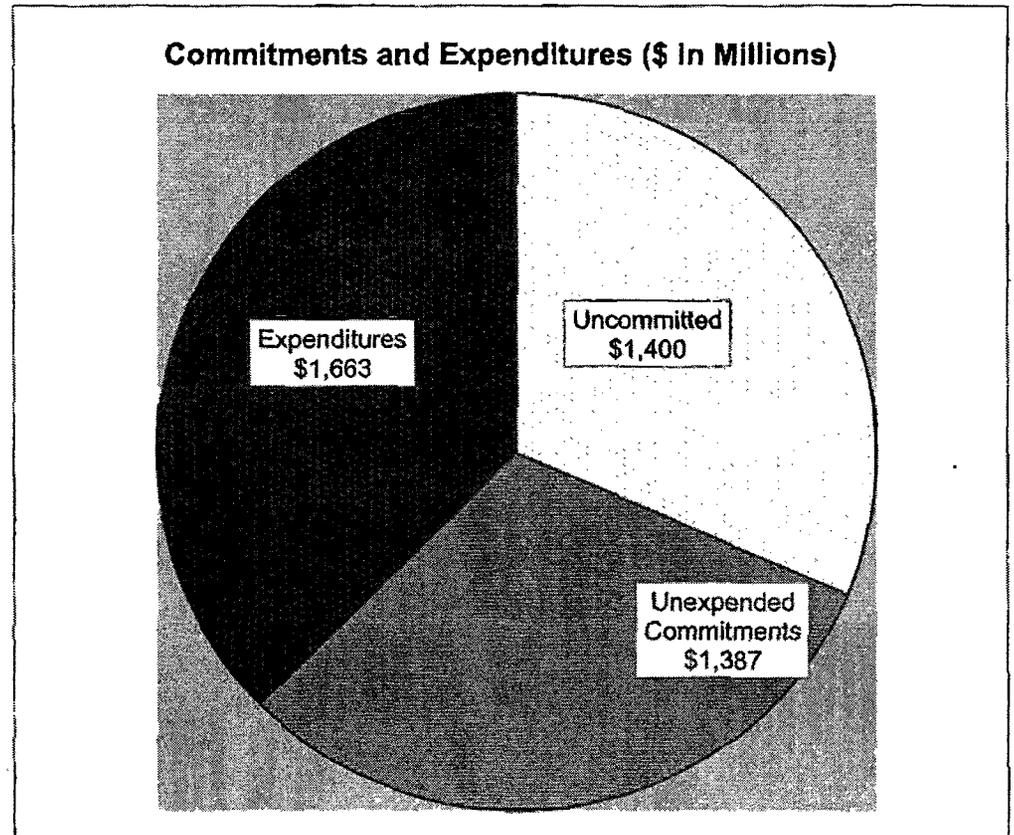
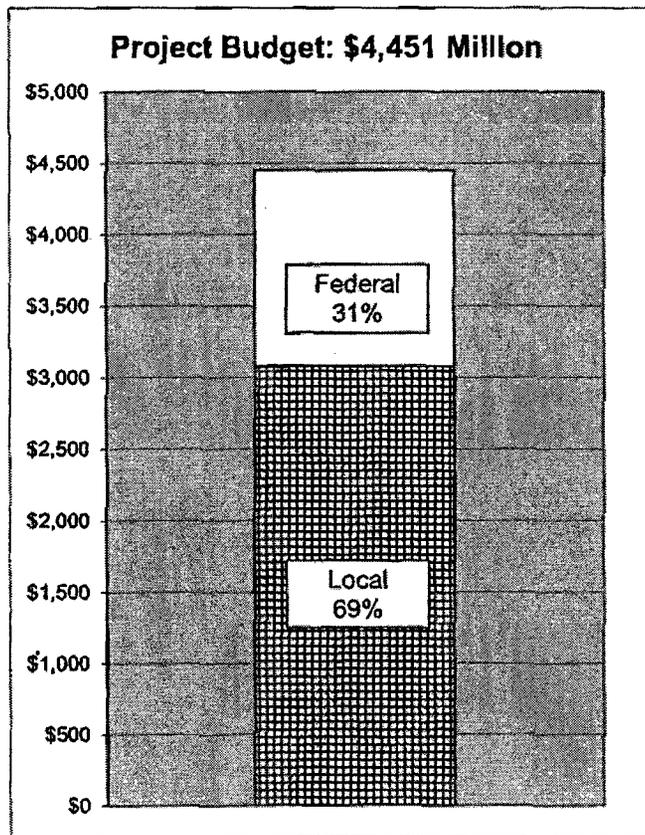
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award**	Forecast Completion
96th St Station Structure <i>EE Cruz & Tully, JV</i>	361.1	358.4	2.7	199.3	Feb-2009	May-2009	Jan-2013	Jul-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	450.2	19.3	166.7	Jun-2010	Oct-2010	Oct-2013	Dec-2013
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	176.6	8.7	23.9	Jul-2010	Jan-2011	May-2014	May-2014
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	302.8	29.3	34.6	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

Second Avenue Subway (Phase 1) Status

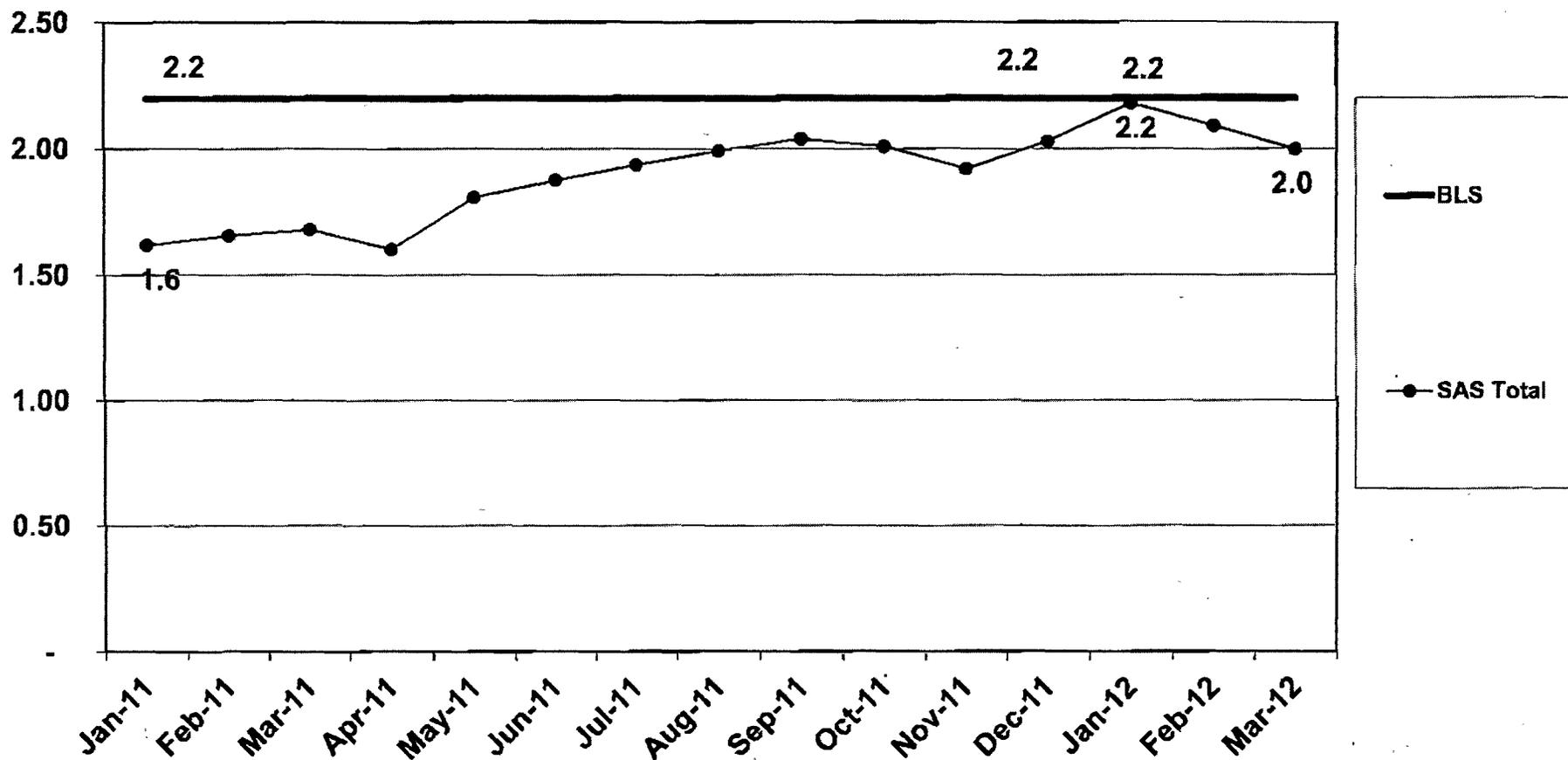
Report to the Transit Committee - May 2012

(data thru April 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	\$ 958
2005-2009	1,914	846	1,067	560	1,741	172	670
2010-2014	1,487	1,487	-	-	260	1,227	35
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 867	\$ 3,050	\$ 1,400	\$ 1,663



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



10.9

Note:

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