



New York City Transit

Transit Committee Meeting

June 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

June 25, 2012 - 10:00 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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PUBLIC COMMENTS PERIOD

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Executive Session

Date of next meeting: July 23, 2012 at 10:00 AM

1. APPROVAL OF MINUTES

**Minutes of Regular Meeting
Committee on Operations of
New York City Transit Authority, Manhattan and Bronx
Surface Transit Operating Authority, and Staten Island Rapid Transit Operating
Authority
May 21, 2012**

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

The following Members were present:

Hon. Mark Lebow, Chair
Hon. Andrew Albert
Hon. Fernando Ferrer
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Mark Page
Hon. James L. Sedore, Jr.

The following Members were absent:

Hon. John H. Banks III, Vice Chair
Hon. Jeffrey Kay

Also present were:

Hon. Robert C. Bickford

Joseph Lhota, Chairman and CEO, MTA

Thomas F. Prendergast, President, New York City Transit
Robert Bergen, Executive Vice President
Carmen Bianco, Senior Vice President, Subways
Peter Cafiero, Chief, Operations Planning
Joseph Leader, Vice President & Chief Maintenance Officer, Subways
Vincent A. DeMarino, Vice President, Security
Joseph Fox, Chief, NYPD Transit Bureau
Cheryl Kennedy, Vice President, Office of System Safety
Stephen Plochochi, Vice President, Materiel
Fred Smith, Senior Vice President, CPM
Dawn Pinnock, Vice President, Human Resources
Joel Andrews, Chief Officer, EEO

Michael Horodniceanu, President, MTA Capital Construction

I. Chair Lebow opened the meeting.

II. Public Speakers

There was one public speaker.

Murray Bodin expressed his view that NYCT's practices should be brought into line with the current state of technology, and that the public should be able to engage in a "dialogue" with Committee members.

III. Minutes and Work Plan

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

IV. Agenda Items

A. Operations Report

President Prendergast informed the Committee that this month's Agenda would introduce the first quarterly report on the use and control of overtime in the Department of Subways, as well as a report on diversity in hiring practices.

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

In response to a question from Member Albert, SVP Bianco noted that the low on-time weekend performance of the ③ train was primarily attributable to ongoing construction work. In response to a question from Member Moerdler, SVP Bianco noted that the Key Performance Indicators on the ②, ③, ④ and ⑤ lines combine wait assessment, on-time performance and mean distance between failures, commenting that relatively little movement in the statistics should not necessarily be considered a negative in light of the significant ongoing construction work on those lines.

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

In response to Member Albert's inquiry, VP Kennedy clarified that the debris contributing to track fires included a combination of newspapers and litter. SVP Bianco noted that the vacuum trains are running every day even though they are nearing the end of their useful life. President Prendergast commented that the FASTRACK initiative will reduce the accumulation of debris in areas difficult to access through work trains and that the trend has been towards proportionally fewer major fires.

In response to Member Moerdler's comment on the escalating number of robberies and assaults in the system, Chief Fox reiterated that the increase in crime was primarily associated with the theft of electronic devices. He also advised that, while he did not have readily available statistics on the yearly staffing of the Transit Bureau since 2005, the number of officers assigned to the system had increased by 248 with the graduation of the latest class of recruits.

Members Ferrer and Moerdler requested that Chief Fox provide additional information regarding the ultimate disposition of certain arrests. It was agreed that the scope of this request required further discussion.

B. Financial Reports

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

- Financial and Ridership Report
- Capital Program Status

C. Procurements

VP Plochochi introduced to the Committee the NYCT and MTACC procurement agenda, which consisted of 14 procurement action items totaling \$46.9 Million in proposed expenditures.

In response to a question from Member Moerdler regarding the proposed modification to a contract for third party dental administrative services, VP Plochochi and EVP Bergen explained that, in light of resource constraints, a new competitive procurement could not be arranged prior to the expiration of the existing contract. EVP Bergen noted that the current carrier's rates were below market value and that the proposed extension of its contract was in the agency's financial best interests.

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

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

MTACC's proposed ratification of completed procurement actions requiring a majority vote (Schedule K in the Agenda) was 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. Action Item

Upon motion duly made and seconded, the Committee approved the modification of the 2010-2014 Capital Program to include the ADA Accessibility – Dyckman Street Station project. President Prendergast noted that the ADA accessibility work would be funded from accumulated capital program project contingency savings.

VI. Service Changes

A modification of the turnaround of the Q48 bus in Flushing, Queens to address traffic congestion and the implementation of Select Bus Service (S79) on Hylan Boulevard in Staten Island were presented to the Committee for information.

In response to a question from Member Albert, VP Cafiero explained that current levels of bus service along Hylan Boulevard would not be reduced as a result of the implementation of SBS, noting that while the S79 will be a limited stop service, serving about 70% of riders at key stops, there would continue to be adequate local service.

VII. Special Reports and Presentations

The MetroCard Report and the FASTRACK 2012 1st Quarter Update were presented to the Committee for information.

VP Leader presented a video providing examples of FASTRACK work and reviewing FASTRACK accomplishments, noting that only a small portion of the benefits are visible to the public. As to the remainder, he detailed the substantial and highly significant work performed in the first quarter by the Divisions of Track, Third Rail Operations, Power, Signals, Infrastructure, Escalators and Elevators, Electronic Maintenance and MOW Engineering.

Responding to a query posed by the Committee on an earlier date, VP Leader described the impact that FASTRACK could have on some customers, noting that the initiative could add 20 minutes to some commutes (time to walk to another line and wait for a train), and that ridership decreased by about 3% on the lines where FASTRACK was underway. He further noted, however, that overall public reaction was positive.

Member Page expressed his support for the initiative, but also his concern with the potential impact on affected customers. He suggested that projections on extended

commute times might not be accurate and should not be estimated, noting that a certain level of inconvenience was to be expected.

VP Leader presented areas proposed for FASTRACK in 2013.

In response to an inquiry from Member Moerdler, President Prendergast commented that it was too soon to measure the effect of FASTRACK on system delays.

VIII. Standard Follow-Up Reports

The EEO and Diversity Report, Elevator and Escalator Quarterly Service Report and Transit Adjudication Bureau Report were presented to the Committee for information.

VP Andrews and VP Pinnock presented the EEO Diversity Report, reflecting the utilization of women and minorities in the workforce and the demographics of those hired in the first quarter of 2012, as well as data on complaints of harassment and discrimination. In response to Member Ferrer's inquiry into whether more detailed commentary would be forthcoming, President Prendergast informed the Committee that such discussion was planned for September.

In response to Member Moerdler's question regarding escalator and elevator performance, EVP Bergen noted that building owners are responsible for the maintenance of certain elevators and/or escalators, and that NYCT is working with MTA Real Estate to improve enforcement of existing maintenance agreements.

IX. MTA CC Project Report

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

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary

2. COMMITTEE WORK PLAN



2012 Transit Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

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

October 2012

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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

May 2013

EEO & Diversity Report – Workforce, New Hires & Complaints

Elevator & Escalator Service Report

Transit Adjudication Bureau Report

EEO & Human Resources

Subways

Law



2012 Transit Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYC Transit Work Plan

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

Operations Performance Summary

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

Procurements

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

MetroCard Report

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

MTACC Projects Report

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

II. SPECIFIC AGENDA ITEMS

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

MAY 2013

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

3. OPERATIONS PERFORMANCE SUMMARY

Monthly Operations Report

Statistical results for the month of April 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: April 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Weekday Wait Assessment (charts 1-2)				78.5%	78.8%	-0.3%
IRT Weekday Wait Assessment - ATS-A lines (1 thru 6 lines)	74.8%	74.5%	+0.3%			
IRT Weekday Wait Assessment - Non-ATS-A (7 and S 42nd)				75.1%	74.6%	+0.5%
BMT Weekday Wait Assessment	82.7%	81.5%	+1.2%	81.2%	81.5%	-0.3%
IND Weekday Wait Assessment	80.4%	79.8%	+0.6%	79.0%	79.8%	-0.8%
System Weekend Wait Assessment (charts 3)				84.0%	N/A	N/A
IRT Weekend Wait Assessment - ATS-A lines (1 thru 6 lines)	86.0%	+84.4%	+1.6%			
IRT Weekend Wait Assessment - Non-ATS-A (7 and S 42nd)				84.9%	N/A	N/A
BMT Weekend Wait Assessment	85.0%	+89.0%	-4.0%	86.0%	N/A	N/A
IND Weekend Wait Assessment	82.0%	+81.6%	+0.4%	80.8%	N/A	N/A
System Weekday Terminal On-Time Performance (charts 4-5)	85.0%	86.1%	-1.1%	85.4%	N/A	N/A
IRT Weekday Terminal On-Time Performance	78.7%	78.4%	+0.3%	80.8%	N/A	N/A
BMT Weekday Terminal On-Time Performance	91.6%	92.3%	-0.7%	90.8%	N/A	N/A
IND Weekday Terminal On-Time Performance	87.3%	90.7%	-3.4%	87.0%	N/A	N/A
System Number of Terminal Delays (chart 6)	21,944	20,369	+7.7%	22,371	N/A	N/A
System Weekend Terminal On-Time Performance (Chart 7-8)	87.4%	89.0%	-1.6%	88.1%	N/A	N/A
IRT Weekend Terminal On-Time Performance	82.9%	80.6%	+2.3%	84.5%	N/A	N/A
BMT Weekend Terminal On-Time Performance	91.1%	96.6%	-5.5%	92.6%	N/A	N/A
IND Weekend Terminal On-Time Performance	89.1%	91.5%	-2.4%	88.3%	N/A	N/A
System Number of Weekend Terminal Delays (chart 9)	5,551	4,854	+14.4%	5,683	N/A	N/A
Mean Distance Between Failures (charts 10-12)	184,739	219,564	-15.9%	168,209	171,553	-1.9%
IRT Mean Distance Between Failures	139,776	201,081	-30.5%	152,291	152,926	-0.4%
BMT Mean Distance Between Failures	259,169	250,322	+3.5%	222,520	240,626	-7.5%
IND Mean Distance Between Failures	194,141	209,596	-7.4%	154,730	152,531	+1.4%
System Weekday Service-KPI (charts 13-14)	82.8%	83.2%	-0.4%			
IRT Weekday Service-KPI	78.8%	78.3%	+0.5%			
BMT Weekday Service-KPI	86.2%	86.6%	-0.4%			
IND Weekday Service-KPI	82.7%	84.7%	-2.0%			
System Weekday PES-KPI (charts 15-17)	90.9%	91.4%	-0.5%			
Staten Island Railway						
24 Hour On-Time Performance	97.5%	96.1%	+1.5%	95.2%	95.2%	0.0%
AM Rush On-Time Performance	100.0%	99.5%	+0.5%	96.7%	96.9%	-0.2%
PM Rush On-Time Performance	99.8%	97.9%	+1.9%	97.9%	98.1%	-0.2%
Percentage of Completed Trips	99.7%	99.6%	+0.1%	99.4%	98.7%	+0.7%
Mean Distance Between Failures	101,421	200,300	-49.4%	128,056	295,009	-56.6%
Staten Island Railway PES-KPI (charts 18)	88.1%	86.5%	+1.6%			

Safety

Indicator	Current Month: April 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents/Million Customers (chart 19) ¹	2.67	2.95	-9.5%	2.79	3.03	-7.9%
Subway Customer Injuries/Million Customers (chart 20) ¹	2.64	2.95	-10.5%	2.81	3.11	-9.6%
Subway Collisions (chart 21) ^{2,4}	0	1	-100.0%	1	4	-75.0%
Subway Derailments (chart 22) ^{2,4}	0	1	-100.0%	2	2	0.0%
Subway Fires (charts 23-24) ²	103	82	+25.6%	958	1060	-9.6%
Employee On-Duty Lost-Time Accidents (chart 25)	3.39	3.14	+8.0%	3.30	3.30	0.0%

Crime

Indicator	Current Month: May 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies (Attachments 26-28) ^{3,4}	239	213	+12.2%	1,115	954	+16.9%
Robberies ^{3,4}	67	70	-4.3%	362	301	+20.3%

¹ Current month data are for March 2012.

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

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

² Current month data are for May 2012.

Monthly Departmental Update

Monthly accomplishments for the following:

Department-Wide

FASTRACK (Update)

On May 18th, *FASTRACK* was completed on the 6th Avenue **B D F M** Lines between 59th Street-Columbus Circle and Jay Street-MetroTech. Work began on May 14th and was performed during four consecutive weeknight line segment closures.

FASTRACK was completed on the Lexington Avenue **4 5 6** Lines between Grand Central and Nevins Street on June 15th. Work was performed during four consecutive weeknight line segment closures through 5:00 a.m. on June 15th.

Staten Island Railway

Rehabilitation of Eight Bridges (Update)

On June 4th, track work was completed on the Armstrong Avenue Bridge, located between the Great Kills and Eltingville Stations. This was the fourth bridge of the Eight Bridge Rehabilitation Project. To complete this work, a track diversion (55 continuous hours General Order) was in effect from 9:00 p.m. on Friday, June 1st until 4:00 a.m. on Monday, June 4th.

On June 8th, work began on the Arden Avenue Bridge, the fifth bridge of the eight bridge project. The work required the shutdown of the Number Two track on the bridge span so that the tracks and ballast could be removed to allow the repair of bridge deck concrete and an application of a waterproofing membrane. The waterproofing was 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) was in effect from 9:00 p.m. on Friday, June 8th until 4:00 a.m. on Monday, June 11th. Work on Number One track is expected to take place from Friday, June 22nd through Monday, June 25th.

Rehabilitation of Eight Stations

Grasmere Station was closed on May 21st and an adjacent temporary platform was opened. The temporary platform provides Grasmere customers access to Staten Island Railway's train service while the construction takes place. The rehabilitation of the Grasmere Station is scheduled to be an eight month project.

Car Equipment

Purchase of R179 Railcars (Update)

The contract award to Bombardier for 300 'B' Division Railcars was completed the first week of June. The Notice to Proceed was issued.

Monthly Departmental Update

Station Environment & Operations

Painting at Initiative and FASTRACK Stations (Update)

For the month of May, Station Environment Maintenance forces scraped 53,075 square feet of peeling paint, primed 70,850 square feet, and painted 86,450 square feet at various stations (19 initiative stations, other stations 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 station complexes in each borough.

Work Experience Program (Update):

There are currently 873 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

Ultrasonic Rail Inspections

On May 16th, MOW Engineering - Track completed the first of three mandatory Ultrasonic Rail Inspections of the Mainline Subway Track. The purpose of these inspections is to detect internal rail flaws.

Track Rehabilitation Projects (Update)

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

Work has commenced 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 May, panels were installed on the Myrtle, Jamaica and Seventh Avenue Lines.

Work is scheduled to start south of Bay 50th Street on the West End line in June.

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

Subway switch work is in progress at Borough Hall, where four switches were installed in May. Component renewal work is scheduled at Northern Boulevard on the Queens Line and north of 14th Street and north of 23rd Street on the 6th Avenue Line (IND). Track and component replacement is in progress at 14th Street-Union Square on the Broadway Line (BMT).

Monthly Departmental Update

SUBSTANTIAL COMPLETIONS

- On May 31, 2012, NYCT substantially completed a project to install new security fencing at five yards. Locations included Westchester and 240th Street in the borough of the Bronx , Canarsie and Livonia in the borough of Brooklyn, and Corona Yard in the borough of Queens. New fencing reduced each yard's susceptibility to intrusion and vandalism by replacing the weak, old and deteriorated section of fencing that was more easily compromised.
- On May 23, 2012, NYCT substantially completed a project to repair and replace damaged structural floor slab in the St. George Terminal station and remove and install new flooring.
- On May 15, 2012, NYCT substantially completed a project for roof repair and replacement at the following locations:

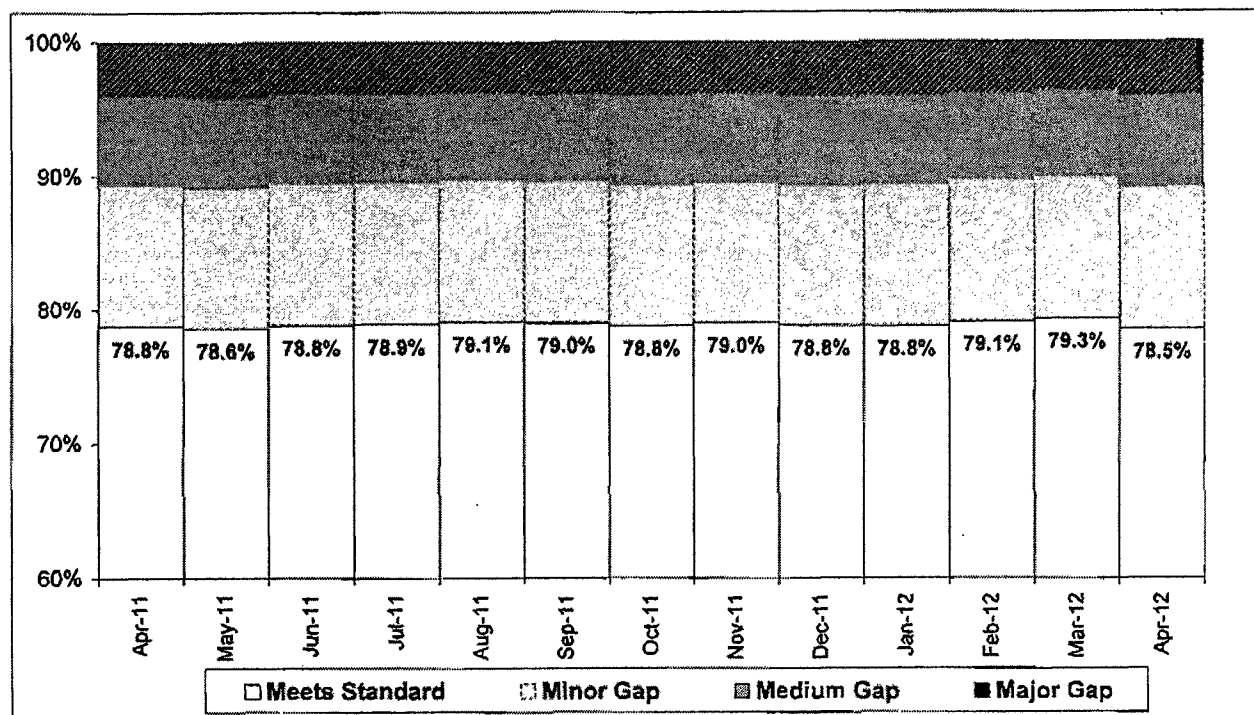
Concourse Yard Tower
Corona Yard Compressor Room
207th Street yard Master Tower "A"
240th Street Yard Master Tower
38th Street Yard Master Tower
Woodlawn Station Relay Room
Jerome Yard Car Maintenance Facility
Metropolitan Avenue Female Locker Room

OTHER

May 11, 2012

- A ribbon cutting ceremony announcing the completion of the ADA compliant Mott Avenue station at the southern terminal of the 7 line was held. The project included the rehabilitation of the existing control building complete with relocated agent booth, new fare array, new employee areas and rehabilitated staircase to the platform. Two new ADA compliant elevators were installed from the control building to the platform within a domed enclosure. In association with these new installations major rehabilitation work was also performed on the following elements of the station: control house facade and interior, platform upgrades with ADA boarding area and edge warning strip, replacement of platform canopy roofing membrane and painting of canopy decking framing and support columns. In addition, glass artwork was installed in the control building in conjunction with MTA's Art for Transit program.

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)
	Meets Standard	GAP			
		Minor	Medium	Major	
May '11-Apr '12	78.5%	10.7%	6.7%	4.1%	2012 GOAL: 79.2%
May '10-Apr '11	78.8%	10.6%	6.6%	4.0%	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)**

May '11-Apr '12					May '10-Apr '11				
Line	Meets Standard	Headways*			Meets Standard	Meets Minor	Headways*		Standard Difference
		Minor	Medium	Major			Minor	Medium	
①	79.1%	10.1%	5.8%	5.0%	78.6%	10.4%	6.7%	4.3%	+0.5%
②	72.7%	10.7%	8.5%	8.0%	73.8%	11.1%	8.8%	6.3%	-1.1%
③	76.4%	11.1%	7.0%	5.5%	77.1%	11.2%	7.0%	4.7%	-0.7%
④	72.9%	10.7%	8.8%	7.5%	72.1%	10.3%	8.9%	8.7%	+0.8%
⑤	71.8%	10.5%	8.7%	9.0%	70.4%	10.7%	9.1%	9.8%	+1.4%
⑥	76.1%	10.2%	7.7%	6.1%	75.4%	10.5%	7.3%	6.9%	+0.7%
⑦	76.3%	12.3%	7.7%	3.6%	75.0%	12.0%	8.6%	4.4%	+1.3%
S 42nd	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	
IRT	75.1%	10.8%	7.8%	6.4%	74.6%	10.9%	8.1%	6.4%	+0.5%
B	79.0%	11.4%	6.8%	2.9%	77.9%	13.1%	6.0%	3.0%	+1.1%
JZ	82.8%	9.5%	6.1%	1.7%	83.6%	10.6%	4.3%	1.6%	-0.8%
L	79.0%	11.7%	6.8%	2.5%	79.1%	12.1%	6.0%	2.7%	-0.1%
M	77.6%	12.7%	7.4%	2.3%	80.9%	11.7%	5.6%	1.8%	-3.3%
N	78.5%	12.5%	6.8%	2.3%	76.1%	12.8%	8.0%	3.2%	+2.4%
Q	79.0%	11.3%	6.4%	3.3%	77.9%	11.5%	7.1%	3.5%	+1.1%
S Fklin	96.4%	3.0%	0.6%	0.0%	97.7%	1.6%	0.6%	0.2%	-1.3%
R	77.2%	11.2%	7.8%	3.8%	78.6%	11.2%	6.9%	3.3%	-1.4%
BMT	81.2%	10.4%	6.1%	2.3%	81.5%	10.6%	5.6%	2.4%	-0.3%
A	72.8%	11.2%	8.8%	7.3%	72.5%	11.0%	9.3%	7.2%	+0.3%
S Rock	93.1%	5.5%	0.9%	0.5%	92.9%	5.7%	1.3%	0.1%	+0.2%
C	77.9%	12.6%	6.6%	2.9%	81.4%	11.1%	5.5%	2.0%	-3.5%
D	79.0%	12.0%	5.9%	3.1%	79.7%	10.7%	6.9%	2.7%	-0.7%
E	72.8%	12.2%	9.1%	5.9%	75.4%	11.5%	7.8%	5.3%	-2.6%
F	73.9%	11.8%	8.7%	5.6%	73.7%	12.2%	9.2%	4.9%	+0.2%
G	83.6%	11.5%	3.8%	1.0%	83.0%	11.1%	4.2%	1.7%	+0.6%
IND	79.0%	11.0%	6.3%	3.8%	79.8%	10.5%	6.3%	3.4%	-0.8%
Systemwide	78.5%	10.7%	6.7%	4.1%	78.8%	10.6%	6.6%	4.0%	-0.3%

Note: Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning November 2011 the ATS-A 42nd Street Shuttle.

*** Headway Definitions:**

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

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

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

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

**** Performance data unavailable due to ATS system software problem.**

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

May '11-Apr '12					May '10-Apr '11				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	GAP			Minor	GAP		
			Medium	Major			Medium	Major	
1	88.6%	7.5%	2.6%	1.3%	88.6%	8.4%	2.5%	0.5%	+0.0%
2	83.2%	9.5%	5.2%	2.1%	83.2%	9.7%	5.1%	1.9%	+0.0%
3	88.4%	7.8%	2.7%	1.1%	88.9%	7.1%	2.1%	1.9%	-0.5%
4	80.3%	9.7%	6.3%	3.6%	77.5%	10.6%	6.8%	5.1%	+2.8%
5	92.1%	4.4%	1.2%	2.2%	89.2%	7.5%	1.9%	1.4%	+2.9%
6	83.1%	9.1%	4.6%	3.3%	78.8%	11.0%	7.2%	3.0%	+4.3%
7	78.7%	13.5%	5.3%	2.5%	-	-	-	-	N/A
S 42nd	N/A**	N/A**	N/A**	N/A**	-	-	-	-	N/A
IRT	84.9%	8.8%	4.0%	2.3%	-	-	-	-	N/A
J Z	86.5%	8.5%	3.6%	1.3%	-	-	-	-	N/A
L	88.0%	8.7%	2.5%	0.9%	-	-	-	-	N/A
N	80.7%	11.1%	5.2%	3.0%	-	-	-	-	N/A
Q	84.8%	10.9%	3.9%	0.4%	-	-	-	-	N/A
S Fkln	96.7%	2.9%	0.4%	0.0%	-	-	-	-	N/A
R	79.5%	14.5%	4.2%	1.9%	-	-	-	-	N/A
BMT	86.0%	9.4%	3.3%	1.2%	-	-	-	-	N/A
A	78.1%	11.1%	8.5%	2.3%	-	-	-	-	N/A
C	79.5%	11.0%	7.9%	1.7%	-	-	-	-	N/A
D	80.5%	12.5%	5.6%	1.4%	-	-	-	-	N/A
E	80.3%	10.3%	4.7%	4.7%	-	-	-	-	N/A
F	77.4%	12.0%	8.9%	1.8%	-	-	-	-	N/A
G	89.1%	9.1%	0.8%	1.0%	-	-	-	-	N/A
IND	80.8%	11.0%	6.0%	2.1%	-	-	-	-	N/A
Systemwide	84.0%	9.7%	4.4%	1.9%	-	-	-	-	N/A

Note: Results are based on 12 month rolling sample data except for the monthly ATS-A 1 thru 6 lines and beginning November 2011 the ATS-A 42nd Street Shuttle. The weekend M and Rockaway Shuttle are not reported as sufficient sample was not collected.

*** Headway Definitions:**

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

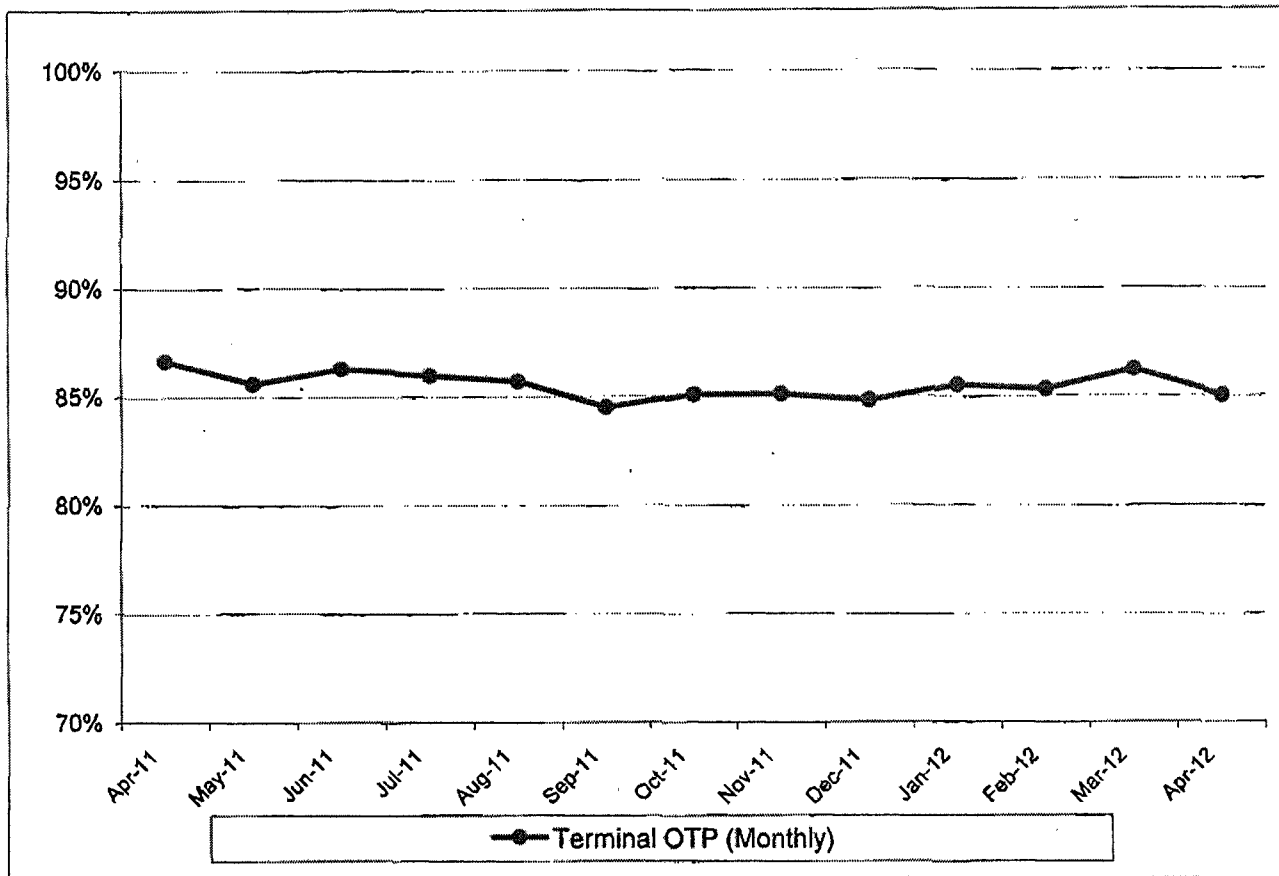
Minor Gap: from 25% to 50% over scheduled headway

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

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

** Performance data unavailable due to ATS system software problem.

Weekday Terminal On-Time Performance (24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide	IRT	BMT	IND
<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>
Apr 2012: 85.0%	Apr 2012: 78.7%	Apr 2012: 91.6%	Apr 2012: 87.3%
Apr 2011: 86.1%	Apr 2011: 78.4%	Apr 2011: 92.3%	Apr 2011: 90.7%
12-Mon Avg: 85.4%	12-Mon Avg: 80.8%	12-Mon Avg: 90.8%	12-Mon Avg: 87.0%
(May '11-Apr '12)	(May '11-Apr '12)	(May '11-Apr '12)	(May '11-Apr '12)

Discussion of Results

In April 2012, Track Gangs (5,070 delays), Right Of Way (5,057 delays), and Over Crowding (4,112 delays) were the highest categories of delays, representing 64.9% of the total (21,944) delays.

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>April '12</u>	<u>April '11</u>	<u>% Difference</u>
①	88.4%	90.5%	-2.1%
②	65.0%	71.9%	-6.9%
③	76.4%	75.7%	+0.7%
④	65.4%	67.2%	-1.8%
⑤	66.9%	65.8%	+1.1%
⑥	80.7%	80.2%	+0.5%
⑦	92.7%	85.7%	+7.0%
⑤ 42 St	N/A*	N/A*	
IRT	78.7%	78.4%	+0.3%
③	89.2%	90.8%	-1.6%
③ ③	96.5%	97.8%	-1.3%
③	97.0%	97.1%	-0.1%
③	90.1%	92.4%	-2.3%
③	85.8%	81.7%	+4.1%
③	85.5%	90.6%	-5.1%
⑤ Fkln	99.7%	98.5%	+1.2%
③	88.9%	89.5%	-0.6%
BMT	91.6%	92.3%	-0.7%
③	83.9%	86.6%	-2.7%
⑤ Rock	98.0%	97.8%	+0.2%
③	94.4%	94.7%	-0.3%
③	91.6%	91.4%	+0.2%
③	86.0%	90.3%	-4.3%
③	80.2%	88.2%	-8.0%
③	90.5%	93.8%	-3.3%
IND	87.3%	90.7%	-3.4%
Systemwide	85.0%	86.1%	-1.1%

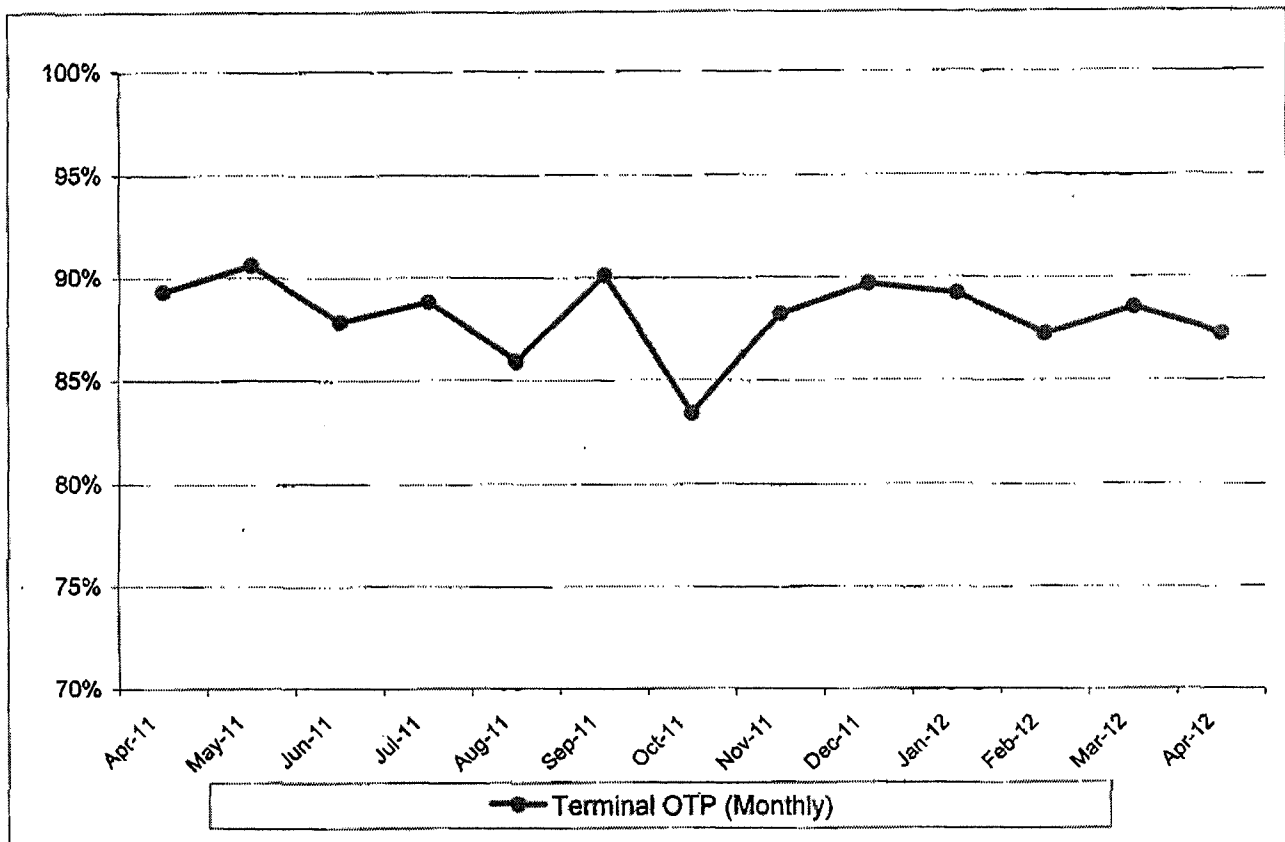
* Performance data unavailable due to ATS system software problem.

Weekday Terminal Delays **Systemwide Summary** **April 2012**

<u>Categories</u>	<u>Delays</u>
Track Gangs	5,070
ROW Delays	5,057
Over Crowding	4,112
Sick Customer	1,509
Car Equipment	1,184
Police	1,140
Work Equipment/G.O.	959
Fire	796
Unruly Customer	642
Employee	525
Infrastructure	466
External	222
Operational Diversions	205
Inclement Weather	56
<u>Total Delays</u>	<u>21,944</u>

* 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	IRT	BMT	IND
<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>
Apr 2012: 87.4%	Apr 2012: 82.9%	Apr 2012: 91.1%	Apr 2012: 89.1%
Apr 2011: 89.0%	Apr 2011: 80.6%	Apr 2011: 96.6%	Apr 2011: 91.5%
12-Mon Avg: 88.1%	12-Mon Avg: 84.5%	12-Mon Avg: 92.6%	12-Mon Avg: 88.3%
(May '11-Apr '12)	(May '11-Apr '12)	(May '11-Apr '12)	(May '11-Apr '12)

Discussion of Results

In April 2012, Track Gangs (1,332 delays), Work Equipment G.O. (1,103 delays), and Over crowding (840 delays) were the highest categories of delays, representing 59.0% of the total (5,551) delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>April '12</u>	<u>April '11</u>	<u>% Difference</u>
①	88.8%	90.7%	-1.9%
②	66.0%	87.2%	-21.2%
③	81.7%	85.4%	-3.7%
④	77.7%	60.4%	+17.3%
⑤	88.1%	83.0%	+5.1%
⑥	79.2%	64.9%	+14.3%
⑦	91.8%	91.1%	+0.7%
⑤ 42 St	N/A*	N/A*	
IRT	82.9%	80.6%	+2.3%
⑧ ⑨	97.3%	97.4%	-0.1%
⑩	93.5%	98.4%	-4.9%
⑪	98.4%	99.8%	-1.4%
⑫	79.7%	91.2%	-11.5%
⑬	90.4%	97.5%	-7.1%
⑭ Fkln	100.0%	99.6%	+0.4%
⑮	85.9%	93.7%	-7.8%
BMT	91.1%	96.6%	-5.5%
⑯	85.3%	89.5%	-4.2%
⑰ Rock	96.7%	98.3%	-1.6%
⑱	85.9%	91.4%	-5.5%
⑲	83.2%	93.6%	-10.4%
⑳	93.0%	89.3%	+3.7%
㉑	86.7%	87.5%	-0.8%
㉒	97.9%	97.3%	+0.6%
IND	89.1%	91.5%	-2.4%
Systemwide	87.4%	89.0%	-1.6%

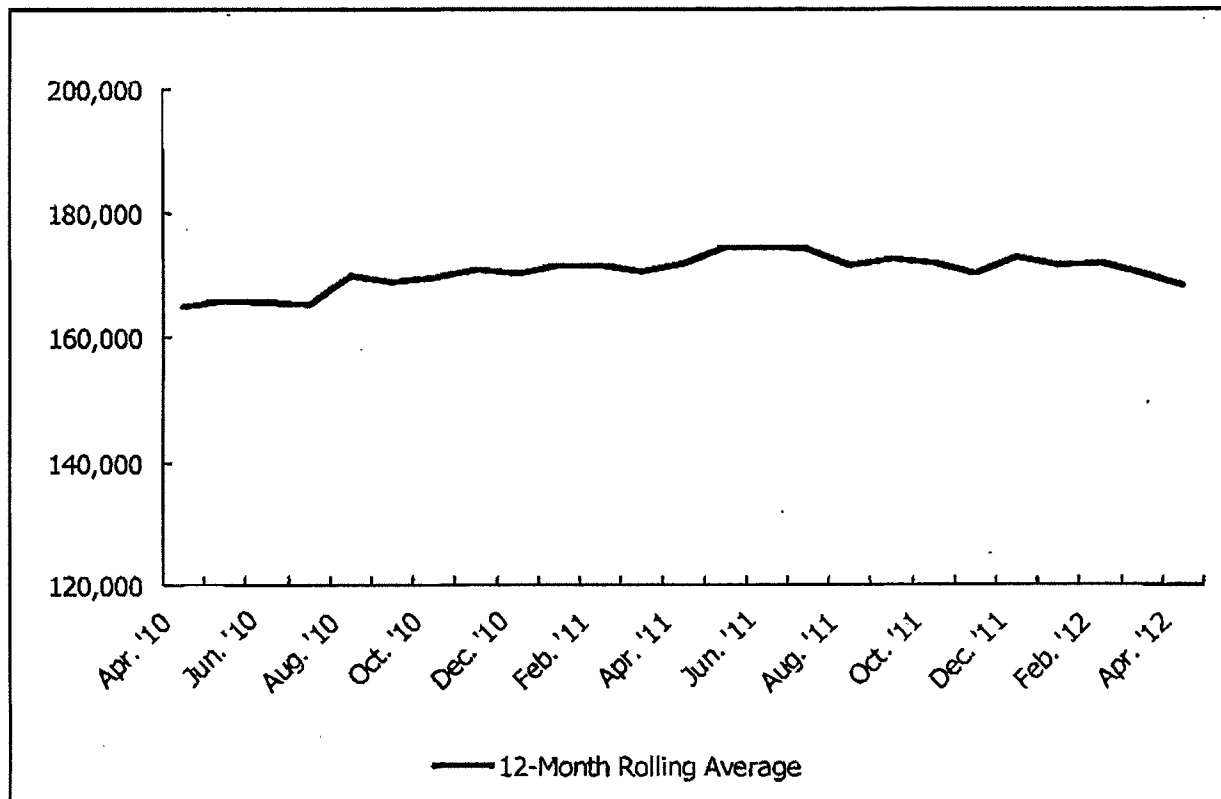
* Performance data unavailable due to ATS system software problem.

Weekend Terminal Delays Systemwide Summary April 2012

<u>Categories</u>	<u>Delays</u>
Track Gangs	1,332
Work Equipment/G.O.	1,103
Over Crowding	840
ROW Delays	834
Police	512
Sick Customer	241
Car Equipment	181
Employee	160
Unruly Customer	157
Fire	59
External	50
Inclement Weather	38
Operational Diversions	27
Infrastructure	18
<u>Total Delays</u>	<u>5,551</u>

* Total may differ slightly due to rounding.

Subway Mean Distance Between Failures



Definition

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

Monthly Results

Apr 2012: 184,739

Apr 2011: 219,564

Apr 2010: 197,555

12-Month Average

May 11-Apr 12: 168,209

May 10-Apr 11: 171,553

May 09-Apr 10: 164,843

Annual Results

2012 Goal: 168,000

2011 Actual: 172,700

2010 Actual: 170,217

Discussion of Results

MDBF in April 2012 decreased 15.9% from April 2011. Over the past year, the MDBF 12-month average decreased 1.9%. With the R160 cars coming off the warranty by June 2012, it is expected that MDBF will maintain it's 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>		
		Apr. '12	Apr. '11	% Change	Apr. '12	Apr. '11	% Change
R32	222	69,127	120,876	-42.81%	60,084	57,210	5.02%
R42	50	NO DELAYS	60,694	NA	44,728	59,607	-24.96%
R46	752	111,404	99,670	11.77%	82,658	90,946	-9.11%
R62	315	171,913	145,764	17.94%	183,543	173,979	5.50%
R62A	824	154,989	167,671	-7.56%	120,111	129,070	-6.94%
R68	425	146,066	188,512	-22.52%	134,958	151,002	-10.63%
R68A	200	223,751	287,512	-22.18%	153,968	165,911	-7.20%
R142	1,030	190,027	503,402	-62.25%	238,212	229,745	3.69%
R142A	590	107,514	144,135	-25.41%	113,338	123,566	-8.28%
R143	212	132,583	102,880	28.87%	228,500	156,787	45.74%
R160	1,662	800,060	967,048	-17.27%	696,874	626,551	11.22%
Fleet	6,282	184,739	219,564	-15.86%	168,209	171,553	-1.95%

Chart 11

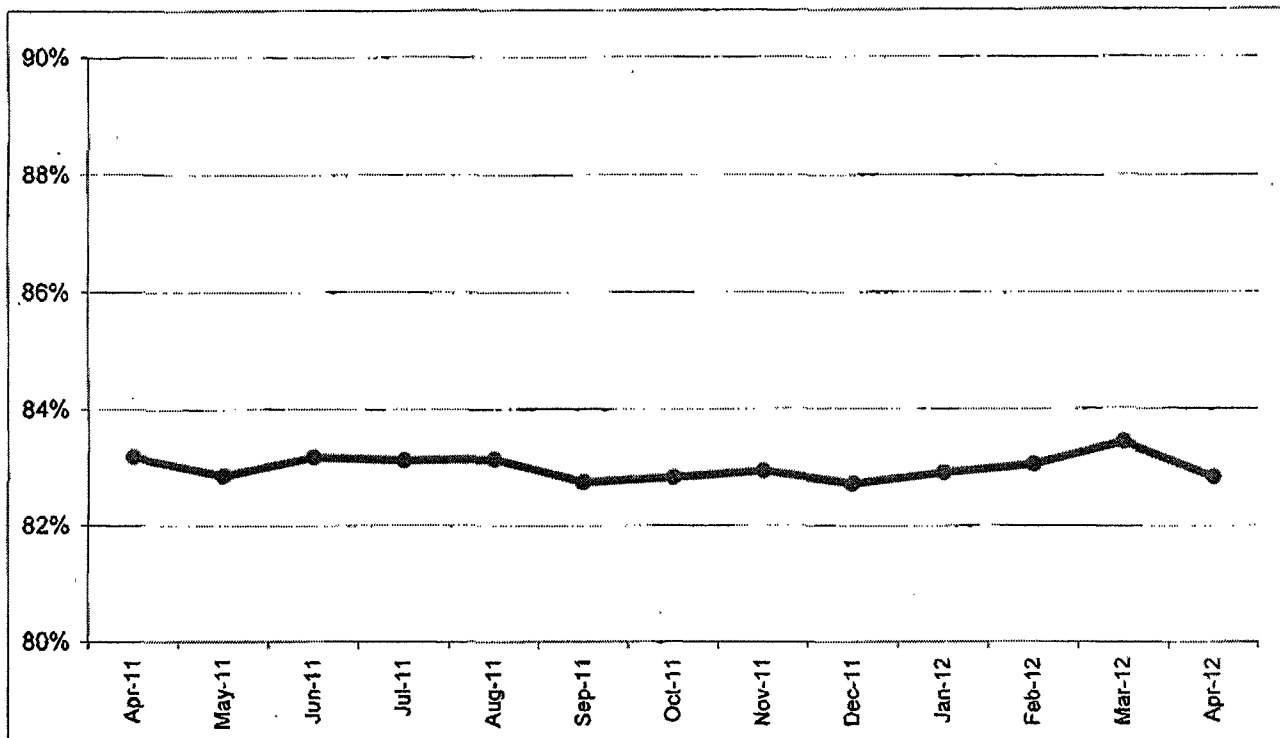
Car Reliability

Mean Distance Between Failures By Line (Miles)

Line	Fleet ¹	Monthly MDBF			12-Month Average MDBF		
		April 2011	April 2012	% Change	April 2011	April 2012	% Change
①	R62A	113,792	109,760	-3.5	92,564	96,037	+3.8
②	R142	1,932,626	297,296	-84.6	238,383	276,543	+16
③	R62	145,798	171,397	+17.6	177,472	183,381	+3.3
④	R142(67%); (R142A(33%))	161,653	109,694	-32.1	165,784	139,432	-15.9
⑤	R142	258,251	275,387	+6.6	220,474	247,838	+12.4
⑥	R142A	217,982	100,500	-53.9	131,770	125,055	-5.1
GCS	R62A	23,223	11,558	-50.2	31,387	23,987	-23.6
* IRT		201,081	139,776	-30.5	152,926	152,291	-0.4
7	R62A	313,727	396,300	+26.3	223,510	182,661	-18.3
B	R68(19%); R68A(81%)	708,608	177,203	-75.0	174,655	139,229	-20.3
FS	R68	18,807	N/A	N/A	75,193	76,462	+1.7
N	R160	742,811	218,635	-70.6	391,382	451,786	+15.4
O	R160(62%); R68A(38%)	657,207	N/A	N/A	594,018	1,002,549	+68.8
JZ	R160(75%); R42(25%)	157,622	N/A	N/A	296,506	423,406	+42.8
L	R143(86%); R160(14%)	125,465	137,467	+9.6	185,597	242,860	+30.9
M	R160	746,588	N/A	N/A	1,128,902	416,230	-63.1
R	R46	108,497	117,712	+8.5	109,613	79,634	-27.3
BMT		250,322	259,169	+3.5	240,626	222,520	-7.5
A	R46	98,842	127,527	+29.0	98,004	83,081	-15.2
C	R32	120,876	69,077	-42.9	55,955	62,646	+12.0
D	R68	154,585	140,101	-9.4	150,647	145,455	-3.4
E	R160	1,620,784	813,744	-49.8	761,509	820,207	+7.7
F	R46(2%); R160(98%)	2,767,682	1,363,589	-50.7	637,696	683,172	+7.1
G	R46	78,663	298,702	+279.7	55,923	97,183	+73.8
RKWT	R44	51,462	20,268	-60.6	57,837	56,167	-2.9
IND		209,596	194,141	-7.4	152,531	154,730	+1.4
SOUTH		225,775	218,418	-3.3	181,303	178,749	-1.4
FLEET		219,565	184,739	-15.9	171,553	168,208	-1.9

* IRT total does not include 7 line

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

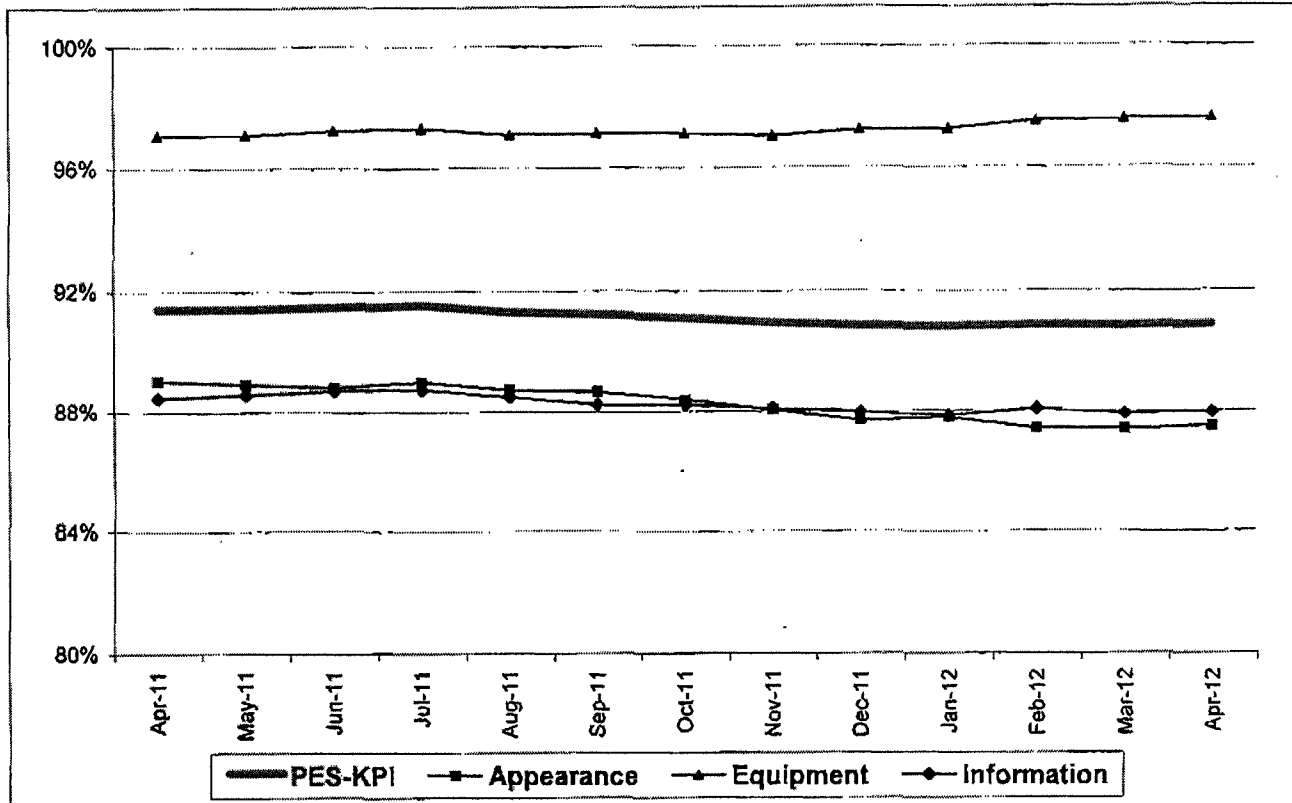
Systemwide Monthly Results	Goal
April 2012: 82.8%	2012 GOAL: 85.1%
April 2011: 83.2%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>April 2012</u>	<u>April 2011</u>	<u>% Difference</u>
①	79.7%	78.3%	+1.4%
②	73.1%	74.1%	-1.0%
③	78.7%	78.2%	+0.5%
④	71.7%	73.3%	-1.6%
⑤	73.1%	72.4%	+0.7%
⑥	77.3%	77.0%	+0.3%
⑦	83.6%	80.7%	+2.9%
S 42nd	N/A*	N/A*	
IRT	78.8%	78.3%	+0.5%
⑧	82.4%	84.0%	-1.6%
J Z	88.6%	89.5%	-0.9%
L	86.5%	86.6%	-0.1%
M	83.6%	86.3%	-2.7%
N	82.8%	80.1%	+2.7%
Q	83.1%	83.9%	-0.8%
S Fkln	92.3%	92.9%	-0.6%
R	77.7%	80.9%	-3.2%
BMT	86.2%	86.6%	-0.4%
⑨	73.8%	75.6%	-1.8%
S Rock	88.6%	88.7%	-0.1%
C	78.8%	80.7%	-1.9%
D	83.6%	84.7%	-1.1%
E	79.5%	82.4%	-2.9%
F	78.4%	80.7%	-2.3%
G	83.1%	81.5%	+1.6%
IND	82.7%	84.7%	-2.0%
Systemwide	82.8%	83.2%	-0.4%

* Performance data unavailable due to ATS system software problem.

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)

	PES-KPI	Appearance	Equipment	Information
April 2012:	90.9%	87.5%	97.6%	87.9%
April 2011:	91.4%	89.0%	97.1%	88.5%
% Difference:	-0.5%	-1.5%	+0.5%	-0.6%

PES-KPI - Subway Car

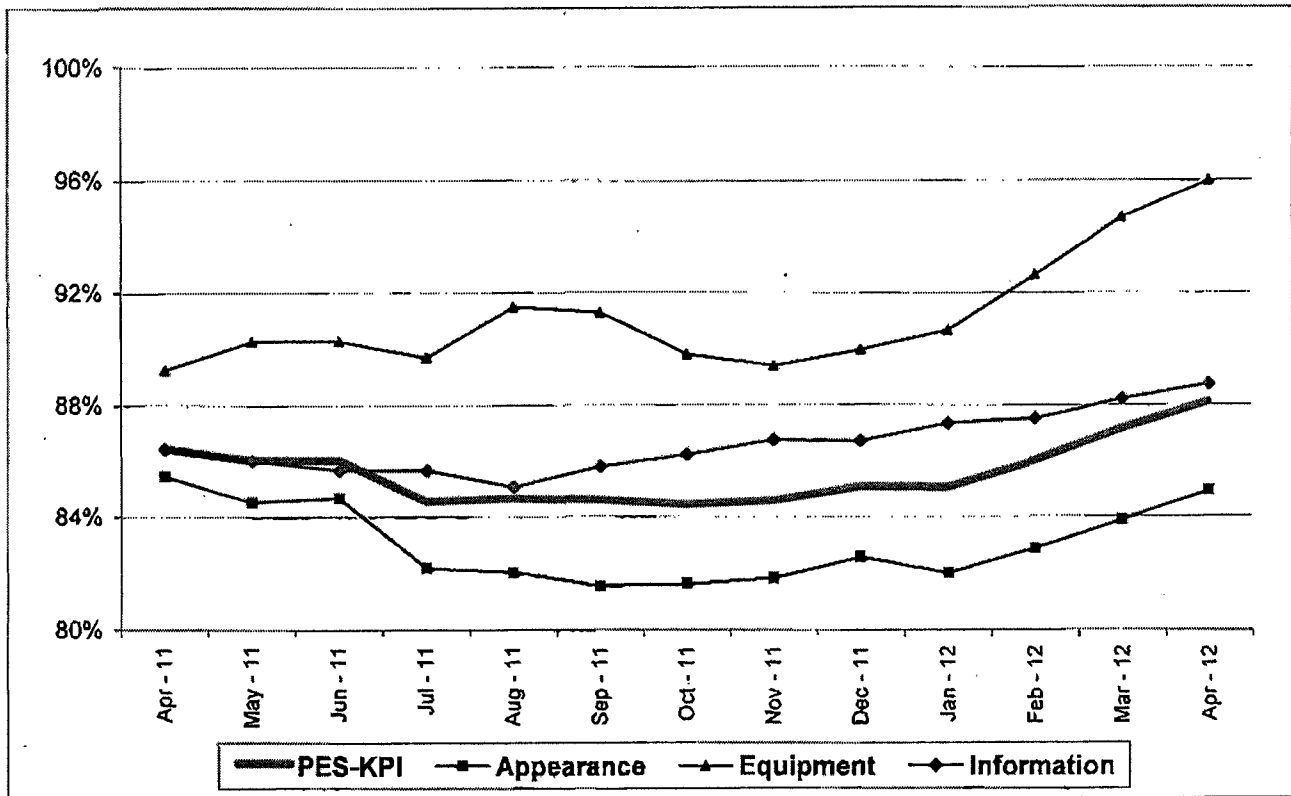
Line	April 2012:				April 2011:				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	93.2%	97.2%	98.1%	84.2%	94.6%	95.1%	96.9%	91.6%	-1.4%
②	95.8%	93.0%	97.4%	97.0%	94.6%	92.9%	94.7%	96.1%	+1.2%
③	92.0%	92.9%	96.3%	86.8%	95.3%	97.0%	93.3%	95.5%	-3.3%
④	96.4%	93.3%	97.2%	98.9%	97.4%	94.0%	99.1%	99.1%	-1.0%
⑤	95.8%	93.9%	97.1%	96.4%	96.7%	94.5%	96.9%	98.7%	-0.9%
⑥	95.2%	94.6%	93.1%	98.0%	96.3%	94.2%	95.6%	99.2%	-1.1%
⑦	95.2%	96.9%	97.2%	91.6%	93.5%	95.7%	94.2%	90.4%	+1.7%
⑤ 42nd	93.2%	98.9%	98.0%	82.4%	95.2%	98.5%	92.5%	94.5%	-2.0%
IRT	94.7%	94.7%	96.5%	92.9%	95.3%	94.9%	95.8%	95.4%	-0.6%
⑧	92.8%	87.3%	98.5%	92.7%	91.8%	92.9%	91.6%	91.0%	+1.0%
① J/Z	95.0%	90.7%	96.9%	97.6%	96.0%	93.3%	96.7%	98.0%	-1.0%
① L	97.0%	92.2%	99.7%	99.2%	98.3%	96.7%	99.9%	98.5%	-1.3%
① M	97.2%	93.2%	99.3%	99.0%	97.8%	95.4%	98.8%	99.3%	-0.6%
① N	96.0%	91.2%	98.0%	98.8%	97.2%	95.3%	98.0%	98.4%	-1.2%
① Q	96.7%	93.4%	97.2%	99.4%	96.8%	95.3%	95.5%	99.7%	-0.1%
① S Fkln	92.5%	91.4%	94.5%	91.6%	90.6%	86.5%	91.4%	94.1%	+1.9%
① R	93.2%	91.5%	98.1%	90.2%	94.1%	94.4%	95.5%	92.4%	-0.9%
BMT	95.4%	91.5%	98.2%	96.7%	95.9%	94.6%	96.4%	96.7%	-0.5%
① A	94.5%	92.2%	98.5%	92.9%	94.1%	91.7%	97.0%	93.8%	+0.4%
① C	91.0%	85.7%	97.4%	90.0%	93.2%	92.4%	96.8%	90.5%	-2.2%
① D	93.9%	89.6%	98.8%	93.5%	93.0%	93.6%	94.3%	90.9%	+0.9%
① E	97.0%	93.6%	99.0%	98.4%	96.9%	96.7%	94.3%	99.6%	+0.1%
① F	96.2%	91.1%	99.1%	98.4%	96.3%	96.4%	94.4%	98.0%	-0.1%
① G	96.4%	96.6%	98.5%	94.2%	93.7%	92.0%	96.2%	93.1%	+2.7%
IND	94.9%	91.4%	98.6%	94.8%	94.6%	93.9%	95.6%	94.3%	+0.3%
Systemwide	95.0%	92.6%	97.7%	94.7%	95.2%	94.5%	95.9%	95.3%	-0.2%

Chart 16

PES-KPI - Station

<u>Borough</u>	<u>April 2012:</u>				<u>April 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	85.4%	80.3%	97.4%	79.6%	83.0%	78.8%	97.6%	73.8%	+2.4%
Manhattan	86.7%	80.9%	97.3%	83.3%	87.9%	82.4%	98.4%	84.3%	-1.2%
Brooklyn	86.2%	83.6%	97.7%	78.1%	88.3%	86.3%	98.5%	80.5%	-2.1%
Queens	89.1%	86.5%	97.8%	83.6%	89.5%	86.5%	98.3%	84.3%	-0.4%
Systemwide	86.8%	82.8%	97.5%	80.9%	87.6%	84.0%	98.3%	81.4%	-0.8%

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.

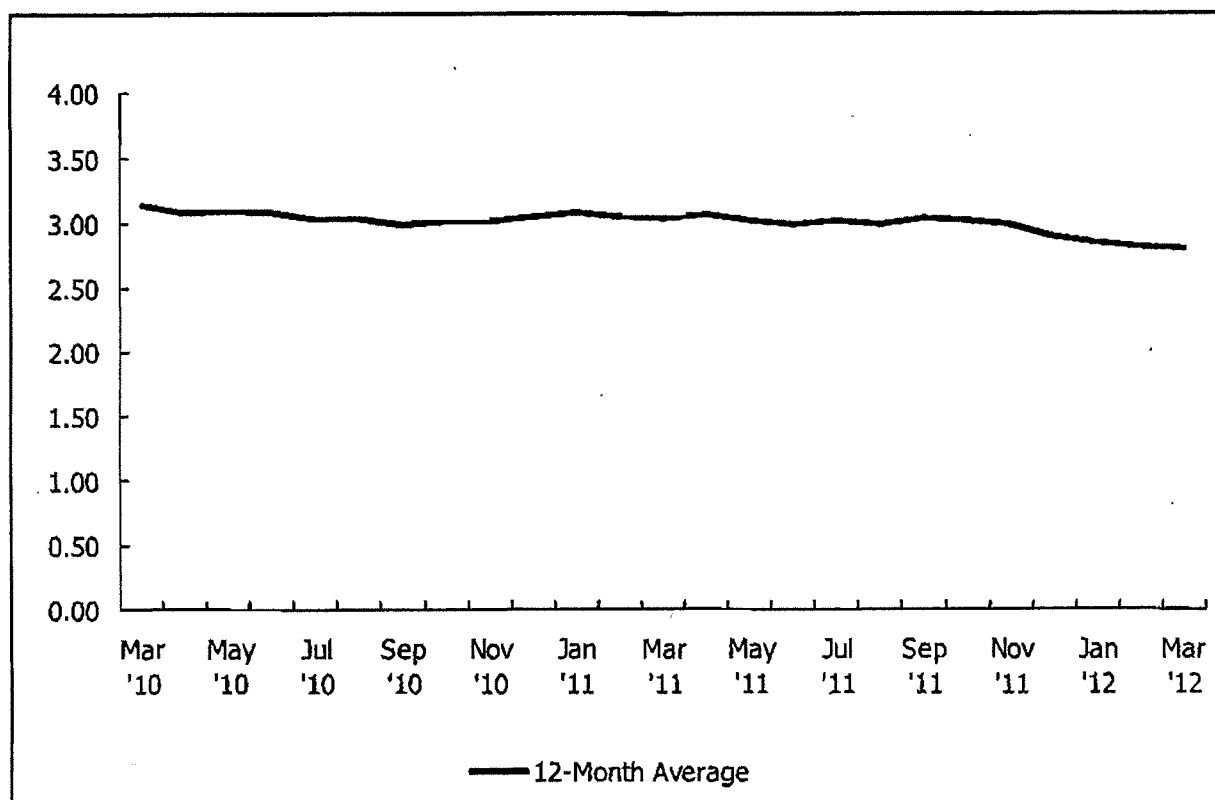
Information: includes the ratings for Maps, Employees in Proper Uniforms and Subway Car Announcements and Signage.

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>
April 2012:	88.1%	84.9%	96.0%	88.7%
April 2011:	86.5%	85.5%	89.3%	86.4%
% Difference:	+1.6%	-0.5%	+6.7%	+2.3%

Subway Customer Accidents/Million Customers



Definition

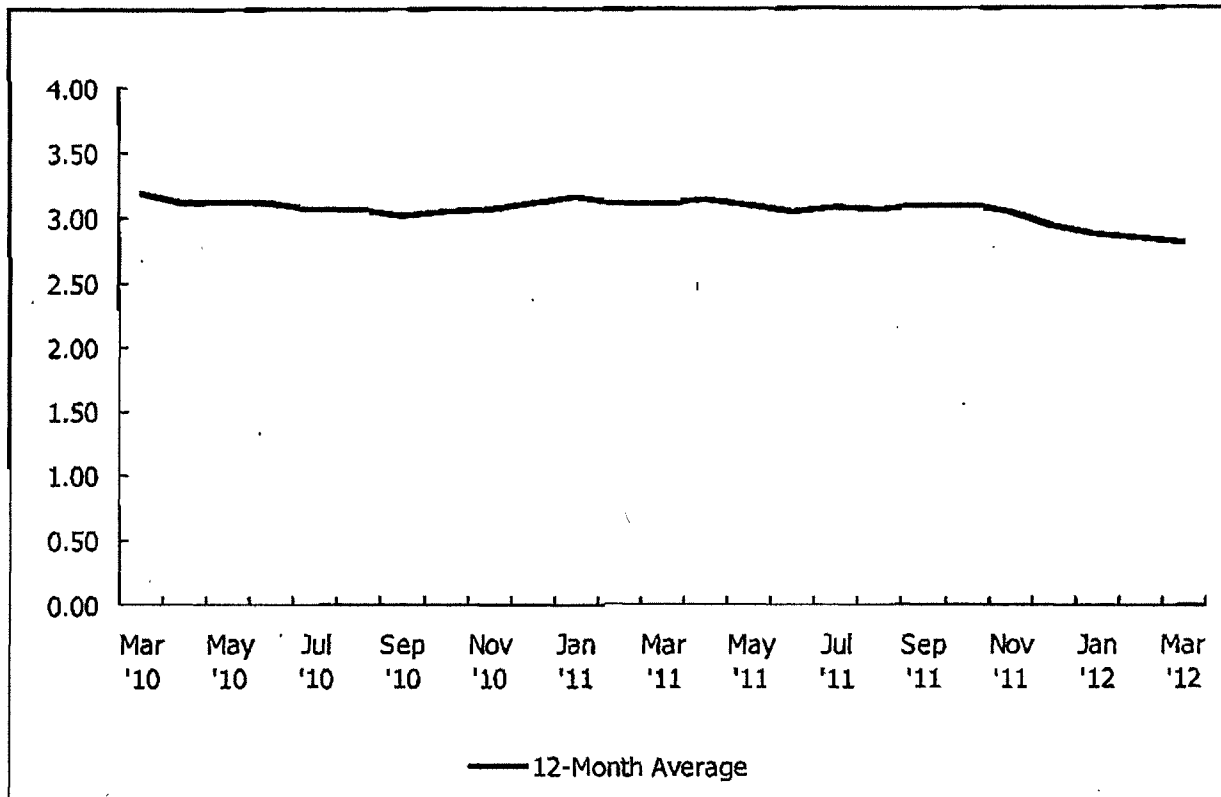
Any claimed accident to a subway customer within/on transit property. Does not include crime/assault statistics.

Monthly Results	12-Month Average	Annual Results
Mar 2012: 2.67	Apr 11 - Mar 12: 2.79	2012 YTD: 2.82
Mar 2011: 2.95	Apr 10 - Mar 11: 3.03	2011 Actual: 2.89
Mar 2010: 3.01	Apr 09 - Mar 10: 3.14	2010 Actual: 3.05

Discussion of Results: Overall accident rate decreased 7.9% in the 12-month period ending March '12 vs. the 12-month period ending March '11. Comparing March '12 to March '11, the monthly accident rate decreased by 9.5% 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

Mar 2012: 2.64

Mar 2011: 2.95

Mar 2010: 3.01

12-Month Average

Apr 11 - Mar 12: 2.81

Apr 10 - Mar 11: 3.11

Apr 09 - Mar 10: 3.18

Annual Results

2012 YTD: 2.81

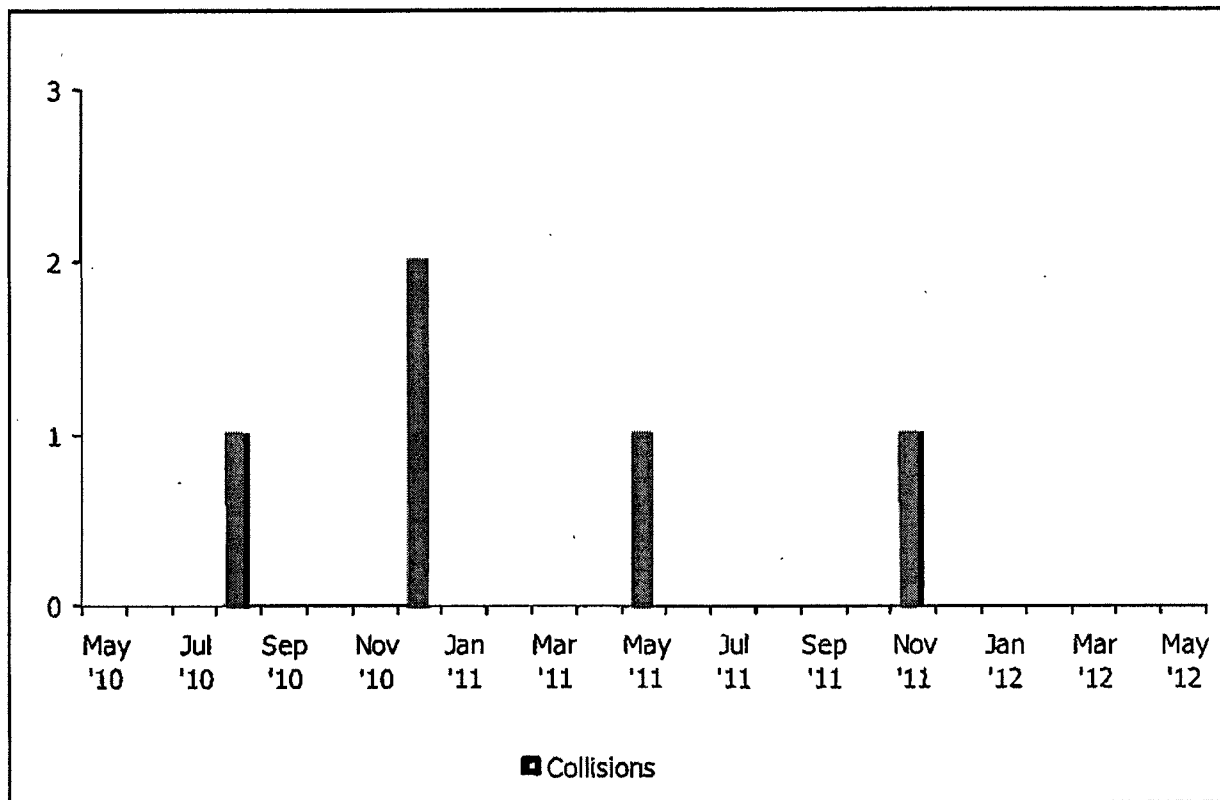
2011 Actual: 2.94

2010 Actual: 3.11

Discussion of Results: Overall injury rate is down 9.6% in the 12-month period ending March '12 vs. the 12-month period ending March '11. Comparing March '12 to March '11, the monthly injury rate decreased by 10.5% 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

May 2012: 0

May 2011: 1

May 2010: 0

12-Month Total

Jun 11 - May 12: 1

Jun 10 - May 11: 4

Jun 09 - May 10: 0

Annual Results

2012 YTD: 0

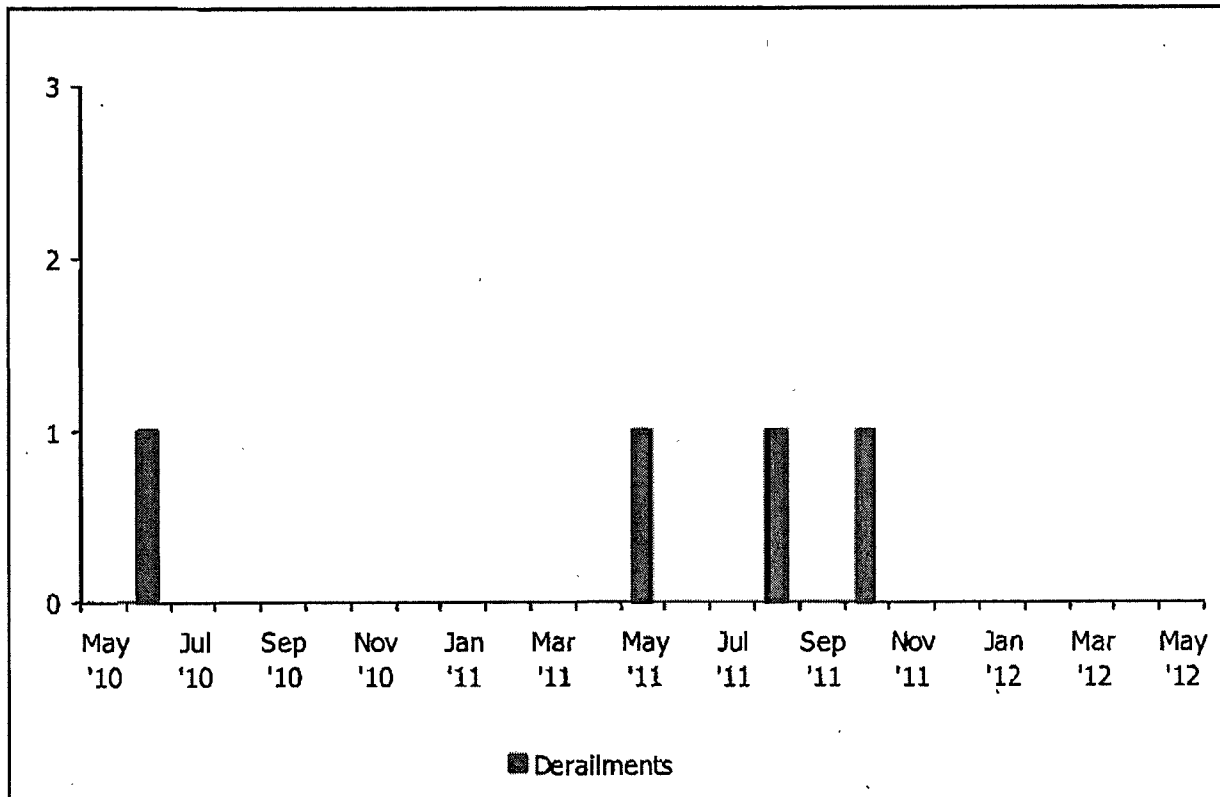
2011 Actual: 2

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

May 2012: 0

May 2011: 1

May 2010: 0

12-Month Total

Jun 11 - May 12: 2

Jun 10 - May 11: 2

Jun 09 - May 10: 1

Annual Results

2012 YTD: 0

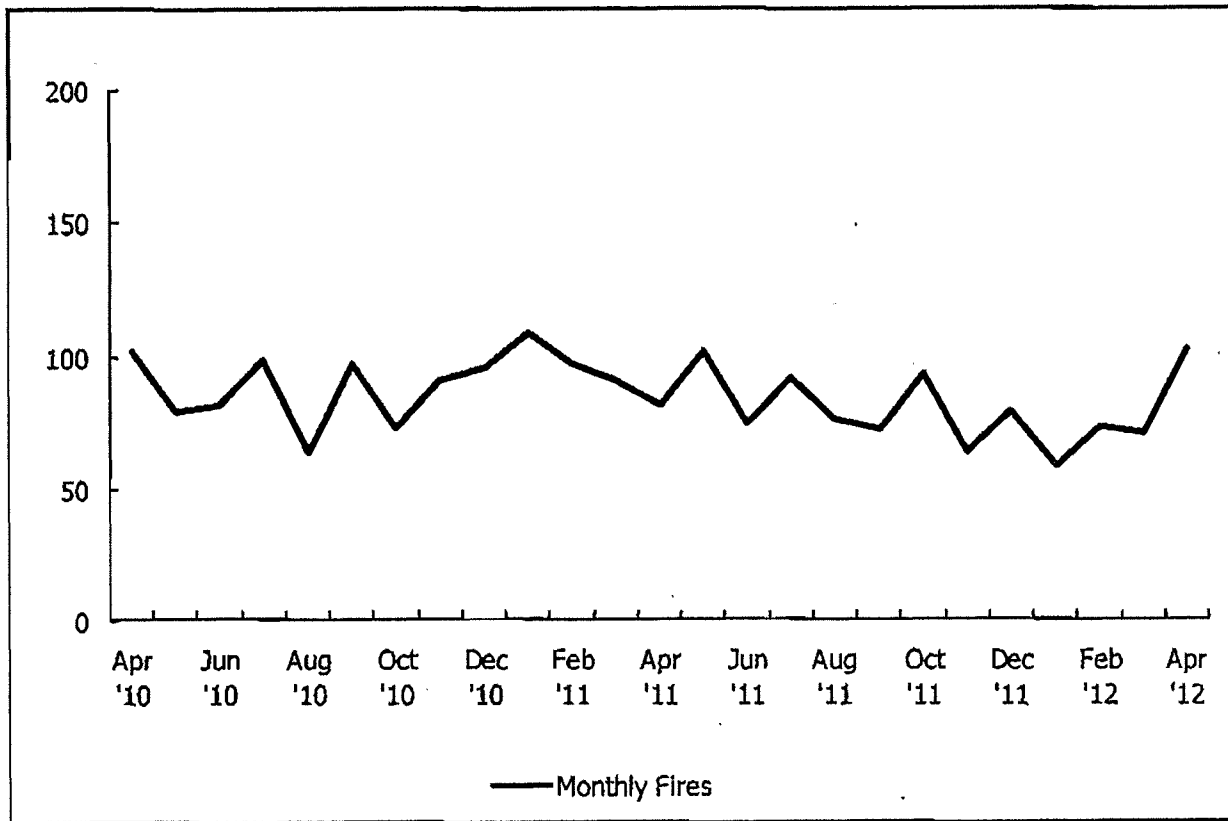
2011 Actual: 3

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

Apr 2012: 103

Apr 2011: 82

Apr 2010: 102

12-Month Total

May 11 - Apr 12: 958

May 10 - Apr 11: 1,060

May 09 - Apr 10: 1,125

Annual Results

2012 YTD: 305

2011 Actual: 1,032

2010 Actual: 1,097

Discussion of Results:

Fires for the month of April 2012 were 103 and 82 for fires in April 2011. Fires were down 9.6% for the 12-Month Total through April 2012 vs. April 2011. 99.0% (102) of all the fires in the month of April 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:

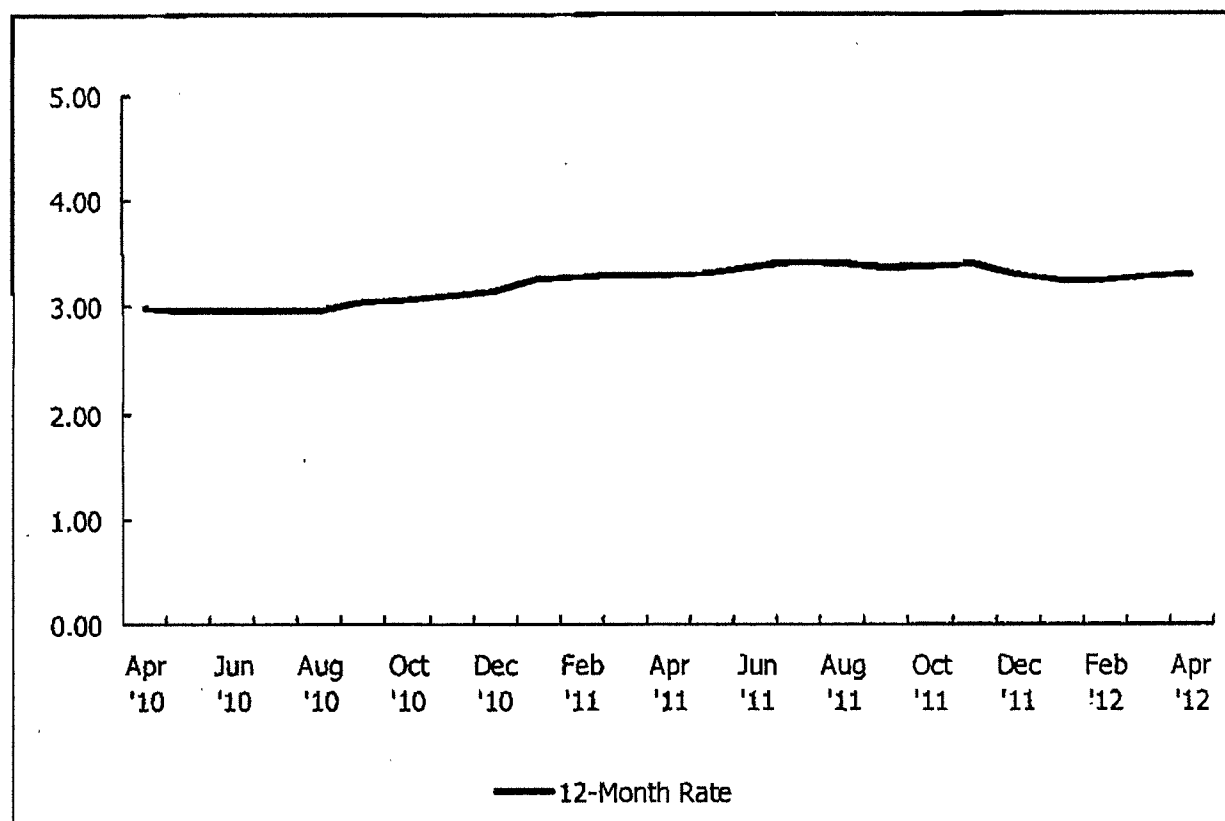
Low:	82.5%	Train:	15
Average:	16.5%	Right-of-way:	63
Above Average:	1.0%	Station:	22
High	0.0%	Other:	3
		Total:	103

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

Train:	Right-of-Way:	Station:
Brake Shoes: 8	Debris: 40	Debris: 17
High Volt Wiring: 4	Tie: 17	Electrical: 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
Apr 2012: 3.39	May 11 – Apr 12: 3.30	2012 Goal: 3.15
Apr 2011: 3.14	May 10 – Apr 11: 3.30	2011 Actual 3.31
Apr 2010: 3.09	May 09 – Apr 10: 2.99	2010 Actual: 3.15

Discussion of Results: Overall accident rate showed no change in the 12-month period ending Apr '12 vs. the 12-month period ending Apr '11. Comparing Apr '12 to Apr '11, the monthly accident rate increased by 8.0%.

Chart 25



Police Department
City of New York

REPORT

CRIME STATISTICS MAY

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	67	70	-3	-4.3%
FELASSAULT	15	21	-6	-28.6%
BURGLARY	7	0	7	***. *%
GRLARCENY	150	122	28	23.0%
<u>TOTAL MAJOR FELONIES</u>	<u>239</u>	<u>213</u>	<u>26</u>	<u>12.2%</u>

During May the daily Robbery average decreased from 2.3 to 2.2

During May the daily Major Felony average increased from 6.9 to 7.7

CRIME STATISTICS JANUARY THRU MAY

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	3	1	2	200.0%
ROBBERY	362	301	61	20.3%
FELASSAULT	72	92	-20	-21.7%
BURGLARY	11	0	11	***. *%
GRLARCENY	667	560	107	19.1%
<u>TOTAL MAJOR FELONIES</u>	<u>1115</u>	<u>954</u>	<u>161</u>	<u>16.9%</u>

Year to date, the daily Robbery average increased from 2 to 2.4

Year to date, the daily Major Felony average increased from 6.3 to 7.4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

REPORT

MAY ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	4486	4100	386	9.4%
TosArrest	2344	1908	436	22.9%
Summ	8462	8088	374	4.6%

JANUARY - MAY ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	22511	21228	1283	6.0%
TosArrest	11931	10026	1905	19.0%
Summ	42665	41913	752	1.8%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-MAY															
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Murder	1	0	3	1	0	0	1	1	4	1	1	1	1	0	0	0
Rape	1	6	0	1	1	0	2	1	2	3	0	2	0	0	1	3
Robbery	890	843	697	560	547	536	480	444	514	403	306	317	292	310	301	362
Assault	188	213	168	151	110	127	116	118	108	81	83	78	71	92	92	72
Burglary	17	10	1	4	8	3	674	4	0	1	0	4	0	2	0	11
GL	1313	1056	918	963	873	837	393	746	755	528	503	527	480	455	560	667
TOTAL MAJOR FELONIES	2410	2128	1787	1680	1539	1503	1276	1314	1383	1017	893	929	844	859	954	1115
Major Fel Per Day	15.96	14.09	11.83	11.13	10.19	9.95	8.45	8.70	9.16	6.74	5.91	6.15	5.59	5.69	6.32	7.38

3.32

Attachment 28

4. FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	April Results		Year-to-Date April Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Farebox Rev: Subway	1.8	0.8	894.2	896.5	2.3	0.3
Bus	(0.3)	(0.5)	287.1	286.2	(1.0)	(0.3)
Paratransit	(0.1)	(7.1)	5.4	5.0	(0.3)	(6.4)
Fare Media Liability	0.0	0.0	18.7	18.7	0.0	0.0
Total Farebox Revenue	1.3	0.4	1,205.5	1,206.4	0.9	0.1
Other Operating Revenue	1.0	3.6	112.5	113.2	0.7	0.6
Capital & Other Reimbursements	(5.0)	(7.0)	287.8	277.6	(10.2)	(3.5)
Total Revenue	(2.7)	(0.7)	1,605.7	1,597.2	(8.5)	(0.5)
Nonreimb. Exp. before Dep./OPEB	3.1	0.6	1,964.2	1,949.0	15.2	0.8
Depreciation	14.2	12.0	464.5	446.2	18.3	3.9
Other Post-Employment Benefits	0.0	0.0	232.5	348.2	(115.8)	(49.8)
Subtotal Nonreimbursable Expenses	17.3	2.9	2,661.1	2,743.4	(82.2)	(3.1)
Capital & Other Expenses	5.0	7.0	287.8	277.6	10.2	3.5
Total Expenses	22.3	3.3	2,948.9	3,021.0	(72.1)	(2.4)
Net Surplus/(Deficit)*	19.6	7.2	(1,343.2)	(1,423.8)	(80.6)	(6.0)
Depreciation/OPEB/Other Cash Adjust.	(20.0)	(13.8)	718.8	662.3	(56.5)	(7.9)
Net Cash Deficit*	(0.4)	(0.3)	(624.4)	(761.5)	(137.1)	(22.0)

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

April 2012 year-to-date farebox revenue was \$0.9 million (0.1 percent) above budget. Subway revenue was \$2.3 million (0.3 percent) above budget, bus revenue was \$1.0 million (0.3 percent) below budget, and paratransit revenue was \$0.3 million (6.4 percent) below budget; accrued fare media liability was on budget.

Nonreimbursable expenses before depreciation and OPEB underran budget year-to-date by \$15.2 million (0.8 percent). Labor expenses were higher by \$23.6 million (1.7 percent), due mostly to higher overtime requirements for signals inspection & maintenance, bus maintenance and low employee availability/vacancy coverage, and the unfavorable timing of MaBSTOA pension payments to pay for investment settlement costs. Non-labor expenses were less than budget by \$38.8 million (6.9 percent), including underruns in paratransit service contracts (diversion of riders to lower cost taxis/vouchers and lower completed trips), maintenance & other operating contracts (timing), materials & supplies (expense timing, higher scrap sales), insurance (lower demand for paratransit primary fleet vehicles), fuel (lower heating fuel/bus fuel consumption), and professional service contracts (timing).

The net cash deficit was \$761.5 million year-to-date, unfavorable to budget by \$137.1 million (22.0 percent), due mostly to the unfavorable timing of capital reimbursements.

Average weekday ridership in April 2012 was 7.6 million, an increase of 2.1 percent from April 2011. Average weekday ridership for the twelve months ending April 2012 was 7.5 million, an increase of 1.4 percent from the twelve months ending April 2011.

FINANCIAL RESULTS

Farebox Revenue

- April 2012 preliminary total farebox revenue of \$304.2 million was \$1.3 million (0.4 percent) above budget.
- April 2012 subway revenue was \$1.8 million (0.8 percent) above budget, bus revenue was \$0.3 million (0.5 percent) below budget, and paratransit revenue was \$0.1 million (7.1 percent) below budget.
- Fare media liability was on budget.

April 2012 Farebox Revenue - (\$ in millions)

	Budget	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent
Subway	224.5	226.3	1.8	0.8%
Bus	72.3	72.0	(0.3)	(0.5%)
Paratransit	1.4	1.3	(0.1)	(7.1%)
Subtotal	298.2	299.6	1.3	0.4%
Fare Media Liability	4.7	4.7	0.0	0.0%
Total	302.9	304.2	1.3	0.4%

- April 2012 year-to-date farebox revenue was \$0.9 million (0.1 percent) above budget. Subway revenue was \$2.3 million (0.3 percent) above budget, bus revenue was \$1.0 million (0.3 percent) below budget, and paratransit revenue was \$0.3 million (6.4 percent) below budget; accrued fare media liability was on budget.

Average Fare

- The April 2012 non-student average fare of \$1.629 was unchanged from April 2011, although there were small changes by mode. The subway fare decreased 0.1¢, the local bus fare decreased 0.6¢, and the express bus fare increased 3.5¢.

April Non-Student Average Fare - \$

	2011	2012	Change
Subway	1.704	1.704	(0.001)
Local Bus	1.375	1.369	(0.006)
Subway & Local Bus	1.614	1.613	(0.001)
Express Bus	4.595	4.630	0.035
Total	1.629	1.629	0.000

- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the April average fare of \$1.07 in 2012 was 31¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Year-to-date, other operating revenues were favorable by \$0.7 million (0.6 percent), due mostly to higher Transit Adjudication Bureau (TAB) fees. In the month, other operating revenues were above budget by \$1.0 million (3.6 percent), largely due to higher advertising and real estate revenues.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB underran budget year-to-date by \$15.2 million (0.8 percent) and in April, expenses were below budget by \$3.1 million (0.6 percent). The major causes of these variances are reviewed below:

Labor expenses were higher than budget year-to-date by \$23.6 million (1.7 percent), due mostly to higher overtime costs, caused by additional requirements for signals inspection & maintenance, bus maintenance, low employee availability/vacancy coverage, and FasTrack, along with the unfavorable timing of "banked" overtime payments to represented employees. Pension costs were also higher, due to the unfavorable timing of MaBSTOA payments to pay for investment settlement costs. Other fringe benefits overran due mostly to lower direct overhead credits, resulting from reimbursable payroll underruns. Payroll expenses were favorable due to vacancies, partly offset by the effect of reimbursable payroll underruns and higher earned employee separation payments. In the month of April, labor expenses were higher than budget by \$16.7 million (4.8 percent), due mainly to the unfavorable timing of MaBSTOA pension payments to pay for investment settlement costs and higher overtime costs, mainly from additional requirements for signals inspection/maintenance, FasTrack and vacancy coverage.

Non-labor expenses were below budget year-to-date by \$38.8 million (6.9 percent), including favorable expense results in:

- 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
- Maintenance and other operating contracts – mainly the favorable timing of building-related expenses
- Materials & supplies – largely the net favorable timing of maintenance material requirements, higher scrap sales and favorable inventory adjustments
- Insurance – mostly savings due to lower demand for paratransit primary fleet vehicles
- Fuel – primarily lower heating fuel expenses and bus fuel consumption
- Professional service contracts – primarily the timing of several accounts, including Workers' Compensation Board expenses
- Other business expenses – largely underruns in MVM debit/credit card charges

In the month of April, non-labor expenses were under budget by \$19.8 million (14.2 percent), including favorable results in: materials & supplies (timing of maintenance material requirements, higher scrap sales, inventory adjustments); professional service contracts (timing of several expenses); fuel (lower bus fuel consumption and heating fuel expenses); paratransit service contracts (diversion of riders to lower cost taxis and vouchers, lower completed trips); maintenance contracts (timing) and insurance (lower demand for paratransit primary fleet vehicles).

Depreciation expenses were below budget year-to-date by \$18.3 million (3.9 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~~4.3~~ percent) higher than budget, based on current actuarial information.

Net Cash Deficit

The net cash deficit was \$761.5 million year-to-date, unfavorable to budget by \$137.1 million (22.0 percent), due mostly to the unfavorable timing of capital reimbursements.

Inventory (see Inventory Note following)

Inventory at the end of April was \$205.2 million, \$12.2 million (6.3 percent) higher than the December 2011 balance of \$193.0 million, due to buildups in support of track replacement and subway/bus maintenance requirements.

Incumbents

There were 44,825 full-time paid incumbents at the end of April, 30 more than in March and 191 less than in December 2011 (excluding 117 temporary December active incumbents).

RIDERSHIP RESULTS

Total Ridership vs. Budget

- April 2012 total ridership (subway, bus, and paratransit combined) of 195.7 million was 0.5 percent (0.9 million trips) above budget.
- April 2012 subway ridership was 0.8 percent (1.1 million trips) above budget, bus ridership was 0.2 percent (0.1 million trips) below budget, and paratransit ridership was 4.7 percent (less than 0.1 million boardings) below budget.
- April 2012 year-to-date total ridership of 778.6 million was 0.3 percent (2.4 million trips) above budget. Subway ridership was 0.4 percent (2.2 million trips) above budget, bus ridership was 0.2 percent (0.3 million trips) above budget, and paratransit ridership was 4.2 percent (0.1 million boardings) below budget.

Average Weekday Ridership vs. Prior Year

- Average weekday total ridership was 7.6 million in April 2012, an increase of 2.1 percent (156,000 trips) from April 2011. Average weekday ridership for the twelve months ending April 2012 was 7.5 million, an increase of 1.4 percent (102,000 trips) from the twelve months ending April 2011.
- Average weekday subway ridership was 5.4 million in April 2012, an increase of 2.4 percent (128,000 trips) from April 2011, and the highest of any April in over forty-five years. Average weekday ridership for the twelve months ending April 2012 increased 2.5 percent (133,000 trips) from the twelve months ending April 2011.
- Average weekday local bus ridership was 2.1 million in April 2012, an increase of 1.1 percent (24,000 trips) from April 2011. Average weekday ridership for the twelve months ending April 2012 decreased 1.5 percent (32,000 trips) from the twelve months ending April 2011.
- Average weekday express bus ridership was 44,000 in April 2012, an increase of 5.8 percent (2,000 trips) from April 2011. Average weekday ridership for the twelve months ending April 2012 increased 1.2 percent (less than 1,000 trips) from the twelve months ending April 2011.

- Average weekday paratransit ridership was 31,000 in April 2012, an increase of 5.3 percent (2,000 boardings) from April 2011. Average weekday ridership for the twelve months ending April 2012 increased 3.2 percent (1,000 boardings) from the twelve months ending April 2011.

Average Weekend Ridership vs. Prior Year

- Average weekend (Saturday plus Sunday) total ridership was 8.0 million in April 2012, an increase of 2.1 percent (165,000 trips) from April 2011. Average weekend ridership for the twelve months ending April 2012 decreased 1.4 percent (110,000 trips) from the twelve months ending April 2011.
- Average weekend subway ridership was 5.7 million in April 2012, an increase of 3.2 percent (178,000 trips) from April 2011, and the highest of any April in over forty-five years. Average weekend ridership for the twelve months ending April 2012 increased 0.2 percent (13,000 trips) from the twelve months ending April 2011.
- Average weekend local bus ridership was 2.3 million in April 2012, a decrease of 0.6 percent (15,000 trips) from April 2011. Average weekend ridership for the twelve months ending April 2012 decreased 5.2 percent (122,000 trips) from the twelve months ending April 2011.
- Average weekend express bus ridership was 10,000 in April 2012, an increase of 13.7 percent (1,000 trips) from April 2011. Average weekend ridership for the twelve months ending April 2012 decreased 0.6 percent (less than 1,000 trips) from the twelve months ending April 2011.
- Average weekend paratransit ridership was 34,000 in April 2012, an increase of 2.6 percent (1,000 boardings) from April 2011. Average weekend ridership for the twelve months ending April 2012 decreased 0.3 percent (less than 1,000 boardings) from the twelve months ending April 2011.

Weekday and Weekend Ridership						
April	Average Weekday (thousands)			Average Weekend (thousands)		
	2011	2012*	Change	2011	2012*	Change
Subway	5,296	5,424	+2.4%	5,491	5,668	+3.2%
Local Bus	2,103	2,127	+1.1%	2,308	2,293	-0.6%
Express Bus	41	44	+5.8%	9	10	+13.7%
Paratransit	29	31	+5.3%	34	34	+2.6%
TOTAL	7,469	7,625	+2.1%	7,841	8,006	+2.1%
12-Month Rolling Average						
Subway	5,200	5,332	+2.5%	5,429	5,441	+0.2%
Local Bus	2,141	2,109	-1.5%	2,359	2,236	-5.2%
Express Bus	42	42	+1.2%	9	9	-0.6%
Paratransit	29	30	+3.2%	31	31	-0.3%
TOTAL	7,411	7,513	+1.4%	7,828	7,718	-1.4%

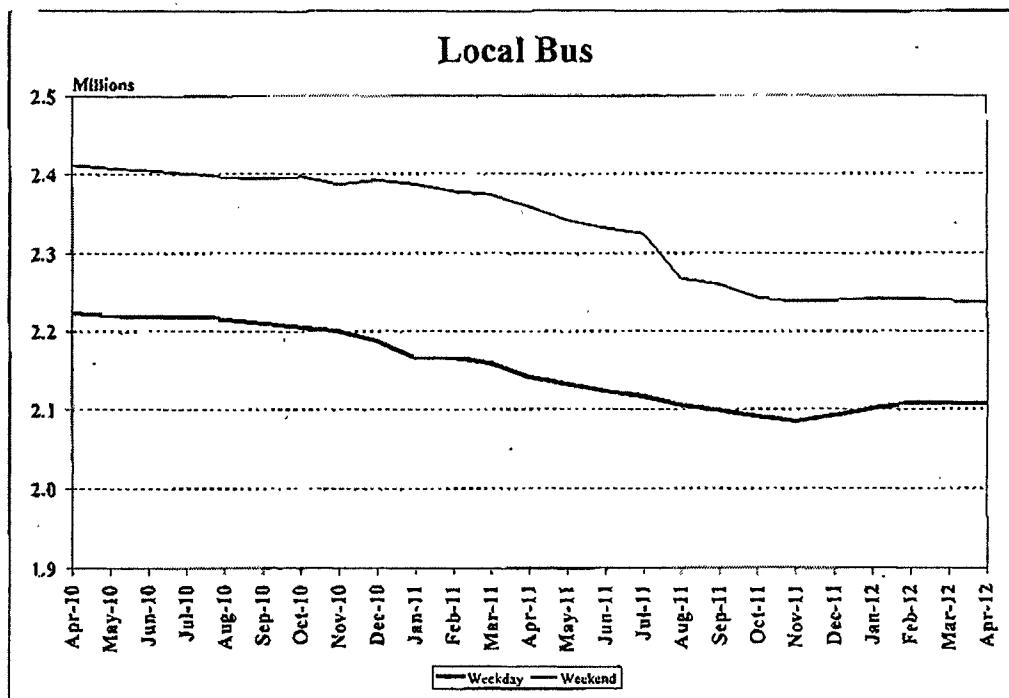
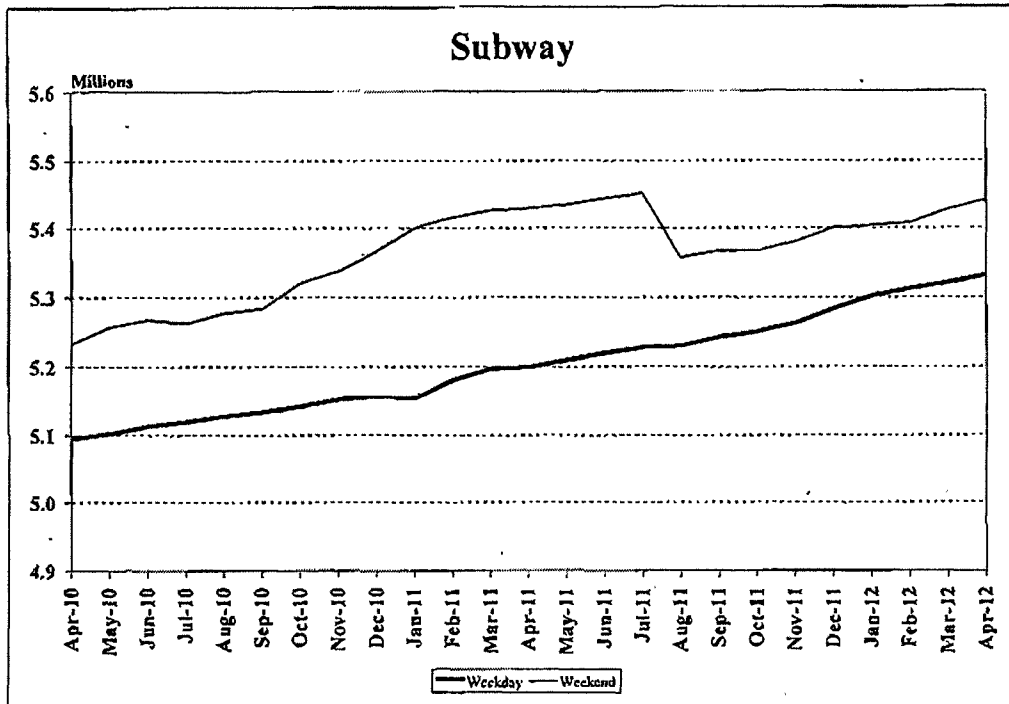
Notes: Totals may not add due to rounding.

Percentages are based on unrounded figures.

* Preliminary

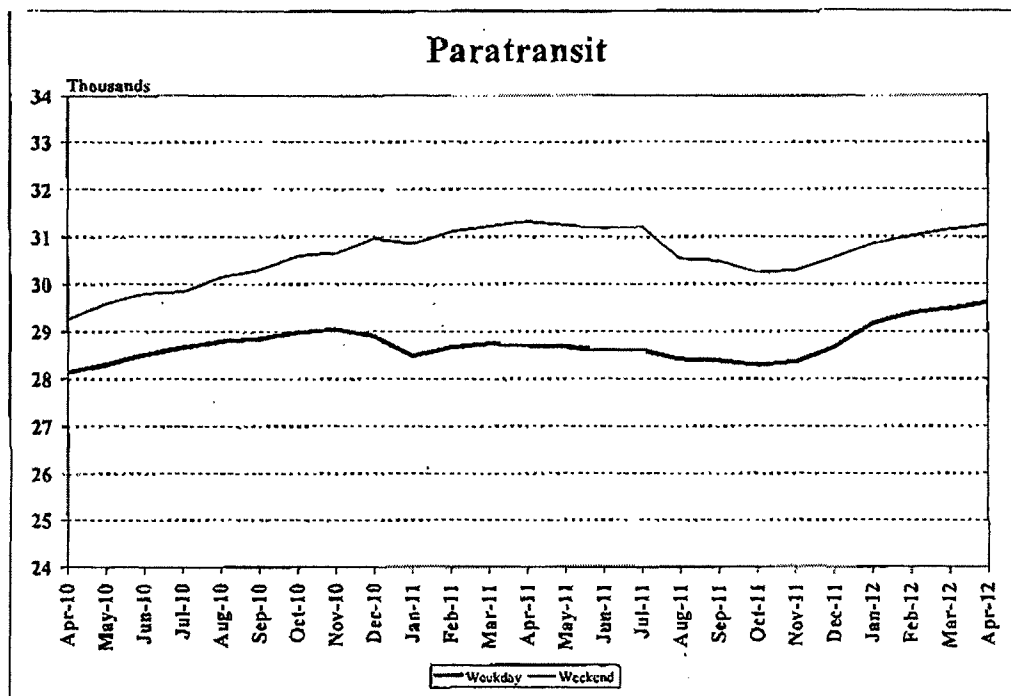
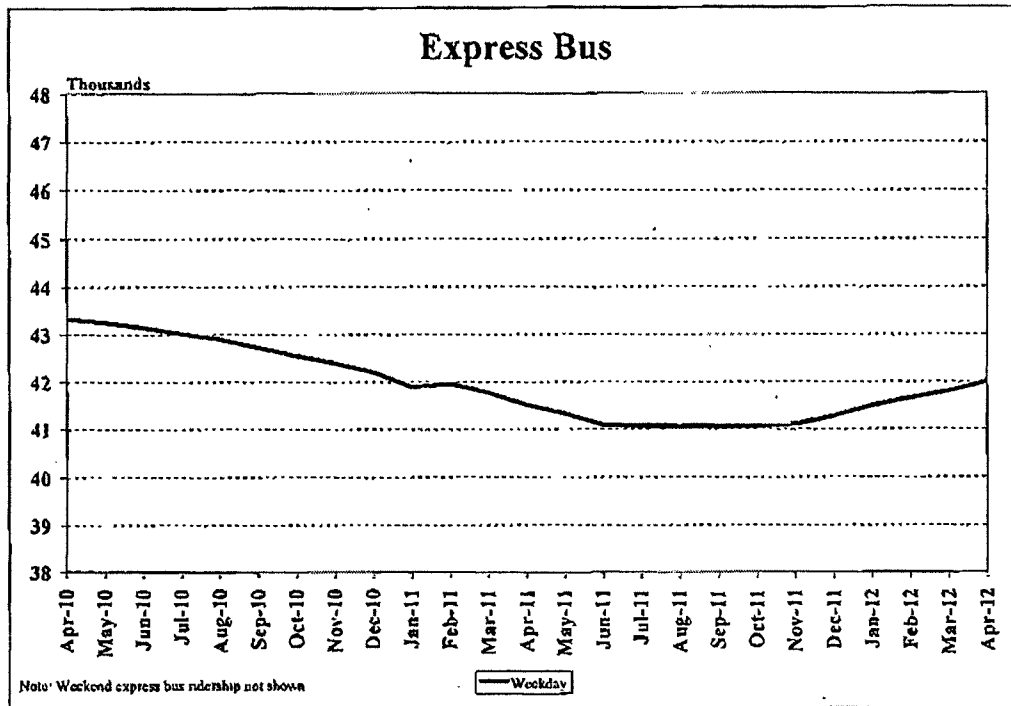
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From April 2011 to April 2012, average weekday ridership increased on every service except the Staten Island Ferry. The largest weekday increases were on NYCT express buses (up 5.8 percent) and paratransit (up 5.3 percent). Most services had weekend increases, although Staten Island Railway had a large decrease related to weekend construction. Bridges and Tunnels traffic increased on weekdays.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Apr-11	Apr-12*	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,296	5,424	+2.4%	+2.5%
NYCT Local Bus	2,103	2,127	+1.1%	-1.5%
NYCT Express Bus	41	44	+5.8%	+1.2%
NYCT Paratransit	29	31	+5.3%	+3.2%
Staten Island Railway	16	16	+1.5%	+4.6%
MTA Local Bus	350	362	+3.4%	+1.3%
MTA Express Bus	34	35	+1.8%	-1.4%
Long Island Rail Road	279	286	+2.7%	+1.6%
Metro-North Railroad	272	280	+2.9%	+2.6%
Staten Island Ferry	70	68	-3.8%	+3.6%
PATH	255	261	+2.1%	+3.8%
<u>Average Saturday</u>				
NYCT Subway	3,068	3,250	+5.9%	+0.1%
NYCT Local Bus	1,292	1,327	+2.7%	-6.1%
NYCT Express Bus	6	7	+16.9%	-1.3%
NYCT Paratransit	15	16	+5.8%	-1.2%
Staten Island Railway	5	4	-12.3%	+2.4%
MTA Local Bus	196	209	+6.4%	-2.6%
MTA Express Bus	9	9	+2.8%	-5.2%
Long Island Rail Road	99	102	+3.6%	+0.9%
Metro-North Railroad	114	119	+4.5%	+4.0%
Staten Island Ferry	47	55	+18.4%	+1.7%
PATH	118	132	+11.9%	+1.6%
<u>Average Sunday</u>				
NYCT Subway	2,423	2,419	-0.2%	+0.4%
NYCT Local Bus	1,016	966	-4.8%	-3.9%
NYCT Express Bus	3	3	+7.8%	+0.7%
NYCT Paratransit	18	18	-0.0%	+0.6%
Staten Island Railway	4	3	-16.1%	+0.3%
MTA Local Bus	148	149	+0.5%	-0.4%
MTA Express Bus	5	5	-9.0%	-2.8%
Long Island Rail Road	77	85	+9.7%	+1.5%
Metro-North Railroad	93	97	+4.4%	+3.5%
Staten Island Ferry	42	37	-12.7%	+4.9%
PATH	90	88	-2.3%	+2.0%

MTA Bridges and Tunnels (thousands)				
Average Weekday	809	810	+0.1%	-0.4%
Average Saturday	733	757	+3.3%	-4.2%
Average Sunday	735	724	-1.5%	-3.7%

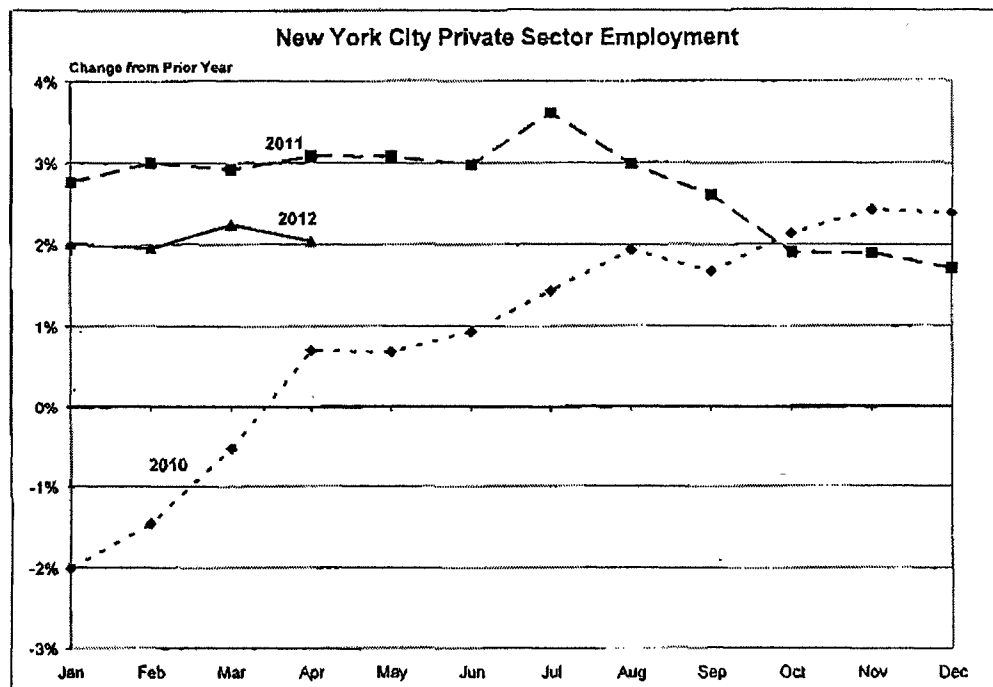
Notes: Percentages are based on unrounded data.

* Preliminary

Economy

From April 2011 to April 2012, New York City employment increased 1.7 percent (63,000 jobs). Private sector employment increased 2.0 percent (66,100 jobs) and government employment decreased 0.6 percent (3,100 jobs). The sub-sector with the largest absolute and percentage increases was professional/business services (up 32,200 jobs or 5.4 percent). The only sub-sectors with decreases were manufacturing (down 1,400 jobs or 1.9 percent) and construction (down 600 jobs or 0.5 percent).

As shown on the graph below, New York City private sector employment has increased year-over-year in every month since April 2010. The increases ramped up to about three percent in early 2011 and peaked at 3.6 percent in July 2011 as the economy recovered jobs lost in 2009 and early 2010. The growth rate then slowed as the recovery was included in prior year numbers and appears to have stabilized at approximately two percent since October 2011.



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

4.10

Month of April					Explanation
Budget	Actual	Variance			
		Amount	Percent		
Subway	137.981	139.084	1.103	0.8%	Reduced demand
Bus	55.919	55.797	(0.122)	(0.2%)	
Paratransit	0.841	0.802	(0.039)	(4.7%)	
Total	194.741	195.683	0.942	0.5%	
Year to Date					
Subway	549.479	551.650	2.171	0.4%	Reduced demand
Bus	223.389	223.736	0.347	0.2%	
Paratransit	3.306	3.169	(0.137)	(4.2%)	
Total	776.174	778.555	2.381	0.3%	

Notes: Paratransit ridership includes guests and personal care attendants.

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2011 ACTUAL VERSUS 2012 PRELIMINARY ACTUAL
(in millions)

4.11

	Month of April				Explanation
	2011	2012	Variance		
			Amount	Percent	
<u>Average Weekday</u>					
Subway	5.296	5.424	0.128	2.4%	
Local Bus	2.103	2.127	0.024	1.1%	
Express Bus	0.041	0.044	0.002	5.8%	Due in part to employment growth
Paratransit	0.029	0.031	0.002	5.3%	Continued positive trend
Total	7.469	7.625	0.156	2.1%	

<u>Average Weekend</u>					
Subway	5.491	5.668	0.178	3.2%	Better weather in April 2012
Local Bus	2.308	2.293	(0.015)	(0.6%)	
Express Bus	0.009	0.010	0.001	13.7%	Better weather in April 2012
Paratransit	0.034	0.034	0.001	2.6%	
Total	7.841	8.006	0.165	2.1%	

	12-Month Rolling Average				
	2011	2012	Variance Amount	Variance Percent	
<u>Average Weekday</u>					
Subway	5.200	5.332	0.133	2.5%	
Local Bus	2.141	2.109	(0.032)	(1.5%)	
Express Bus	0.042	0.042	0.000	1.2%	
Paratransit	0.029	0.030	0.001	3.2%	
Total	7.411	7.513	0.102	1.4%	

<u>Average Weekend</u>					
Subway	5.429	5.441	0.013	0.2%	
Local Bus	2.359	2.236	(0.122)	(5.2%)	Negative trend in 2011
Express Bus	0.009	0.009	(0.000)	(0.6%)	
Paratransit	0.031	0.031	(0.000)	(0.3%)	
Total	7.828	7.718	(0.110)	(1.4%)	

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
April 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$224.531	\$226.291	\$1.760	0.8	\$0.000	\$0.000	\$0.000	-	\$224.531	\$226.291	\$1.760	0.8
Bus	72.338	71.998	(0.340)	(0.5)	0.000	0.000	0.000	-	72.338	71.998	(0.340)	(0.5)
Paratransit	1.362	1.265	(0.097)	(7.1)	0.000	0.000	0.000	-	1.362	1.265	(0.097)	(7.1)
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	302.916	304.239	1.323	0.4	0.000	0.000	0.000	-	302.916	304.239	1.323	0.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	7.353	7.353	0.000	0.0	0.000	0.000	0.000	-	7.353	7.353	0.000	0.0
Paratransit Reimbursement	11.051	10.804	(0.247)	(2.2)	0.000	0.000	0.000	-	11.051	10.804	(0.247)	(2.2)
Other	9.049	10.285	1.236	13.7	0.000	0.000	0.000	-	9.049	10.285	1.236	13.7
Total Other Operating Revenue	27.453	28.442	0.989	3.6	0.000	0.000	0.000	-	27.453	28.442	0.989	3.6
Capital and Other Reimbursements	0.000	0.000	0.000	-	71.223	66.202	(5.021)	(7.0)	71.223	66.202	(5.021)	(7.0)
Total Revenue	\$330.369	\$332.681	\$2.312	0.7	\$71.223	\$66.202	(\$5.021)	(7.0)	\$401.592	\$398.883	(\$2.709)	(0.7)
Expenses												
Labor:												
Payroll	229.580	229.601	(0.021)	(0.0)	30.312	26.940	3.372	11.1	259.892	256.541	3.351	1.3
Overtime	22.167	24.651	(2.484)	(11.2)	5.026	6.841	(1.815)	(36.2)	27.193	31.495	(4.302)	(15.8)
Total Salaries & Wages	251.747	254.252	(2.505)	(1.0)	35.338	33.784	1.554	4.4	287.085	286.036	(0.951)	(0.3)
Health and Welfare	46.964	49.378	(2.412)	(5.1)	1.918	1.456	0.462	24.1	48.882	50.832	(1.950)	(4.0)
OPEB Current Payment	25.815	24.314	1.501	5.8	0.000	0.000	0.000	-	25.815	24.314	1.501	5.8
Pensions	16.817	29.056	(12.239)	(72.8)	0.075	0.078	(0.003)	(4.0)	16.892	29.134	(12.242)	(72.5)
Other Fringe Benefits	21.044	22.274	(1.230)	(5.8)	9.231	8.001	1.230	13.3	30.275	30.275	0.000	0.0
Total Fringe Benefits	110.640	125.020	(14.380)	(13.0)	11.224	9.535	1.689	15.0	121.864	134.555	(12.691)	(10.4)
Reimbursable Overhead	(15.667)	(15.811)	0.144	0.9	15.667	15.811	(0.144)	(0.9)	0.000	0.000	0.000	-
Total Labor Expenses	\$346.720	\$383.461	(\$16.741)	(4.8)	\$82.229	\$69.130	\$13.099	5.0	\$408.949	\$422.591	(\$13.642)	(3.3)
Non-Labor												
Electric Power	24.247	23.220	1.027	4.2	0.021	0.021	0.000	0.0	24.268	23.241	1.027	4.2
Fuel	17.507	13.925	3.582	20.5	0.002	0.002	0.000	0.0	17.509	13.927	3.582	20.5
Insurance	5.693	3.564	2.129	37.4	0.000	0.000	0.000	-	5.693	3.564	2.129	37.4
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	32.842	29.336	3.504	10.7	0.000	0.000	0.000	-	32.842	29.336	3.504	10.7
Misc. and Other Operating Contracts	14.675	12.361	2.314	15.8	2.705	2.519	0.186	6.9	17.380	14.880	2.500	14.4
Professional Service Contracts	9.496	5.820	3.676	38.7	1.685	1.652	0.033	0.8	11.181	7.472	3.709	33.1
Materials & Supplies	21.384	17.047	4.337	20.3	4.308	3.905	0.403	9.4	25.692	20.952	4.740	18.4
Other Business Expenses	5.499	6.245	(0.746)	(13.6)	0.293	(1.027)	1.320	450.5	5.792	5.218	0.574	9.9
Total Non-Labor Expenses	\$139.260	\$119.440	\$19.820	14.2	\$9.994	\$7.072	\$12.922	21.4	\$148.254	\$126.512	\$21.742	14.7
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	\$485.980	\$482.901	\$3.079	0.6	\$71.223	\$66.202	\$5.021	7.0	\$557.203	\$549.103	\$8.100	1.5
Depreciation	118.000	103.790	14.210	12.0	0.000	0.000	0.000	-	118.000	103.790	14.210	12.0
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$603.980	\$586.691	\$17.289	2.9	\$71.223	\$66.202	\$5.021	7.0	\$675.203	\$652.893	\$22.310	3.3
Net Surplus/(Deficit)	(\$273.611)	(\$254.010)	\$19.601	7.2	\$0.000	\$0.000	\$0.000	-	(\$273.611)	(\$254.010)	\$19.601	7.2

NOTE: Totals may not add due to rounding.

Table 2

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 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	\$894,235	\$896,491	\$2,256	0.3	\$0,000	\$0,000	\$0,000	-	\$894,235	\$896,491	\$2,256	0.3
Bus	287,143	286,160	(0,983)	(0.3)	0,000	0,000	0,000	-	287,143	286,160	(0,983)	(0.3)
Paratransit	5,354	5,014	(0,340)	(6.4)	0,000	0,000	0,000	-	5,354	5,014	(0,340)	(6.4)
Fare Media Liability	18,740	18,740	0,000	0.0	0,000	0,000	0,000	-	18,740	18,740	0,000	0.0
Total Farebox Revenue	1,205,472	1,206,405	0,933	0.1	0,000	0,000	0,000	-	1,205,472	1,206,405	0,933	0.1
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	32,104	32,103	(0,001)	(0.0)	0,000	0,000	0,000	-	32,104	32,103	(0,001)	(0.0)
Paratransit Reimbursement	44,204	43,858	(0,346)	(0.8)	0,000	0,000	0,000	-	44,204	43,858	(0,346)	(0.8)
Other	36,196	37,245	1,049	2.9	0,000	0,000	0,000	-	36,196	37,245	1,049	2.9
Total Other Operating Revenue	112,504	113,206	0,702	0.6	0,000	0,000	0,000	-	112,504	113,206	0,702	0.6
Capital and Other Reimbursements	0,000	0,000	0,000	-	287,766	277,616	(10,150)	(3.5)	287,766	277,616	(10,150)	(3.5)
Total Revenue	\$1,317,976	\$1,319,611	\$1,635	0.1	\$287,766	\$277,616	\$(10,150)	(3.5)	\$1,605,742	\$1,597,227	\$(8,515)	(0.5)
Expenses												
Labor:												
Payroll	938,590	935,759	2,831	0.3	123,982	112,967	10,995	8.9	1,062,552	1,048,726	13,826	1.3
Overtime	87,743	101,170	(13,427)	(15.3)	21,053	26,674	(5,821)	(27.6)	108,796	128,044	(19,248)	(17.7)
Total Salaries & Wages	1,026,333	1,036,929	(10,596)	(1.0)	145,015	139,641	5,174	3.6	1,171,348	1,176,770	(5,422)	(0.5)
Health and Welfare	188,711	192,026	(3,315)	(1.8)	7,724	8,041	1,683	21.8	196,435	198,067	(1,632)	(0.8)
OPEB Current Payment	103,729	98,292	5,437	5.2	0,000	0,000	0,000	-	103,729	98,292	5,437	5.2
Pensions	69,075	79,893	(10,818)	(15.7)	0,301	0,319	(0,018)	(6.0)	69,376	80,212	(10,836)	(15.6)
Other Fringe Benefits	84,743	89,432	(4,689)	(5.5)	36,909	32,957	3,952	10.7	121,652	122,389	(0,737)	(0.6)
Total Fringe Benefits	446,258	459,643	(13,385)	(3.0)	44,934	39,317	5,617	12.5	491,192	498,960	(7,768)	(1.6)
Reimbursable Overhead	(66,346)	(66,771)	0,425	0.6	66,346	66,771	(0,425)	(0.6)	0,000	0,000	0,000	-
Total Labor Expenses	\$1,406,245	\$1,429,801	\$(23,556)	(1.7)	\$266,295	\$245,929	\$10,366	4.0	\$1,682,540	\$1,675,730	\$(6,810)	(0.4)
Non-Labor:												
Electric Power	98,779	97,440	1,339	1.4	0,085	0,081	0,004	4.7	98,864	97,521	1,343	1.4
Fuel	66,677	63,156	3,521	5.3	0,007	0,008	(0,001)	(14.3)	66,684	63,164	3,520	5.3
Insurance	22,178	18,193	3,985	18.0	0,000	0,000	0,000	-	22,178	18,193	3,985	18.0
Claims	31,667	31,680	(0,013)	(0.0)	0,000	0,000	0,000	-	31,667	31,680	(0,013)	(0.0)
Paratransit Service Contracts	129,148	119,342	9,806	7.6	0,000	0,000	0,000	-	129,148	119,342	9,806	7.6
Misc. and Other Operating Contracts	57,028	47,540	9,488	16.6	10,974	10,841	0,133	1.2	68,002	58,381	9,621	14.1
Professional Service Contracts	39,014	36,251	2,763	7.1	5,290	3,116	2,174	41.1	44,304	39,367	4,937	11.1
Materials & Supplies	89,796	84,394	5,402	6.0	15,932	18,013	(2,081)	(13.1)	105,728	102,407	3,321	3.1
Other Business Expenses	23,643	21,161	2,482	10.5	(0,817)	(0,372)	(0,445)	(54.5)	22,826	20,789	2,037	8.9
Total Non-Labor Expenses	\$657,930	\$619,157	\$38,773	5.9	\$31,471	\$31,687	\$(2,216)	(0.7)	\$689,401	\$650,844	\$38,557	5.6
Other Expense Adjustments:												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$1,964,175	\$1,948,958	\$15,217	0.8	\$287,766	\$277,616	\$10,150	3.5	\$2,251,941	\$2,226,574	\$25,367	1.1
Depreciation	464,500	446,182	18,318	3.9	0,000	0,000	0,000	-	464,500	446,182	18,318	3.9
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	\$2,661,146	\$2,743,387	\$(82,241)	(3.1)	\$287,766	\$277,616	\$10,150	3.5	\$2,948,912	\$3,021,003	\$(72,091)	(2.4)
Net Surplus/(Deficit)	\$(1,343,170)	\$(1,423,776)	\$(80,606)	(6.0)	\$0,000	\$0,000	\$0,000	-	\$(1,343,170)	\$(1,423,776)	\$(80,606)	(6.0)

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
April 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	1.0	3.6	Mainly due to higher advertising and real estate revenues			
Payroll	NR				2.8	0.3	Primarily vacancies, partly offset by the effect of reimbursable payroll underruns, higher earned employee separation payments and increased Workers' Compensation wage differential
Overtime	NR	(2.5)	(11.2)	Mainly due to additional requirements for signals inspection/maintenance, FASTRACK and vacancy coverage	(13.4)	(15.3)	Mainly due to additional requirements for signals inspection/maintenance, FASTRACK, bus maintenance and low employee availability/vacancy coverage, and the unfavorable timing of "banked" overtime payments to represented employees
Pension	NR	(12.2)	(72.8)	Largely the unfavorable timing of MaBSTOA pension payments to pay investment settlement costs	(10.8)	(15.7)	Largely the unfavorable timing of MaBSTOA pension payments to pay investment settlement costs
Other Fringe Benefits	NR	(1.2)	(5.8)	Mostly lower direct overhead credits due to reimbursable payroll underruns	(4.7)	(5.5)	Mostly lower direct overhead credits due to reimbursable payroll underruns, and higher FICA charges
Electric Power	NR	1.0	4.2	Mostly lower traction power consumption, partly offset by higher prices			
Fuel	NR	3.6	20.5	Primarily lower bus fuel consumption and heating fuel expenses	3.5	5.3	Primarily lower heating fuel expenses and bus fuel consumption
Insurance	NR	2.1	37.4	Mostly savings due to lower demand for paratransit primary fleet vehicles	4.0	18.0	Mostly savings due to lower demand for paratransit primary fleet vehicles
Paratransit Service Contracts	NR	3.5	10.7	Mostly due to the diversion of riders to lower cost taxis and vouchers, lower completed trips and reduced activity in the call center and eligibility certifications	9.8	7.6	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
Maintenance and Other Operating Contracts	NR	2.3	15.8	Mainly the favorable timing of vehicle maintenance and repairs, and painting expenses	9.5	16.6	Mainly the favorable timing of building-related expenses
Professional Service Contracts	NR	3.7	38.7	Primarily the favorable timing of office-related, MTA service and information technology-related expenses	2.8	7.1	Primarily the timing of several professional service accounts, including Workers' Compensation Board expenses

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Materials & Supplies	NR	4.3	20.3	Mostly the favorable timing of maintenance material requirements, higher scrap sales and favorable inventory adjustments	5.4	6.0	Mostly the net favorable timing of maintenance material requirements, higher scrap sales and favorable inventory adjustments
Other Business Expenses	NR	(0.7)	(13.6)	Mainly the unfavorable timing of reimbursable job closing adjustments, partly offset by underruns in MVM debit/credit card charges	2.5	10.5	Mainly underruns in MVM debit/credit card charges
Depreciation Expense	NR	14.2	12.0	The favorable timing of assets reaching beneficial use and a retro-active adjustment replacing earlier month estimates	18.3	3.9	The favorable timing of assets reaching beneficial use
Other Post-Employment Benefits	NR				(115.8)	(49.8)	Based on a 2011 year-end actuarial update
Capital and Other Reimbursements	R	(5.0)	(7.0)	Reimbursement reduction consistent with expense reduction	(10.2)	(3.5)	Reimbursement reduction consistent with expense reduction
Payroll	R	3.4	11.1	Mostly due to capital engineering and construction underruns	11.0	8.9	Mostly due to capital engineering and construction underruns
Overtime	R	(1.8)	(36.2)	Mostly due to additional track work, power and signal-related requirements	(5.8)	(27.6)	Mostly due to additional track work, power and signal-related requirements
Health & Welfare	R	0.5	24.1	Mainly the favorable timing of expenses	1.7	21.8	Mainly the favorable timing of expenses
Other Fringe Benefits	R	1.2	13.3	Mostly lower direct overhead expenses due to reimbursable payroll underruns	4.0	10.7	Mostly lower direct overhead expenses due to reimbursable payroll underruns
Maintenance Contracts	R	0.2	6.9	Largely the favorable timing of safety equipment expenses			
Professional Service Contracts	R				2.2	41.1	Mostly the favorable timing of data center and other expenses, partly offset by the unfavorable timing of information technology hardware expenses
Materials & Supplies	R	0.4	9.4	Mainly the favorable timing of maintenance material requirements	(2.1)	(13.1)	Mainly the unfavorable timing of track maintenance material requirements
Other Business Expenses	R	1.3	over 100.0	Largely the favorable timing of reimbursable job closing adjustments	(0.4)	(54.5)	Largely unfavorable reimbursable job closing adjustments

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

Table 4

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$305.472	\$292.397	(\$13.075)	(4.3)	\$1,209.561	\$1,197.754	(\$11.807)	(1.0)
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	6.312	0.000	(6.312)	(100.0)	6.312	15.000	8.688	137.6
Paratransit Reimbursement	2.185	39.207	37.022	-	48.740	45.555	(3.185)	(6.5)
Other	3.387	3.541	0.154	4.5	73.495	74.626	1.131	1.5
Total Other Operating Revenue	11.884	42.748	30.864	259.7	128.547	135.181	6.634	5.2
Capital and Other Reimbursements	85.112	71.807	(13.305)	(15.6)	331.655	202.203	(129.452)	(39.0)
Total Receipts	\$402.468	\$406.952	\$4.484	1.1	\$1,889.783	\$1,635.138	(\$134.825)	(8.1)
Expenditures								
Labor:								
Payroll	237.610	234.313	3.297	1.4	1,075.589	1,062.891	12.698	1.2
Overtime	25.059	29.466	(4.407)	(17.6)	110.044	133.332	(23.288)	(21.2)
Total Salaries & Wages	262.669	263.779	(1.110)	(0.4)	1,185.633	1,196.223	(10.590)	(0.9)
Health and Welfare	48.881	58.056	(9.175)	(18.8)	196.436	231.429	(34.993)	(17.8)
OPEB Current Payment	25.815	24.314	1.501	5.8	103.729	98.292	5.437	5.2
Pensions	16.892	29.121	(12.229)	(72.4)	69.377	79.996	(10.619)	(15.3)
Other Fringe Benefits	25.978	27.752	(1.774)	(6.8)	112.913	118.647	(5.734)	(5.1)
Total Fringe Benefits	117.566	139.243	(21.677)	(18.4)	482.455	528.384	(45.909)	(9.5)
GASB Account	2.644	2.613	0.031	1.2	11.897	11.808	0.089	0.7
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$382.679	\$406.636	(\$22.768)	(5.9)	\$1,679.985	\$1,736.395	(\$56.410)	(3.4)
Non-Labor:								
Electric Power	24.269	16.263	8.006	33.0	98.864	82.540	16.324	16.5
Fuel	17.508	14.226	3.282	18.7	66.685	61.760	4.925	7.4
Insurance	(0.020)	3.277	(3.297)	-	24.476	17.108	7.368	30.1
Claims	7.252	7.586	(0.334)	(4.6)	29.009	34.592	(5.583)	(19.2)
Paratransit Service Contracts	32.676	23.844	8.832	27.0	128.482	108.472	20.010	15.6
Misc. and Other Operating Contracts	17.380	18.241	(0.861)	(5.0)	68.002	75.088	(7.086)	(10.4)
Professional Service Contracts	11.161	16.830	(5.669)	(49.0)	42.804	44.678	(1.874)	(4.4)
Materials & Supplies	32.509	25.232	7.277	22.4	132.997	116.169	16.828	12.7
Other Business Expenditures	5.793	5.326	0.467	8.1	22.825	19.846	2.979	13.1
Total Non-Labor Expenditures	\$148.528	\$130.825	\$17.703	12.1	\$614.144	\$580.253	\$53.891	8.8
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$531.407	\$536.260	(\$4.853)	(0.9)	\$2,294.129	\$2,296.648	(\$2.519)	(0.1)
Net Surplus/(Deficit)	(\$128.939)	(\$129.308)	(\$0.369)	(0.3)	(\$624.386)	(\$761.510)	(\$137.144)	(22.0)

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
April 2012
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(13.1)	(4.3)	Due to the unfavorable timing of the counting and depositing of receipts	(11.8)	(1.0)	Due to the unfavorable timing of the counting and depositing of receipts
Other Operating Receipts	30.9	over 100.0	Primarily the favorable timing of NYC paratransit partial reimbursement of expenses, partly offset by the unfavorable timing of NYS student fare reimbursements	8.6	5.2	Due mostly to the receipt in 2012 of student fare reimbursements, delayed from 2011, partially offset the unfavorable timing of NYS student fare reimbursements in 2012
Capital and Other Reimbursements	(13.3)	(15.6)	Mostly due to the unfavorable timing of reimbursements	(129.5)	(39.0)	Mostly due to the unfavorable timing of reimbursements
Health & Welfare (including OPEB Current Payment)	(7.7)	(10.3)	Primarily the unfavorable timing of payments	(29.6)	(9.9)	Mainly the unfavorable timing of payments
Pensions	(12.2)	(72.4)	Largely the unfavorable timing of MaBSTOA pension payments to pay investment settlement costs	(10.6)	(15.3)	Largely the unfavorable timing of MaBSTOA pension payments to pay investment settlement costs
Other Fringe Benefits	(1.8)	(6.8)	Mostly higher Workers' Compensation payments	(5.7)	(5.1)	Mostly higher Workers' Compensation payments
Electric Power	8.0	33.0	Primarily the favorable timing of payments	16.3	18.5	Primarily the favorable timing of payments
Fuel	3.3	18.7	Primarily lower bus fuel consumption and heating fuel expenses	4.8	7.4	Primarily lower heating fuel expenses and bus fuel consumption
Insurance	(3.3)	(100.0)	Mostly the unfavorable timing of payments, partly offset by savings due to lower demand for paratransit primary fleet vehicles	7.4	30.1	Mostly savings due to lower demand for paratransit primary fleet vehicles and the favorable timing of payments
Claims	(0.3)	(4.6)	Higher payouts of claims	(5.6)	(19.2)	Higher payouts of claims
Paratransit Service Contracts	8.8	27.0	Mostly the favorable timing of payments and expense underruns, due to the diversion of riders to lower cost taxis and vouchers, lower completed trips and reduced activity in the call center and eligibility certifications	20.0	15.6	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	(0.9)	(5.0)	Mostly the unfavorable timing of payments, partly offset by the favorable timing of vehicle maintenance and repairs, and painting expenses	(7.1)	(10.4)	Mostly the unfavorable timing of payments, partly offset by the favorable timing of building-related expenses
Professional Service Contracts	(5.5)	(49.0)	Mainly the unfavorable timing of payments, partly offset by the favorable timing of office-related, MTA service and information technology-related expenses	(1.9)	(4.4)	Mainly due to the unfavorable timing of payments, partly offset by the favorable timing of several professional service accounts, including Workers' Compensation Board expenses
Materials & Supplies	7.3	22.4	Largely the favorable timing of maintenance material requirements and higher scrap sales, and the favorable timing of payments	16.8	12.7	Largely the favorable timing of payments and maintenance material requirements, and higher scrap sales
Other Business Expenses	0.5	8.1	Mainly underruns in MVM debit/credit card charges	3.0	13.1	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)
April 2012
(\$ in millions)

Table 6

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$2.556	(\$11.842)	(\$14.398)	(563.3)	\$4.089	(\$8.651)	(\$12.740)	(311.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(1.041)	(7.353)	(6.312)	(606.3)	(25.792)	(17.103)	8.689	33.7
Paratransit Reimbursement	(8.866)	28.403	37.269	420.4	4.536	1.697	(2.839)	(62.6)
Other	(5.662)	(6.744)	(1.082)	(19.1)	37.299	37.381	0.082	0.2
Total Other Operating Revenue	(15.569)	14.308	28.875	181.9	16.043	21.975	5.932	37.0
Capital and Other Reimbursements	13.889	5.605	(8.284)	(59.6)	43.889	(75.413)	(119.302)	(271.8)
Total Receipts	\$0.876	\$8.069	\$7.193	821.1	\$64.021	(\$62.089)	(\$126.110)	(187.0)
Expenditures								
Labor:								
Payroll	22.282	22.228	(0.054)	(0.2)	(13.037)	(14.165)	(1.128)	(8.7)
Overtime	2.134	2.029	(0.105)	(4.9)	(1.248)	(5.288)	(4.040)	(323.7)
Total Salaries & Wages	24.416	24.257	(0.159)	(0.7)	(14.285)	(19.453)	(5.168)	(38.2)
Health and Welfare	0.001	(7.224)	(7.225)	-	(0.001)	(33.362)	(33.361)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	0.013	0.013	-	(0.001)	0.216	0.217	-
Other Fringe Benefits	4.297	2.523	(1.774)	(41.3)	8.739	3.742	(4.997)	(57.2)
Total Fringe Benefits	4.298	(4.688)	(8.986)	(209.1)	8.737	(29.404)	(38.141)	(436.5)
GASB Account	(2.644)	(2.613)	0.031	1.2	(11.897)	(11.608)	0.089	0.7
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$26.070	\$16.956	(\$9.114)	(35.0)	(\$17.445)	(\$80.666)	(\$43.220)	(247.8)
Non-Labor:								
Electric Power	(0.001)	6.978	6.979	-	0.000	14.981	14.981	-
Fuel	0.001	(0.299)	(0.300)	-	(0.001)	1.404	1.405	-
Insurance	5.713	0.287	(5.426)	(95.0)	(2.298)	1.085	3.383	147.2
Claims	0.665	0.334	(0.331)	(49.8)	2.658	(2.912)	(5.570)	(209.6)
Paratransit Service Contracts	0.166	5.494	5.328	-	0.666	10.870	10.204	-
Misc. and Other Operating Contracts	0.000	(3.361)	(3.361)	-	0.000	(16.707)	(16.707)	-
Professional Service Contracts	0.000	(9.158)	(9.158)	-	1.500	(5.311)	(6.811)	(454.1)
Materials & Supplies	(8.817)	(4.280)	2.537	37.2	(27.269)	(13.762)	13.507	49.5
Other Business Expenses	(0.001)	(0.108)	(0.107)	-	0.001	0.943	0.942	-
Total Non-Labor Expenditures	(\$0.274)	(\$4.113)	(\$3.839)	-	(\$24.743)	(\$9.409)	\$15.334	62.0
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	\$25.796	\$12.843	(\$12.953)	(50.2)	(\$42.188)	(\$70.074)	(\$27.886)	(66.1)
Depreciation	118.000	103.790	(14.210)	(12.0)	464.500	446.182	(18.318)	(3.9)
OPEB Account	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	-
Total Expenditures	\$143.796	\$116.633	(\$27.163)	(18.9)	\$654.783	\$724.355	\$69.572	10.6
Total Cash Conversion Adjustments	\$144.872	\$124.702	(\$19.870)	(13.8)	\$718.804	\$662.266	(\$56.538)	(7.9)

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
April 2012

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration:				
Office of the President	20	26	(6)	
Law	265	257	8	
Office of the EVP	41	39	2	
Human Resources	181	298	(117) *	
Office of Management and Budget	39	36	3	
Capital Planning & Budget	31	28	3	
Corporate Communications	243	242	1	
AFC Program Management & Sales	54	51	3	
Technology & Information Services	397	430	(33) *	
Non-Departmental	84	-	84	
Labor Relations	96	96	0	
Material	235	239	(4)	
Controller	121	149	(28) *	
Total Administration	1,807	1,891	(84)	
Operations				
Subways Service Delivery	7,413	7,238	175	
Subways Operations Support/Admin.	312	296	16	
Subways Stations	2,682	2,640	42	
Sub-total Subways	10,407	10,174	233	
Buses	10,293	10,267	26	
Paratransit	148	154	(6)	
Operations Planning	376	385	(9)	
Revenue Control	423	389	34	
Total Operations	21,647	21,369	278	
Maintenance				
Subways Operations Support/Admin.	161	167	(6)	
Subways Engineering	298	297	1	
Subways Car Equipment	4,125	4,059	66	
Subways Infrastructure	1,712	1,639	73	
Subways Stations	3,542	3,478	64	
Subways Track	2,711	2,666	45	
Subways Power	609	633	(24)	
Subways Signals	1,447	1,333	114	
Subways Electronic Maintenance	1,424	1,337	87	
Sub-total Subways	16,029	15,609	420	
Buses	3,740	3,672	68	
Revenue Control	137	137	0	
Supply Logistics	547	554	(7)	
System Safety	88	85	3	
Total Maintenance	20,541	20,057	484	
Engineering/Capital				
Capital Program Management	1,218	1,226	(8)	
Total Engineering/Capital	1,218	1,226	(8)	
Public Safety				
Security	504	499	5	
Total Public Safety	504	499	5	
Total Positions	45,717	45,042	675	
Non-Reimbursable				
	41,065	40,863	202	
Reimbursable				
	4,652	4,179	473	
Total Full-Time	45,563	44,825	738	
Total Full-Time Equivalents	154	217	(63)	

*Due to timing of BSC Phase 2 implementation

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./Unfav)	Explanation
Administration:				
Managers/Supervisors	619	589	30	
Professional, Technical, Clerical	1,072	1,277	(205)	Due to timing of BSC Phase 2 Implementation
Operational Hourlies	116	25	91	
Total Administration	1,807	1,891	(84)	
Operations				
Managers/Supervisors	2,508	2,421	87	
Professional, Technical, Clerical	363	374	(11)	
Operational Hourlies	18,776	18,574	202	
Total Operations	21,647	21,369	278	
Maintenance				
Managers/Supervisors	3,746	3,610	136	
Professional, Technical, Clerical	1,044	993	51	
Operational Hourlies	15,751	15,454	297	
Total Maintenance	20,541	20,057	484	
Engineering/Capital				
Managers/Supervisors	272	256	16	
Professional, Technical, Clerical	944	968	(24)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,226	(8)	
Public Safety				
Managers/Supervisors	129	123	6	
Professional, Technical, Clerical	32	31	1	
Operational Hourlies	343	345	(2)	
Total Public Safety	504	499	5	
Total Positions				
Managers/Supervisors	7,274	6,999	275	
Professional, Technical, Clerical	3,455	3,643	(188)	Due to timing of BSC Phase 2 Implementation
Operational Hourlies	34,988	34,400	588	
Total Positions	45,717	45,042	675	

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

	<u>4/30/12</u>	<u>4/30/11</u>
<u>Operating Inventory</u>		
Gross Inventory	\$272.471	\$282.361
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(66.800)	(65.500)
Net Inventory	\$205.171	\$216.361

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

	April						April 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>	331,818	\$9.8	312,798	\$9.1	19,020 5.7%	\$0.7 7.2%	1,340,089	\$39.5	1,271,456	\$36.8	68,633 5.1%	\$2.6 6.7%
<u>Unscheduled Service</u>	193,524	\$5.9	214,561	\$5.8	(21,037) (10.9%)	\$0.1 2.1%	721,463	\$21.9	877,988	\$21.5	(156,525) (21.7%)	\$0.5 2.1%
<u>Programmatic/Routine Maintenance</u>	185,148	\$5.2	246,027	\$7.4	(80,879) (49.0%)	(\$2.2) (42.6%)	629,585	\$19.8	1,103,999	\$32.9	(474,434) (75.4%)	(\$13.1) (65.9%)
<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	34,777	\$1.8	(34,777) 0.0%	(1.6) 0.0%	0	\$0.0	130,998	\$5.9	(130,998) 0.0%	(5.9) 0.0%
<u>Weather Emergencies</u>	848	\$0.0	1,378	\$0.0	(530) (62.5%)	(\$0.0) (77.5%)	77,438	\$2.4	57,280	\$1.8	20,158 26.0%	\$0.6 25.1%
<u>Safety/Security/Law Enforcement</u>	9,379	\$0.3	9,172	\$0.2	207 2.2%	\$0.0 5.9%	37,491	\$1.0	34,806	\$0.9	2,685 7.7%	\$0.1 10.7%
<u>Other</u>	17,674	\$1.0	4,089	\$0.6	13,585 76.9%	\$0.5 43.3%	63,071	\$3.2	23,169	\$1.4	39,902 63.3%	\$1.7 55.5%
Subtotal	718,391	\$22.2	822,802	\$24.7	(104,411) (14.5%)	(\$2.5) (11.2%)	2,869,117	\$87.7	3,499,496	\$101.2	(630,379) (22.0%)	(\$13.4) (15.3%)
REIMBURSABLE OVERTIME	153,870	\$5.0	212,862	\$6.8	(58,992)	(\$1.8)	617,797	\$21.1	858,078	\$26.9	(240,281)	(\$5.8)
TOTAL OVERTIME	872,261	\$27.2	1,035,664	\$31.5	(163,403)	(\$4.3)	3,486,914	\$108.8	4,357,574	\$128.0	(870,660)	(\$19.3)

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
(\$ in millions)

	April			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	19,020	\$0.7		88,633	\$2.6	
	5.7%	7.2%		5.1%	8.7%	
<u>Unscheduled Service</u>	(21,037)	\$0.1		(156,525)	\$0.5	
	(10.9%)	2.1%		(21.7%)	2.1%	
<u>Programmatic/Routine Maintenance</u>	(80,879)	(\$2.2)	Unfavorable variance primarily due to maintenance and inspection backlogs in Signals, FasTrack project on 7th and 8th Avenue and maintenance efforts in Buses.	(474,434)	(\$13.1)	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 represented employees.
	(48.0%)	(42.6%)		(75.4%)	(65.9%)	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	(34,777)	(1.6)	Mainly due to vacancy / absentee coverage in train operators, station agents, station maintainers, bus operators and bus dispatchers.	(130,998)	(5.9)	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%	
<u>Weather Emergencies</u>	(530)	(\$0.0)		20,158	\$0.6	
	(62.5%)	(77.5%)		26.0%	25.1%	
<u>Safety/Security/Law Enforcement</u>	207	\$0.0		2,885	\$0.1	
	2.2%	5.8%		7.7%	10.7%	
<u>Other</u>	13,585	\$0.5		39,802	\$1.7	
	76.9%	43.3%		63.3%	55.6%	
Subtotal	(104,411)	(\$2.5)		(630,379)	(\$13.4)	
	(14.5%)	(11.2%)		(22.0%)	(15.3%)	
REIMBURSABLE OVERTIME	(58,992)	(\$1.8)	Mostly due to additional track work and power related requirements.	(240,281)	(\$5.8)	Mostly due to additional track work and power related requirements
TOTAL OVERTIME	(163,403)	(\$4.3)		(870,660)	(\$19.3)	

METROPOLITAN TRANSPORTATION AUTHORITY
2012 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/tower/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 resulting from extraordinary events</u> , 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 <u>extraordinary event</u> (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.



FINANCIAL AND RIDERSHIP REPORT

April 2012

(All data are preliminary and subject to audit)

Year-to-date, operating revenue was \$2.7 million, \$0.1 million (2.9 percent) higher than budget, due primarily to higher student fare reimbursements. In April, operating revenue of \$0.6 million exceeded budget by less than \$0.1 million (0.5 percent), also due mainly to higher student fare reimbursements.

April 2012 average weekday ridership was 15,798, 1.5 percent (236 riders) higher than April 2011. Average weekday ridership for the twelve months ending April 2012 was 16,310, 4.6 percent (718 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 \$1.6 million (12.1 percent). Labor expenses underran budget by a net \$0.4 million (4.3 percent), due to the favorable timing of labor contract resolution and vacancy savings, and the favorable timing of health & welfare expenses, partly offset by higher overtime vacancy coverage requirements and Workers' Compensation payments, as well as the timing of capital project expenses, initially recorded as non-reimbursable in April to be reclassified to reimbursable in May. Non-labor expenses were favorable by \$1.2 million (31.8 percent), due largely to the favorable timing of materials & supplies and maintenance contract expenses. In April, expenses exceeded budget by a net \$0.1 million (3.0 percent), of which labor expenses were higher by \$0.4 million (16.7 percent), due primarily to the timing of reclassification of capital project expenses to reimbursable in May. Non-labor expenses were below budget by \$0.3 million (31.3 percent), due mostly to the favorable timing of materials and supplies expenses.

Depreciation expenses year-to-date were \$3.0 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 \$1.0 million year-to-date, equal to budget.

The operating cash deficit (excluding subsidies) year-to-date was \$7.6 million, \$3.6 million (32.2 percent) favorable to budget, due mainly to the favorable timing of pension and other payments.

Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	0.458	0.447	(0.011)	(2.4)	-	-	-	-	0.458	0.447	0.011	(2.4)
Other Operating Revenue	0.165	0.179	0.014	8.5	-	-	-	-	0.165	0.179	0.014	8.5
Capital and Other Reimbursements	-	-	-	-	0.139	0.040	(0.099)	(71.2)	0.139	0.040	(0.099)	(71.2)
Total Revenue	\$ 0.623	\$ 0.626	\$ 0.003	0.5	\$ 0.139	\$ 0.040	\$ (0.099)	(71.2)	\$ 0.762	\$ 0.666	\$ (0.096)	(12.6)
Expenses												
Labor:												
Payroll	1.374	1.209	0.165	12.0	0.024	0.008	0.016	66.7	1.398	1.217	0.181	12.9
Overtime	0.057	0.232	(0.175)	(307.0)	0.059	0.010	0.049	83.1	0.116	0.242	(0.126)	(108.6)
Total Salaries & Wages	\$ 1.431	\$ 1.441	\$ (0.010)	(0.7)	\$ 0.083	\$ 0.018	\$ 0.065	78.3	\$ 1.614	\$ 1.459	\$ 0.055	3.6
Health and Welfare	0.315	0.340	(0.025)	(7.9)	0.042	0.004	0.038	90.5	0.357	0.344	0.013	3.6
OPEB Current Portion	0.053	0.053	-	0.0	-	-	-	-	0.053	0.053	-	0.0
Pensions	0.495	0.503	(0.008)	(1.6)	0.008	0.007	0.001	12.5	0.503	0.510	(0.007)	(1.4)
Other Fringe Benefits	0.105	0.463	(0.358)	(341.0)	0.006	0.010	(0.004)	(66.7)	0.111	0.473	(0.362)	(326.1)
Total Fringe Benefits	\$ 0.968	\$ 1.359	\$ (0.391)	(40.4)	\$ 0.056	\$ 0.021	\$ 0.035	62.5	\$ 1.024	\$ 1.380	\$ (0.356)	(34.8)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.399	\$ 2.800	\$ (0.401)	(16.7)	\$ 0.139	\$ 0.039	\$ 0.100	71.9	\$ 2.538	\$ 2.839	\$ (0.301)	(11.9)
Non-Labor:												
Electric Power	0.394	0.397	(0.003)	(0.8)	-	-	-	-	0.394	0.397	(0.003)	(0.8)
Fuel	0.034	0.014	0.020	58.8	-	-	-	-	0.034	0.014	0.020	58.8
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	0.130	0.014	9.7	-	-	-	-	0.144	0.130	0.014	9.7
Professional Service Contracts	0.035	0.035	-	0.0	-	-	-	-	0.035	0.035	-	0.0
Materials & Supplies	0.301	0.033	0.268	89.0	-	0.001	(0.001)	-	0.301	0.034	0.267	88.7
Other Business Expenses	0.001	0.001	-	0.0	-	-	-	-	0.001	0.001	-	0.0
Total Non-Labor Expenses	\$ 0.954	\$ 0.655	\$ 0.299	31.3	\$ -	\$ 0.001	\$ (0.001)	-	\$ 0.954	\$ 0.656	\$ 0.298	31.2
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.353	\$ 3.455	\$ (0.102)	(3.0)	\$ 0.139	\$ 0.040	\$ 0.099	71.2	\$ 3.492	\$ 3.495	\$ (0.003)	(0.1)
Depreciation	0.750	0.765	(0.015)	(2.0)	-	-	-	-	0.750	0.765	(0.015)	(2.0)
Other Post Employment Benefits	0.250	0.250	-	0.0	-	-	-	-	0.250	0.250	-	0.0
Total Expenses	\$ 4.353	\$ 4.470	\$ (0.117)	(2.7)	\$ 0.139	\$ 0.040	\$ 0.099	71.2	\$ 4.492	\$ 4.510	\$ (0.018)	(0.4)
Net Surplus/(Deficit)	\$ (3.730)	\$ (3.844)	\$ (0.114)	(3.1)	\$ -	\$ -	\$ -	-	\$ (3.730)	\$ (3.844)	\$ (0.114)	(3.1)

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 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	1.838	1.804	(0.034)	(1.8)	-	-	-	-	1.838	1.804	(0.034)	(1.8)
Other Operating Revenue	0.743	0.851	0.108	14.5	-	-	-	-	0.743	0.851	0.108	14.5
Capital and Other Reimbursements	-	-	-	-	0.554	0.411	(0.143)	(25.8)	0.554	0.411	(0.143)	(25.8)
Total Revenue	\$ 2.581	\$ 2.655	\$ 0.074	2.9	\$ 0.554	\$ 0.411	\$ (0.143)	(25.8)	\$ 3.135	\$ 3.066	\$ (0.069)	(2.2)
Expenses												
Labor:												
Payroll	5.543	4.774	0.769	13.9	0.096	0.111	(0.015)	(15.6)	5.639	4.885	0.754	13.4
Overtime	0.228	0.498	(0.270)	(118.4)	0.236	0.089	0.147	62.3	0.464	0.587	(0.123)	(26.5)
Total Salaries & Wages	\$ 5.771	\$ 5.272	\$ 0.499	8.6	\$ 0.332	\$ 0.200	\$ 0.132	39.8	\$ 6.103	\$ 5.472	\$ 0.631	10.3
Health and Welfare	1.280	0.983	0.277	22.0	0.168	0.037	0.131	78.0	1.428	1.020	0.408	28.6
OPEB Current Portion	0.212	0.212	-	0.0	-	-	-	-	0.212	0.212	-	0.0
Pensions	1.980	1.959	0.021	1.1	0.030	0.064	(0.034)	(113.3)	2.010	2.023	(0.013)	(0.6)
Other Fringe Benefits	0.422	0.800	(0.378)	(89.6)	0.024	0.039	(0.015)	(62.5)	0.446	0.839	(0.393)	(88.1)
Total Fringe Benefits	\$ 3.874	\$ 3.954	\$ (0.080)	(2.1)	\$ 0.222	\$ 0.140	\$ 0.082	36.9	\$ 4.096	\$ 4.094	\$ 0.002	0.0
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 9.645	\$ 9.226	\$ 0.419	4.3	\$ 0.554	\$ 0.340	\$ 0.214	38.6	\$ 10.199	\$ 9.568	\$ 0.633	6.2
Non-Labor:												
Electric Power	1.576	1.503	0.073	4.6	-	-	-	-	1.576	1.503	0.073	4.6
Fuel	0.136	0.050	0.086	63.2	-	-	-	-	0.136	0.050	0.086	63.2
Insurance	0.088	0.088	-	0.0	-	-	-	-	0.088	0.088	-	0.0
Claims	0.092	0.092	-	0.0	-	-	-	-	0.092	0.092	-	0.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Misc. and Other Operating Contracts	0.576	0.370	0.206	35.8	-	-	-	-	0.576	0.370	0.206	35.8
Professional Service Contracts	0.140	0.140	-	0.0	-	-	-	-	0.140	0.140	-	0.0
Materials & Supplies	1.204	0.357	0.847	70.3	-	0.071	(0.071)	-	1.204	0.428	0.776	64.5
Other Business Expenses	0.004	0.001	0.003	75.0	-	-	-	-	0.004	0.001	0.003	75.0
Total Non-Labor Expenses	\$ 3.816	\$ 2.601	\$ 1.215	31.8	\$ -	\$ 0.071	\$ (0.071)	-	\$ 3.816	\$ 2.672	\$ 1.144	30.0
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 13.461	\$ 11.827	\$ 1.634	12.1	\$ 0.554	\$ 0.411	\$ 0.143	25.8	\$ 14.015	\$ 12.238	\$ 1.777	12.7
Depreciation	3.000	3.044	(0.044)	(1.5)	-	-	-	-	3.000	3.044	(0.044)	(1.5)
Other Post Employment Benefits	1.000	1.000	-	0.0	-	-	-	-	1.000	1.000	-	0.0
Total Expenses	\$ 17.461	\$ 15.871	\$ 1.590	9.1	\$ 0.554	\$ 0.411	\$ 0.143	25.8	\$ 18.015	\$ 16.282	\$ 1.733	9.6
Net Surplus/(Deficit)	\$ (14.880)	\$ (13.216)	\$ 1.664	11.2	\$ -	\$ -	\$ -	-	\$ (14.880)	\$ (13.216)	\$ 1.664	11.2

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	Non Reimb.	0.014	8.5%	Mainly higher student fare reimbursements	0.108	14.5%	Mainly higher student fare reimbursements
Payroll	Non Reimb.	0.165	12.0%	Timing/vacancy control savings	0.769	13.9%	Timing/vacancy control savings
Overtime	Non Reimb.	(0.175)	over (100.0)	Mostly timing of expenses to be reclassified to reimbursable in May and vacancy coverage requirements	(0.270)	over (100.0)	Mostly timing of expenses to be reclassified to reimbursable in May and vacancy coverage requirements
Health and Welfare	Non Reimb.	(0.025)	(7.9%)	Timing of expenses	0.277	22.0%	Timing of expenses
Other Fringe Benefits	Non Reimb.	(0.358)	over (100.0)	Mainly timing of expenses to be reclassified to reimbursable in May and higher Workers' Compensation payments	(0.378)	(89.6%)	Mainly timing of expenses to be reclassified to reimbursable in May and higher Workers' Compensation payments
Electric Power	Non Reimb.				0.073	4.6%	Mostly timing of payments
Fuel	Non Reimb.	0.020	58.8%	The favorable timing of non-revenue vehicle fuel expenses	0.086	63.2%	The favorable timing of non-revenue vehicle fuel expenses
Misc. And Other Operating Contracts	Non Reimb.	0.014	9.7%	Favorable timing of expenses	0.206	35.8%	Favorable timing of expenses
Materials and Supplies	Non Reimb.	0.268	89.0%	Favorable timing of expenses	0.847	70.3%	Favorable timing of expenses
Capital and Other Reimbursements	Reimb.	(0.099)	(71.2%)	Timing of Contractor requirements	(0.143)	(25.8)%	Timing of Contractor requirements
Payroll	Reimb.	0.016	66.7%	Timing of Contractor requirements	(0.015)	(15.6)%	Timing of Contractor requirements
Overtime	Reimb.	0.049	83.1%	Timing of Contractor requirements	0.147	62.3%	Timing of Contractor requirements
Health and Welfare	Reimb.	0.038	90.5%	Timing of Contractor requirements	0.131	78.0%	Timing of Contractor requirements
Pension	Reimb.				(0.034)	over (100.0)	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	(0.004)	(66.7%)	Timing of Contractor requirements	(0.015)	(62.5%)	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.458	0.478	0.020	4.4	1.838	1.833	(0.005)	(0.3)
Other Operating Revenue	0.165	0.181	0.016	9.7	0.743	0.869	0.126	17.0
Capital and Other Reimbursements	0.139	0.186	0.047	33.8	0.554	0.186	(0.368)	(66.4)
Total Receipts	\$ 0.762	\$ 0.845	\$ 0.083	10.8	\$ 3.135	\$ 2.888	\$ (0.247)	(7.9)
Expenditures								
Labor:								
Payroll	1.314	1.093	0.221	16.8	5.901	4.957	0.944	16.0
Overtime	0.116	0.172	(0.056)	(48.3)	0.464	0.530	(0.066)	(14.2)
Health and Welfare	0.357	0.258	0.099	27.7	1.428	1.012	0.416	29.1
OPEB Current Portion	0.053	0.053	-	0.0	0.212	0.212	-	0.0
Pensions	0.503	-	0.503	100.0	2.010	-	2.010	100.0
Other Fringe Benefits	0.111	0.123	(0.012)	(10.8)	0.446	0.523	(0.077)	(17.3)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.454	\$ 1.699	\$ 0.755	30.8	\$ 10.461	\$ 7.234	\$ 3.227	30.8
Non-Labor:								
Electric Power	0.394	0.397	(0.003)	(0.8)	1.576	1.503	0.073	4.6
Fuel	0.034	0.014	0.020	58.8	0.136	0.050	0.086	63.2
Insurance	0.022	-	0.022	100.0	0.088	-	0.088	100.0
Claims	0.023	0.073	(0.050)	(217.4)	0.092	0.118	(0.026)	(28.3)
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.144	0.072	0.072	50.0	0.576	0.300	0.276	47.9
Professional Service Contracts	0.035	0.078	(0.043)	(122.9)	0.140	0.108	0.032	22.9
Materials & Supplies	0.301	0.461	(0.160)	(53.2)	1.204	1.121	0.083	6.9
Other Business Expenditures	0.001	0.003	(0.002)	(200.0)	0.004	0.009	(0.005)	(125.0)
Total Non-Labor Expenditures	\$ 0.954	\$ 1.098	\$ (0.144)	(15.1)	\$ 3.816	\$ 3.209	\$ 0.607	15.9
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 3.408	\$ 2.797	\$ 0.611	17.9	\$ 14.277	\$ 10.443	\$ 3.834	26.9
Operating Cash Deficit	\$ (2.646)	\$ (1.952)	\$ 0.694	26.2	\$ (11.142)	\$ (7.555)	\$ 3.587	32.2

Table 5

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
April 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	0.020	4.4%	Mostly the timing of cash receipt settlements			
Other Operating Revenue	0.016	9.7%	Mainly higher student fare reimbursements	0.126	17.0%	Mainly higher student fare reimbursements
Capital and Other Reimbursements	0.047	33.8%	Mostly the favorable timing of reimbursements	(0.368)	(66.4%)	Mostly the unfavorable timing of reimbursements
Payroll	0.221	16.8%	Timing/vacancy control savings	0.944	16.0%	Timing/vacancy control savings
Overtime	(0.056)	(48.3%)	Mainly vacancy coverage requirements	(0.066)	(14.2%)	Mainly vacancy coverage requirements
4.30 Health and Welfare	0.099	27.7%	Favorable timing of payments	0.416	29.1%	Favorable timing of expenses
Pensions	0.503	100.0%	Favorable timing of payments	2.010	100.0%	Favorable timing of payments
Other Fringe Benefits				(0.077)	(17.3)%	Mostly higher Workers' Compensation payments
Electric Power				0.073	4.6%	Mostly timing of payments
Fuel	0.020	58.8%	The favorable timing of non-revenue vehicle fuel payments	0.086	63.2%	The favorable timing of non-revenue vehicle fuel payments
Insurance	0.022	100.0%	The favorable timing of payments	0.088	100.0%	The favorable timing of payments
Claims	(0.050)	over (100.0)	Timing of third party claims paid	(0.026)	(28.3%)	Timing of third party claims paid
Maintenance Contracts	0.072	50.0%	Favorable timing of expenses/payments	0.276	47.9%	Favorable timing of expenses/payments
Professional Service Contracts	(0.043)	over (100.0)	Unfavorable timing of payments	0.032	22.9	Favorable timing of payments
Materials & Supplies	(0.160)	(53.2%)	Unfavorable timing of payments			

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.000	0.031	0.031	-	0.000	0.029	0.029	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	0.002	0.002	-	0.000	0.018	0.018	-
Capital and Other Reimbursements	0.000	0.146	0.146	-	0.000	(0.225)	(0.225)	-
Total Receipts	\$0.000	\$0.179	\$0.179	-	\$0.000	(\$0.178)	(\$0.178)	-
Expenditures								
Labor:								
Payroll	0.084	0.124	0.040	47.6	(0.262)	(0.072)	0.190	72.5
Overtime	0.000	0.070	0.070	-	0.000	0.057	0.057	-
Health and Welfare	0.000	0.086	0.086	-	0.000	0.008	0.008	-
OPEB Current Portion	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	0.510	0.510	-	0.000	2.023	2.023	-
Other Fringe Benefits	0.000	0.350	0.350	-	0.000	0.316	0.316	-
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	\$0.084	\$1.140	\$1.056	1,257.1	(\$0.262)	\$2.332	\$2.594	990.1
Non-Labor:								
Electric Power	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Fuel	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Insurance	0.000	0.022	0.022	-	0.000	0.088	0.088	-
Claims	0.000	(0.050)	(0.050)	-	0.000	(0.026)	(0.026)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	0.058	0.058	-	0.000	0.070	0.070	-
Professional Service Contracts	0.000	(0.043)	(0.043)	-	0.000	0.032	0.032	-
Materials & Supplies	0.000	(0.427)	(0.427)	-	0.000	(0.693)	(0.693)	-
Other Business Expenditures	0.000	(0.002)	(0.002)	-	0.000	(0.008)	(0.008)	-
Total Non-Labor Expenditures	\$0.000	(\$0.442)	(\$0.442)	-	\$0.000	(\$0.537)	(\$0.537)	-
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	\$0.084	\$0.698	\$0.614	731.0	(\$0.262)	\$1.795	\$2.057	785.1
Depreciation Adjustment	0.750	0.765	0.015	2.0	3.000	3.044	0.044	1.5
Other Post Employment Benefits	0.250	0.250	0.000	0.0	1.000	1.000	0.000	0.0
Total Expenditures	\$1.084	\$1.713	\$0.629	58.0	\$3.738	\$5.839	\$2.101	56.2
Total Cash Conversion Adjustments	\$1.084	\$1.892	\$0.808	74.5	\$3.738	\$5.661	\$1.923	51.4

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

Month of April				Explanation
Budget	Actual	Variance		
		Amount	Percent	
0.373	0.365	(0.008)	(2.2%)	
Year to Date				
1.534	1.533	(0.001)	(0.0%)	

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 April</u>		<u>Variance</u>		<u>Explanation</u>
	<u>2011</u>	<u>2012</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.016	0.000	1.5%	
Average Weekend	0.009	0.007	(0.001)	(13.9%)	Shuttle buses replaced trains between St. George and Tompkinsville on two weekends
<u>12-Month Rolling Average</u>					
Average Weekday	0.016	0.016	0.001	4.6%	Continuing positive trend.
Average Weekend	0.009	0.009	0.000	1.5%	

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
April 2012

4.34

<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	94	1	
Total Operations	95	94	1	
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	23	2	
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	143	12	
Total Positions	272	264	8	
Non-Reimbursable	269	261	8	
Reimbursable	3	3	0	
Total Full-Time	272	264	8	
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
April 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	8	1	
Professional, Technical, Clerical	4	4	0	
Operational Hourlies	82	82	0	
Total Operations	95	94	1	
Maintenance				
Managers/Supervisors	6	4	2	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	146	136	10	
Total Maintenance	155	143	12	
Engineering/Capital				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
Total Engineering/Capital	0	0	0	
Public Safety				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
Total Public Safety	0	0	0	
Total Positions				
Managers/Supervisors	27	25	2	
Professional, Technical, Clerical	17	21	(4)	
Operational Hourlies	228	218	10	
Total Positions	272	264	8	



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through April 30, NYC Transit's performance against its 2012 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$36.0	\$25.6	71
Design Completions	29.2	10.7	37
Awards	1,588.5	666.5	42
Substantial Completions	1,109.2	753.9	68
Closeouts	2,046.6	80.3	4

During April, NYCT awarded projects totaling \$41.9 million, including:

- installation of bus cameras to improve passenger and employee security;
- rehabilitation of underground power substation hatchways at eight subway locations; and
- installation of equipment to support deployment of an Intelligent Vehicle Network at five bus depots.

During the same period, NYCT substantially completed projects totaling \$61.6 million. The completions included:

- installation of Public Address and Customer Information Screens (PA/CIS) at 44 stations systemwide;
- two mainline track replacement projects as part of the 2012 Track and Switch Reconstruction Program; and
- an MTA Small Business Mentoring project to repair three street stairways at the Saratoga Avenue Station on the New Lots Avenue Line in Brooklyn.

Also during April, NYCT started six design projects totaling \$4.1 million, completed three designs for \$0.8 million and closed out one project for \$14.2 million.

Capital Program Status

During April, NYCT awarded projects totaling \$41.9 million, including a \$24.8 million project to install bus cameras to improve passenger and employee security, provide a video record that can be used in the investigation and prosecution of criminal activity, and assess the appropriateness of expanding the program citywide. Buses will be equipped with a rooftop antenna to allow communication to access points located above the depot fuel lanes.

NYCT committed \$5.1 million for a project to rehabilitate underground power substation hatchways at eight subway locations in order to provide safe and reliable access to the facilities.

NYCT also awarded a \$2.6 million project to install equipment to support the deployment of an Intelligent Vehicle Network (IVN) at five bus depots: the 100th Street, Mother Clara Hale, East New York, Charleston, and Meredith Depots. The project scope includes installation of depot-based servers that are linked to bus-mounted monitoring and control equipment. IVN has the ability to monitor vehicle systems that relate to health and duty cycles that ultimately assist in preventative maintenance efforts.

Also during April, NYCT substantially completed projects totaling \$61.6 million, including a \$51.5 million project to install Public Address and Customer Information Screens (PA/CIS) at 44 stations systemwide. The systems to be installed will feature digital audio and digital text-messaging capabilities, and will be connected to the NYCT communications network.

NYCT substantially completed two mainline track replacement projects totaling \$7.0 million as part of the 2012 Track and Switch Reconstruction Program.

NYCT also completed a \$1.2 million MTA Small Business Mentoring project to repair three street stairways at the Saratoga Avenue Station on the New Lots Avenue Line in Brooklyn. The scope included replacement of stair canopies, replacement of handrails, new lighting, painting, concrete work at the sidewalk, and other minor repairs.

Also during April, NYCT started six design projects totaling \$4.1 million, completed three designs for \$0.8 million and closed out one project for \$14.2 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the one project that NYCT closed-out in April.

Projects Closed During April 2012 (\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Line Structure Overcoating: Portal - 27 Street / Astoria & Flushing	14.2	14.2	06/12	(2)

CAPITAL PROJECT MILESTONE SUMMARY 2012

(THROUGH APRIL 30, 2012)

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

April

Design Starts	\$7.3	2	\$4.1	6	56.0	300.0
Design Completions	11.7	5	0.8	3	6.9	60.0
Construction Awards	179.0	9	41.9	7	23.4	77.8
Substantial Completions	519.8	24	61.6	6	11.8	25.0
Closeouts	75.7	8	14.2	1	18.8	12.5

2012 Year-To-Date

Design Starts	\$36.0	24	\$25.6	33	71.2	137.5
Design Completions	29.2	25	10.7	14	36.5	56.0
Construction Awards	1,588.5	64	666.5	56	42.0	87.5
Substantial Completions	1,109.2	73	753.9	39	68.0	53.4
Closeouts	2,046.6	37	80.3	14	3.9	37.8

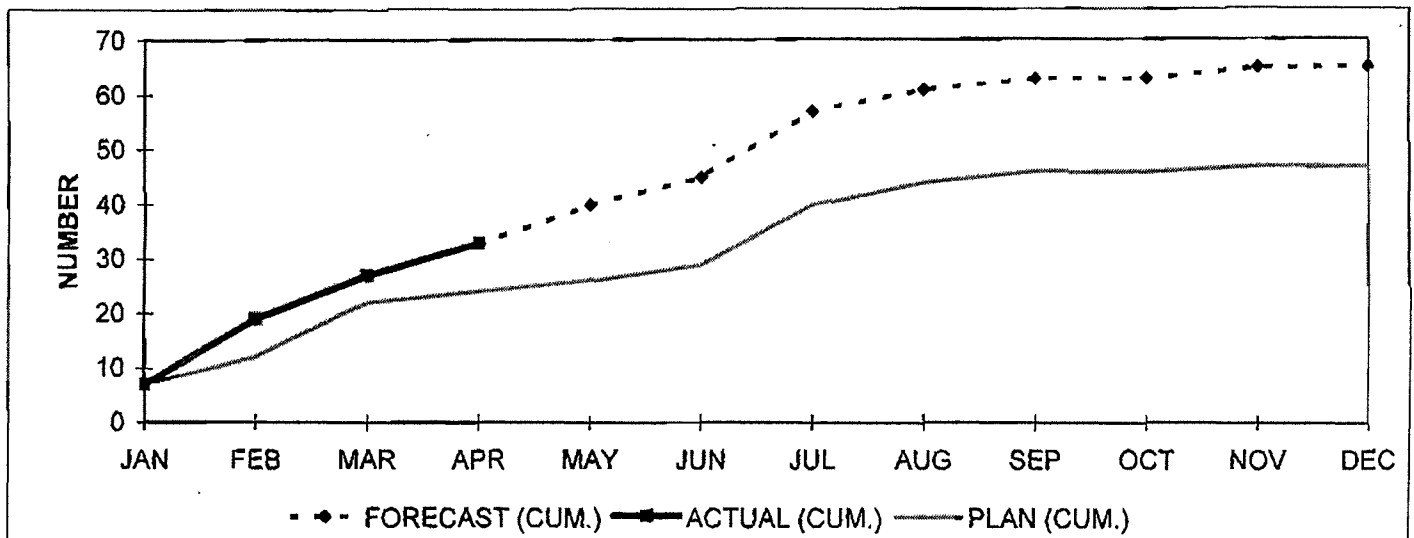
2012 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$75.3	47	\$86.0	65	114.2	138.3
Design Completions	119.7	92	122.8	102	102.5	110.9
Construction Awards	3,854.2	127	3,749.5	135	97.3	106.3
Substantial Completions	2,962.0	184	2,923.8	171	98.7	92.9
Closeouts	4,915.5	178	4,729.2	159	96.2	89.3

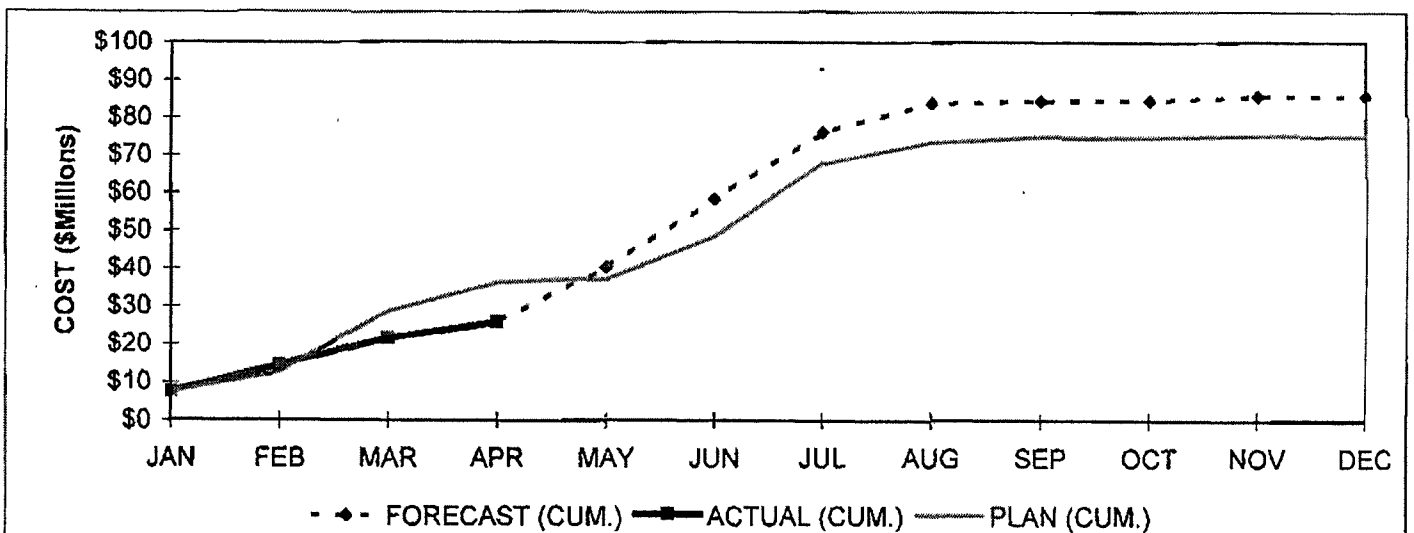
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2012 Design Starts Charts

As of April 2012



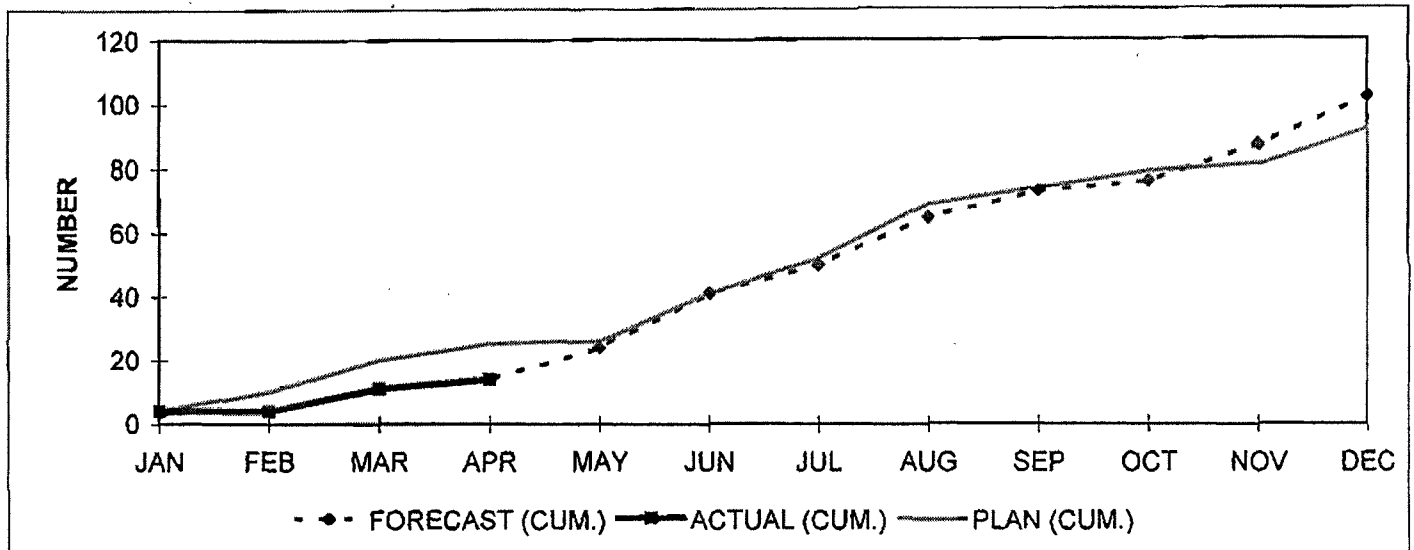
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					7	5	12	4	2	0	2	0
ACTUAL (NON-CUM.)	7	12	8	6								
PLAN (NON-CUM.)	7	5	10	2	2	3	11	4	2	0	1	0
FORECAST (CUM.)					40	45	57	61	63	63	65	65
ACTUAL (CUM.)	7	19	27	33								
PLAN (CUM.)	7	12	22	24	26	29	40	44	46	46	47	47



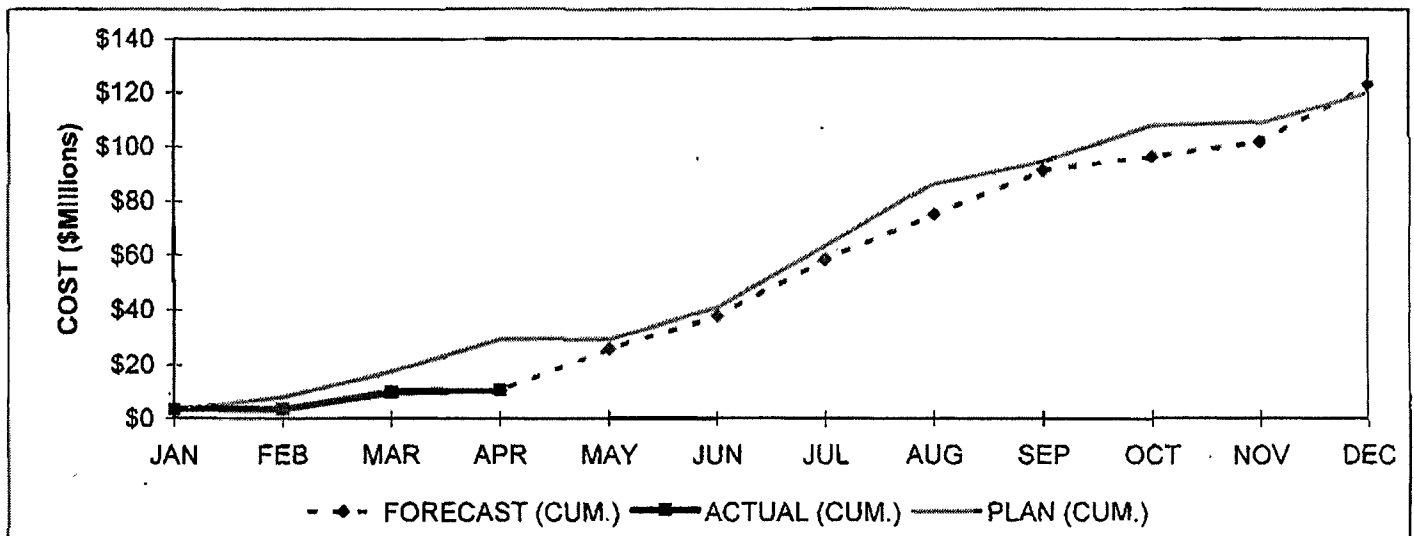
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					14.6	18.0	17.9	7.8	0.7	0.0	1.3	0.0
ACTUAL (NON-CUM.)	7.6	6.9	7.1	4.1								
PLAN (NON-CUM.)	7.3	5.3	16.1	7.3	1.1	11.3	19.5	5.6	1.3	0.0	0.5	0.0
FORECAST (CUM.)					40.3	58.3	76.2	84.1	84.7	84.7	86.0	86.0
ACTUAL (CUM.)	7.6	14.5	21.6	25.7								
PLAN (CUM.)	7.3	12.7	28.7	36.0	37.1	48.4	67.9	73.5	74.8	74.8	75.3	75.3

2012 Design Completions Charts

As of April 2012



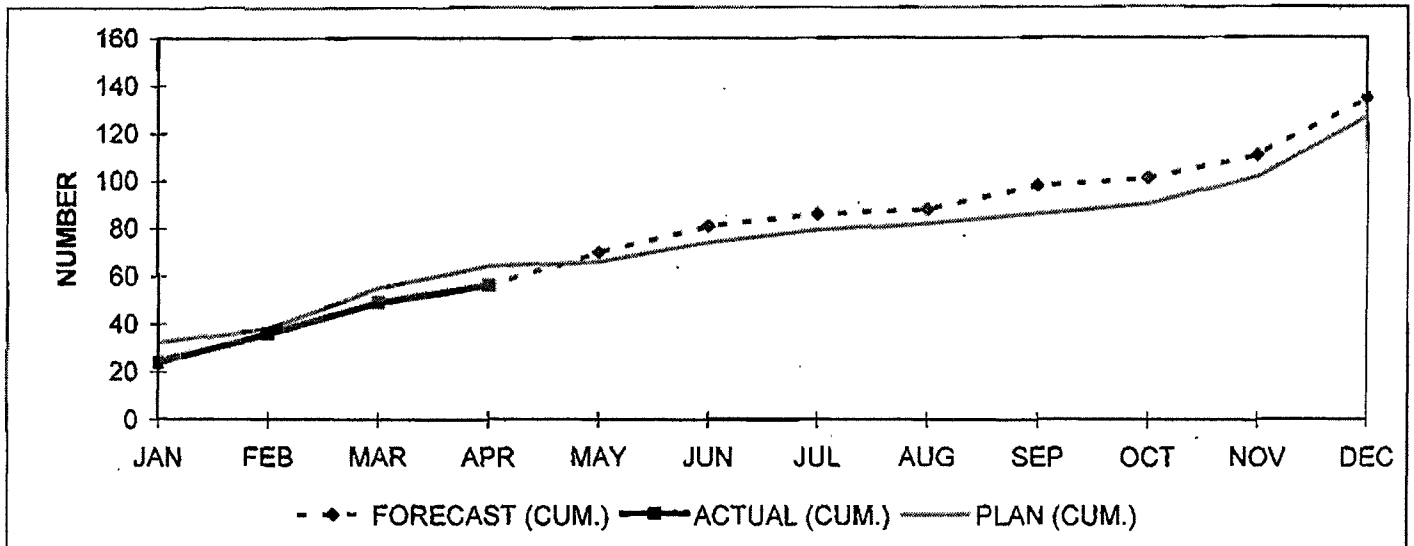
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					10	17	9	15	8	3	11	15
ACTUAL (NON-CUM.)	4	0	7	3								
PLAN (NON-CUM.)	4	6	10	5	1	15	11	17	5	5	2	11
FORECAST (CUM.)					24	41	50	65	73	76	87	102
ACTUAL (CUM.)	4	4	11	14								
PLAN (CUM.)	4	10	20	25	26	41	52	69	74	79	81	92



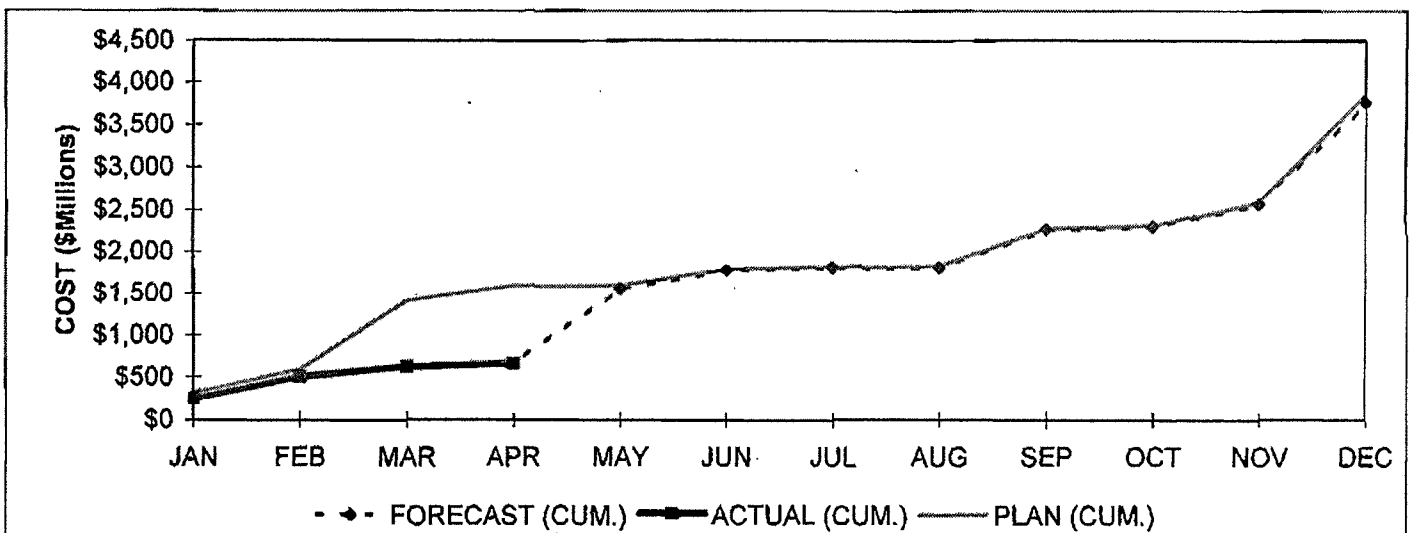
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					15.4	11.6	20.5	16.9	16.2	4.9	5.7	21.0
ACTUAL (NON-CUM.)	3.6	0.0	6.2	0.8								
PLAN (NON-CUM.)	3.4	4.6	9.5	11.7	0.3	11.3	22.4	23.4	7.8	13.3	1.3	10.8
FORECAST (CUM.)					26.0	37.7	58.1	75.0	91.2	96.1	101.7	122.8
ACTUAL (CUM.)	3.6	3.6	9.8	10.7								
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 April 2012



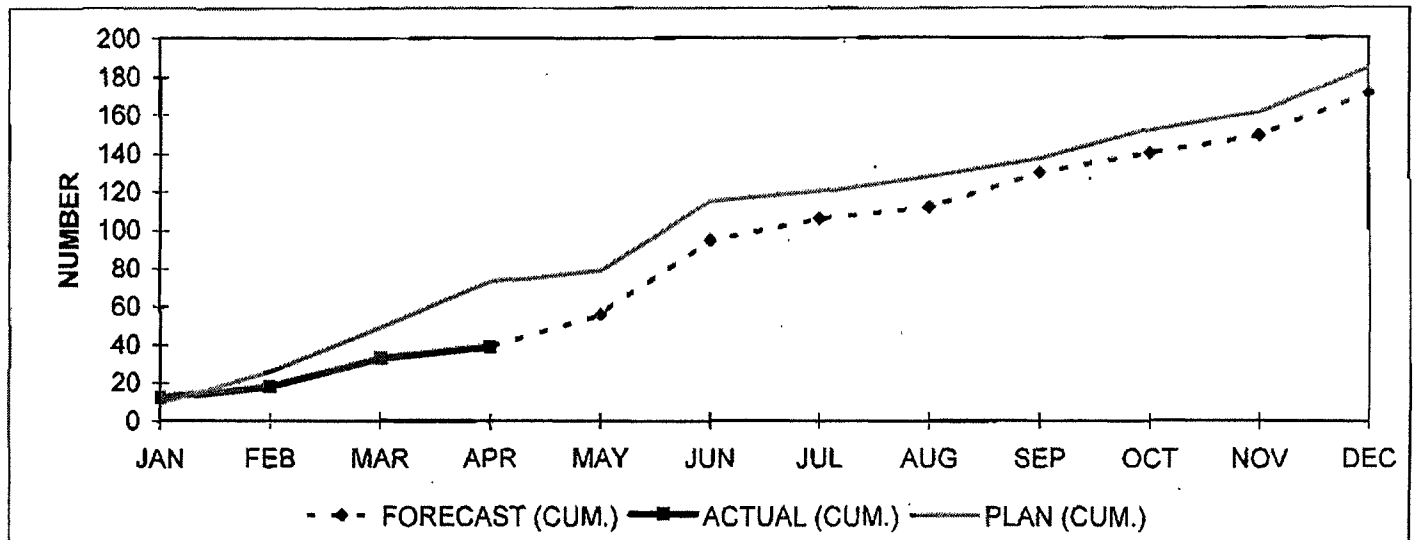
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					14	11	5	2	10	3	10	24
ACTUAL (NON-CUM.)	24	12	13	7								
PLAN (NON-CUM.)	32	6	17	9	2	8	5	3	4	4	12	25
FORECAST (CUM.)					70	81	86	88	98	101	111	135
ACTUAL (CUM.)	24	36	49	56								
PLAN (CUM.)	32	38	55	64	66	74	79	82	86	90	102	127



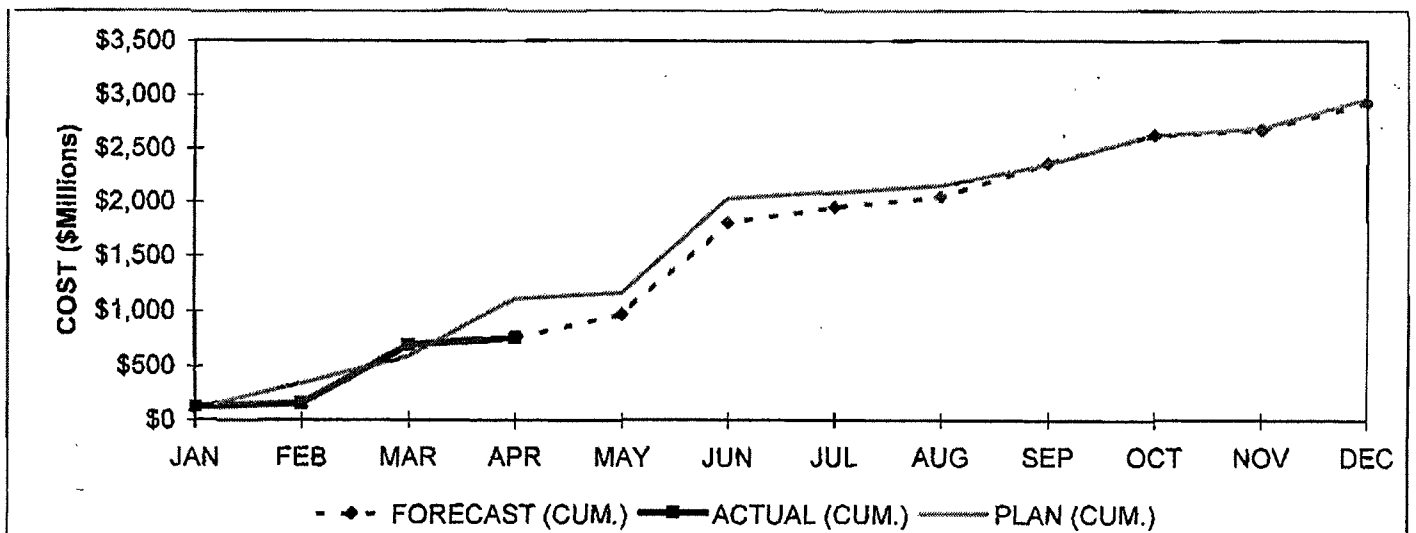
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					893.0	217.4	25.9	9.8	447.6	26.7	278.2	1184.3
ACTUAL (NON-CUM.)	245.7	260.8	118.1	41.9								
PLAN (NON-CUM.)	315.3	280.6	813.6	179.0	10.2	187.7	27.1	20.3	438.1	31.3	285.5	1265.5
FORECAST (CUM.)					1,559.6	1,776.9	1,802.8	1,812.6	2,260.3	2,287.0	2,565.2	3,749.5
ACTUAL (CUM.)	245.7	506.5	624.6	666.5								
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 April 2012



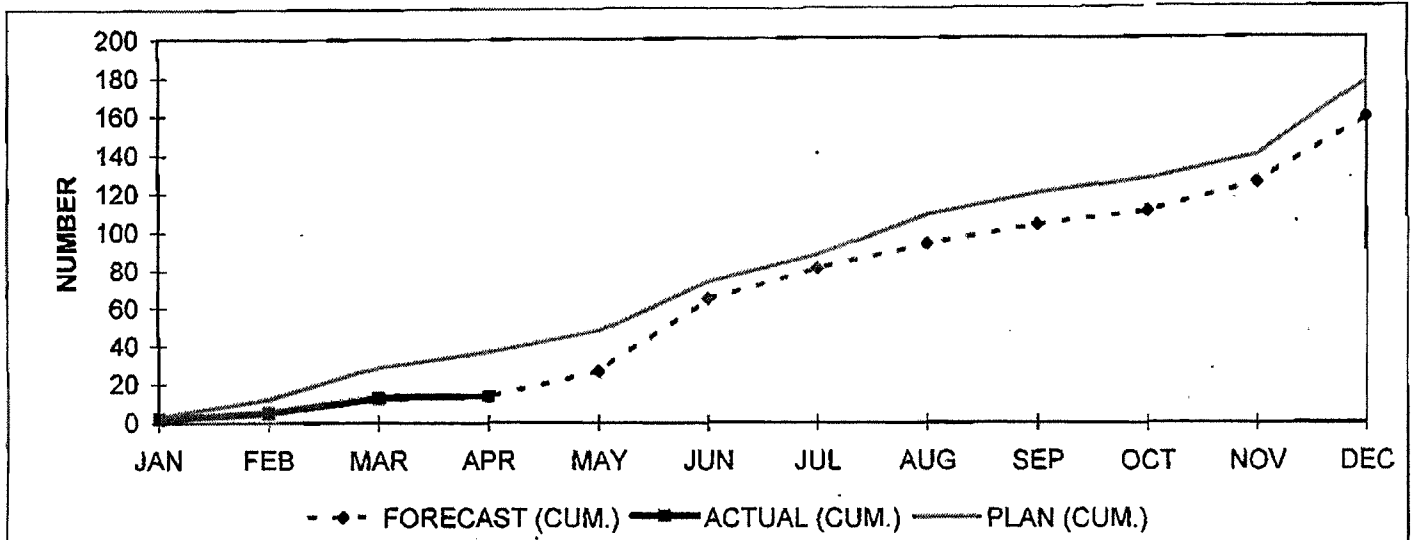
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	12	6	15	6	17	39	11	6	18	10	9	22
ACTUAL (NON-CUM.)	12	6	15	6								
PLAN (NON-CUM.)	9	17	23	24	6	36	5	8	9	15	9	23
FORECAST (CUM.)	12	18	33	39	56	95	106	112	130	140	149	171
ACTUAL (CUM.)	12	18	33	39								
PLAN (CUM.)	9	26	49	73	79	115	120	128	137	152	161	184



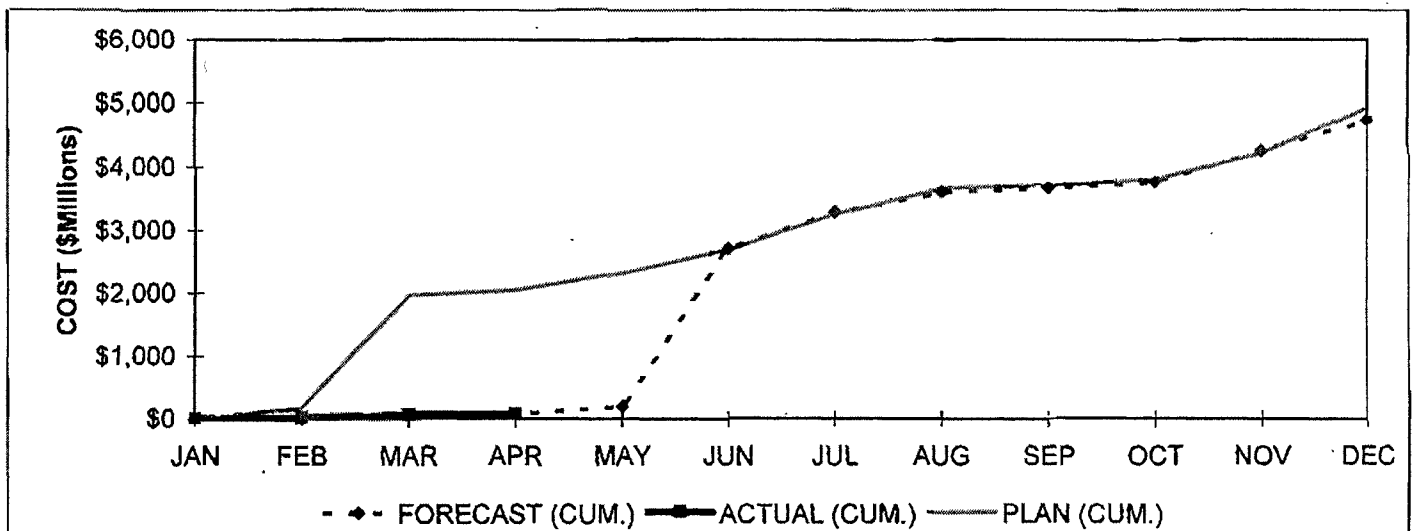
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	126.9	30.5	534.9	61.6	213.5	838.5	145.4	96.8	312.3	269.4	51.3	242.7
ACTUAL (NON-CUM.)	126.9	30.5	534.9	61.6								
PLAN (NON-CUM.)	108.7	234.0	246.7	519.8	51.9	867.7	60.3	66.1	196.1	281.9	65.1	263.8
FORECAST (CUM.)	126.9	157.5	692.3	753.9	967.4	1,805.9	1,951.3	2,048.0	2,360.3	2,629.7	2,681.0	2,923.7
ACTUAL (CUM.)	126.9	157.5	692.3	753.9								
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 April 2012



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					13	38	16	13	10	7	15	33
ACTUAL (NON-CUM.)	2	3	8	1	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.)					27	65	81	94	104	111	126	159
ACTUAL (CUM.)	2	5	13	14	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.)					115.4	2511.0	571.5	325.5	53.4	99.5	483.4	489.3
ACTUAL (NON-CUM.)	4.7	12.3	49.1	14.2	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.)					195.7	2,706.6	3,278.1	3,603.6	3,657.0	3,756.5	4,239.9	4,729.2
ACTUAL (CUM.)	4.7	17.0	66.1	80.3	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

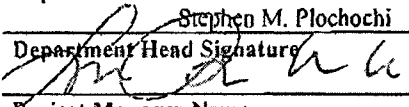
5. PROCUREMENTS

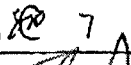
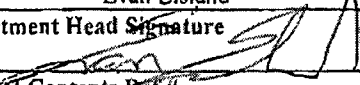




New York City Transit

PROCUREMENTS

The Procurement Agenda this month includes 16 actions for a proposed expenditure of \$88.5M.

Subject Request for Authorization to Award Various Procurements					
Department Materiel Division – NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	6/25/12			
2	Board	6/27/12			

June 15, 2012			
Department Law and Procurement - MTACC			
Department Head Name Evan Eisland 			
Department Head Signature 			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC 
	Executive VP	X	Subways
X	Capital Prog. Management	X	Buses
	Law	X	Diversity/Civil Rights

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

PURPOSE:

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

DISCUSSION:

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

Procurements Requiring Two Thirds Vote:

		<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts		2	\$ 25.0 M
• Bombardier Mass Transit Corp.	\$ 5.0 M		
• Kawasaki Rail Car, Inc.	\$ 20.0 M		

Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts		1	\$.2 M
• Domino Amjet, Inc.	\$.2 M		

SUBTOTAL 3 \$ 25.2 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	\$	17.9 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$	14.3 M
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$.3 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	2	\$	4.9 M
SUBTOTAL		5	\$ 37.4 M

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

Schedules Requiring Majority Vote

Schedule I: Modifications to Purchase and Public Works Contracts	1	\$.6 M
SUBTOTAL		1	\$.6 M

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Two-Thirds Vote:

Schedule D: Ratification of Completed Procurement Actions	2	\$	20.1 M
---	---	----	--------

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	2	\$	1.2 M
SUBTOTAL		4	\$ 21.3 M

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	3	\$	4.0 M
SUBTOTAL		3	\$ 4.0 M
TOTAL		16	\$ 88.5 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.

JUNE 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. **Bombardier Mass Transit Corp.** \$5,000,000 (Est.) Staff Summary Attached
Sole Source - Three-year omnibus
Purchase of inventory and non-inventory replacement truck components, undercarriage equipment and other car parts.
2. **Kawasaki Rail Car, Inc.** \$20,000,000 (Est.) Staff Summary Attached
Sole Source - Three-year omnibus
Purchase of inventory and non-inventory replacement truck components, undercarriage equipment and other car parts.

JUNE 2012

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if sealed bid procurement.)

3. Domino Amjet, Inc. \$156,600 (Est.)
Non-Competitive – Three-year contract
REQ #5520

This contract is for preventive and remedial maintenance of 29 Domino A-200 series printers that are located at the Consolidated Revenue Facility and disaster recovery site.

NYC Transit's Division of Revenue Control is responsible for the management and production of over 10 million MetroCards per month. These Domino printers are networked to the High Production Encoding Machines and are used to encode fare cards with certain data and expiration dates. The encoded information enables NYC Transit to track and/or replace lost, stolen or malfunctioning MetroCards. The printers operate at full capacity daily, and require both preventive and remedial maintenance to ensure their proper operation. Domino Amjet, Inc. (Domino) is the designer and manufacturer of these printers and the sole provider of certified factory trained services, parts and 24 hours/7days a week technical support.

Following negotiations, Domino agreed to hold their current rate the same for this three year renewal as the current contract. Domino's rate for service is their standard rate charged to all customers, including government agencies and commercial companies regardless of the number of printers covered. Based on the forgoing, Procurement finds Domino's price of \$156,000 to be fair and reasonable.

JUNE 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. | Louis T. Klauder and Associates | \$17,922,156 | <u><i>Staff Summary Attached</i></u> |
| | Two-Proposals – Ninety-nine month contract | | |
| | Contract #CM-1423 | | |
| | Consulting services for the R-179 Subway cars. | | |

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.)

- | | | | |
|----|---|--------------------|--------------------------------------|
| 2. | CGI Technologies and Solutions, Inc. | | <u><i>Staff Summary Attached</i></u> |
| | Contract # 00F7849.4 | \$8,346,052 | ↓ |
| | Option 1 | \$3,437,590 | ↓ |
| | Option 2 | \$2,490,000 | ↓ |
| | Modification to the contract to provide services for the operation of the Transit Adjudication Bureau, in order to add funding and extend the term of the contract. | | |

I. Modifications to Purchase and Public Work Contracts

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

- | | | | |
|----|---|------------------|--------------------------------------|
| 3. | EIC Associates, Inc. | \$338,000 | <u><i>Staff Summary Attached</i></u> |
| | Contract # C-40458.9 | | |
| | Modification to the contract for the design and construction of a new private storm water sewer for the Charleston Bus Depot, in order to widen the road in front of the Depot. | | |

JUNE 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

L. Budget Adjustments to Estimated Quantity Contracts

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

4. AON Consulting, Inc. The Segal Company Mercer Health & Benefits, LLC Contract #CMM-1567A December 9, 2009 – December 8, 2014	Original Amount: (NYCT - \$750K & MTAHQ - \$150K)	\$ 900,000
	Prior Modifications: (NYCT)	\$ 936,111*
	Prior Budgetary Increases: (NYCT)	\$ 1,300,000**
	Current Combined Amount:	\$ 3,136,111
	This Request: (Combined amount - NYCT - \$2.4M & MTAHQ - \$1M)	\$ 3,400,000
* \$801,516 (Mod. # 1) Dependent Eligibility Verification Audit & \$134,595 (Mod. # 2) for project extension.		
** The full amount requested and approved by the Board in Nov. 2010 was \$1,300,000 of which \$775,000 was allocated to the AON contract and the remaining \$525,000 was to be used for projects handled by Mercer and Segal.		
	% of This Request to Current Amount:	108.4%
	% of Mods/Budget Adjustments (including This Request) to Original Amount:	626.2%

Discussion

This budget adjustment will increase the respective budgets for NYC Transit by \$2.4M and MTAHQ by \$1M to allow for continued medical benefits consultant services.

In September 2009, the MTA Board approved the award of three competitively negotiated five-year personal service contracts to AON Consulting, Inc. (AON), effective December 9, 2009, The Segal Company (Segal), effective October 1, 2009, and Mercer Health and Benefits, LLC. (Mercer), effective October 19, 2009 to provide employee benefits consultant services on an as needed basis. The total budget for the five years was \$750K for NYC Transit and \$150K for MTAHQ. Using these contracts, the consultants provide advice in areas such as the cost impact of proposed changes in benefits; interpretation of regulations; calculations of various funding methods; assist in the renewal and negotiations of medical, pharmaceutical, dental and vision plans.

Subsequent to the initial awards, NYC Transit aggressively pursued benefits-related savings through negotiations, audits, analysis of benefit providers, drug pricing, claims processing, and other cost avoidance and cost savings projects. In February 2010 the Board approved a modification to this contract for a Dependent Eligibility Verification Audit that resulted in the prior modifications amount shown above. In order to support the rest of the cost savings projects, in November 2010 the Board approved additional funding of \$1.3M, increasing NYC Transit's overall as-needed benefits consulting budget. All of the money allocated to date has been expended and NYC Transit requests approval to increase the budget. This allocation of \$2.4M in additional funding will allow NYC Transit to pursue additional cost savings, support efforts to secure competitive contracts for Medicare conversion and recovery services, Pharmacy Benefits Manager, wellness, dental and vision care, and provide assistance as needed to address health benefits issues. To support these initiatives, NYC Transit will allocate funds to the consultants as tasks are assigned after an initial allocation to AON, which is owed approximately \$500K for prior work assignments. MTA Headquarters has also expanded the use of this contract and engaged AON to assist them in determining whether the all agency (except NYC Transit represented employees) dental and vision plans covering certain represented and non represented employees and retirees were competitively priced. This exercise included issuing an RFP, which resulted in new rates, effective March 1, 2012 and a projected savings of \$17.5M over a 5 year period. The cost of this project was approximately \$435K.

MTAHQ's funding request for an additional \$1M will pay AON \$435K for the recent initiatives for dental and vision and the balance of \$565,000 will be allocated to the AON contract to allow MTAHQ to pursue cost savings strategies such as RFPs for Metro-North Railroad benefits coverage, for renewal of the Life Insurance Plan and COBRA Administration.

JUNE 2012LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**L. Budget Adjustments to Estimated Quantity Contracts**

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

5. LiRo Engineers, Inc. Contract CM-1365 August 19, 2008 – August 18, 2013	Original Amount:	\$	3,000,000
	Prior Modifications:	\$	0
	Prior Budgetary Increases:	\$	0
	Current Amount:	\$	3,000,000
	This Request:	\$	1,500,000
	% of This Request to Current Amount:		50%
	% of Mods/Budget Adjustments (including This Request) to Original Amount:		50%

Discussion:

This budget adjustment will increase the contract value and allow for continued consultant construction management and inspection services.

In August 2008, NYC Transit awarded three federally funded Indefinite Quantity Consultant contracts to provide consultant construction management (CCM) and inspection support services during construction on behalf of MTA Bus Company (MTABC). These services are provided on an 'as-needed' basis for miscellaneous federally funded projects and allow an IQ consultant to be retained under a separate task order funded by individual projects.

In 2011, the MTA Security Program was transferred from MTACC to NYC Transit. Prior to this, MTACC was utilizing a series of federally funded IQ CCM and inspection services contracts. These contracts expired in 2010. At this time, the MTABC contracts are the only available federally funded IQ CCM and inspection services contracts. NYC Transit is in the process of procuring a series of similar contracts slated to begin in 2013. However, to provide CCM services for Contract C-52099 to furnish and install an Electronic Security System (ESS) at Rockefeller Center, NYC Transit will use this MTABC Contract. Concurrent with this budget adjustment, the Board is asked to approve the ratification of that Contract C-52099. Procuring a new consultant contract would adversely impact the schedule for C-52099 and also risk federal funding for CCM and inspection support. Approval of this budget adjustment will permit the necessary CCM services to be performed while a new RFP is being solicited.

A task order for CCM services for the Rockefeller Center ESS project was competed among the three MTABC IQ consultants. LiRo Engineers (LiRo) was selected as the most technically qualified consultant to handle the complexity of the construction project based on prior experience performing similar work and will be awarded a task order for \$1.5M to perform these services. This request for a budget adjustment will fund NYC Transit's task order without depleting MTABC's remaining contract funding.

JUNE 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

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

- | | | |
|----------------------------|-----------|-------------------------------|
| 1. Scalamandre/Oliveira JV | \$550,000 | <u>Staff Summary Attached</u> |
| Contract #C-26511.4 | | |

Modification to the contract for the excavation and construction of a ventilation building at Site K on the No. 7 Line Extension, in order to perform work resulting from revised DEP drawings.

JUNE 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

(Staff Summaries required for items requiring Board approval.) 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.

Henry Brothers Electronics, Inc.

Staff Summary Attached

- | | |
|----------------------|--------------|
| 1. Contract #C-52099 | \$8,328,503 |
| 2. Contract #C-52100 | \$11,750,860 |

Furnish, install, and integrate an Electronic Security System at the Rockefeller Center Station Complex and furnish, install, and integrate an Electronic Security System at the Herald Square Station Complex.

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)

(Staff Summaries required for items requiring Board approval.)

- | | |
|-------------------------|-----------|
| 3. John P. Picone, Inc. | \$376,000 |
| Contract # A-35784.33 | |

Staff Summary Attached

Modification to the contract for the rehabilitation of five stations and line structures on the West End Line, in order to perform column base repairs.

- | | |
|---|-----------|
| 4. Silverite Construction Company, Inc. | \$809,920 |
| Contract # C-40455.3 | |

Staff Summary Attached

Modification to the contract for the design and construction of the Mother Clara Hale Bus Depot, in order to excavate and remove underground obstructions.

JUNE 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)

(Staff Summaries required for items requiring Board approval.)

- | | | | |
|----|---|-------------------------|-------------------------------|
| 1. | E.E. Cruz and Tully Construction Company, JV, LLC | | <u>Staff Summary Attached</u> |
| | Contract # C-26005.98 | \$700,000 | |
| | Modification to the contract for civil, structural, and utility relocation for the Second Avenue Subway, 96th Street Station, in order to perform utility relocation and structural renovation at 245 East 93 rd Street. | | |
| | Plaza Schiavone JV | \$3,275,000 (Aggregate) | <u>Staff Summary Attached</u> |
| 2. | Contract # A-36125.74 | \$2,400,000 | ↓ |
| 3. | Contract # A-36125.95 | \$875,000 | ↓ |
| | Modifications to the contract for the Fulton Street Transit Center Enclosure, in order to perform Modification No. 54 related communication and storefront changes. | | |

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 1

Vendor Name (& Location) Bombardier Mass Transit Corp. (Mississauga, Ontario, Canada)		Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Purchase of inventory and non-inventory replacement truck components, undercarriage equipment and other car parts		Total Amount: \$5,000,000 (Est.)	
Contract Term (including Options, if any) July 2, 2012 – July 1, 2015		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept/Div & Dept/Div Head Name: Division of Materiel, Stephen M. Plochochi	
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: Omnibus Sole Source Approval			

Discussion:

This omnibus approval will cover items identified as obtainable only from Bombardier Mass Transit Corporation (Bombardier) and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the \$15,000 small purchase threshold. NYC Transit is not obligated to generate any expenditures pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9 (b) of PAL 1209, which allows purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 1,950 items covered by this approval for the purchase of all replacement truck components, undercarriage equipment and other car parts supplied by Bombardier. These Bombardier-supplied items will be used by the Division of Car Equipment (DCE) for normal maintenance and Scheduled Maintenance System (SMS) on the R62A and R142 fleets.

This approval will apply to inventory and non-inventory items identified as obtainable only from Bombardier for the following reasons: sole pre-qualified source on the QPL, and not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Bombardier. These sole source parts will be purchased on an as-required basis during the three year period.

The current omnibus approval, approved by the Board in July 2009 and expiring July 2012, was for \$5,000,000. However, there is a remaining balance of \$3,357,264. The reason for the remaining funds is due to numerous forecast revisions and work scope changes to DCE's SMS plans since the current omnibus was approved. Based on forecasts and projections for the upcoming SMS programs, it is anticipated that DCE will require approximately \$5,000,000 of sole source items from Bombardier during the term of this omnibus approval request.

Procurement has performed a price analysis on eight sole source items for which contracts were issued during the term of the current omnibus approval which exceeded the \$15,000 threshold. Of the eight items, all have a comparative history and these eight items represent 100% of the value of the contracts issued under the current omnibus. A comparative price analysis of these eight items shows a weighted average annual price decrease of less than 1%. The decrease compares favorably to the corresponding Producer Price Index over the same time period which is essentially flat. Each item to be purchased under the omnibus approval will be subject to a price analysis and determination that the negotiated price is found to be fair and reasonable.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 2

Vendor Name (& Location) Kawasaki Rail Car, Inc. (Yonkers, NY)		Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Purchase of inventory and non-inventory replacement truck components, undercarriage equipment and other car parts		Total Amount: \$20,000,000 (Est.)	
Contract Term (including Options, if any) July 2, 2012 – July 1, 2015		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept/Div & Dept/Div Head Name: Division of Materiel, Stephen M. Plochochi	
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: Omnibus Sole Source Approval			

Discussion:

This omnibus approval will cover items identified as obtainable only from Kawasaki Rail Car, Inc. (Kawasaki) and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the \$15,000 small purchase threshold. NYC Transit is not obligated to generate any expenditures pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9 (b) of PAL 1209, which allows purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 17,270 items covered by this approval for the purchase of all replacement truck components, undercarriage equipment and other car parts supplied by Kawasaki, and, to a lesser extent, after-market spare parts used on NYC Transit subway cars from Toshiba International Corporation (low voltage power supplies), Fuji Electric Systems Co., Inc. (door equipment) and Koito Industries (monitoring & diagnostic equipment), for which Kawasaki is the sole distributor and reseller. All these Kawasaki-supplied items will be used by the Division of Car Equipment (DCE) for normal maintenance and Scheduled Maintenance System (SMS) on the R62, R68A, R142A, R143 and R160 fleets.

This approval will apply to inventory and non-inventory items identified as obtainable only from Kawasaki for the following reasons: sole pre-qualified source on the QPL, and not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Kawasaki. These sole source parts will be purchased on an as-required basis during the three year period.

The current omnibus approval, approved by the Board in June 2009 and expiring July 2012, was for \$10,000,000. However, there is a remaining balance of \$4,640,672. The reason for the remaining funds is due to numerous forecast revisions and work scope changes to DCE's SMS plans since the current omnibus was approved. Based on forecasts and projections for the upcoming SMS programs, it is anticipated that DCE will require approximately \$20,000,000 of sole source items from Kawasaki during the term of this omnibus approval request.

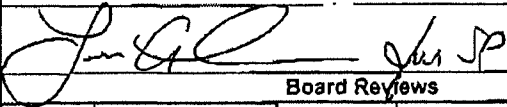



Procurement has performed a price analysis on 24 sole source items for which contracts were issued during the term of the current omnibus approval which exceeded the \$15,000 threshold. Of the 24 items, 16 items have a comparative history and these 16 items represent 91% of the value of the contracts issued under the current omnibus. A comparative price analysis of these 16 items shows an overall weighted average annual price increase of 10.5%. However, these items are manufactured in Japan and the depreciation of the US dollar versus the Japanese yen decreased the purchasing power of the dollar. Moreover, prices for two of the 16 items increased abnormally due to significant increases in the price of their primary raw material, rubber. Thus, economic factors implied an average annual price increase of 14.6%, while negotiations limited actual price increases to 10.5%. Each item to be purchased under the omnibus approval will be subject to a price analysis and determination that the negotiated price is found to be fair and reasonable.

Staff Summary



New York City Transit

Page 1 of 2

Item Number 1					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
Division Head Signature & Date					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1 	Materiel	5 X	Subways		
2 X	Law	6 X	Capital Program Mgt.		
3 X	Capital Budget	7	EVP 		
4 X	DDCR	8	President 		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Louis T. Klauder and Associates	CM-1423
Description	
Consulting Services for the R-179 Subway Cars	
Total Amount	
\$17,922,156	
Contract Term (including Options, if any)	
99 months from NOA	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain Board approval to award a competitively solicited personal services contract to Louis T. Klauder and Associates (LTK) to provide consulting services for the R-179 subway cars at a total price of \$17,922,156 for a period of 99 months.

DISCUSSION:

LTK will provide consulting services for 300 R-179 subway cars for a duration of 99 months by assisting NYC Transit with post-award design reviews, production inspection services at the Carbuilder's facilities, quality control, quality assurance, "Buy America" audits, acceptance testing and on-site engineering reviews. The production inspection services at the Carbuilder's facilities shall include the review and evaluation of engineering changes and inspections for conformance with Contract specifications during manufacturing and assembly activities. The Consultant will also assist NYC Transit during the warranty and close-out phase.

The RFP was publicly advertised in April 2011 and notification was sent to five firms. Three firms picked up the RFP package. On July 19, 2011, two of the firms, LTK and STV Incorporated (STV) submitted proposals in the amounts of \$15,223,631 and \$18,893,947, respectively. Additionally LTK and STV submitted alternate proposals. None of the proposals included estimated out-of-pocket expenses because the estimated travel and per-diem expenses could not be established until a Carbuilder was identified for the R-179 subway car contract. The third firm, Booz Allen, which was subsequently taken over by CH2M Hill, did not propose because it became a subconsultant to LTK. The fourth and fifth firms, Parsons Brinckerhoff and URS, opted not to propose.

After evaluating LTK's and STV's proposals, the Selection Committee determined that both firms were qualified to perform the work. This evaluation was conducted in accordance with the stated evaluation criteria which included plan of approach; experience in relevant areas such as type and magnitude of the work including mass transit experience, engineering design review, establishing requirements for a safe and sound environment, etc., demonstrated abilities to establish appropriate standards for all subway car systems and developing estimates, preparing change orders and conducting "Buy America" audits; experience of project team; experience of prime and sub-consultant key personnel, current workload of prime and sub-consultants; past performance on similar projects; project organizational chart and description of how it will manage the contract; description of quality assurance plan; pricing and other relevant matters including quality of written proposal, and quality of oral presentation. The Selection Committee voted unanimously to invite both firms to give oral presentations. After oral presentations, the Selection Committee unanimously decided to negotiate with both firms.

After the Board approved Bombardier as the Carbuilder for the R-179 subway cars, NYC Transit requested that LTK and STV submit revised Price Proposals with travel and per diem estimated quantities based on the locations of Bombardier's production facilities. Negotiations commenced April 12, 2012 and focused on the Consultants' average hourly labor rates, fixed fees, overhead and out-of-pocket expenses. Each firm was asked to adjust its overhead rates based on a review of its pricing documentation. Since the labor rates were considerably higher than the Cost/Price objective for such rates, each firm was encouraged to lower its labor rates, as well as its fees. Prices on the alternate proposals were considerably lower than the prices on the base proposals due to large reductions in labor hours; these alternate proposals were deemed unreasonable by the Project Manager in view of NYC Transit's required Scope of Work.

Staff Summary

DISCUSSION CONT'D:

Revised price proposals were requested and received on April 18, 2012 as follows: LTK proposed \$17,945,628 of which \$2,302,444 was for travel and per-diem and STV proposed \$21,480,012 of which \$2,690,595 was for travel and per diem. Negotiations continued to focus on lowering labor rates and encouraging deeper discounts off per diem rates. Additionally, NYC Transit established a \$2,300,000 ceiling on travel/out-of-pocket expenses for both proposers. On May 25, 2012, NYC Transit requested Best and Final Offers (BAFOs). BAFOs were received on June 5, 2012 as follows:

LTK	STV
\$17,922,156	\$18,956,364

Procurement and the Division of Car Equipment (DCE) consider LTK's and STV's proposals fair and reasonable, based on the competitive nature of the RFP as well as a favorable comparison to DCE's in house estimate of \$18,892,033. After review of the BAFOs in accordance with the evaluation criteria, the Selection Committee unanimously chose LTK for award of this contract based on the following. Both proposers were deemed technically qualified; however LTK was rated higher technically due to LTK's extensive experience with previous NYC Transit subway projects, particularly the R160 on whose design the R179 is based. LTK's price was significantly lower than that of STV by \$1,034,208 or 5.5%.

Additionally, LTK offered two enhancements in its BAFO including attractive discounts off the General Services Administration per diem rates for meals and incidentals as well as discounts off its lodging for longer term stays and financial assurance to maintain continuity of project management staff.

Background investigations and Questionnaires submitted by LTK disclosed no "significant adverse information" within the meaning of the All-Agency Responsibility Guidelines. Procurement finds LTK to be responsible and financially qualified to receive this contract award.

MBE/WBE:

The goals for the project have been established at 10% Minority Business Enterprise (MBE) and 5% Women owned Business Enterprise (WBE). The contract will not be awarded until the MTA Department of Diversity and Civil Rights (DDCR) requirements are satisfied.

IMPACT ON FUNDING:

The funding consisting of 100% MTA funds is available under Planning Number CMO9-7115, Project Number T31509. A WAR certificate will be requested and the contract will not be executed until a WAR certificate has been issued.

ALTERNATIVE:

Perform the work using in-house personnel. At this time, DCE does not have the staff to perform some of the specific tasks required under the Scope of Work for this project.

RECOMMENDATION:

That the Board approve this request to award a competitively solicited personal services contract to Louis T. Klauder and Associates to provide consulting services for the R179 Subway Car Contract at a total price of \$17,922,156 for a period of 99 months.

Schedule H: Modifications to Personal Service & Miscellaneous Contracts



Item Number: 2

Vendor Name (& Location)	
CGI Technologies and Solutions, Inc. (New York, NY)	
Operation of the Transit Adjudication Bureau	
Contract Term (including Options, if any)	
November 1, 2001 – June 30, 2012	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Law Department, Martin B. Schnabel	

Contract Number	AWO/Modification #
00F7849	4
Original Amount:	\$ 18,201,762
Option Amount:	\$ 15,944,300
Total Amount:	\$ 34,146,062
Prior Modifications:	\$ 240,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 34,386,062
This Request	\$ 8,346,052
Option 1 (one-year extension)	\$ 3,437,570
Option 2 (Replatforming)	\$ 2,490,000
% of This Request to Current Amount:	41.5%
% of Modifications (Including This Request) to Original Amount:	42.5%

Discussion:

This modification is for a 30 month contract extension (July 1, 2012 through December 31, 2014) for continued operation of the Transit Adjudication Bureau (TAB) in the amount of \$8,346,052, plus two options: one to extend the contract term for up to 12 additional months in the amount of \$3,437,570 and another for the replatforming of the TAB application in the amount of \$2,490,000.

TAB was established in 1985 to provide a forum for the processing and adjudication of Notices of Violations issued by the police for violations of the Transit Rules governing the use of the Transit System. The functions of TAB include administrative processes such as staff support for hearings and appeals, payment processing, information services, telephone collections, judgment enforcement, data entry and running the software application that processes all transactions (IT processing). Since its inception, American Management Systems (AMS), which was acquired by CGI Technologies and Solutions, Inc. (CGI), managed the entire operations of TAB, with supervision by NYC Transit personnel, requiring CGI to provide up to 40 full time staff and/or subcontract services as necessary to maintain and operate the office located in Brooklyn, New York.

The TAB Processing System currently operates on NATURAL/ADABAS software developed by Software AG. CGI has utilized this software for summons processing and to operate TAB since its inception and the software needs to be replaced. NYC Transit's Law Department, in coordination with Technology & Information Services (TIS) is investigating alternatives, which include developing a new software system for TAB, whether it be developed and maintained by in-house personnel or by CGI. TIS review has been completed and the approval process of this initiative is now being undertaken and, if approved and implemented, will form the basis of the requirements of an RFP for TAB operations. Separating TAB operations from IT processing is expected to enable future competition. Budget constraints prevented this from occurring earlier. Also included in this extension is an option for the replatforming of the TAB application, in which CGI will design, develop, test and upgrade the present TAB application into a more current technical architecture for a not-to-exceed amount of \$2,000,000 including a module for credit card payment processing for \$490,000 for a combined not to exceed amount of \$2,490,000. This amount of \$2,490,000 for the replatforming option is subject to negotiation if NYC Transit does not perform the work.

CGI's initial proposal for the 30 month extension was \$8,787,024 for TAB operations and IT processing. Following negotiations, \$8,346,052 was accepted for the 30 month extension; \$3,437,590 for the one year extension, and \$2,490,000 for the replatforming option noted above. For this modification, the cost for direct labor salaries includes an annual escalation of 2.5%; the overhead rate will remain the same as the original contract rate negotiated in 2001. Data processing costs will not be subject to any escalation and remain firm for the term of the extension and option period.

Schedule I: Modifications to Purchase and Public Work Contracts



New York City Transit

Item Number: 3

Vendor Name (& Location)	
EIC Associates, Inc. (Springfield, NJ)	
Description	
Sewer Installation along Arthur Kill Road and Allentown Lane for the Charleston Bus Depot in the Borough of Staten Island	
Contract Term (Including Options, If any)	
July 29, 2011 – September 11, 2012	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> NYC DOT	
Requesting Dept/Div & Dept/Div Head Name:	
Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
C-40458	9
Original Amount:	\$ 10,625,000
Prior Modifications:	\$ 299,466
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 10,924,466
This Request:	\$ 338,000
% of This Request to Current Amount:	3.1%
% of Modifications (Including This Request) to Original Amount:	6.0%

Discussion:

This modification is for the widening of the Arthur Kill Road in front of the Charleston Bus Depot.

This contract is for the installation of a storm water sewer for the Charleston Bus Depot (Depot) on Staten Island. The sewer will provide storm water drainage from the Depot to the Arthur Kill Bay. It is being installed underneath Arthur Kill Road and Allentown Lane. The work of the base contract includes the installation of approximately 2,200 linear feet of pre-cast reinforced concrete sewer piping, varying from 36 inches to 54 inches in diameter, and relocation of utility gas lines. Additionally, the work includes installation of steel sheet piles, excavation, decking, a temporary de-watering system, and the maintenance and protection of vehicular and pedestrian traffic.

Arthur Kill Road in this vicinity is only two lanes. New York City Department of Transportation (DOT) has a long-range plan to widen it to four lanes. The Borough President of Staten Island, who has long advanced road widenings in his borough, requested that Arthur Kill Road be widened in front of the Charleston Bus Depot. He allocated funding for this purpose and NYC Transit and DOT developed a plan to accommodate the Borough President. Accordingly, in May 2012, DOT and NYC Transit entered into a Memorandum of Agreement under which NYC Transit will modify the subject contract to provide the construction of a parking lane on the east side of Arthur Kill Road in front of the Depot. In the future, DOT will use the parking lane as a traffic lane. NYC Transit is responsible for the design and construction. NYC Transit's costs, including contract modification costs and costs for engineering, project management, etc., will be funded by DOT with funds provided by the Staten Island Borough President.

For approximately 600 linear feet along the front of the Depot property, the work under this modification will provide for: reconstructing the roadway to widen it by one lane (11 feet wide); providing a grass/utility strip (4 feet wide); and constructing a sidewalk (5 feet wide). The work includes relocating trees. The work is scheduled to be performed concurrently with original contract work, so as not to effect the contract substantial completion date. Relocating utility poles will be "ordered out" by DOT to Con Edison in accordance with City statute.

The contractor's proposal was \$561,175; NYC Transit's estimate was \$322,460. Following negotiations, the lump sum of \$338,000 was agreed upon and found to be fair and reasonable. Savings of \$223,175 were achieved.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 1

Vendor Name (& Location) Scalamandre/Oliveira JV (Freeport, NY)	
Description Construction of a Ventilation Building and Reconstruction of 11 th avenue and West 36 th Street at Site K – No. 7 Line Extension	
Contract Term (Including Options, if any) February 27, 2011 – February 27, 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 checked="" type="checkbox"/> Other: HYDC	
Requesting Dept/Div & Dep/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number C-26511	AWO/Modification # 4
Original Amount:	\$ 56,447,000
Prior Modifications:	\$ 417,025
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 56,864,025
This Request:	\$ 550,000
% of This Request to Current Amount:	1.0%
% of Modifications (including This Request) to Original Amount:	1.7%

Discussion:

This modification is for changes requested by the Department of Environmental Protection (DEP) as part of the reconstruction of 11th Avenue and 36th Street.

This contract is for construction at Site K on the No. 7 Line Extension and includes the excavation and construction of a three-story above grade ventilation building structure, including foundation walls, slabs, columns, footings, and exterior building façade envelope; demolishing and removal of the existing viaduct on 11th Avenue between West 35th and 37th Streets as well as the existing West 36th Street viaduct; and reconstruction of the roadway on 11th Avenue and West 36th Street. The ventilation building also includes one story below grade level that extends into 11th Avenue, below the roadway. The interior fit-out for finishes and systems equipment for the ventilation building structure will be provided under a future contract.

As part of the reconstruction of 11th Avenue and 36th Street, the contract requires changes to the sewer and water systems to accommodate future development in the neighborhood. Under this modification, DEP has requested additional changes to the sewer and water systems for additional city amenities and improvements. These changes include: increased sewer and water capacity, additional manholes, replacement of existing catch basins and roadway restoration.

The contractor submitted a proposal in the lump sum amount of \$618,793; MTACC's estimate was \$532,098. Negotiations resulted in the agreed upon lump sum amount of \$550,000. Savings of \$68,793 were achieved. The final price was found to be fair and reasonable.

Schedule D: Ratification of Completed Procurement Actions

Item Number: 1-2

Vendor Name (& Location) Henry Brothers Electronics, Inc. (Fair Lawn, NJ)		Contract Number C-52099 & C-52100		Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Description Furnish, install and integrate an Electronic Security System for the Rockefeller Center Station Complex (C-52099) and Furnish, install and integrate an Electronic Security System for the Herald Square Station Complex (C-52100)		Rockefeller Center Station Complex \$8,328,503 Herald Square Station Complex \$11,750,860			
Contract Term (including Options, if any) Eighteen months (C-52099) and twelve months (C-52100)		Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:			
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith			
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive					
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:					

Discussion:

The MTA Security Program is developing an integrated Inter-Agency Electronic Security System (ESS) infrastructure to allow for commonality across all MTA agencies, as well as direct communication to NYC Police Department (NYPD). The ESS is an infrastructure consisting of hardware and software that will integrate all NYC Transit legacy security subsystems as well as new applications onto a single platform.

Contract C-52099 is to furnish, install, and integrate an ESS for the Rockefeller Center Station Complex and the Physical Security Information Management System (PSIM). The PSIM is a comprehensive platform that interfaces with NYC Transit subsystems and the Command Center. This contract has been awarded pursuant to an Emergency Declaration signed by all agency presidents in December 2002. Requests for letters of interest were sent to 13 contractors previously identified as possessing the capability to perform this work. In addition, any qualified contractors that were not pre-selected were allowed to participate if they signed a non-disclosure agreement and had worked previously with NYC Transit on similar projects.

Following outreach to potential contractors, six bids were received. HBE submitted the lowest bid of \$8,328,503 and it is fair and reasonable.

Concurrent with this ratification, the Board is asked to approve a budget adjustment to provide consultant construction management services for Contract C-52099.

Contract C-52100 is to furnish, install, and integrate an ESS infrastructure at the Herald Square Station Complex, 34th Street at Broadway and 6th Avenue (B, D, F, M, N, Q, R Lines), including integration of the ESS to the PSIM. This contract has been awarded pursuant to an Emergency Declaration signed by all agency presidents in December 2002. This contract was solicited using a two-step selection process whereby interested bidders were evaluated and selected based on their technical experience and integrity. This pre-selection process afforded NYC Transit the ability to control the distribution of its security sensitive information and have free and open competition for this procurement.

Following advertisement, six bids were received. HBE submitted the lowest bid of \$11,750,860 and it is fair and reasonable.

Henry Brothers has achieved its previous M/W/DBE goals on its previous MTA contract. Therefore, Henry Brothers has complied with its previous M/W/DBE requirements.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 3

Vendor Name (& Location) John P. Picone, Inc. (Lawrence, NY)	
Description Rehabilitation of Five Stations – West End Line	
Contract Term (Including Options, if any) August 21, 2009 – July 11, 2012	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
A-35784	33
Original Amount:	\$ 65,460,000
Prior Modifications:	\$ 4,410,488
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 69,870,488
This Request:	\$ 376,000
% of This Request to Current Amount:	0.5%
% of Modifications (including This Request) to Original Amount:	7.3%

Discussion:

This retroactive modification is for an additional quantity of column base repairs.

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

The contract requires the repair of the line structure columns. There are 203 columns total. Each column base structure includes two flanges and a web, which are encased in concrete. The contract calls for the repair of 163 flanges and 48 webs.

Following the demolition of the existing column base encasements, a survey was performed to determine the actual condition of the column bases. The survey revealed the need to repair an additional 27 flanges and 2 webs.

This modification will provide for the additional repairs, including the abatement of existing lead paint, removal of existing rivets, drilling new holes in existing columns for new bolts, furnishing and installing new high-strength bolts, furnishing and installing new flanges and webs, quality testing and painting. The contractor's initial proposal was \$533,222; NYC Transit's revised estimate was \$359,996. Following negotiations, the lump sum of \$376,000 was agreed upon and found to be fair and reasonable. A savings of \$157,227 were achieved.

On May 31, 2012, the Senior Vice President and Chief Engineer approved a retroactive waiver and the contractor was directed to proceed the same day to avoid delay to the contractual substantial completion date.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 4

Vendor Name (& Location) Silverite Construction Company (Hicksville, NY)	
Design and construction of Mother Clara Hale Bus Depot	
Contract Term (including Options, if any) November 2, 2010 – September 1, 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: Capital Program Management, Frederick E. Smith	

Contract Number C-40455	AWO/Modification #: 3
Original Amount:	\$ 214,000,000
Prior Modifications:	\$ 29,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 214,029,000
This Request:	\$ 809,920
% of This Request to Current Amount:	0.4%
% of Modifications (Including This Request) to Original Amount:	0.4%

Discussion:

This retroactive modification is for the removal of underground obstructions.

This contract is for the design and construction of the new Mother Clara Hale Bus Depot in Manhattan, which will replace the existing depot with a new green building that has environmentally friendly features. The new depot will be a three-story structure built to accommodate 150 buses – 25 more than the current depot. All buses will use ultra-low sulfur diesel fuel, and many of the buses will be hybrid-electric vehicles or other low-emissions technology buses. The Mother Clara Hale Depot was originally a trolley barn built in 1895. It was structurally modified in 1939 to become the 146th Street Bus Depot. NYC Transit rehabilitated the depot in 1990, renaming it in honor of Mother Clara McBride Hale in 1993. The old depot was demolished in 2009 to make way for the new depot.

Prior to the award of this contract, a different contractor removed the old depot's underground storage tanks and remediated contaminated soil in the vicinity of the tanks. While doing that work, the remediation contractor found underground concrete and masonry structures which it had to remove. Based on that history, and test borings done on the balance of the site, NYC Transit anticipated that 800 cubic yards of concrete and masonry obstacles would be found during excavation and construction activities on the balance of the site. The contract price for the removal and disposal of those anticipated concrete and masonry obstacles is \$1,000,000, equivalent to \$1,250 per cubic yard.

During pile driving, foundation work and excavation of the remainder of the site, more underground concrete and masonry structures were found than anticipated. The unexpected structures found below grade were concrete slabs, track pits (which originally gave maintenance workers access to the underside of the trolley cars), walls and stairways dating back to the 1895 trolley barn. During the 1939 renovation of the trolley barn these structures were buried and paved over; no record of that had been kept.

By the end of March 2012, the contractor had actually removed 2,714 cubic yards. NYC Transit estimates that the total volume that will need to be removed is 3,600 cubic yards, or a total additional 2,800 cubic yards.

This modification provides for the removal and disposal of an additional 2,800 cubic yards of underground concrete and masonry structures. The first ten percent of the overrun, or 80 cubic yards, is priced at the original contract rate of \$1,250 per cubic yard. The balance of the overrun, or 2,720 cubic yards, is subject to negotiations. The contractor proposed \$633 per cubic yard for the entire additional 2,800 cubic yards, or \$1,772,400 total. After examining time and material records, NYC Transit allowed \$1,250 per cubic yard for 80 cubic yards and \$261 per cubic yard for the balance of 2,720 cubic yards, or \$809,920 total. After negotiations, the contractor agreed to the lump sum price of \$809,920 which was found to be fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

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

Contract Number	AWO/Modification #:
C-26005	98
Original Amount:	\$ 303,863,700
Option 1 Amount:	\$ 17,526,300
Option 2 Amount:	\$ 3,610,000
Total Amount:	\$ 325,000,000
Prior Modifications:	\$ 14,403,867
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 339,403,867
This Request:	\$ 700,000
% of This Request to Current Amount:	0.2%
% of Modifications (including This Request) to Total Amount:	4.6%

Discussion:

This retroactive modification is for the relocation of building utilities at 245 East 93rd Street.

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

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

MTACC acquired two easements within the commercial space, formerly Rainbow Hardware store, of the Astor Terrace Condominiums: a permanent easement for the 96th Street Station entrance and a temporary easement for the duration of the subway construction. To perform the contract work in these areas, it is necessary to relocate building mechanical, electrical and plumbing (MEP) services. During the design phase, MTACC planned to execute an agreement (separate from this contract) with the building owner under which the building owner would be reimbursed for costs associated with the relocation of the building MEP services out of the easement areas. However, the terms of the agreement could not be finalized. If left unaddressed, the associated delay in the building utility relocation work would negatively impact the project schedule.

In an effort to mitigate potential delays, MTACC has determined to perform the work under this Contract. The design for the structural demolition and building utility relocation was completed as part of Mod. No. 79 to this contract. The drawings produced under Mod. No. 79 represent the additional work to be performed under this Mod. No. 98. This Modification includes demolition and relocation of steam mains, sprinkler systems and basement slab drainage to clear the basement and first floor area for the permanent easement; structural demolition and restoration in the remaining reconfigured commercial space within the temporary easement area; and the removal and disposal of an HVAC unit.

The contractor submitted a cost proposal in the amount of \$998,725; MTACC's estimate was \$667,753. Negotiations resulted in the agreed upon net lump sum price of \$700,000, which is considered fair and reasonable. Savings of \$298,725 were achieved. The contractor will be directed to proceed with the work upon approval of a retroactive waiver by the MTACC President prior to the June Board meeting.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2-3

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	AWO/Modification #
A-36125	74 & 95
Original Amount:	\$ 175,988,000
Prior Modifications:	\$ 2,067,755
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 178,055,755
This Request: Mod 74: \$2,400,000 Mod 95: \$875,000 \$3,275,000	
% of This Request to Current Amount:	1.8%
% of Modifications (Including This Request) to Original Amount:	3.0%

Discussion:

These modifications are for communication and storefront changes at the Fulton Street Transit Center Enclosure (Fulton Center). These are two of several modifications initiated across the various Fulton Center contracts, for the implementation of enhancements, technology changes and the reprogramming of space previously identified for use by NYC Transit personnel at Fulton Center and Corbin Building into commercial tenant, retail and public spaces. Sufficient funding is available in Program Reserve. To avoid schedule impact, the work associated with Modification No. 74 had to commence without delay. Consequently, the MTACC President approved a retroactive waiver on March 16, 2012.

This contract calls for the construction of the Fulton Center.

Modification No. 74

The original contract required a single network for all communication systems. As a result of the reprogramming of Fulton Center space as well as technology changes associated with the introduction of new dynamic signage and advertising; the communications network has been separated into three segregated networks: one for NYC Transit communications systems, one for the Security Network and one for retail spaces that will be maintained by a third party. Work under this modification includes: the construction of a new communications room on the platform level; additional conduit in support of the future installation of new dynamic signage; and reconfiguration of the building's Telecom, Fire Alarm and Intrusion and Access Control systems. This modification also addresses the deletion of communications rooms and equipment originally planned to be located on the third floor.

The contractor submitted a proposal in the amount of \$6,176,968; MTACC's estimate was \$2,293,171. Negotiations resulted in the agreed upon lump sum of \$2,400,000, which is considered fair and reasonable. Savings of \$3,776,968 were achieved.

Modification No. 95

This modification includes the installation of new stainless steel storefronts on the concourse, platform, and street levels as well as revisions to the glazing of existing storefronts on the platform level. The contractor's proposal was \$907,496. MTACC's estimate was \$823,720. Negotiations resulted in the agreed upon lump sum of \$875,000 that was found to be fair and reasonable. Savings of \$32,496 were achieved.

6. SERVICE CHANGES



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

Service Issue

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

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

Recommendation

Seventy-three bus schedule changes (on 59 routes) are proposed for implementation in September 2012.

Budget Impact

Implementation of the September 2012 schedule changes is estimated to cost \$1.7 million annually. These costs are incorporated into the 2012 operating budget.

Proposed Implementation Date

September 2012.

Staff Summary



New York City Transit

Page 1 of 2

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

Date	June 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 General Counsel
7	Executive VP	3	Director OMB
6	SVP Buses	2	VP GCR
5	VP Corp. Comm.	1	Chief OP

Purpose

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

Discussion

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

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

Recommendation

Seventy-three bus schedule changes (on 59 routes) have been identified for implementation in September 2012 (see Attachment 1). The majority of these actions would result in relatively small increases or decreases in wait time for our customers.

1. Thirty-three of the 73 bus schedule changes contain increases in service frequency and/or include modifications in running time to meet established bus loading guidelines and improve reliability. Thirty of the 33 bus schedule changes would affect less than 10% of the route's revenue seat miles operated.
2. The remaining forty of the 73 bus schedule changes contain reductions in service frequencies to more closely align service with customer demand, to meet MTA loading guidelines for bus operation, and to concurrently improve reliability through running time modifications where needed. Thirty-four of the 40 bus schedule changes would affect less than 10% of the route's revenue seat miles operated.

Alternative to the Proposed Service Change

Do nothing. NYCT would not:

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

Budget Impact

Implementation of the September 2012 schedule changes is estimated to cost \$1.7 million annually. These costs are incorporated into the 2012 operating budget.

Proposed Implementation Date

September 2012.

Approved:



Thomas F. Prendergast
President

Attachment 1
September 2012 - Page 1 of 3

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

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B11	7	6	105%	94%	12	10	108%	90%	7	8	74%	83%	15	15	75%	75%	+2.8%
B26	7	6	107%	96%	10	10	98%	98%	8	7	101%	89%	10	9	113%	97%	+3.3%
B35	2	2.5	78%	84%	5	4.5	110%	99%	2.5	3	86%	91%	3.5	4	76%	88%	-0.9%
B36	4	3.5	104%	98%	10	9	100%	86%	7	7	97%	97%	12	15	69%	86%	-2.7%
B38	2	2.5	73%	79%	4	4.5	71%	77%	4	4.5	70%	83%	5.5	8.5	54%	94%	-9.0%
B41	2.5	2.5	91%	91%	3.5	4	73%	80%	3	3	89%	89%	4	4.5	82%	91%	-1.2%
B49	4	4.5	89%	98%	8	8	91%	91%	5.5	5.5	88%	88%	12	12	99%	99%	-3.5%
B65	9	9	81%	81%	20	20	75%	75%	10	12	63%	82%	15	20	58%	78%	-5.3%
B74	9	8	110%	96%	12	12	74%	74%	7	7	95%	95%	15	12	106%	84%	+0.1%
Bx3	5	5	91%	91%	8	8	98%	98%	6	5.5	97%	89%	12	10	115%	96%	+1.7%
Bx5	4	4.5	76%	87%	9	10	61%	72%	5.5	6	76%	85%	10	10	90%	90%	-9.7%
Bx7	10	9	114%	98%	10	10	88%	88%	9	7	111%	86%	20	15	108%	81%	+1.7%
Bx8	10	10	93%	93%	15	15	88%	88%	12	10	102%	80%	30	30	61%	61%	+0.6%
Bx10	5	5.5	85%	92%	15	10	138%	92%	10	9	105%	90%	12	10	119%	99%	+5.4%
Bx12	7	8	68%	77%	10	10	79%	79%	7	7	92%	92%	12	15	41%	81%	-5.8%
SBS 12	4	3.5	107%	94%	8	6	123%	98%	6	5	108%	90%	8	5	141%	92%	+11.9%
Bx16	7	8	71%	80%	20	20	89%	89%	8	8	85%	85%	20	20	94%	94%	-0.5%
Bx22	8	7	103%	90%	10	12	70%	84%	8	7	96%	84%	10	10	77%	77%	+0.4%
M100	10	8	115%	88%	9	9	98%	98%	9	7	118%	92%	12	12	66%	66%	+3.7%
M101	9	9	80%	80%	10	9	109%	93%	7	8	84%	96%	9	10	53%	59%	-0.9%
M102	12	12	77%	77%	12	15	51%	100%	9	10	64%	78%	12	15	46%	90%	-10.3%
M103	12	12	67%	67%	12	15	43%	83%	12	12	75%	75%	12	15	30%	58%	-8.1%
Q46	2	1.5	106%	97%	5	6	83%	99%	2.5	2	106%	96%	4.5	3.5	125%	95%	+0.6%
Q55	7.5	5.5	125%	91%	15	15	84%	84%	7	7	96%	96%	12	12	76%	76%	+2.2%
Q58	3	3	98%	96%	8	7	120%	99%	5	4	106%	85%	5.5	4.5	108%	89%	+8.1%
S62/92	8	8	89%	89%	15	12	109%	87%	8	8	69%	69%	15	20	63%	84%	-4.0%
S89	12	15	62%	89%	-	-	-	-	12	15	53%	77%	30	30	72%	72%	-5.1%
X1	5	5.5	81%	88%	30	20	103%	61%	4.5	4.5	98%	98%	7	9	60%	77%	0.0%
X2	6	5.5	102%	93%	-	-	-	-	10	9	108%	93%	15	15	78%	78%	+8.7%
X3	7	8	73%	83%	-	-	-	-	20	20	72%	72%	-	-	-	-	-8.4%
X5	7	8	102%	92%	-	-	-	-	8	7	103%	92%	20	20	91%	91%	+5.4%
X7	5	5	89%	89%	-	-	-	-	9	8	112%	98%	20	15	113%	57%	+10.0%
X8	8	9	81%	93%	-	-	-	-	10	10	88%	88%	30	30	58%	58%	-2.9%
X9	8	8	95%	95%	-	-	-	-	10	9	102%	88%	15	15	73%	73%	+6.6%
X10	8	8	96%	96%	30	30	65%	65%	15	10	117%	78%	12	15	44%	61%	+0.9%
X11	9	9	82%	82%	-	-	-	-	8	9	82%	94%	-	-	-	-	-3.2%
X12	5	5.5	83%	90%	-	-	-	-	10	9	102%	87%	20	20	71%	71%	+1.8%
X14	9	10	81%	95%	-	-	-	-	10	9	105%	90%	-	-	-	-	0.0%
X17A/C	5	5.5	83%	90%	30	30	70%	70%	7	6	108%	97%	12	10	111%	92%	+1.3%
X17J	4.5	4	104%	90%	-	-	-	-	6	6	98%	98%	-	-	-	-	+3.0%
X22	5.5	6	81%	89%	-	-	-	-	12	10	104%	86%	30	30	95%	95%	+2.1%
X31	12	10	100%	84%	-	-	-	-	15	15	82%	82%	30	30	83%	83%	+4.5%
X42	10	12	72%	87%	-	-	-	-	12	12	94%	94%	-	-	-	-	-6.6%

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

Attachment 1
September 2012 - Page 2 of 3

Saturday	Late Morning				Midday				Late Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B1	12	9	129%	92%	10	8	130%	95%	10	8	118%	86%	10	10	85%	85%	+12.5%
B8	4.5	5	73%	79%	4.5	4.5	79%	79%	4.5	4	99%	92%	4.5	5	75%	81%	-1.4%
B64	15	20	49%	65%	9	12	60%	84%	10	12	71%	85%	15	15	71%	71%	-11.4%
Bx11	12	15	71%	89%	10	10	89%	89%	9	9	88%	88%	10	12	67%	81%	-5.3%
Bx19	10	12	74%	89%	8	9	75%	86%	9	10	74%	87%	10	12	78%	93%	-10.0%
Bx33	20	30	33%	50%	20	30	31%	47%	20	20	83%	83%	30	30	26%	26%	-12.1%
Bx36	9	10	81%	94%	7	8	88%	99%	7	7	93%	93%	10	10	92%	92%	-3.3%
M72	20	20	50%	50%	15	20	72%	95%	15	12	104%	83%	20	20	73%	73%	+4.7%
M101	8	10	35%	46%	10	10	85%	85%	10	12	77%	93%	12	12	60%	60%	-5.1%
M102	15	15	65%	65%	10	12	52%	63%	8	9	68%	79%	12	15	45%	88%	-10.3%
M103	12	15	27%	53%	10	12	52%	63%	9	10	73%	85%	12	15	36%	70%	-15.3%
Q4	12	12	77%	77%	10	12	73%	97%	10	10	80%	80%	12	15	73%	97%	-7.2%
Q5	9	10	71%	83%	9	8	104%	89%	8	7	103%	85%	9	10	76%	88%	+1.5%
Q28	12	10	103%	78%	12	10	101%	76%	12	10	104%	78%	12	12	75%	75%	+4.1%
Q85	10	9	111%	95%	10	9	112%	96%	8	9	84%	99%	12	12	88%	88%	+0.9%
S53	12	10	103%	86%	10	10	99%	99%	10	10	98%	98%	15	20	69%	93%	0.0%

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

Attachment 1
September 2012 - Page 3 of 3

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

Sunday	Late Morning				Midday				Late Afternoon				Evening				Rev Miles Change	
	Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)			
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed		
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
B1	20	15	108%	81%	10	10	99%	99%	9	9	93%	93%	12	12	88%	88%	+2.1%	
B6	8	9	76%	89%	7	8	76%	92%	8	7	101%	83%	6	7	70%	78%	-5.5%	
B38	12	10	101%	84%	8	9	81%	95%	8	8	93%	93%	12	15	56%	69%	-3.5%	
B64	20	20	59%	59%	10	15	43%	65%	12	15	64%	80%	15	20	43%	58%	-21.9%	
B82	10	12	76%	91%	9	10	72%	84%	9	10	79%	92%	10	12	71%	86%	-8.2%	
Bx5	20	20	89%	89%	12	15	47%	91%	10	12	58%	70%	12	15	51%	99%	-5.9%	
M11	20	20	33%	33%	12	15	59%	74%	10	10	87%	87%	15	20	39%	52%	-5.3%	
M100	15	20	62%	83%	10	12	80%	98%	10	12	79%	94%	12	15	68%	85%	-8.1%	
M101	15	15	72%	72%	12	12	80%	80%	12	12	76%	76%	15	20	71%	94%	-3.3%	
M102	15	20	54%	72%	15	15	86%	86%	12	12	74%	74%	15	20	62%	83%	-8.6%	
M103	15	20	29%	39%	15	15	97%	97%	12	12	88%	88%	12	15	31%	61%	-5.9%	
Q54	20	20	68%	68%	20	20	85%	85%	15	20	60%	80%	20	20	55%	55%	-4.1%	
Q55	20	20	74%	74%	15	20	66%	88%	15	20	67%	89%	20	20	79%	79%	-6.1%	
Q58	7	6	97%	88%	7	5.5	116%	95%	7	5.5	111%	91%	8	8	88%	88%	+11.2%	

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

Report



Bus Company



New York City Transit

**SERVICE CHANGES: MTA BUS OPERATIONS COMMITTEE
NYC TRANSIT COMMITTEE
NOTIFICATION of SERVICE REVISION
B15, Q3, Q10 RELOCATION at JFK AIRPORT**

SERVICE ISSUE:

The B15 and Q3, operated by NYC Transit, and the Q10, operated by MTA Bus, are local bus routes providing service to the passenger terminals at John F. Kennedy International Airport. The B15 provides service to the west in Brooklyn; the Q3 provides service to the north and east in Jamaica, Queens; and the Q10 provides service to the north in Kew Gardens, Queens.

These routes have been serving the central passenger terminal area at Terminal 4 since 2004; however, the Port Authority of New York and New Jersey (PANYNJ), the airport's operator, has notified the MTA that the B15, Q3 and Q10 must vacate their terminus at Terminal 4 to accommodate new traffic patterns on frontage roads adjacent to the terminal, and new construction at the terminal.

RECOMMENDED SOLUTION:

The PANYNJ identified a location within the central passenger terminal area for the B15, Q3 and Q10 terminus at the Terminal 5 AirTrain station. This location is adjacent to the now demolished former Terminal 6 building, and is at the AirTrain station where customers may access all other terminals at no additional fare via AirTrain.

The B15, Q3 and Q10 stops at the central passenger terminal area were relocated to the Terminal 5 AirTrain station on May 30, 2012, and Terminal 4 is no longer served.

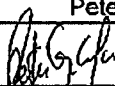

ESTIMATED IMPACT:

The net result of this revision would be a small increase in operating cost because of the extra travel distance. The increase in operating cost to NYC Transit's B15 and Q3 would be approximately \$60,000 annually, and the increase in operating cost to MTA Bus' Q10 would be approximately \$27,000 annually.

PLANNED IMPLEMENTATION:


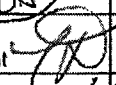
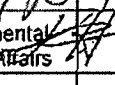
These revisions were implemented on May 30, 2012 at the direction of the PANYNJ.

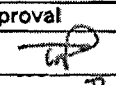
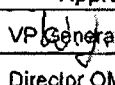

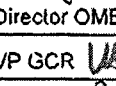

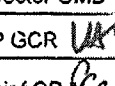

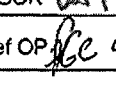
Staff Summary

Subject	B15, Q3 and Q10 Relocation at JFK Airport
Department	Operations Planning
Department Head Names	Norman C. Silverman (MTA Bus) Peter Cafiero (NYCT)
Department Head Signatures	 
Project Manager Name	Robert Lai (MTA Bus) Judith McClain (NYCT)

Date	June 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, NYCT		X		
2	President, MTA Bus		X		
3	NYCT Cmte			X	
4	Bus Ops Cmte			X	

MTA Bus Internal Approvals			
Order	Approval	Order	Approval
4	President 		
3	Executive Vice President 		
2	VP, Intergovernmental and Community Affairs 		
1	Vice President, Operations Planning		NCS 6/15/12

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

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the MTA Bus Operations and the NYC Transit Committees of, a recommendation to revise the terminus in John F. Kennedy International Airport (JFK Airport) of the B15, Q3 and Q10 from Terminal 4 to the AirTrain Terminal 5 Station, which is adjacent to the now demolished former Terminal 6. The B15 and Q3 are operated by New York City Transit, and the Q10 is operated by the MTA Bus.

DISCUSSION:

The B15 provides local bus service between Bedford-Stuyvesant, Brooklyn and JFK Airport. The Q3 provides local bus service between Jamaica, Queens and JFK Airport. The Q10 provides full-time local and limited-stop bus service between Kew Gardens and JFK Airport via the Lefferts Boulevard Corridor.

The B15, Q3 and Q10 had all served the JFK Airport passenger terminals at a centralized location at Terminal 4, an active passenger terminal, where there is an AirTrain station. Prior to the completion of AirTrain in late 2003/early 2004, all three routes directly served all passenger terminals in JFK Airport.

The legal name of MTA Bus is MTA Bus Company.

The legal name of NYC Transit is New York City Transit Authority.

Staff Summary

In April 2004 following the completion of AirTrain, the B15 and Q3 passenger terminal bus stops were consolidated to Terminal 4 to provide faster service in and out of the central passenger terminal area. At Terminal 4, customers had a free, quick and frequent 24-hour service between passenger terminals via AirTrain. In September 2006, following the merger of the Q10 into MTA Bus, the Q10 was similarly revised and the central passenger terminal area stops were consolidated to Terminal 4. Bus stop areas with bus cut-outs in the curb and bus shelters were provided along the Terminal 4 frontage. The Q10 stopped on the north end of the terminal, and the B15 and Q3 stopped at the south end of the terminal. Currently, together, the three routes have a total weekday ridership of approximately 10,000 airport customers, and a lesser number on weekends; the majority of these bus customers work at the airport.

Following several years of discussion and proposals, the Port Authority of New York and New Jersey (PANYNJ), a bi-state agency which operates JFK Airport, recently notified NYC Transit and MTA Bus that the B15, Q3 and Q10 must vacate their stops at Terminal 4 to accommodate new traffic patterns on the frontage roads adjacent to the terminal, and new construction at the terminal. The PANYNJ provided approximately two weeks notice to NYC Transit and MTA Bus to relocate the B15, Q3 and Q10 from Terminal 4. The three bus routes were relocated on May 30, 2012 to a site near the Terminal 5 AirTrain station adjacent to the former Terminal 6 (the old JetBlue terminal, which has been demolished).

NYC Transit and MTA Bus worked with the PANYNJ to find an alternate location within the central passenger terminal area, and maintain proximity to AirTrain service. The Terminal 6 location was offered where there is an unused frontage roadway for the former terminal. This new location is accessible to the Terminal 5 AirTrain station via high capacity elevators. Customers have access to all passenger terminals using AirTrain, which provides free circulator service within JFK Airport to all passenger terminals, the car rental area and the long term parking lot.

The PANYNJ has provided bus shelters, one for each of the three routes; made a staff restroom available to bus operators; and has provided the ability to install MetroCard vending machines.

As illustrated in the attached Map 1, under this revision, instead of traveling to Terminal 4, the B15 and Q10 follow their regular route along the Van Wyck Expressway Southbound Service Road in JFK Airport then travel directly to the new bus area adjacent to the former Terminal 6 and the Terminal 5 AirTrain station. Similarly, the Q3 follows its regular route along the JFK Expressway, then travels directly to the new bus area adjacent to the former Terminal 6 and the Terminal 5 AirTrain station. The B15 and Q10 then exit directly to the Van Wyck Expressway Northbound Service Road, and the Q3 exits directly to the JFK Expressway. The former bus stop at Terminal 4 is no longer served.

The new bus area at the former Terminal 6 is available for buses and authorized vehicles only (such as service vehicles and permitted shared-ride and off-airport shuttle buses), and not available to general traffic. There is a drop-off area for all three routes, followed by pick-up and layover areas for each of the three routes, as shown in Map 2.

This revision has extended the round trip travel distance of the B15 and Q10 by approximately 0.25 miles, and the Q3 by approximately 0.5 miles. However, because of the limited-access nature of the on-airport circulator roadways and the direct access between each terminal and the access roads, the Van Wyck Expressway and the JFK Expressway, the travel time remains similar to the travel time to Terminal 4.

Staff Summary

RECOMMENDATION:

In response to the PANYNJ's requirement that the B15, Q3 and Q10 bus routes be relocated from Terminal 4, the three routes were moved to the Terminal 5 AirTrain station in an unused area provided by the PANYNJ.

ALTERNATIVES:

Remaining at Terminal 4 is not an alternative, as the PANYNJ has advised that the B15, Q3 and Q10 must vacate the bus stops at Terminal 4 as the areas have been programmed for other uses.

One alternative provided by the PANYNJ was to terminate the routes at the Lefferts Boulevard AirTrain station on the periphery of the airport. However, this location is remote from the main activity areas of the airport, and many of the bus stops that are currently served along the JFK Airport internal roadways, which are primarily used by airport employees, are not accessible by AirTrain. Furthermore, the Lefferts Boulevard AirTrain station is only served by one out of the three AirTrain routes, so the station receives significantly less service. Lefferts Boulevard is only served by the AirTrain route between Howard Beach and the airline terminals, and not by the AirTrain route between Jamaica and the airline terminals, nor by the airline terminals circulator route.

IMPACT ON FUNDING:

The net result of this revision would be a small increase in operating cost because of the extra travel distance. The increase in operating cost to NYC Transit's B15 and Q3 would be approximately \$60,000 annually, and the increase in operating cost to MTA Bus' Q10 would be approximately \$27,000 annually.

IMPLEMENTATION:

These revisions were implemented on May 30, 2012.

Approved:



Thomas F. Brendergast
President, NYC Transit

Approved:

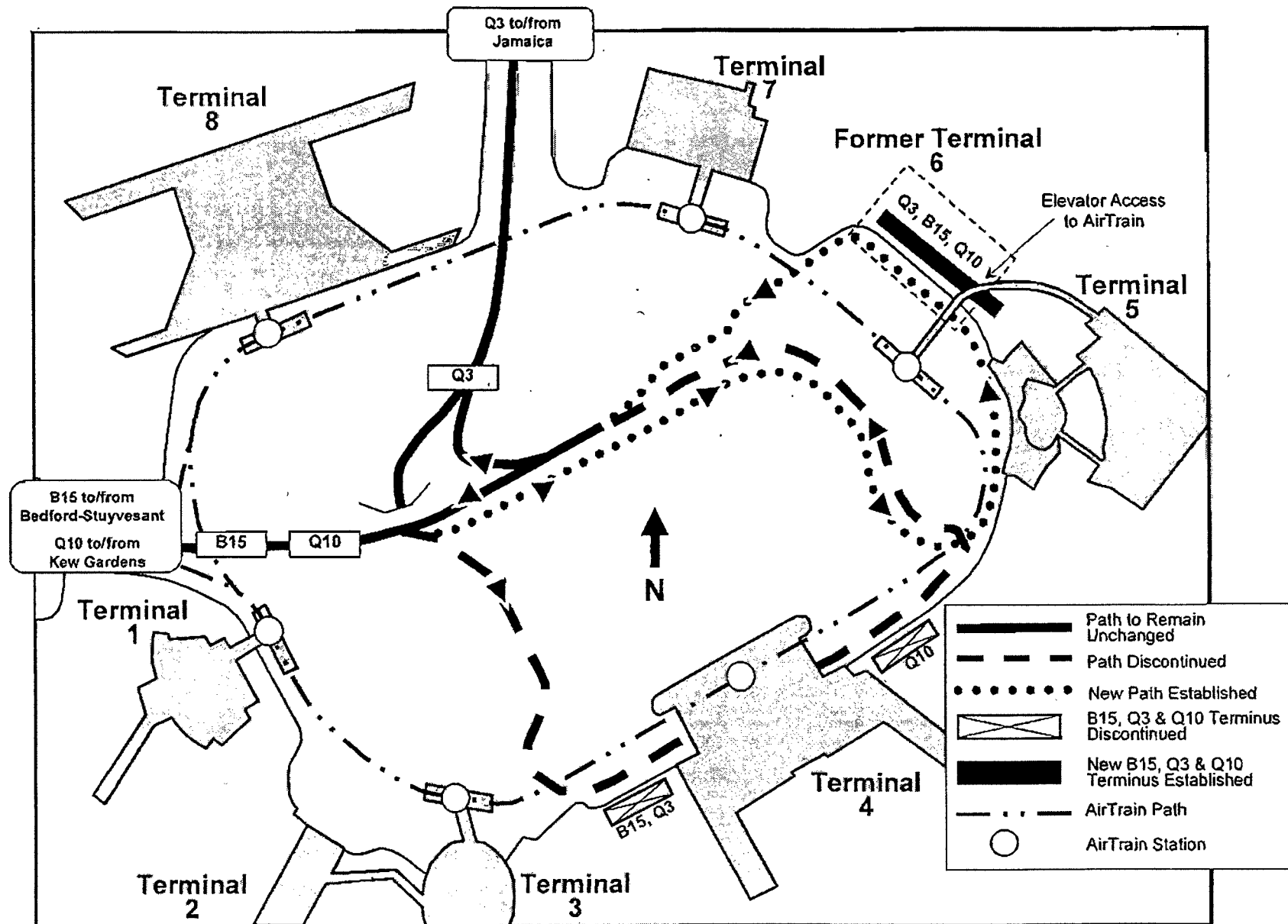


Darryl C. Irick
President, MTA Bus

B15, Q3, Q10 JFK Airport Terminus Relocation – Travel Path

Map 1

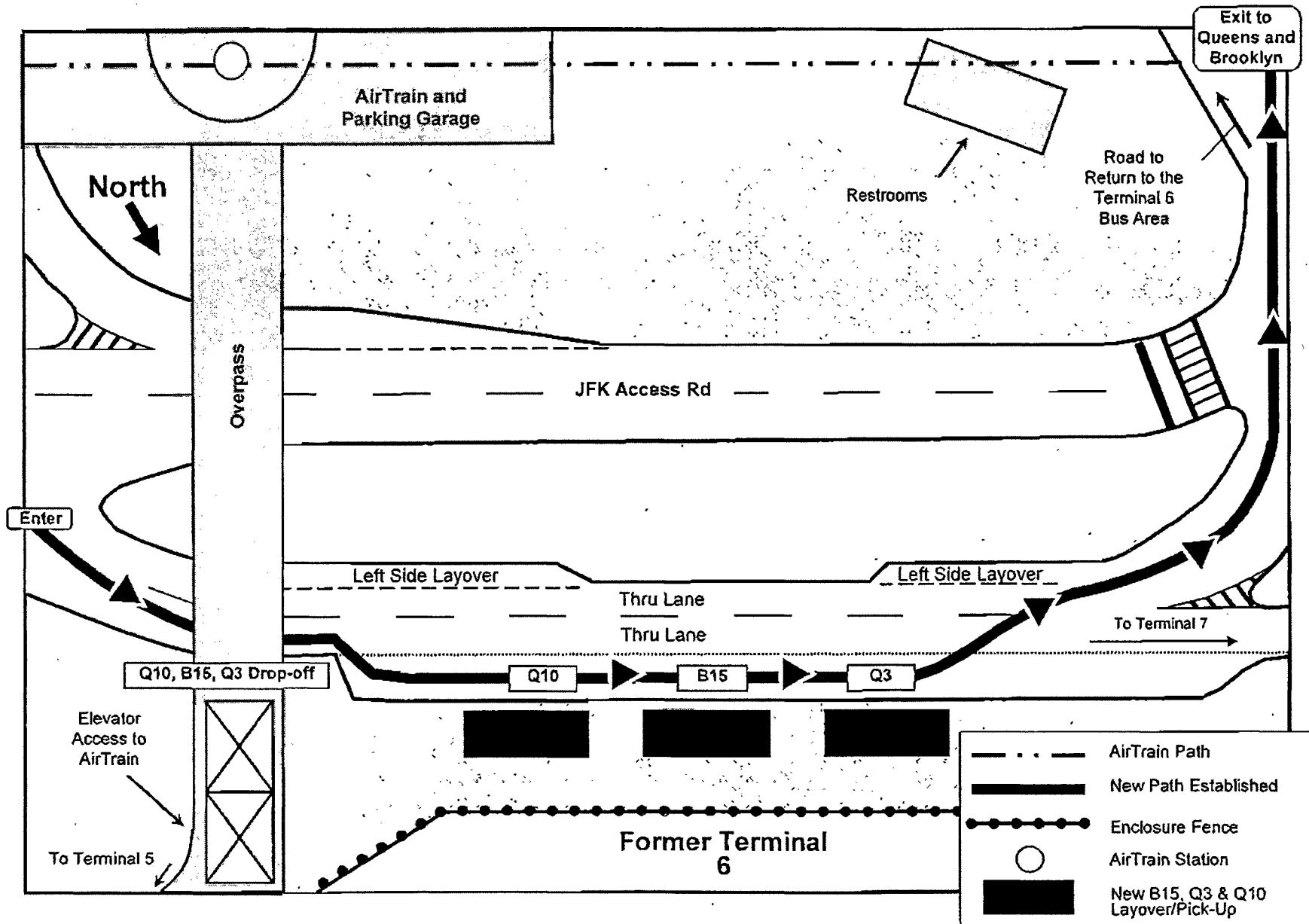
6.11



B15, Q3, Q10 JFK Airport Terminus Relocation – Bus Area

Map 2

6.12



7. SPECIAL REPORTS & PRESENTATIONS

SPECIAL REPORTS AND PRESENTATIONS:
MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>April 2011</u>	<u>April 2012*</u>	<u>Difference</u>
Cash	3.2%	3.2%	(0.1%)
Single-Ride Ticket	1.4%	1.2%	(0.2%)
Bonus Pay-Per-Ride	37.0%	37.5%	0.5%
Non-Bonus Pay-Per-Ride	9.8%	10.0%	0.1%
7-Day Farecard	16.5%	17.4%	0.9%
30-Day Farecard	<u>32.0%</u>	<u>30.8%</u>	(1.2%)
Total	100.0%	100.0%	

* Preliminary

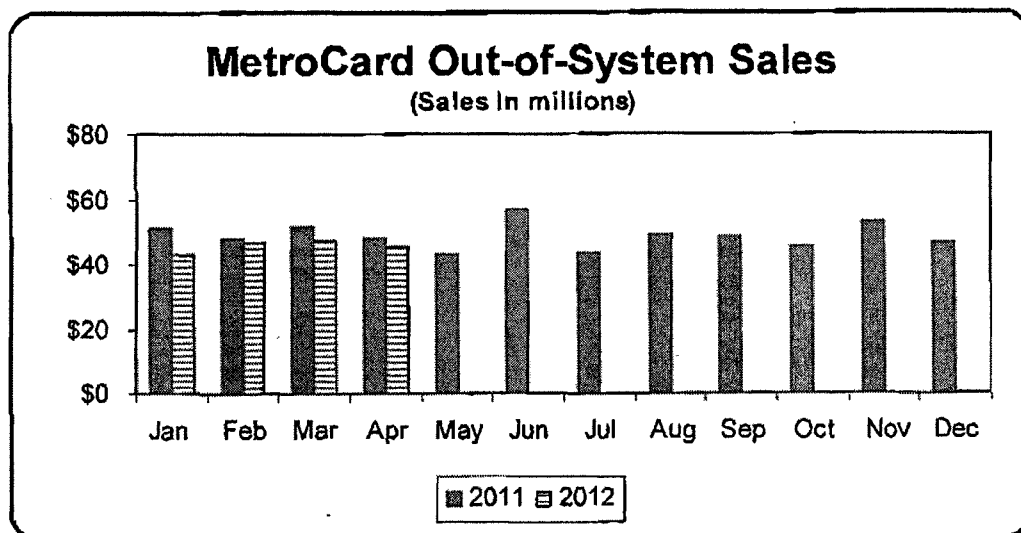
Note: Percentages may not add due to rounding.

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 April 2012 was 5,625, a 3.8 percent decrease from the same period last year. The average value of a credit issued was \$62.46.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$45.8 million in April 2012, a 4.2 percent decrease compared to April 2011. Year-to-date sales totaled \$182.6 million, an 8.3 percent decrease compared to the same period last year.



Retail Sales

There were 4,402 active out-of-system sales and distribution locations for MetroCards, generating \$24.6 million in sales revenue during April 2012.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 191,550 MetroCards valued at approximately \$15.2 million were made in April 2012 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$79.39. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 41,744 for April 2012, generating an additional \$4.3 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$77.5 million, an 11 percent decrease when compared to last year.

Mobile Sales Program

In April 2012, the Mobile Sales unit completed 226 site visits, of which 165 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$107,000 in revenue was generated. In April 2012, the Mobile Sales unit assisted and enabled 1,920 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as the Family Resource Fair held at Francis Lewis High School (Queens).

Reduced-Fare Program

During April 2012 enrollment in the Reduced-Fare Program increased by 6,833 new customers, while 2,224 customers left the program. The total number of customers in the program is 763,485. Seniors account for 615,820 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 147,665 customers. Of those, a total of 32,439 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Reduced-fare customers added approximately \$5.8 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In April 2012, the EasyPay Reduced Fare program enrollment totaled 114,155 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 27 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In April 2012, the EasyPay Xpress PPR program enrollment totaled 45,614 accounts. During this month, Xpress PPR customers accounted for approximately 898,000 subway, express bus and local bus rides with \$2.1 million charged to their accounts. Each account averaged 24 trips per month, with an average monthly bill of \$57.

EasyPay Xpress Unlimited Program

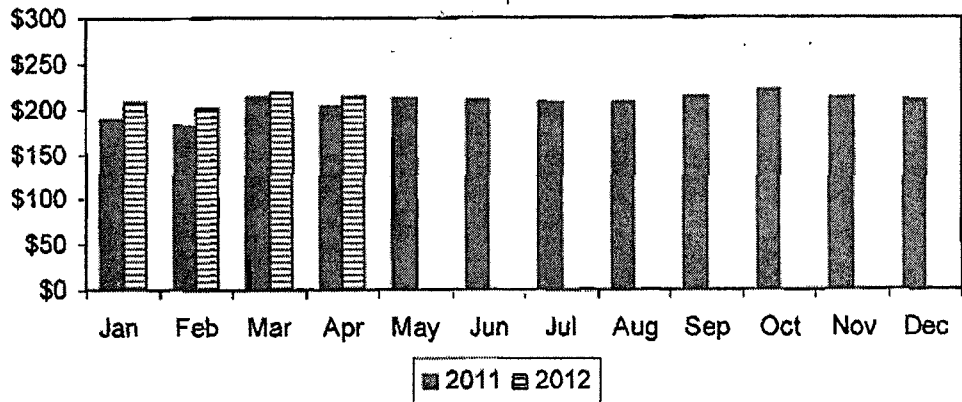
In April 2012, the EasyPay Xpress Unlimited program enrollment totaled 8,506 accounts. During this month, Xpress Unlimited customers accounted for approximately 408,000 subway and local bus rides with \$777,000 charged to their accounts. Each account averaged 53 trips per month with a fixed monthly bill of \$104.

In-System Automated Sales

Vending machine sales (MVMs & MEMs) during April 2012 totaled \$214.3 million, on a base of 14.7 million customer transactions. Year-to-date, the number of transactions at vending machines is 57.2 million, a 5.1% increase compared to the same period last year. During April 2012, MEMs accounted for 1,682,507 transactions resulting in \$41,597,528 in sales. Debit/credit card purchases account for 71.5 percent of total vending machine revenue, while cash purchases account for 28.5 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 \$27.49, more than three times the average cash sale of \$7.32. The average debit sale is \$19.58.

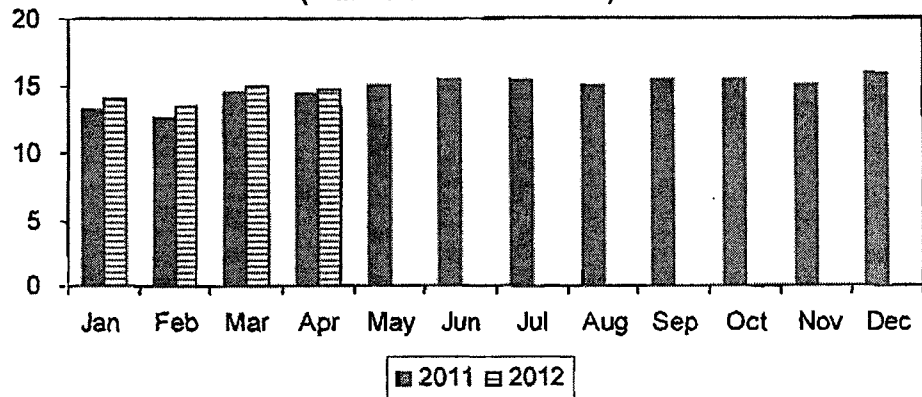
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



8. MTACC MONTHLY PROJECT STATUS REPORTS:

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

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - June 2012

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

	Budget	Expenditures
Construction	\$ 943.6	\$ 621.2
Design	105.3	103.4
Construction Management	130.1	74.1
Real Estate	220.9	205.8
Total	\$ 1,400.0	\$ 1,004.5

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

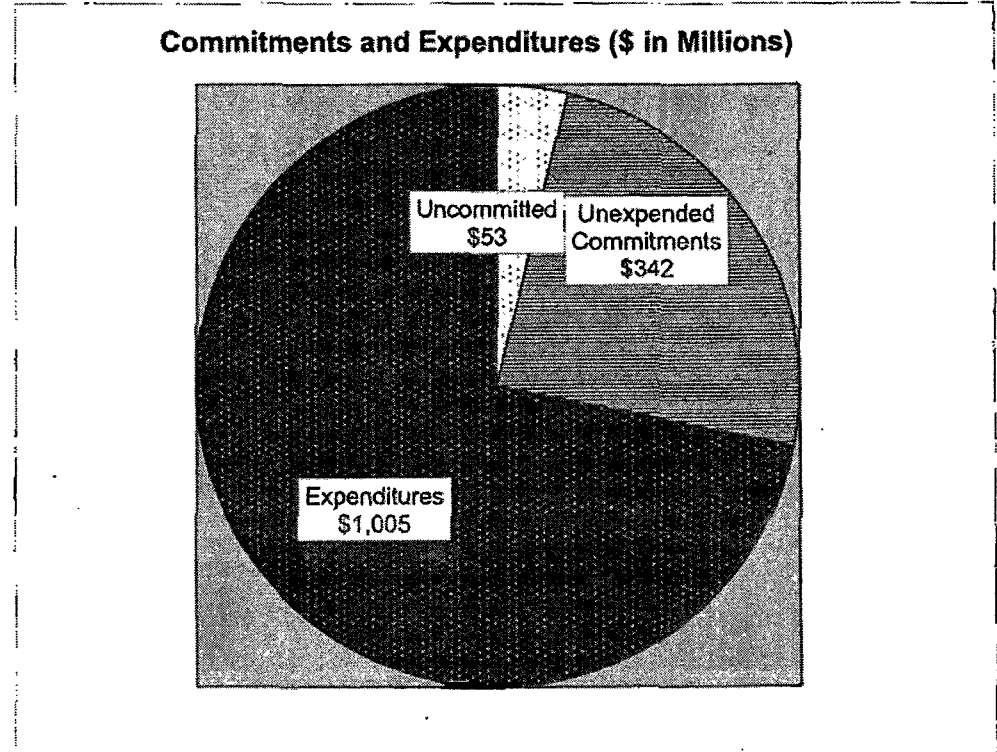
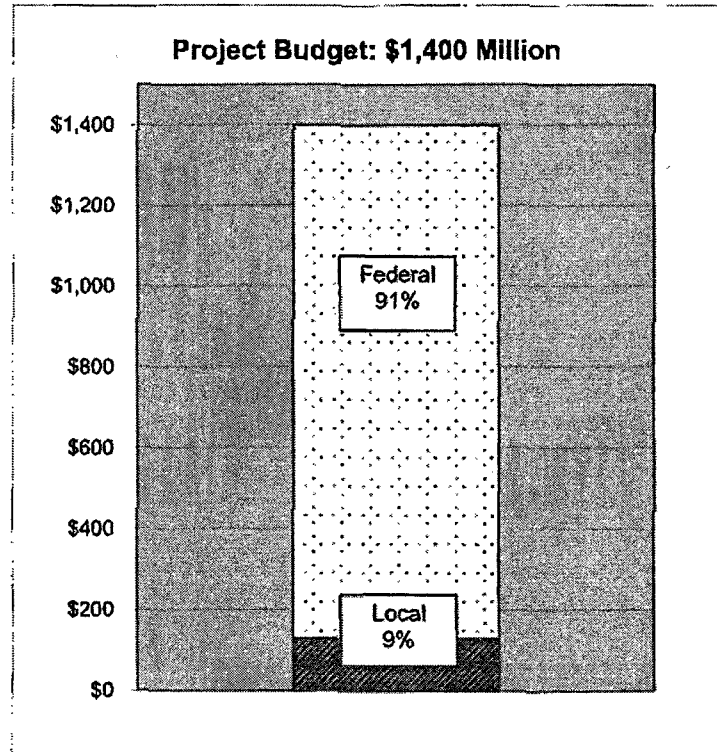
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i>	\$ 132.0	\$ 127.0	\$ 4.9	\$ 103.0	Aug-2009	Jul-2009	Mar-2013	Nov-2012
4C/D: 4/5 Station Rehab & Dey St HH Finishes <i>WDF</i>	64.3	60.8	3.5	46.6	Sep-2009	Aug-2009	Jul-2012	Jul-2012
4E: Dey St Concourse & R Underpass Finishes <i>Skanska US Civil Northeast</i>	22.4	21.3	1.0	12.6	Sep-2010	Mar-2010	Nov-2012	Nov-2012
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	206.8	185.7	21.1	63.4	Jan-2011	Aug-2010	Jun-2014	Jun-2014
4G: Corbin Building Restoration <i>Judlau Contracting</i>	65.3	63.2	2.1	33.9	Mar-2010	Feb-2010	Dec-2012	Dec-2012
R to E Connector	To be Coordinated with Port Authority				TBD	TBD	TBD	TBD

Fulton Center Status

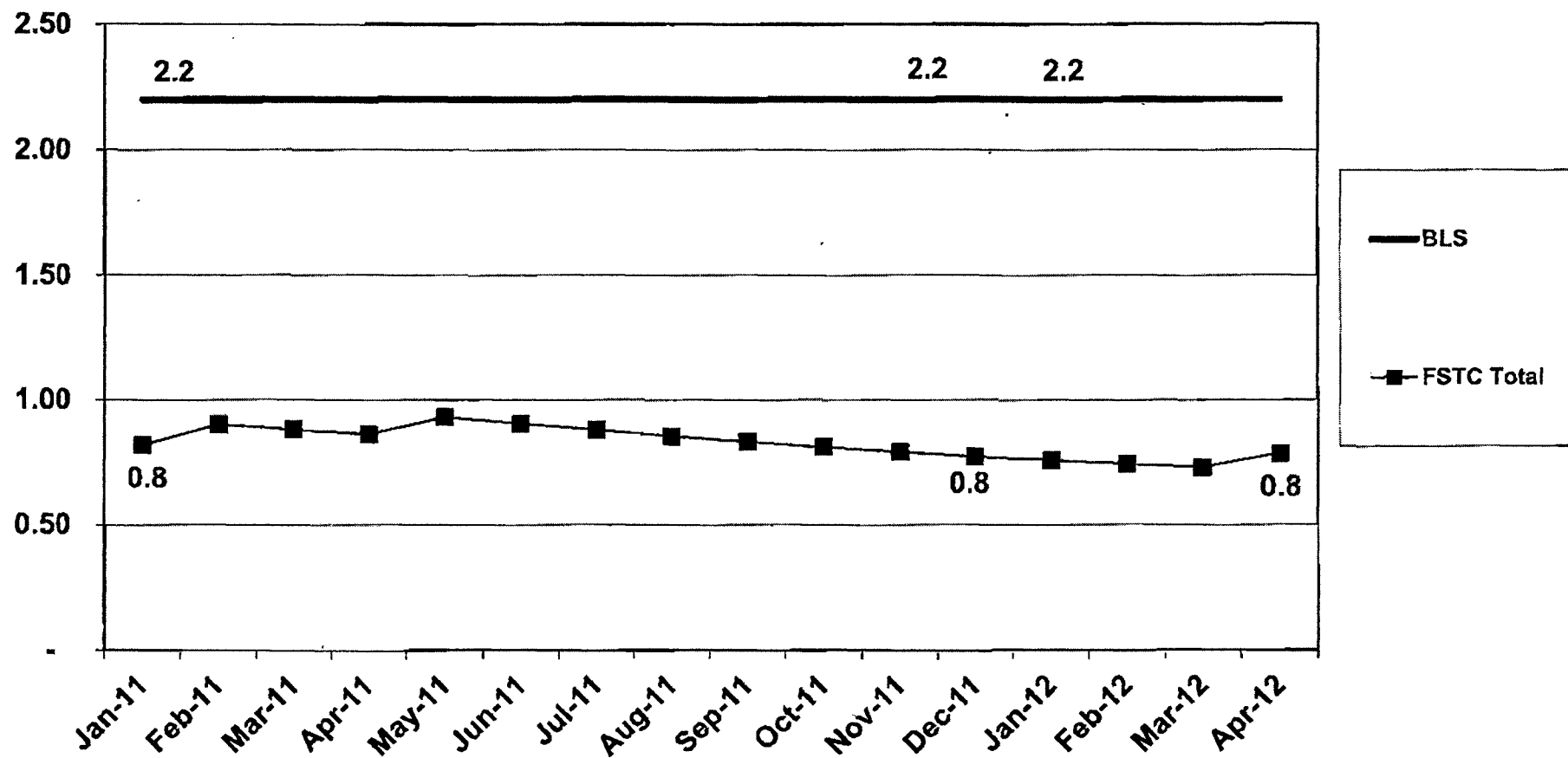
Report to the Transit Committee - June 2012

(data thru May 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	\$ 924	\$ 32	\$ 779
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	226
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,347	\$ 53	\$ 1,005



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



Note:

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

7 Line Extension Active and Future Construction Contracts

Report to the Transit Committee - June 2012

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

	Budget	Expenditures
Final Design	\$ 114.0	\$ 105.9
Construction	1,870.9	1,298.4
Construction Management	40.0	18.5
Subway Project Reserve	75.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,422.8
HYDC-Funded Non-Subway Work [†]	266.0	141.0
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 1,563.9
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 1,616.9

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Site L (Vent Building) Excavation and Core & Shell <i>CCA Civil Halmar Internat'l LLC</i>	82.5	58.1	4.4	46.6	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	74.3	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	57.4	3.1	36.2	Feb-2011	Feb-2013	Feb-2013
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	514.0	28.4	75.0	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.

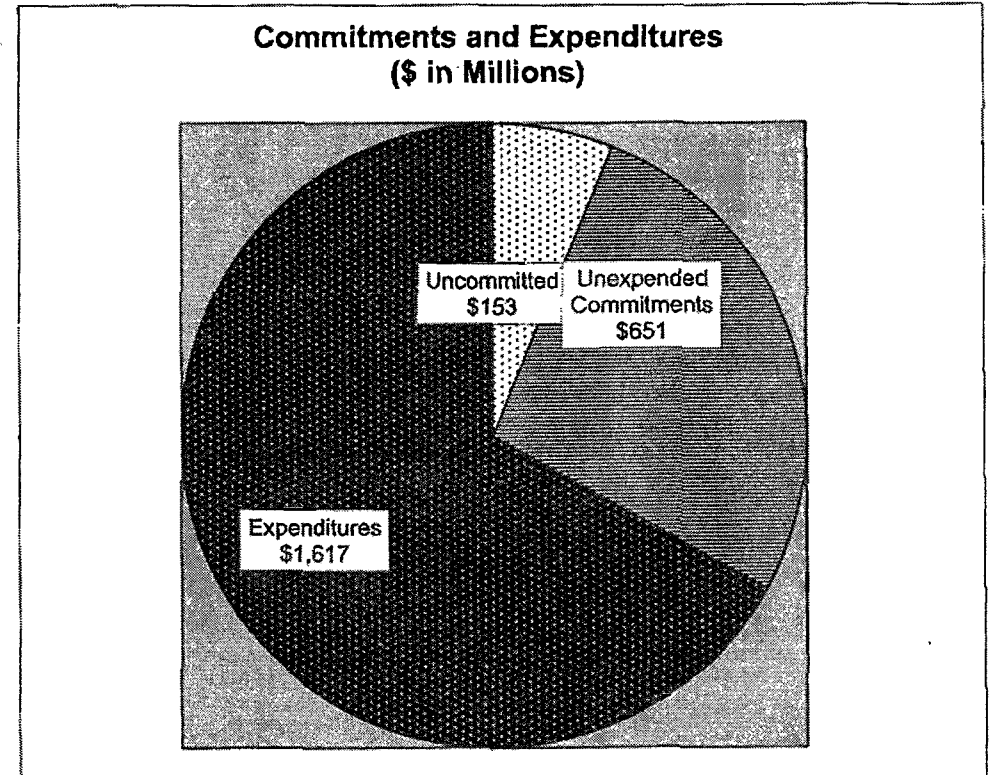
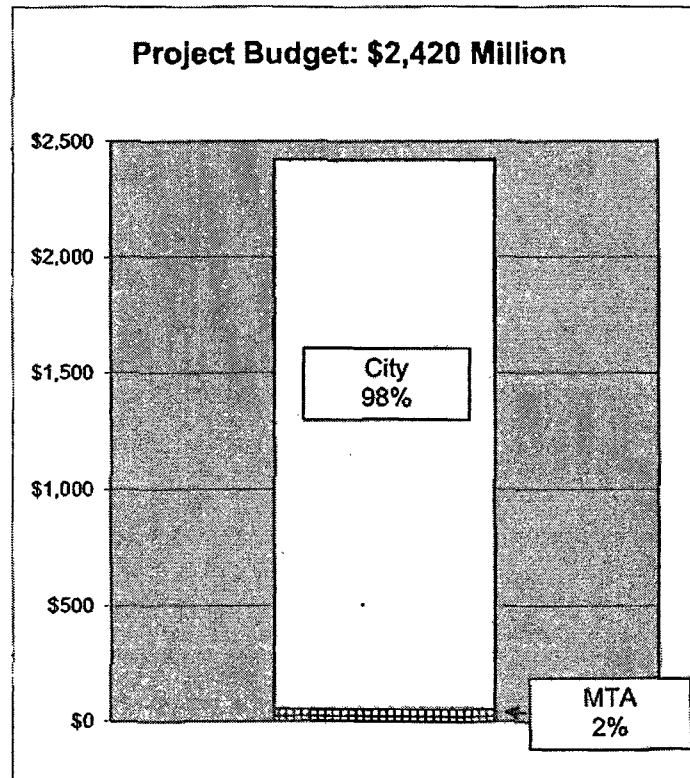
^{††} The scope of work in the Site P (Vent Building) Core & Shell and Building Systems/Finishes contract package is not required for revenue service.

7 Line Extension Status

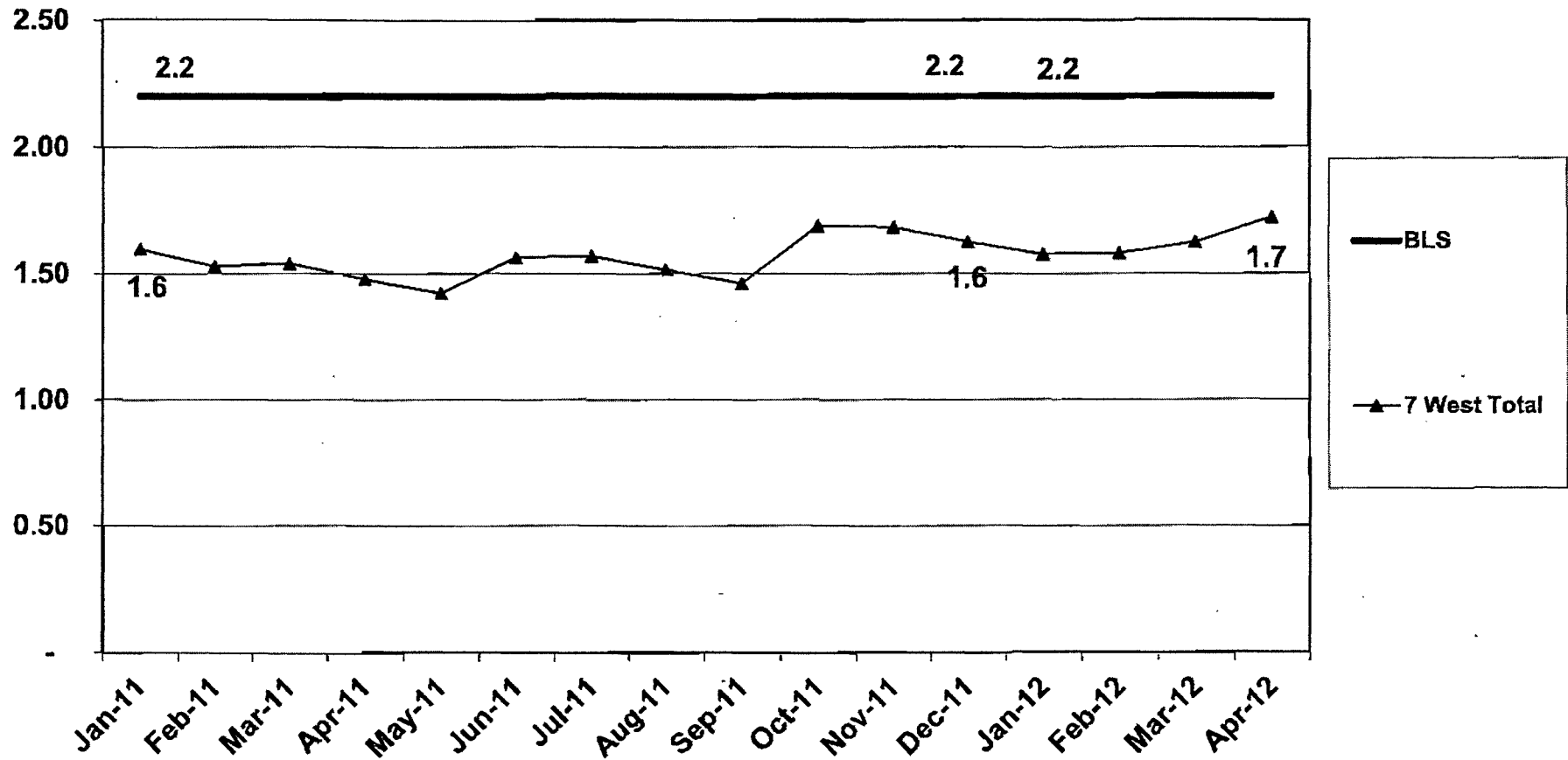
Report to the Transit Committee - June 2012
(data thru May 2012)

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	1,564
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,214	\$ 2,267	\$ 153	\$ 1,617

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



Lost Time Injury Rate 7 Line Extension Project, 2011-2012 vs. US BLS National Standard for Heavy & Civil Construction



Note:

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

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

Report to the Transit Committee - June 2012

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

	Budget	Expenditures
Construction	\$ 3,503.0	\$ 1,035.6
Design	475.5	425.9
Construction Management	191.0	64.4
Real Estate	281.5	183.9
Total	\$ 4,451.0	\$ 1,709.7

	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	358.5	2.6	206.8	Feb-2009	May-2009	Jan-2013	Jul-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	450.4	19.1	180.2	Jun-2010	Oct-2010	Oct-2013	Dec-2013
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	176.6	8.7	28.0	Jul-2010	Jan-2011	May-2014	May-2014
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	302.9	29.1	39.2	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	3.2	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

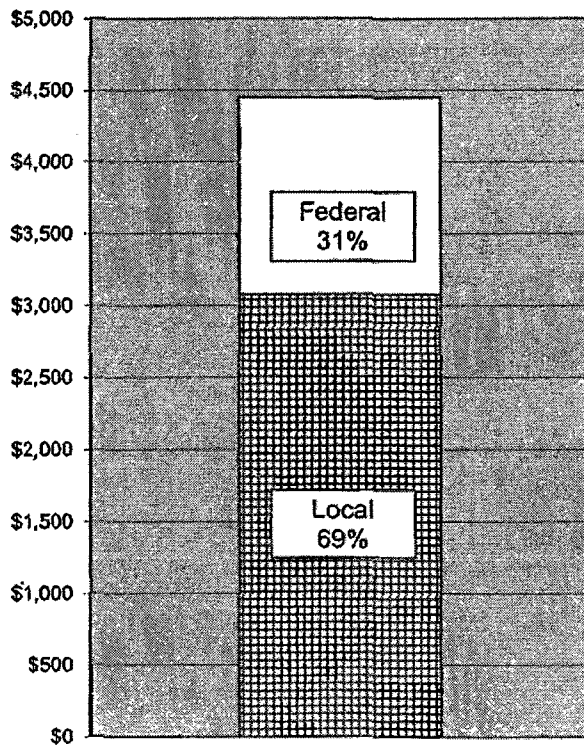
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - June 2012

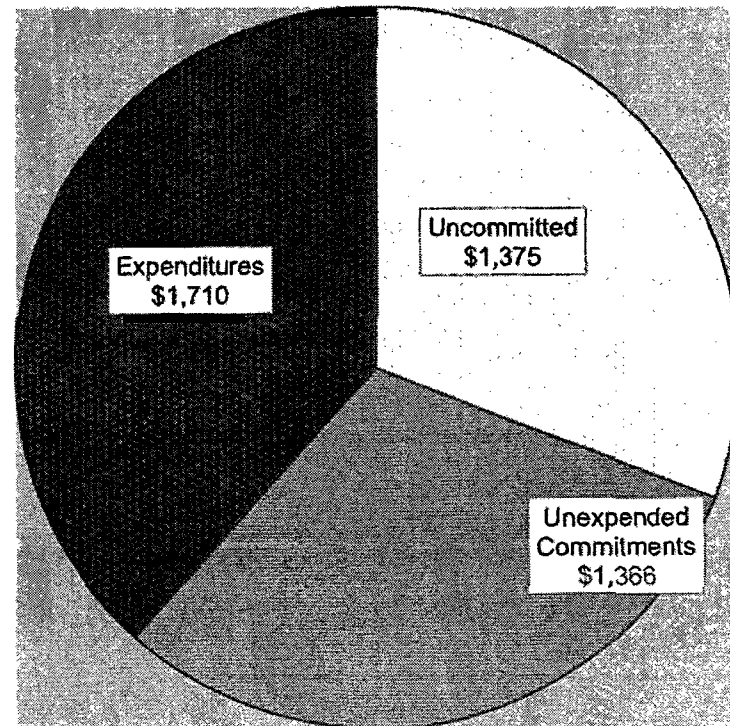
(data thru May 2012)

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	\$ 967
2005-2009	1,914	\$ 846	\$ 1,067	\$ 560	\$ 1,759	155	\$ 703
2010-2014	1,487	1,487	-	-	\$ 268	1,219	\$ 39
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 867	\$ 3,076	\$ 1,375	\$ 1,710

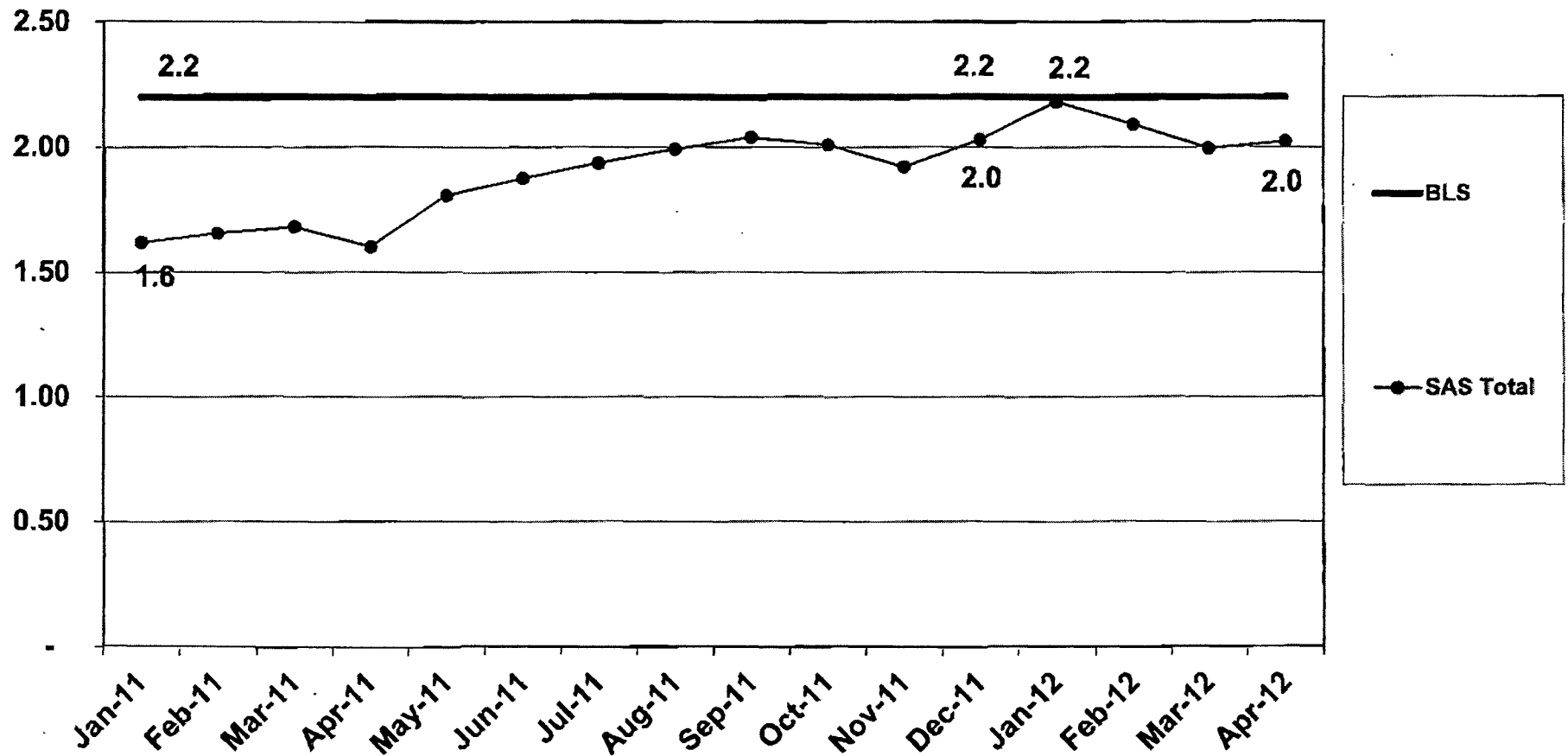
Project Budget: \$4,451 Million



Commitments and Expenditures (\$ in Millions)



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



Note:

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

