



**New York City Transit**

# **Transit Committee Meeting**

## **July 2012**

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### **Committee Members**

M. Lebow, Chair

J. Banks III, Vice Chair

A. Saul

S. Metzger

J. Sedore, Jr.

M. Page

J. Kay

C. Moerdler

F. Ferrer

D. Paterson

A. Albert

E. Watt.



## **MEETING AGENDA**

### **NEW YORK CITY TRANSIT COMMITTEE & MTA BUS OPERATIONS COMMITTEE JOINT MEETING**

**July 23, 2012 - 10:00 AM**

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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#### **AGENDA ITEMS (NYC Transit Committee)**

##### **PUBLIC COMMENTS PERIOD**

- |  |      |
|--|------|
| 1. APPROVAL OF MINUTES – June 25, 2012                           | 1.1  |
| 2. COMMITTEE WORK PLAN   | 2.1  |
| 3. SERVICE CHANGES   | 3.1  |
| > M34, M60 & Q44 Articulated Bus Implementation                  |      |
| 4. OPERATIONS PERFORMANCE SUMMARY                                | 4.1  |
| 5. FINANCIAL REPORTS   |      |
| > NYCT Financial & Ridership Report                              | 5.1  |
| > NYCT Financial & Ridership Report Proposed Narrative Revisions | 5.26 |
| > SIR Financial & Ridership Report                               | 5.36 |
| > Capital Program Status Report                                  | 5.47 |
| 6. PROCUREMENTS  | 6.1  |
| > NYCT Non-Competitive   | 6.5  |
| > NYCT Competitive   | 6.6  |
| > NYCT Ratifications   | 6.10 |
| > MTACC Ratifications  | 6.11 |
| 7. ACTION ITEM   |      |
| > Subway Structural Rehabilitation – 4 <sup>th</sup> Avenue Line | 7.1  |
| > Appointment of Hearing Officers                                | 7.4  |
| 8. SPECIAL REPORTS & PRESENTATIONS                               | 8.1  |
| > MetroCard Report   |      |
| 9. MTACC PROJECTS REPORT   | 9.1  |

**Date of next meeting: September 24, 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  
June 25, 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. John H. Banks III, Vice Chair  
Hon. Fernando Ferrer  
Hon. Jeffrey Kay  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler

The following Members were absent:

Hon. Mark Page  
Hon. James L. Sedore, Jr.

Also present was:

Hon. Ira Greenberg

Joseph Lhota, Chairman and CEO, MTA

Thomas F. Prendergast, President, New York City Transit  
Robert Bergen, Executive Vice President  
Carmen Bianco, Senior Vice President, Subways  
Peter Cafiero, Chief, Operations Planning  
Vincent A. DeMarino, Vice President, Security  
Joseph Fox, Chief, NYPD Transit Bureau  
Cheryl Kennedy, Vice President, Office of System Safety  
Stephen Plochochi, Vice President, Materiel  
Fred Smith, Senior Vice President, CPM

Michael Horodniceanu, President, MTA Capital Construction

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

**II. Public Speakers**

There were no public speakers.

**III. Minutes and Work Plan**

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

**IV. Agenda Items**

**A. Operations Report**

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

Vice President Kennedy presented the monthly Safety Report. Chief Fox presented the NYPD Transit Bureau statistics and reported on various NYPD enforcement initiatives and results.

Chairman Lhota advised the Committee that he had met with the Police Commissioner to discuss assaults against bus operators as well as fare evasion crimes, noting that within the last 28 days uniformed and plainclothes officers performed 996 bus inspections throughout the City and that, in the year to date, these officers have effected 1,205 theft of service arrests.

In response to a question by Chair Lebow, Chief Fox advised that incidents of fare evasion witnessed by individuals should be reported to the NYPD or to transit personnel.

In response to a comment by Member Moerdler regarding the utilization of tracking components on Smartphones, Chairman Lhota suggested that, as a less intrusive alternative, cellular companies could disable the electronic devices upon report of their theft. Responding to an inquiry by Member Kay, President Prendergast noted that approximately \$50 - \$75 Million are lost to fare evaders annually and, in response to a comment by Member Albert, Chief Fox advised that team led operations will maintain a strong focus on theft of services. President Prendergast further suggested that presentation of a comprehensive report on fare evasion at a future date would be more useful than anecdotal commentary. In response to a question by Member Albert, President Prendergast noted that ridership statistics reported to the Committee are not based on the number of fares collected but, rather, on physical tallies.

## **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

Member Moerdler asked President Prendergast to look into the idea of projecting CCTV footage of fare evaders onto screens as a deterrent.

## **C. Procurements**

VP Plochochi introduced to the Committee the NYCT and MTACC procurement agenda, which consisted of 16 procurement action items totaling \$88.5 Million in proposed expenditures.

In response to a question from Member Moerdler, VP Plochochi explained that the procurement of employee benefit consultant services was originally competitively solicited, and that the Agenda item reflects only a budget modification to the existing contract.

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 non-competitive procurements requiring a majority vote (Schedule G in the Agenda) were approved by the Committee and forwarded to the full Board for consideration, as were its competitive procurements requiring a majority vote (Schedules F, H, I and L in the Agenda). The proposed ratification of completed procurement actions requiring a two-thirds vote (Schedule D in the Agenda) and those requiring a majority vote (Schedule K in the Agenda) were also approved and forwarded to the full Board for consideration.

MTACC's competitive procurements requiring a majority vote (Schedule I in the Agenda) were approved by the Committee and forwarded to the full Board for consideration, as was its proposed ratification of completed procurement actions requiring a majority vote (Schedule K in the Agenda).

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

**V. Service Changes**

Seventy-three bus schedule changes on 59 routes proposed for implementation in September 2012, and the relocation of the terminus for the B15, Q3 and Q10 buses at John F. Kennedy International Airport from Terminal 4 to the Terminal 5 AirTrain station, were presented to the Committee for information.

President Prendergast confirmed for Member Moerdler that community boards are given the opportunity to comment on service changes. Mr. Cafiero clarified that the reduction in headway on the Bx10 bus was based on ridership statistics. Member Albert reiterated his concern that reductions in bus service will affect ridership, and President Prendergast noted that service adjustments are necessary to maintain service that is responsive to the public's needs.

**VI. Special Reports and Presentations**

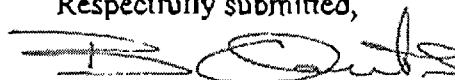
The MetroCard Report was presented to the Committee for information.

**VII. MTA CC Project Report**

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

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

Respectfully submitted,



Bettina Quintas  
Assistant Secretary

## **2. COMMITTEE WORK PLAN**





## 2012 Transit Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

|   |                           |
|---|---------------------------|
| Approval of Minutes   | Committee Chair & Members |
| NYC Transit Committee Work Plan   | Committee Chair & Members |
| Operations Performance Summary Presentation<br>(including Financial/Ridership, Capital Program<br>Status, Crime & Safety) | NYC Transit President     |
| Procurements  | Material                  |
| 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

#### 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

### June 2013



## **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**

**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.

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.

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

### **OCTOBER 2012**

### **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.

### **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.

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

### **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.

#### 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.

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

### **MARCH 2013**

### **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.

### **JUNE 2013**

### **3. SERVICE CHANGES**



# Report



**New York City Transit**

**SERVICE CHANGES:**

**NYC TRANSIT COMMITTEE NOTIFICATION  
MTA BUS OPERATIONS COMMITTEE  
NOTIFICATION: SERVICE REVISION:  
ARTICULATED BUS SERVICE ON THE M34 SBS,  
M34A SBS, M60 AND Q44**

**Service Issue**

The M34 SBS, M34A SBS, M60 and Q44 are high ridership and high frequency bus routes. Operating articulated buses on these routes rather than standard buses will allow NYCT to operate a more efficient service while increasing passenger capacity generally by 10 to 15 percent. Typically during peak periods three articulated bus trips will be operated for every four standard bus trips, during off-peak periods four articulated bus strips will be operated for every five standard bus trips and during late nights (when service operates less frequent than every 15 minutes) one articulated bus trip will be operated for each standard bus trip. Wait times will be minimally increased (typically one minute or less on weekdays and two minutes or less on weekends).

**Recommendation**

Replace standard buses with articulated buses on the M34 SBS, M34A SBS, M60, and Q44.

**Budget Impact**

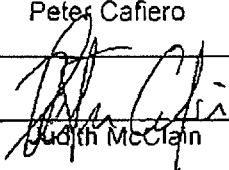
The recommended action would result in a savings of approximately \$4.6 million annually, which is included in the 2013 forecasted budget.

**Implementation Date**

September 2012: Q44


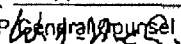

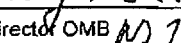

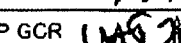

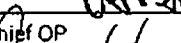
January 2013: M34 SBS, M34A SBS and M60

# Staff Summary

|                           |   |
|---------------------------|---|
| Subject                   | Articulated Bus Service on the M34 SBS, M34A SBS, M60, and Q44                    |
| Department                | Operations Planning   |
| Department Head Name      | Peter Cafiero   |
| Department Head Signature |  |
| Project Manager Name      | Luoth McClain   |

|                         |              |
|-------------------------|--------------|
| Date                    | July 9, 2012 |
| Vendor Name             | N/A          |
| Contract Number         | N/A          |
| Contract Manager Name   | N/A          |
| Table of Contents Ref # | N/A          |

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

| Internal Approvals |  |       |   |
|--------------------|--|-------|---|
| Order              | Approval   | Order | Approval  |
| 8                  | President                             | 4     | VP General Counsel   |
| 7                  | Executive VP                          | 3     | Director OMB         |
| 6                  | SVP Buses                             | 2     | VP GCR               |
| 5                  | VP Corp. Comm. <br>Tm for PSF 7/10/12 | 1     | Chief OP <br>7/10/12 |

## Purpose

To obtain Presidential approval for and to inform the NYC Transit Committee and the MTA Bus Operations Committee, of a recommendation to use articulated buses on the M34 SBS, M34A SBS, M60, and Q44 bus routes.

## Discussion

The M34 and M34A are Select Bus Service routes that provide service between the Jacob Javits Center (M34 SBS) and Port Authority Bus Terminal (M34A SBS) on the west side and Waterside Plaza on the east side of Manhattan via 34<sup>th</sup> Street; the M60 provides service between La Guardia Airport and Morningside Heights via 125<sup>th</sup> Street, the Robert F. Kennedy (Triboro) Bridge and Astoria Boulevard; and the Q44 provides service between the Bronx Zoo and Jamaica via Main Street, the Bronx-Whitestone Bridge and the Cross-Bronx Expressway.

Operating articulated buses on these routes rather than standard buses will allow NYCT to operate a more efficient service while increasing passenger capacity generally by 10 to 15 percent. Typically during peak periods three articulated bus trips will be operated for every four standard bus trips, during off-peak periods four articulated bus trips will be operated for every five standard bus trips and during late nights (when service operates less frequent than every 15 minutes) one articulated bus trip will be operated for each standard bus trip. Wait times will be minimally increased (typically one minute or less on weekdays and two minutes or less on weekends).

Please note that based on the high ridership and frequency of the M34 SBS, M34A SBS, M60 and Q44 a plan for conversion from standard to articulated buses was drafted some time ago and an adequate number of articulated buses were procured to provide for these conversions.

## Recommendation

Replace standard buses with articulated buses on the M34 SBS, M34A SBS, M60, and Q44.

## Alternatives

*Do Nothing:* NYCT will lose this opportunity to operate more efficient service, increase capacity on these routes and lower operating costs.

## Budget Impact

The recommended action would result in a savings of approximately \$4.6 million annually, which is included in the 2013 forecasted budget.

## Implementation Date

September 2012: Q44

January 2013: M34/M34A SBS and M60

Approved:



Thomas F. Prendergast  
President

#### **4. OPERATIONS PERFORMANCE SUMMARY**

## Monthly Operations Report

Statistical results for the month of May 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: May 2012 |           |          | 12-Month Average |           |          |
|---|-------------------------|-----------|----------|------------------|-----------|----------|
|   | This Year               | Last Year | % Change | This Year        | Last Year | % Change |
| <b>System Weekday Wait Assessment (charts 1-2)</b>              |                         |           |          | 79.3%            | 78.4%     | +0.9%    |
| IRT Weekday Wait Assessment - ATS-A lines (1 thru 6 lines)      | 77.5%                   | 73.3%     | +4.2%    |                  |           |          |
| IRT Weekday Wait Assessment - Non-ATS-A (7 and S 42nd)          |                         |           |          | 77.3%            | 73.5%     | +3.8%    |
| BMT Weekday Wait Assessment                                     | 81.8%                   | 81.1%     | +0.7%    | 81.3%            | 81.5%     | -0.2%    |
| IND Weekday Wait Assessment                                     | 79.6%                   | 80.5%     | -0.9%    | 79.0%            | 79.8%     | -0.8%    |
| <b>System Weekend Wait Assessment (charts 3)</b>                |                         |           |          | 85.0%            | N/A       | N/A      |
| IRT Weekend Wait Assessment - ATS-A lines (1 thru 6 lines)      | 88.7%                   | +80.4%    | +8.3%    |                  |           |          |
| IRT Weekend Wait Assessment - Non-ATS-A (7 and S 42nd)          |                         |           |          | 87.5%            | N/A       | N/A      |
| BMT Weekend Wait Assessment                                     | 84.7%                   | +85.8%    | -1.1%    | 86.1%            | N/A       | N/A      |
| IND Weekend Wait Assessment                                     | 84.1%                   | +83.3%    | +0.8%    | 81.0%            | N/A       | N/A      |
| <b>System Weekday Terminal On-Time Performance (charts 4-5)</b> |                         |           |          | 84.8%            | N/A       | N/A      |
| IRT Weekday Terminal On-Time Performance                        | 77.7%                   | 78.4%     | -0.7%    | 79.1%            | N/A       | N/A      |
| BMT Weekday Terminal On-Time Performance                        | 90.0%                   | 90.8%     | -0.8%    | 90.8%            | N/A       | N/A      |
| IND Weekday Terminal On-Time Performance                        | 85.8%                   | 88.8%     | -3.0%    | 86.7%            | N/A       | N/A      |
| System Number of Terminal Delays (chart 6)                      | 24,993                  | 21,732    | +15.0%   | 22,577           | N/A       | N/A      |
| <b>System Weekend Terminal On-Time Performance (Chart 7-8)</b>  |                         |           |          | 87.8%            | N/A       | N/A      |
| IRT Weekend Terminal On-Time Performance                        | 83.7%                   | 86.9%     | -3.2%    | 83.1%            | N/A       | N/A      |
| BMT Weekend Terminal On-Time Performance                        | 95.2%                   | 94.9%     | +0.3%    | 92.6%            | N/A       | N/A      |
| IND Weekend Terminal On-Time Performance                        | 92.9%                   | 89.8%     | +3.1%    | 88.5%            | N/A       | N/A      |
| System Number of Weekend Terminal Delays (chart 9)              | 4,338                   | 4,810     | -9.8%    | 5,599            | N/A       | N/A      |
| <b>Mean Distance Between Failures (charts 10-12)</b>            |                         |           |          | 164,772          | 174,330   | -5.5%    |
| IRT Mean Distance Between Failures                              | 174,824                 | 236,322   | -26.0%   |                  |           |          |
| BMT Mean Distance Between Failures                              | 166,403                 | 273,137   | -39.1%   | 151,098          | 163,852   | -7.8%    |
| IND Mean Distance Between Failures                              | 259,316                 | 295,217   | -12.2%   | 220,635          | 242,985   | -9.2%    |
| System Weekday Service-KPI (charts 13-14)                       | 82.5%                   | 82.9%     | -0.4%    |                  |           |          |
| IRT Weekday Service-KPI   | 78.7%                   | 78.2%     | +0.5%    |                  |           |          |
| BMT Weekday Service-KPI   | 85.7%                   | 86.1%     | -0.4%    |                  |           |          |
| IND Weekday Service-KPI   | 82.2%                   | 84.1%     | -1.9%    |                  |           |          |
| <b>System Weekday PES-KPI (charts 15-17)</b>                    |                         |           |          | 90.9%            | 91.4%     | -0.5%    |
| <b>Staten Island Railway</b>                                    |                         |           |          |                  |           |          |
| 24 Hour On-Time Performance                                     | 97.2%                   | 95.0%     | +2.3%    | 95.4%            | 94.9%     | +0.5%    |
| AM Rush On-Time Performance                                     | 99.2%                   | 99.7%     | -0.5%    | 96.6%            | 97.1%     | -0.5%    |
| PM Rush On-Time Performance                                     | 100.0%                  | 99.0%     | +1.0%    | 98.0%            | 98.1%     | -0.1%    |
| Percentage of Completed Trips                                   | 99.4%                   | 99.9%     | -0.5%    | 99.4%            | 98.7%     | +0.7%    |
| Mean Distance Between Failures                                  | 104,212                 | 204,855   | -49.1%   | 116,030          | 338,975   | -65.8%   |
| Staten Island Railway PES-KPI (charts 18)                       | 88.9%                   | 86.0%     | +2.9%    |                  |           |          |

### Safety

| Indicator   | Current Month: May 2012 |           |          | 12-Month Average |           |          |
|---|-------------------------|-----------|----------|------------------|-----------|----------|
|   | This Year               | Last Year | % Change | This Year        | Last Year | % Change |
| Subway Customer Accidents/Million Customers (chart 19) <sup>1</sup> | 2.52                    | 2.96      | -14.9%   | 2.76             | 3.06      | -9.8%    |
| Subway Customer Injuries/Million Customers (chart 20) <sup>1</sup>  | 2.51                    | 3.07      | -18.2%   | 2.77             | 3.14      | -11.8%   |
| Subway Collisions (chart 21) <sup>2,4</sup>                         | 0                       | 0         | 0.0%     | 1                | 4         | -75.0%   |
| Subway Derailments (chart 22) <sup>2,4</sup>                        | 0                       | 0         | 0.0%     | 2                | 1         | +100.0%  |
| Subway Fires (charts 23-24) <sup>2</sup>                            | 50                      | 102       | -51.0%   | 906              | 1083      | -16.3%   |
| Employee On-Duty Lost-Time Accidents (chart 25)                     | 3.27                    | 3.22      | +1.6%    | 3.31             | 3.33      | -0.6%    |

### Crime

| Indicator   | Current Month: May 2012 |           |          | 12-Month Average |           |          |
|---|-------------------------|-----------|----------|------------------|-----------|----------|
|   | This Year               | Last Year | % Change | This Year        | Last Year | % Change |
| Major Felonies (Attachments 26-28) <sup>2,4</sup> | 230                     | 215       | +7.0%    | 1,350            | 1,169     | +15.5%   |
| Robberies <sup>3,4</sup>                          | 75                      | 53        | +41.5%   | 438              | 354       | +23.7%   |

<sup>1</sup> Current month data are for April 2012.

<sup>4</sup> 12-month figures shown are totals rather than averages.

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

<sup>2</sup> Current month data are for June 2012.

# Monthly Departmental Update

## PROJECT MILESTONES

### **AWARDS**

- On June 29, 2012 NYCT awarded a project to construct a new ventilation plant on the 8<sup>th</sup> Avenue Line in Manhattan at the intersection of Greenwich and 7<sup>th</sup> Avenues on NYCT property known as Mulry Square. Vent Plant construction includes a new above-ground building and an underground vent plant structure, plenum, vent bays and flues, and furnishing and installation of mechanical equipment. The construction of the new structure also involves major site excavation and underground utilities work.
- On June 23, 2012, station components investment project to repair select elements within the 149<sup>th</sup> St. Grand Concourse station on the White Plains Road Line in the borough of the Bronx was awarded. Work will include repair to stairways, platform edges and floors.

### **SUBSTANTIAL COMPLETION**

- On June 19, NYCT substantially completed two projects totaling \$13.9 million to replace copper communication cables and associated equipment in the Steinway Tube, located between Manhattan and Queens.

### **Department-Wide**

#### **FASTRACK (Update)**

On June 29<sup>th</sup>, *FASTRACK* was completed on the 7<sup>th</sup> Avenue ①②③ Lines between 34<sup>th</sup> Street/Penn Station to Atlantic Avenue. Work began on June 25<sup>th</sup> and was performed during four consecutive weeknight line segment closures from 10:00p.m. to 5:00 a.m.

*FASTRACK* work is scheduled from July 9<sup>th</sup> to July 13<sup>th</sup> on the 8<sup>th</sup> Avenue ④⑤⑥ Lines between 59<sup>th</sup> Street/Columbus Circle to Jay Street/MetroTech. Work will be performed during four consecutive weeknight line segment closures from 10:00 p.m. to 5:00 a.m.

### **Staten Island Railway**

#### **Rehabilitation of Eight Bridges (Update)**

On June 25<sup>th</sup>, track work was completed on the Arden Avenue Bridge, located between the Eltingville and Annadale Stations. This was the fifth 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 22<sup>nd</sup> until 4:00 a.m. on Monday, June 25<sup>th</sup>.

On July 9<sup>th</sup>, work was completed on Track 2 of the Richmond Avenue Bridge, the sixth bridge of the Eight-Bridge Rehabilitation 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

## **Monthly Departmental Update**

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, July 6th until 4:00 a.m. on Monday, July 9th.

### **Car Equipment**

#### **R156 Acceptance Testing**

Car Equipment is preparing R156 locomotives for the 30 day in-service test, which is expected to start the second week of July 2012.

#### **R160 Warranty**

R160 Cars are off of warranty as of June 7, 2012.

### **Station Environment & Operations**

#### **Painting Initiative and *FASTRACK* Stations (Update)**

For the month of June, Station Environment Maintenance forces scraped 47,305 square feet of peeling paint, primed 92,355 square feet, and painted 89,305 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 and the recently rehabilitated stations.

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

There are currently 931 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**

#### **Elevators-Americans with Disabilities Act (ADA)**

On June 8th, two new ADA elevators were placed in service at East 180<sup>th</sup> Street.

#### **Track Rehabilitation Projects (Update)**

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

## **Monthly Departmental Update**

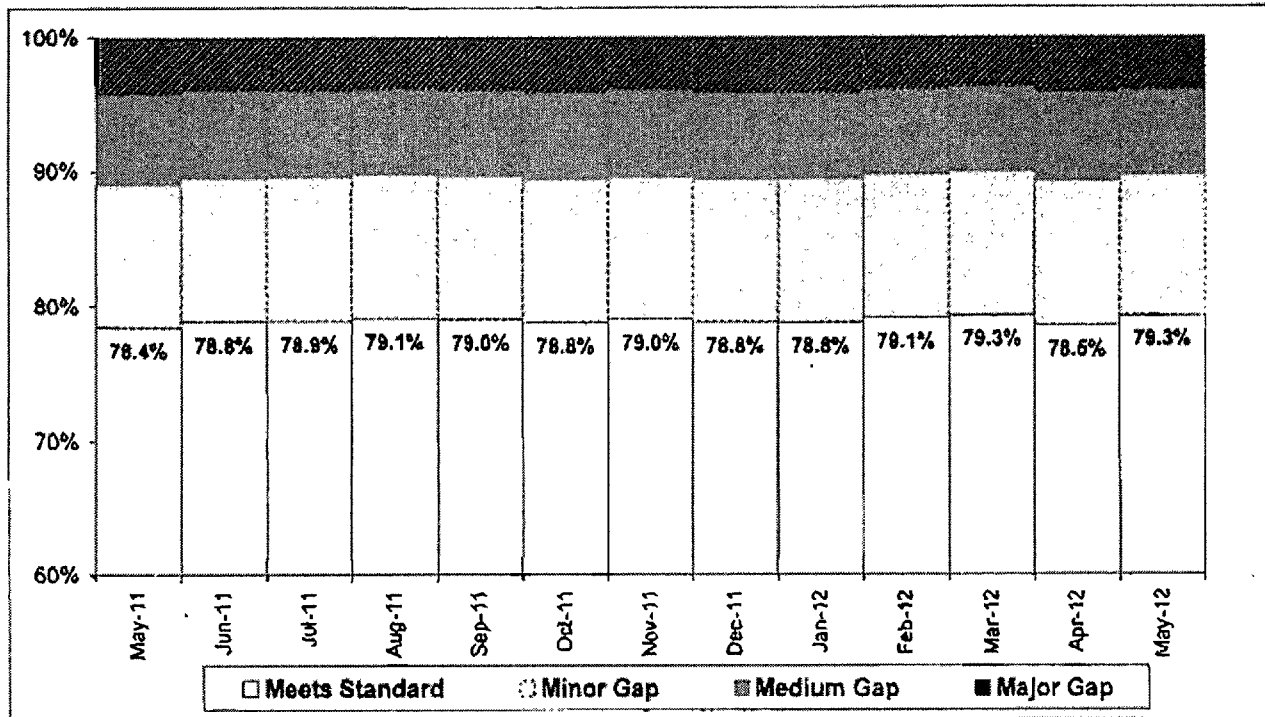
Work is progressing on the elevated structure at south of Wyckoff Avenue and south of Central Avenue on the Myrtle Line. Currently, 63 elevated panels have been installed at this location. Work has been completed north of Bedford Park on the Jerome Line where 18 elevated panels were installed. Work is starting south of Bay 50<sup>th</sup> Street on the West End Line during a 16 day shutdown.

Open-cut work is in progress on the Brighton Line north of Sheepshead Bay. Year-to-date, 195 concrete tie panels have been installed on this line.

Subway component renewal work is in progress at Northern Boulevard on the Queens Line and north of 14<sup>th</sup> and 23<sup>rd</sup> Streets on the 6<sup>th</sup> Avenue IND Line. Work is also scheduled at north of 125<sup>th</sup> Street on the Lexington Avenue IRT Line.



## 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<br><u>12-Month Average</u> |                           |              |               |              | Annual Results<br><u>(Meets Standard)</u> |
|---------------------------------------|---------------------------|--------------|---------------|--------------|---|
|                                       | <u>Meets<br/>Standard</u> | <u>GAP</u>   |               |              |   |
|                                       |                           | <u>Minor</u> | <u>Medium</u> | <u>Major</u> |   |
| Jun '11-May '12                       | 79.3%                     | 10.4%        | 6.4%          | 3.9%         | 2012 GOAL: 79.2%                          |
| Jun '10-May '11                       | 78.4%                     | 10.6%        | 6.8%          | 4.2%         | 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. Additionally, beginning May 2012, ATS-A results include departure terminals.

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

| Jun '11-May '12 |                   |           |        |       | Jun '10-May '11   |                |           |        |                        |
|-----------------|-------------------|-----------|--------|-------|-------------------|----------------|-----------|--------|------------------------|
| Line            | Meets<br>Standard | Headways* |        |       | Meets<br>Standard | Meets<br>Minor | Headways* |        | Standard<br>Difference |
|                 |                   | Minor     | Medium | Major |                   |                | Minor     | Medium |                        |
| ①               | 84.4%             | 8.2%      | 4.6%   | 2.7%  | 78.1%             | 10.6%          | 7.1%      | 4.2%   | +6.3%                  |
| ②               | 74.2%             | 10.4%     | 8.7%   | 6.7%  | 69.2%             | 10.9%          | 10.3%     | 9.6%   | +5.0%                  |
| ③               | 77.0%             | 10.4%     | 7.0%   | 5.7%  | 75.9%             | 11.0%          | 7.6%      | 5.6%   | +1.1%                  |
| ④               | 75.7%             | 9.7%      | 7.3%   | 7.3%  | 72.7%             | 10.5%          | 8.7%      | 8.2%   | +3.0%                  |
| ⑤               | 73.1%             | 10.4%     | 7.7%   | 8.8%  | 66.2%             | 10.9%          | 10.3%     | 12.6%  | +6.9%                  |
| ⑥               | 80.5%             | 8.5%      | 5.8%   | 5.3%  | 77.6%             | 10.2%          | 6.9%      | 5.4%   | +2.9%                  |
| ⑦               | 76.5%             | 12.5%     | 7.5%   | 3.5%  | 74.9%             | 11.8%          | 8.7%      | 4.5%   | +1.6%                  |
| ⑤ 42nd          | N/A**             |           |        |       |                   |                |           |        |                        |
| IRT             | 77.3%             | 10.0%     | 6.9%   | 5.7%  | 73.5%             | 10.8%          | 8.5%      | 7.2%   | +3.8%                  |
| ⑧               | 79.0%             | 11.3%     | 6.7%   | 3.1%  | 78.0%             | 13.1%          | 5.9%      | 3.0%   | +1.0%                  |
| ⑨ ⑩             | 82.3%             | 9.9%      | 6.0%   | 1.8%  | 84.1%             | 10.2%          | 4.4%      | 1.4%   | -1.8%                  |
| ⑪               | 79.4%             | 11.8%     | 6.5%   | 2.3%  | 79.6%             | 12.0%          | 6.2%      | 2.3%   | -0.2%                  |
| ⑫               | 77.8%             | 12.4%     | 7.5%   | 2.3%  | 80.3%             | 12.2%          | 5.6%      | 1.8%   | -2.5%                  |
| ⑬               | 79.0%             | 12.3%     | 6.2%   | 2.6%  | 76.1%             | 12.5%          | 8.3%      | 3.2%   | +2.9%                  |
| ⑭               | 79.3%             | 11.5%     | 6.1%   | 3.1%  | 77.9%             | 11.2%          | 7.1%      | 3.8%   | +1.4%                  |
| ⑮ Fkln          | 96.0%             | 3.2%      | 0.8%   | 0.0%  | 97.6%             | 1.6%           | 0.6%      | 0.2%   | -1.6%                  |
| ⑯               | 77.2%             | 11.1%     | 7.9%   | 3.8%  | 78.5%             | 10.9%          | 7.2%      | 3.5%   | -1.3%                  |
| BMT             | 81.3%             | 10.4%     | 5.9%   | 2.4%  | 81.5%             | 10.5%          | 5.7%      | 2.4%   | -0.2%                  |
| ⑰               | 72.8%             | 10.9%     | 8.9%   | 7.5%  | 72.6%             | 11.0%          | 9.2%      | 7.1%   | +0.2%                  |
| ⑱ Rock          | 92.9%             | 5.5%      | 1.0%   | 0.5%  | 93.5%             | 5.5%           | 1.1%      | 0.0%   | -0.6%                  |
| ⑲               | 78.0%             | 12.6%     | 6.6%   | 2.8%  | 81.1%             | 11.2%          | 5.6%      | 2.1%   | -3.1%                  |
| ⑳               | 78.8%             | 11.9%     | 6.0%   | 3.3%  | 80.0%             | 10.6%          | 7.0%      | 2.5%   | -1.2%                  |
| ㉑               | 72.8%             | 12.0%     | 9.2%   | 6.0%  | 75.5%             | 11.7%          | 7.8%      | 5.0%   | -2.7%                  |
| ㉒               | 73.9%             | 11.5%     | 8.8%   | 5.8%  | 73.5%             | 12.3%          | 9.2%      | 5.0%   | +0.4%                  |
| ㉓               | 83.4%             | 11.3%     | 4.0%   | 1.4%  | 82.7%             | 11.2%          | 4.4%      | 1.7%   | +0.7%                  |
| IND             | 79.0%             | 10.8%     | 6.4%   | 3.9%  | 79.8%             | 10.5%          | 6.3%      | 3.4%   | -0.8%                  |
| Systemwide      | 79.3%             | 10.4%     | 6.4%   | 3.9%  | 78.4%             | 10.6%          | 6.8%      | 4.2%   | +0.9%                  |

**Note:** Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning November 2011 the ATS-A 42nd Street Shuttle. Additionally, beginning May 2012, ATS-A results include departure terminals.

**\* 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

**\*\* N/A:** ⑤ 42nd data not available due to ATS-A system software issues.

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

| June '11-May '12 |                |       |            |       | June '10-May '11 |       |            |       |                     |
|------------------|----------------|-------|------------|-------|------------------|-------|------------|-------|---------------------|
| Line             | Headways*      |       |            |       | Headways*        |       |            |       | Standard Difference |
|                  | Meets Standard | Minor | GAP Medium | Major | Meets Standard   | Minor | GAP Medium | Major |                     |
| ①                | 91.6%          | 6.2%  | 1.7%       | 0.5%  | 81.5%            | 9.2%  | 4.8%       | 4.4%  | +10.1%              |
| ②                | 85.2%          | 9.0%  | 3.7%       | 2.1%  | 77.6%            | 10.8% | 5.7%       | 5.9%  | +7.6%               |
| ③                | 91.3%          | 5.7%  | 1.9%       | 1.2%  | 84.0%            | 8.5%  | 3.2%       | 4.3%  | +7.3%               |
| ④                | 86.2%          | 7.2%  | 3.7%       | 2.9%  | 74.5%            | 10.6% | 6.7%       | 8.2%  | +11.7%              |
| ⑤                | 92.3%          | 4.0%  | 1.7%       | 2.0%  | 84.2%            | 7.2%  | 2.3%       | 6.3%  | +8.1%               |
| ⑥                | 85.8%          | 8.1%  | 3.7%       | 2.5%  | 80.6%            | 9.9%  | 4.4%       | 5.0%  | +5.2%               |
| ⑦                | 80.1%          | 13.9% | 5.6%       | 0.5%  | -                | -     | -          | -     | N/A                 |
| ④ 42nd           | N/A**          |       |            |       | -                | -     | -          | -     | N/A                 |
| IRT              | 87.5%          | 7.7%  | 3.1%       | 1.7%  | -                | -     | -          | -     | N/A                 |
| ① 2              | 87.3%          | 7.8%  | 3.7%       | 1.3%  | -                | -     | -          | -     | N/A                 |
| ②                | 88.8%          | 7.7%  | 2.7%       | 0.8%  | -                | -     | -          | -     | N/A                 |
| ③                | 80.8%          | 11.3% | 5.3%       | 2.6%  | -                | -     | -          | -     | N/A                 |
| ④                | 85.0%          | 10.7% | 3.8%       | 0.5%  | -                | -     | -          | -     | N/A                 |
| ④ FkIn           | 95.7%          | 3.5%  | 0.6%       | 0.2%  | -                | -     | -          | -     | N/A                 |
| ⑤                | 79.1%          | 14.5% | 4.6%       | 1.8%  | -                | -     | -          | -     | N/A                 |
| BMT              | 86.1%          | 9.2%  | 3.4%       | 1.2%  | -                | -     | -          | -     | N/A                 |
| ①                | 77.2%          | 11.6% | 8.6%       | 2.6%  | -                | -     | -          | -     | N/A                 |
| ②                | 79.6%          | 10.9% | 8.0%       | 1.6%  | -                | -     | -          | -     | N/A                 |
| ③                | 80.3%          | 12.6% | 5.7%       | 1.4%  | -                | -     | -          | -     | N/A                 |
| ④                | 81.6%          | 9.7%  | 4.2%       | 4.4%  | -                | -     | -          | -     | N/A                 |
| ⑤                | 77.7%          | 12.1% | 8.2%       | 1.9%  | -                | -     | -          | -     | N/A                 |
| ⑥                | 89.6%          | 8.7%  | 0.7%       | 1.0%  | -                | -     | -          | -     | N/A                 |
| IND              | 81.0%          | 10.9% | 5.9%       | 2.2%  | -                | -     | -          | -     | N/A                 |
| Systemwide       | 85.0%          | 9.2%  | 4.1%       | 1.7%  | -                | -     | -          | -     | N/A                 |

Note: Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning November 2011 the ATS-A 42nd Street Shuttle. Additionally, beginning May 2012, ATS-A results include departure terminals. The weekend ④ and Rockaway Shuttle are not reported as sufficient sample was not collected.

**\* Headway Definitions:**

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

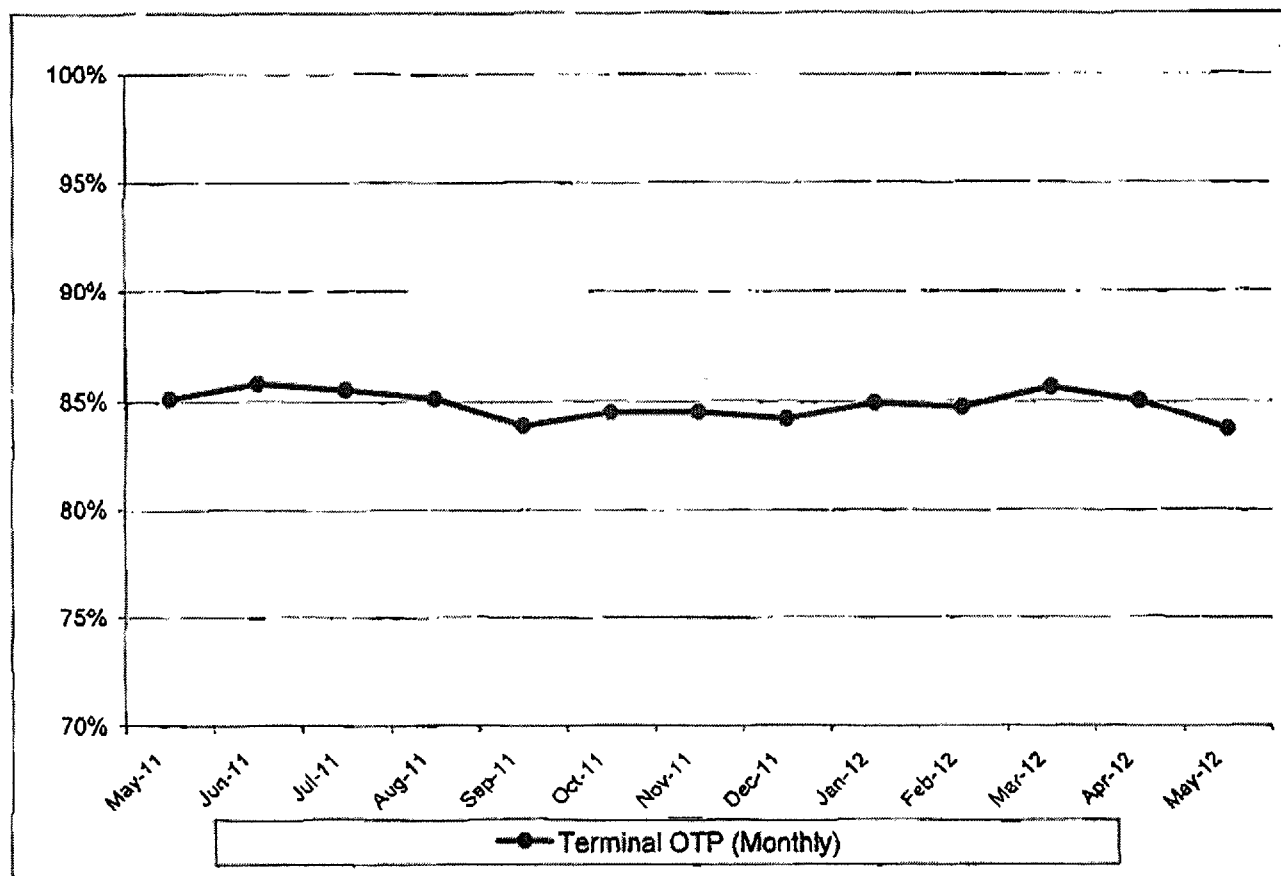
**Minor Gap:** from 25% to 50% over scheduled headway

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

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

\*\* N/A: ④ 42nd data not available due to ATS-A system software issues.

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



### Weekday Terminal On-Time Performance Definition

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

### Weekday Terminal On-Time Performance Results

| <b>Systemwide</b>             | <b>IRT</b>                    | <b>BMT</b>                    | <b>IND</b>                    |
|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| <b><u>Monthly Results</u></b> | <b><u>Monthly Results</u></b> | <b><u>Monthly Results</u></b> | <b><u>Monthly Results</u></b> |
| May 2012: 83.7%               | May 2012: 77.7%               | May 2012: 90.0%               | May 2012: 85.8%               |
| May 2011: 85.1%               | May 2011: 78.4%               | May 2011: 90.8%               | May 2011: 88.8%               |
| 12-Mon Avg: 84.8%             | 12-Mon Avg: 79.1%             | 12-Mon Avg: 90.8%             | 12-Mon Avg: 86.7%             |
| (Jun '11-May '12)             | (Jun '11-May '12)             | (Jun '11-May '12)             | (Jun '11-May '12)             |

### Discussion of Results

In May 2012, Track Gangs (6,563 delays), Right Of Way (5,774 delays), and Over Crowding (3,973 delays) were the highest categories of delays, representing 65.3% of the total (24,993) delays.

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

| <u>Line</u>       | <u>May '12</u> | <u>May '11</u> | <u>% Difference</u> |
|-------------------|----------------|----------------|---------------------|
| ①                 | 89.4%          | 91.3%          | -1.9%               |
| ②                 | 60.6%          | 62.4%          | -1.8%               |
| ③                 | 71.8%          | 75.6%          | -3.8%               |
| ④                 | 64.4%          | 65.2%          | -0.8%               |
| ⑤                 | 65.6%          | 61.8%          | +3.8%               |
| ⑥                 | 81.6%          | 83.4%          | -1.8%               |
| ⑦                 | 91.7%          | 90.4%          | +1.3%               |
| ⑤ 42 St           | N/A*           | N/A*           |                     |
| <b>IRT</b>        | 77.7%          | 78.4%          | -0.7%               |
| ⑧                 | 88.2%          | 90.1%          | -1.9%               |
| ⑨ ⑩               | 95.6%          | 97.3%          | -1.7%               |
| ⑪                 | 93.2%          | 95.9%          | -2.7%               |
| ⑫                 | 89.2%          | 91.1%          | -1.9%               |
| ⑬                 | 80.8%          | 80.7%          | +0.1%               |
| ⑭                 | 85.6%          | 85.4%          | +0.2%               |
| ⑮ Fkn             | 99.0%          | 99.5%          | -0.5%               |
| ⑯                 | 90.2%          | 87.8%          | +2.4%               |
| <b>BMT</b>        | 90.0%          | 90.8%          | -0.8%               |
| ⑰                 | 85.1%          | 89.3%          | -4.2%               |
| ⑱ Rock            | 98.3%          | 97.5%          | +0.8%               |
| ⑲                 | 94.4%          | 91.6%          | +2.8%               |
| ⑳                 | 87.2%          | 87.0%          | +0.2%               |
| ㉑                 | 86.9%          | 88.6%          | -1.7%               |
| ㉒                 | 76.6%          | 83.4%          | -6.8%               |
| ㉓                 | 86.2%          | 93.0%          | -6.8%               |
| <b>IND</b>        | 85.8%          | 88.8%          | -3.0%               |
| <b>Systemwide</b> | <b>83.7%</b>   | <b>85.1%</b>   | <b>-1.4%</b>        |

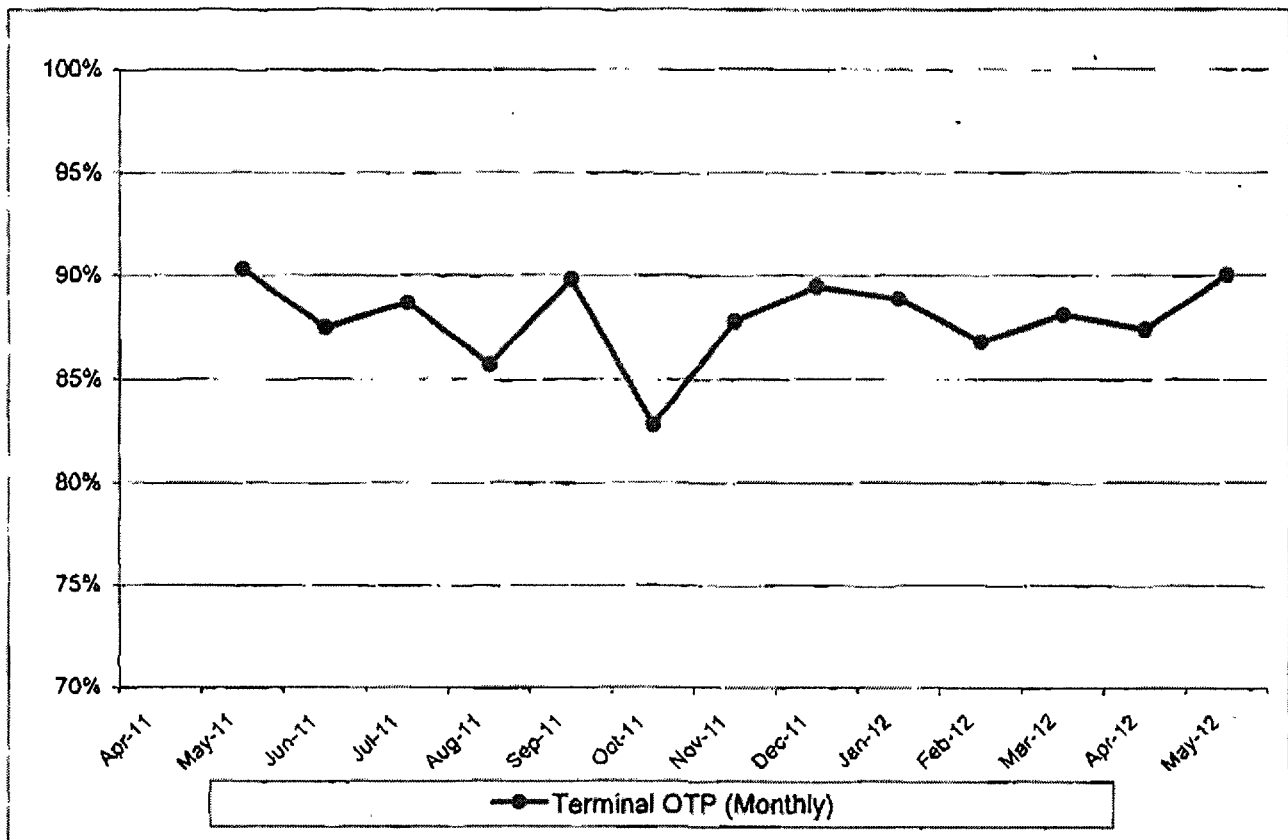
\* Performance data unavailable due to ATS system software problem.

# **Weekday Terminal Delays Systemwide Summary May 2012**

| <b><u>Categories</u></b> | <b><u>Delays</u></b> |
|--------------------------|----------------------|
| Track Gangs              | 6,563                |
| ROW Delays               | 5,774                |
| Over Crowding            | 3,973                |
| Sick Customer            | 2,170                |
| Car Equipment            | 1,526                |
| Police                   | 1,440                |
| Work Equipment/G.O.      | 1,074                |
| Unruly Customer          | 814                  |
| Fire                     | 460                  |
| Employee                 | 332                  |
| Infrastructure           | 238                  |
| Inclement Weather        | 227                  |
| External                 | 219                  |
| Operational Diversions   | 182                  |
| <b>Total Delays</b>      | <b>24,993</b>        |

\* Total may differ slightly due to rounding.

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



### Weekend Terminal On-Time Performance Definition

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

### Weekend Terminal On-Time Performance Results

#### **Systemwide** **Monthly Results**

May 2012: 90.0%  
May 2011: 90.3%  
12-Mon Avg: 87.8%  
(Jun '11-May '12)

#### **IRT** **Monthly Results**

May 2012: 83.7%  
May 2011: 86.9%  
12-Mon Avg: 83.1%  
(Jun '11-May '12)

#### **BMT** **Monthly Results**

May 2012: 95.2%  
May 2011: 94.9%  
12-Mon Avg: 92.6%  
(Jun '11-May '12)

#### **IND** **Monthly Results**

May 2012: 92.9%  
May 2011: 89.8%  
12-Mon Avg: 88.5%  
(Jun '11-May '12)

### Discussion of Results

In May 2012, Track Gangs (1,385 delays), Over Crowding (732), and Right Of Way (722 delays) were the highest categories of delays, representing 65.4% of the total (4,338) delays.

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

| <u>Line</u>       | <u>May '12</u> | <u>May '11</u> | <u>% Difference</u> |
|-------------------|----------------|----------------|---------------------|
| ①                 | 87.8%          | 90.8%          | -3.0%               |
| ②                 | 63.3%          | 77.0%          | -13.7%              |
| ③                 | 82.4%          | 87.3%          | -4.9%               |
| ④                 | 83.3%          | 85.4%          | -2.1%               |
| ⑤                 | 89.5%          | 86.4%          | +3.1%               |
| ⑥                 | 77.8%          | 85.1%          | -7.3%               |
| ⑦                 | 94.0%          | 92.2%          | +1.8%               |
| ⑤ 42 St           | N/A*           | N/A*           |                     |
| <b>IRT</b>        | 83.7%          | 86.9%          | -3.2%               |
| ① ②               | 96.4%          | 97.7%          | -1.3%               |
| ③                 | 97.9%          | 97.9%          | 0.0%                |
| ④                 | 99.7%          | 99.6%          | +0.1%               |
| ⑤                 | 87.2%          | 84.6%          | +2.6%               |
| ⑥                 | 91.6%          | 95.9%          | -4.3%               |
| ⑤ Fkln            | 99.4%          | 99.8%          | -0.4%               |
| ⑦                 | 96.7%          | 90.7%          | +6.0%               |
| <b>BMT</b>        | 95.2%          | 94.9%          | +0.3%               |
| ①                 | 90.2%          | 89.1%          | +1.1%               |
| ⑤ Rock            | 96.6%          | 98.2%          | -1.6%               |
| ③                 | 92.7%          | 90.3%          | +2.4%               |
| ④                 | 92.8%          | 85.9%          | +6.9%               |
| ⑤                 | 93.0%          | 83.3%          | +9.7%               |
| ⑥                 | 89.3%          | 90.5%          | -1.2%               |
| ⑦                 | 98.1%          | 97.4%          | +0.7%               |
| <b>IND</b>        | 92.9%          | 89.8%          | +3.1%               |
| <b>Systemwide</b> | <b>90.0%</b>   | <b>90.3%</b>   | <b>-0.3%</b>        |

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

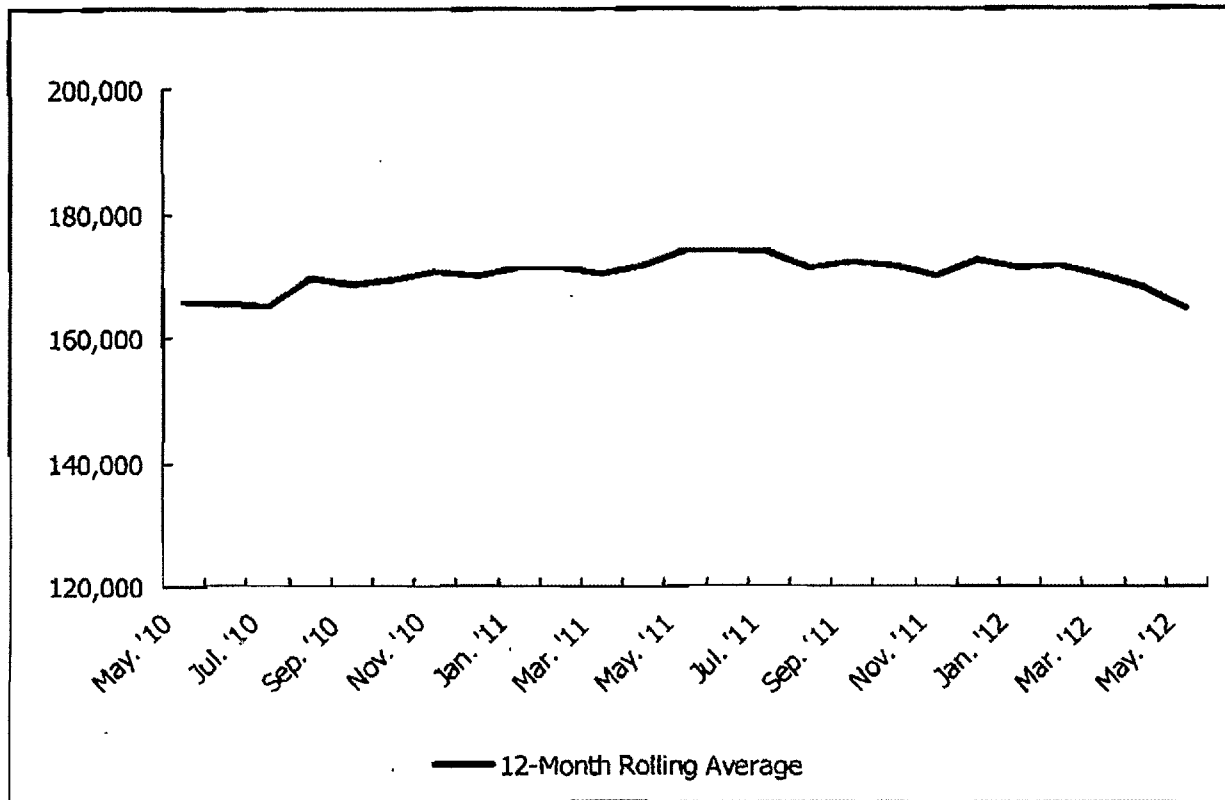


**Weekend Terminal Delays  
Systemwide Summary  
May 2012**

| <b><u>Categories</u></b>   | <b><u>Delays</u></b> |
|----------------------------|----------------------|
| Track Gangs                | 1,385                |
| Over Crowding              | 732                  |
| ROW Delays                 | 722                  |
| Work Equipment/G.O.        | 449                  |
| Sick Customer              | 218                  |
| Car Equipment              | 209                  |
| Police                     | 207                  |
| Unruly Customer            | 205                  |
| Employee                   | 75                   |
| Infrastructure             | 51                   |
| Fire                       | 48                   |
| Operational Diversions     | 21                   |
| External                   | 16                   |
| <b><u>Total Delays</u></b> | <b><u>4,338</u></b>  |

\* Total may differ slightly due to rounding.

## Subway Mean Distance Between Failures



### Definition

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

### Monthly Results

May 2012: 174,824

May 2011: 236,322

May 2010: 187,140

### 12-Month Average

Jun 11-May 12: 164,772

Jun 10-May 11: 174,330

Jun 09-May 10: 165,999

### Annual Results

2012 Goal: 168,000

2011 Actual: 172,700

2010 Actual: 170,217

### Discussion of Results

MDBF in May 2012 decreased 26.0% from May 2011. Over the past year, the MDBF 12-month average decreased 5.5%. With the R160 cars coming off the warranty by June 2012, it is expected that MDBF will maintain its current level.

**Chart 10**

# Car Reliability

## Mean Distance Between Failure (Miles)

|           |            | <u>Monthly MDBF</u> |           |          | <u>12 Month Average MDBF</u> |          |          |
|-----------|------------|---------------------|-----------|----------|------------------------------|----------|----------|
| Car Class | #s of Cars | May. '12            | May. '11  | % Change | May. '12                     | May. '11 | % Change |
| R32       | 222        | 70,413              | 120,715   | -41.67%  | 58,316                       | 56,243   | 3.69%    |
| R42       | 50         | 68,122              | NO DELAYS | NA       | 43,135                       | 64,747   | -33.38%  |
| R46       | 752        | 102,168             | 84,571    | 20.81%   | 83,848                       | 89,615   | -6.44%   |
| R62       | 315        | 208,523             | 654,751   | -68.15%  | 175,014                      | 189,098  | -7.45%   |
| R62A      | 824        | 148,757             | 192,007   | -22.53%  | 118,399                      | 129,242  | -8.39%   |
| R68       | 425        | 92,895              | 151,452   | -38.66%  | 128,960                      | 148,365  | -13.08%  |
| R68A      | 200        | 369,779             | 540,015   | -31.52%  | 154,845                      | 168,957  | -8.35%   |
| R142      | 1,030      | 155,883             | 486,210   | -67.94%  | 219,340                      | 236,883  | -7.41%   |
| R142A     | 590        | 198,387             | 172,152   | 15.24%   | 114,464                      | 126,284  | -9.36%   |
| R143      | 212        | 300,376             | 246,391   | 21.91%   | 232,267                      | 172,746  | 34.46%   |
| R160      | 1,662      | 449,646             | 821,493   | -45.26%  | 657,155                      | 670,515  | -1.99%   |
| Fleet     | 6,282      | 174,824             | 236,322   | -26.02%  | 164,772                      | 174,330  | -5.48%   |

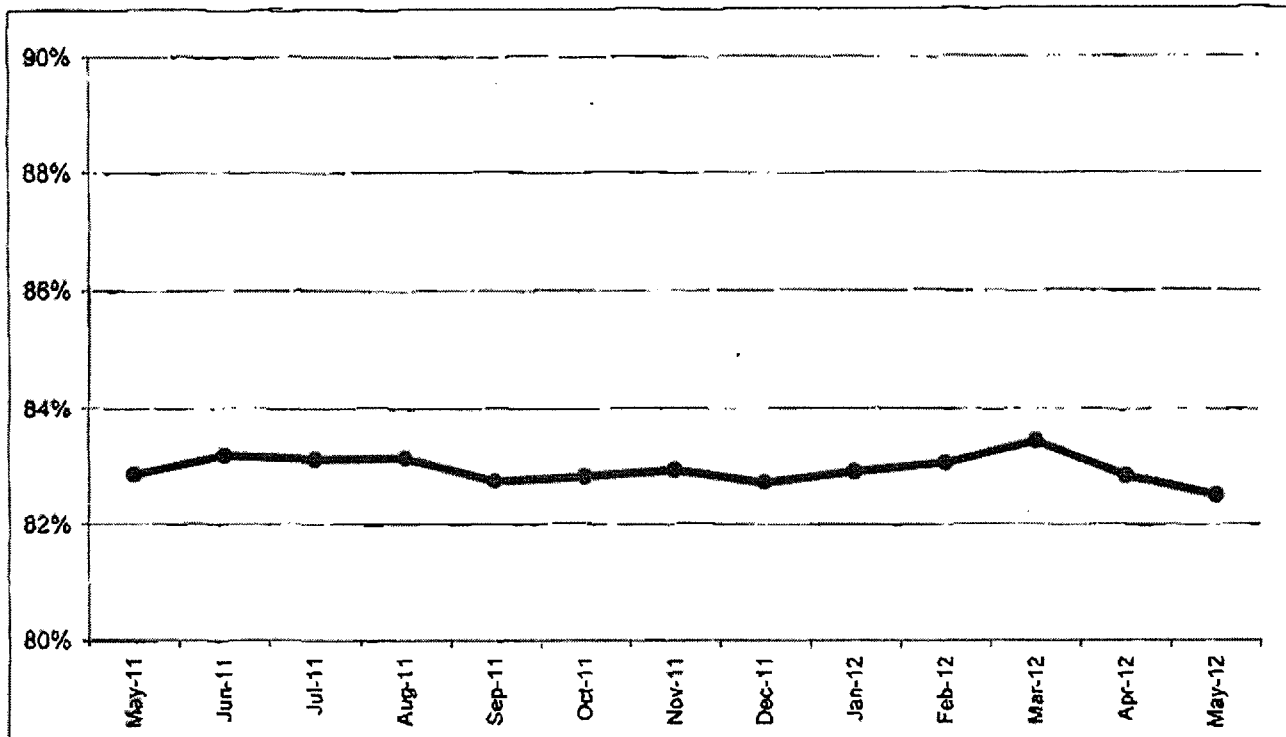
Chart 11

# Car Reliability

## Mean Distance Between Failures By Line (Miles)

| Line  | Fleet <sup>1</sup>      | Monthly MDBF |          |          | 12-Month Average MDBF |          |          |
|-------|-------------------------|--------------|----------|----------|-----------------------|----------|----------|
|       |                         | May 2011     | May 2012 | % Change | May 2011              | May 2012 | % Change |
| 1     | R62A                    | 135,368      | 123,453  | -8.8     | 92,715                | 95,615   | +3.1     |
| 2     | R142                    | 670,889      | 107,318  | -84.0    | 250,985               | 233,453  | -7.0     |
| 3     | R62                     | 654,218      | 207,529  | -68.3    | 193,242               | 174,796  | -9.5     |
| 7     | R62A                    | 323,203      | 209,664  | -35.1    | 223,574               | 178,026  | -20.4    |
| 4     | R142(67%); (R142A(33%)) | 252,267      | 131,638  | -47.8    | 168,493               | 133,830  | -20.6    |
| 5     | R142                    | 345,787      | 301,297  | -12.9    | 226,739               | 246,133  | +8.6     |
| 6     | R142A                   | 203,154      | 356,166  | +75.3    | 134,717               | 128,329  | -4.7     |
| GCS   | R62A                    | 23,846       | 23,846   | +0.7     | 31,462                | 22,155   | -29.6    |
| IRT   |                         | 273,137      | 166,403  | -39.1    | 163,852               | 151,098  | -7.8     |
| B     | R68(19%); R68A(81%)     | 174,649      | 148,540  | -14.9    | 161,592               | 137,695  | -14.8    |
| FS    | R68                     | 19,441       | N/A      | N/A      | 75,204                | 76,491   | +1.7     |
| H     | R160                    | 516,876      | 389,900  | -24.6    | 410,103               | 441,243  | +7.6     |
| O     | R160(62%); R68A(38%)    | 1,362,378    | 352,705  | -74.1    | 680,755               | 804,458  | +18.2    |
| JZ    | R160(75%); R42(25%)     | 819,433      | 408,642  | -50.1    | 343,216               | 389,444  | +13.5    |
| L     | R143(86%); R160(14%)    | 245,475      | 250,626  | +2.1     | 200,800               | 243,298  | +21.2    |
| M     | R160                    | 237,324      | 727,946  | +206.7   | 820,930               | 460,880  | -43.9    |
| R     | R46                     | 112,370      | 137,750  | +22.6    | 107,421               | 80,539   | -25.0    |
| BMT   |                         | 295,217      | 259,316  | -12.2    | 242,985               | 220,635  | -9.2     |
| A     | R46                     | 76,838       | 83,298   | +8.4     | 95,607                | 83,673   | -12.5    |
| C     | R32                     | 120,715      | 87,369   | -27.6    | 55,527                | 61,669   | +11.1    |
| D     | R68                     | 159,219      | 89,381   | -43.9    | 151,412               | 137,083  | -9.5     |
| E     | R160                    | 1,650,861    | 420,837  | -74.5    | 838,812               | 730,276  | -12.9    |
| F     | R46(2%); R160(98%)      | 1,410,501    | 472,211  | -66.5    | 727,892               | 630,856  | -13.3    |
| G     | R46                     | 105,431      | N/A      | N/A      | 55,770                | 105,848  | +89.8    |
| RKWY  | R44                     | 28,067       | 69,092   | +146.2   | 49,873                | 61,927   | +24.2    |
| IND   |                         | 177,980      | 146,975  | -17.4    | 153,020               | 152,351  | -0.4     |
|       |                         |              |          |          |                       |          |          |
|       |                         |              |          |          |                       |          |          |
| SOUTH |                         | 215,556      | 181,633  | -15.7    | 182,287               | 176,444  | -3.2     |
|       |                         |              |          |          |                       |          |          |
| FLEET |                         | 236,323      | 174,824  | -26.0    | 173,921               | 164,771  | -5.3     |
|       |                         |              |          |          |                       |          |          |
|       |                         |              |          |          |                       |          |          |
|       |                         |              |          |          |                       |          |          |

## 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

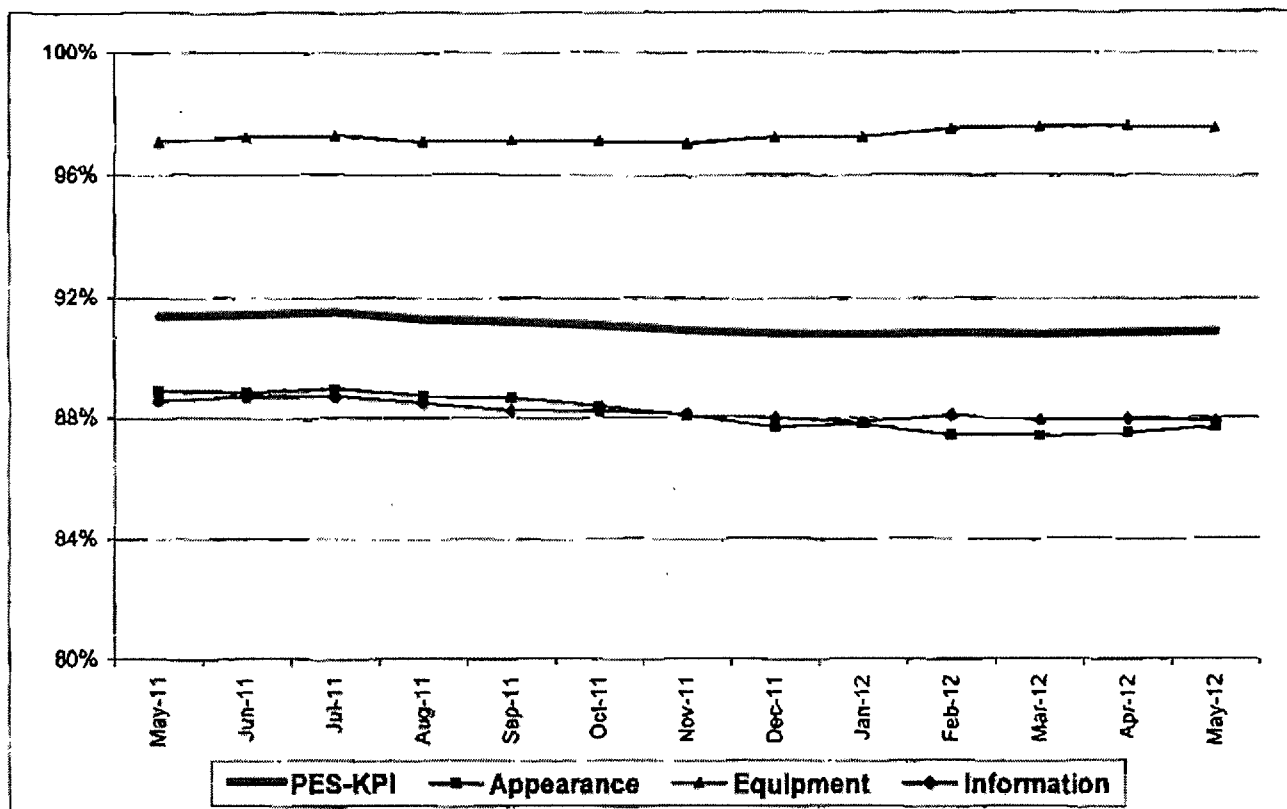
| Systemwide<br>Monthly Results | Goal             |
|-------------------------------|------------------|
| May 2012: 82.5%               | 2012 GOAL: 85.1% |
| May 2011: 82.9%               |                  |

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

| <u>Line</u>       | <u>May 2012</u> | <u>May 2011</u> | <u>% Difference</u> |
|-------------------|-----------------|-----------------|---------------------|
| ①                 | 83.2%           | 78.6%           | +4.6%               |
| ②                 | 72.7%           | 71.1%           | +1.6%               |
| ③                 | 77.7%           | 78.3%           | -0.6%               |
| ④                 | 72.7%           | 72.7%           | +0.0%               |
| ⑤                 | 73.5%           | 70.5%           | +3.0%               |
| ⑥                 | 80.4%           | 78.3%           | +2.1%               |
| ⑦                 | 83.4%           | 82.1%           | +1.3%               |
| ⑤ 42nd            | N/A*            |                 |                     |
| <b>IRT</b>        | <b>78.7%</b>    | <b>78.2%</b>    | <b>+0.5%</b>        |
| ⑧                 | 82.0%           | 83.8%           | -1.8%               |
| ⑨ ⑩               | 88.1%           | 89.6%           | -1.5%               |
| ⑪                 | 85.6%           | 86.5%           | -0.9%               |
| ⑫                 | 83.4%           | 85.5%           | -2.1%               |
| ⑬                 | 81.6%           | 79.9%           | +1.7%               |
| ⑭                 | 83.3%           | 82.3%           | +1.0%               |
| ⑮ Fkln            | 91.9%           | 93.1%           | -1.2%               |
| ⑯                 | 78.2%           | 80.1%           | -1.9%               |
| <b>BMT</b>        | <b>85.7%</b>    | <b>86.1%</b>    | <b>-0.4%</b>        |
| ⑰                 | 74.2%           | 76.3%           | -2.1%               |
| ⑮ Rock            | 88.9%           | 88.4%           | +0.5%               |
| ⑲                 | 78.8%           | 79.6%           | -0.8%               |
| ⑳                 | 81.6%           | 83.5%           | -1.9%               |
| ㉑                 | 79.8%           | 81.9%           | -2.1%               |
| ㉒                 | 77.3%           | 79.2%           | -1.9%               |
| ㉓                 | 82.2%           | 81.0%           | +1.2%               |
| <b>IND</b>        | <b>82.2%</b>    | <b>84.1%</b>    | <b>-1.9%</b>        |
| <b>Systemwide</b> | <b>82.5%</b>    | <b>82.9%</b>    | <b>-0.4%</b>        |

\* N/A: ⑤ 42nd data not available due to ATS-A system software issues.

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



### PES-KPI Definition

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

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

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

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

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

|                      | <u>PES-KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> |
|----------------------|----------------|-------------------|------------------|--------------------|
| <b>May 2012:</b>     | <b>90.9%</b>   | 87.7%             | 97.5%            | 87.9%              |
| <b>May 2011:</b>     | <b>91.4%</b>   | 88.9%             | 97.1%            | 88.6%              |
| <b>% Difference:</b> | <b>-0.5%</b>   | -1.2%             | +0.4%            | -0.7%              |

## PES-KPI - Subway Car

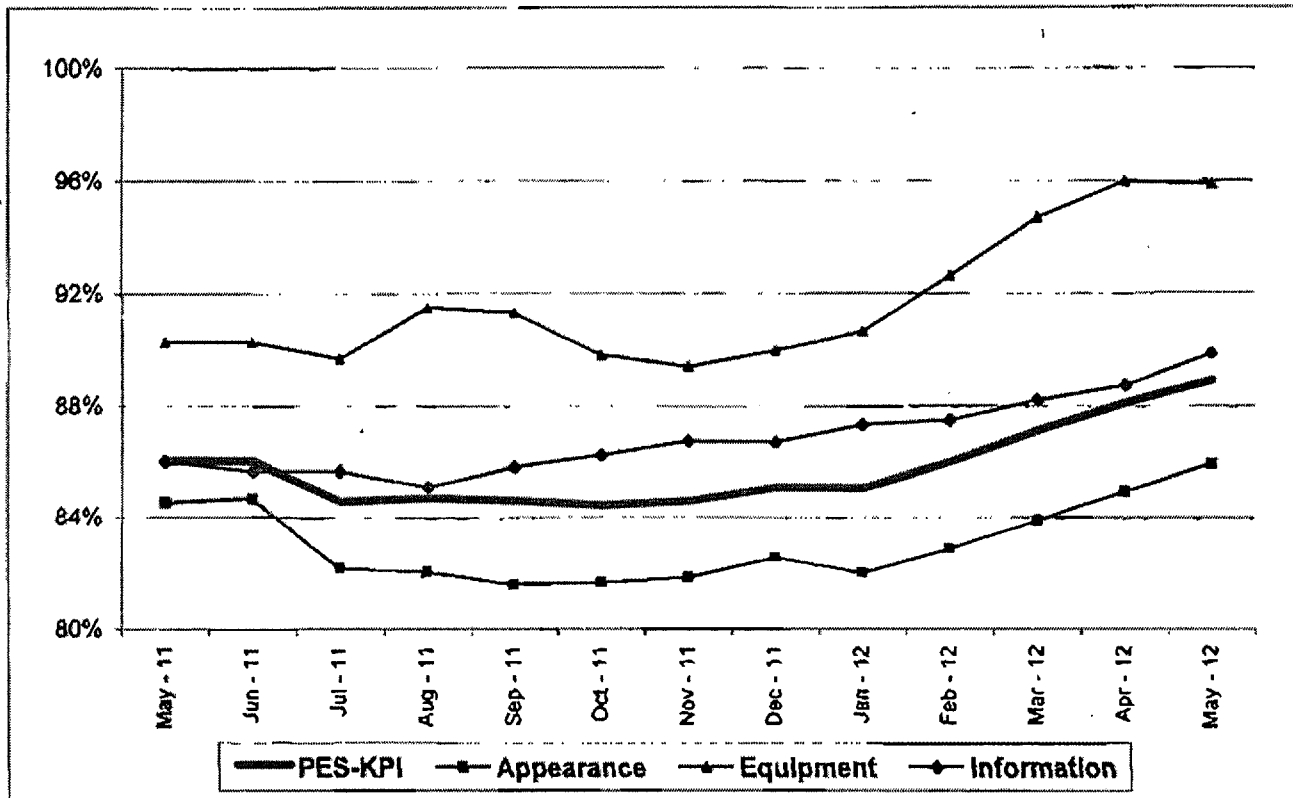
| Line       | May 2012: |            |           |             | May 2011: |            |           |             | % Difference |
|------------|-----------|------------|-----------|-------------|-----------|------------|-----------|-------------|--------------|
|            | KPI       | Appearance | Equipment | Information | KPI       | Appearance | Equipment | Information | KPI          |
| ①          | 93.2%     | 97.5%      | 98.3%     | 83.7%       | 94.5%     | 94.8%      | 96.8%     | 91.7%       | -1.3%        |
| ②          | 96.1%     | 93.6%      | 97.5%     | 97.1%       | 94.7%     | 92.5%      | 95.3%     | 96.4%       | +1.4%        |
| ③          | 91.6%     | 92.2%      | 96.4%     | 86.3%       | 95.1%     | 96.8%      | 93.3%     | 95.2%       | -3.5%        |
| ④          | 96.5%     | 93.4%      | 97.2%     | 98.9%       | 97.4%     | 94.2%      | 99.2%     | 99.0%       | -0.9%        |
| ⑤          | 95.8%     | 94.0%      | 97.1%     | 96.4%       | 96.6%     | 94.4%      | 96.8%     | 98.7%       | -0.8%        |
| ⑥          | 95.2%     | 94.7%      | 92.9%     | 98.0%       | 96.3%     | 94.2%      | 95.7%     | 99.1%       | -1.1%        |
| ⑦          | 94.9%     | 96.3%      | 97.3%     | 91.0%       | 93.6%     | 95.6%      | 94.0%     | 91.1%       | +1.3%        |
| ⑤ 42nd     | 93.5%     | 98.5%      | 98.1%     | 83.8%       | 94.2%     | 98.7%      | 91.8%     | 92.1%       | -0.7%        |
| IRT        | 94.7%     | 94.7%      | 96.6%     | 92.7%       | 95.3%     | 94.7%      | 95.7%     | 95.4%       | -0.6%        |
| ⑧          | 93.1%     | 87.6%      | 98.8%     | 93.1%       | 91.8%     | 93.0%      | 91.5%     | 90.8%       | +1.3%        |
| ⑧ J/Z      | 95.0%     | 90.6%      | 97.0%     | 97.5%       | 95.8%     | 93.0%      | 96.7%     | 97.8%       | -0.8%        |
| ⑧ L        | 97.1%     | 92.5%      | 99.8%     | 99.2%       | 98.3%     | 96.7%      | 99.8%     | 98.5%       | -1.2%        |
| ⑧ M        | 97.1%     | 93.0%      | 99.3%     | 99.2%       | 97.8%     | 95.6%      | 98.9%     | 99.1%       | -0.7%        |
| ⑧ N        | 95.9%     | 90.7%      | 98.1%     | 98.9%       | 97.1%     | 95.2%      | 97.9%     | 98.2%       | -1.2%        |
| ⑧ Q        | 96.8%     | 93.4%      | 97.7%     | 99.3%       | 97.1%     | 96.2%      | 95.3%     | 99.8%       | -0.3%        |
| ⑧ S Fkln   | 92.5%     | 91.8%      | 94.8%     | 90.9%       | 90.5%     | 86.8%      | 91.0%     | 93.9%       | +2.0%        |
| ⑧ R        | 93.2%     | 91.6%      | 97.9%     | 89.9%       | 94.0%     | 94.4%      | 95.6%     | 92.1%       | -0.8%        |
| BMT        | 95.4%     | 91.5%      | 98.2%     | 96.7%       | 95.9%     | 94.8%      | 96.3%     | 96.5%       | -0.5%        |
| ⑧ A        | 94.4%     | 91.8%      | 98.4%     | 93.0%       | 94.2%     | 92.7%      | 97.2%     | 92.8%       | +0.2%        |
| ⑧ C        | 90.8%     | 85.5%      | 97.3%     | 89.7%       | 93.3%     | 92.3%      | 96.9%     | 90.8%       | -2.5%        |
| ⑧ D        | 93.9%     | 89.8%      | 98.7%     | 93.3%       | 93.3%     | 93.5%      | 94.6%     | 91.7%       | +0.6%        |
| ⑧ E        | 97.1%     | 93.9%      | 99.1%     | 98.3%       | 96.8%     | 96.6%      | 94.2%     | 99.6%       | +0.3%        |
| ⑧ F        | 96.0%     | 91.7%      | 98.0%     | 98.4%       | 96.1%     | 95.3%      | 94.8%     | 98.2%       | -0.1%        |
| ⑧ G        | 96.8%     | 96.8%      | 98.7%     | 94.8%       | 93.7%     | 92.6%      | 96.1%     | 92.5%       | +3.1%        |
| IND        | 94.9%     | 91.5%      | 98.3%     | 94.8%       | 94.6%     | 93.9%      | 95.6%     | 94.3%       | +0.3%        |
| Systemwide | 95.0%     | 92.7%      | 97.7%     | 94.7%       | 95.2%     | 94.5%      | 95.9%     | 95.3%       | -0.2%        |



## PES-KPI - Station

| <u>Borough</u>    | <b>May 2012:</b> |                   |                  |                    | <b>May 2011:</b> |                   |                  |                    | <b>% Difference</b> |  |
|-------------------|------------------|-------------------|------------------|--------------------|------------------|-------------------|------------------|--------------------|---------------------|--|
|                   | <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             | 85.9%            | 81.6%             | 97.7%            | 79.5%              | 83.0%            | 78.5%             | 97.3%            | 74.3%              | +2.9%               |  |
| Manhattan         | 86.7%            | 81.1%             | 97.2%            | 83.1%              | 88.0%            | 82.4%             | 98.5%            | 84.4%              | -1.3%               |  |
| Brooklyn          | 86.1%            | 83.8%             | 97.4%            | 77.7%              | 88.1%            | 86.0%             | 98.5%            | 80.5%              | -2.0%               |  |
| Queens            | 89.1%            | 86.4%             | 97.7%            | 83.8%              | 89.7%            | 86.4%             | 98.5%            | 85.1%              | -0.6%               |  |
| <b>Systemwide</b> | <b>86.8%</b>     | <b>83.1%</b>      | <b>97.4%</b>     | <b>80.9%</b>       | <b>87.6%</b>     | <b>83.8%</b>      | <b>98.3%</b>     | <b>81.6%</b>       | <b>-0.8%</b>        |  |

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



## **PES-KPI Definition**

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

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

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

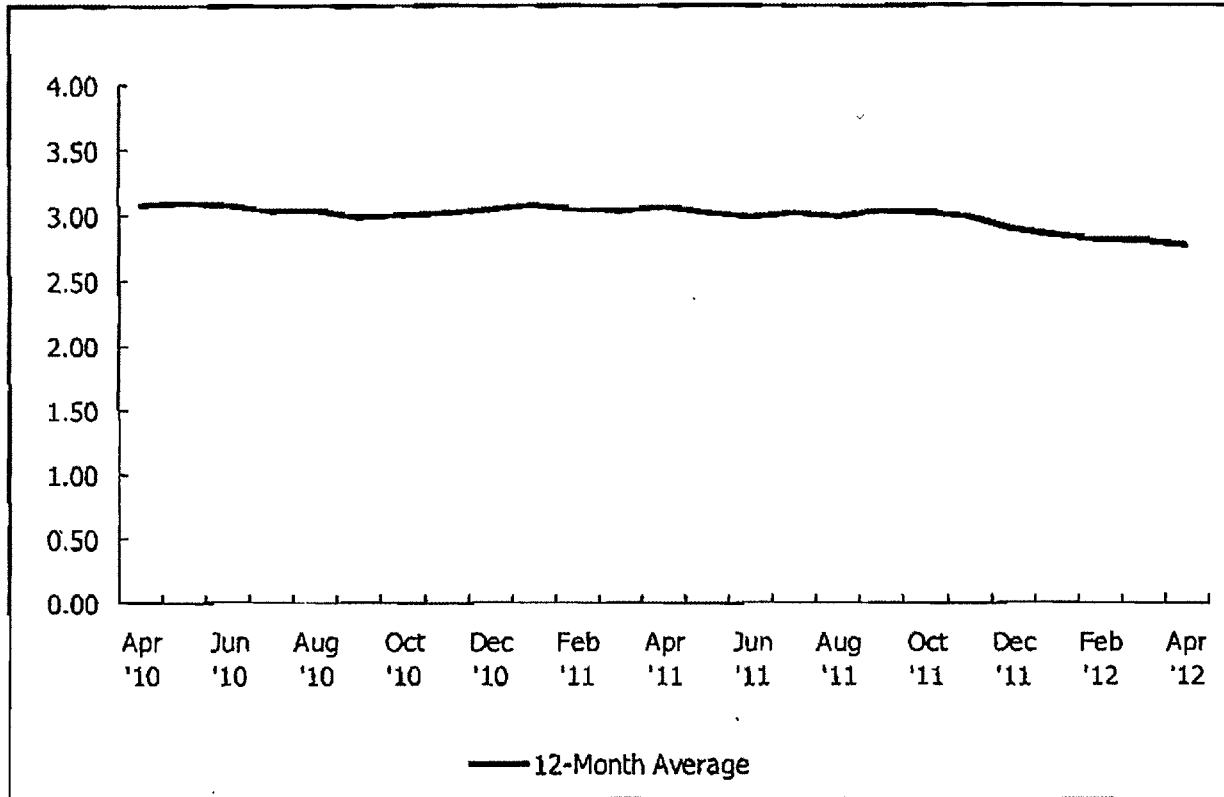
Information: includes the ratings for Maps, Employees in Proper Uniforms and Subway Car Announcements and Signage.

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

## **SIR PES-KPI Results**

|                      | <u>PES-KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> |
|----------------------|----------------|-------------------|------------------|--------------------|
| <b>May 2012:</b>     | <b>88.9%</b>   | 85.9%             | 95.9%            | 89.9%              |
| <b>May 2011:</b>     | <b>86.0%</b>   | 84.5%             | 90.3%            | 86.0%              |
| <b>% Difference:</b> | <b>+2.9%</b>   | +1.4%             | +5.6%            | +3.9%              |

## Subway Customer Accidents/Million Customers



### Definition

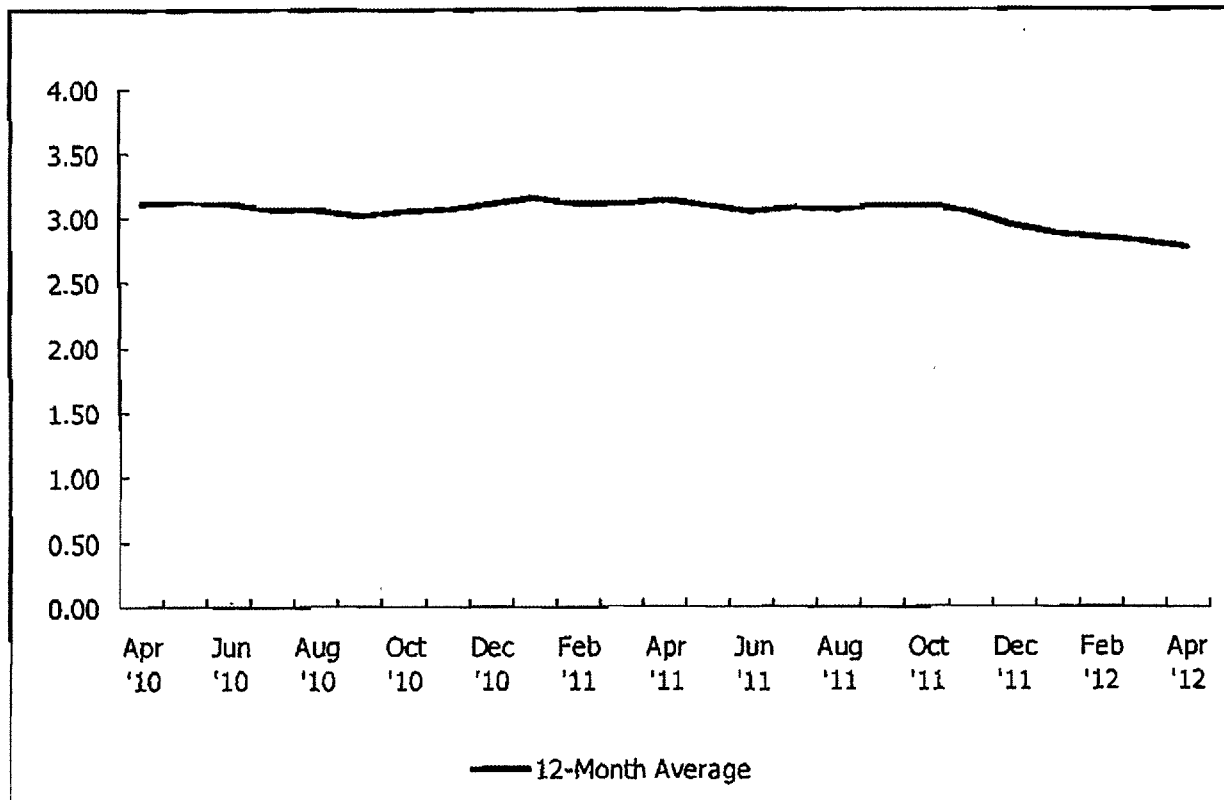
Any claimed accident to a subway customer within/on transit property. Does not include crime/assault statistics.

| Monthly Results | 12-Month Average      | Annual Results    |
|-----------------|-----------------------|-------------------|
| Apr 2012: 2.52  | May 11 - Apr 12: 2.76 | 2012 YTD: 2.76    |
| Apr 2011: 2.96  | May 10 - Apr 11: 3.06 | 2011 Actual: 2.89 |
| Apr 2010: 2.63  | May 09 - Apr 10: 3.08 | 2010 Actual: 3.05 |

**Discussion of Results:** Overall accident rate decreased 9.8% in the 12-month period ending April '12 vs. the 12-month period ending April '11. Comparing April '12 to April '11, the monthly accident rate decreased by 14.9% when comparing month over month.

Chart 19

## Subway Customer Injuries/Million Customers



### Definition

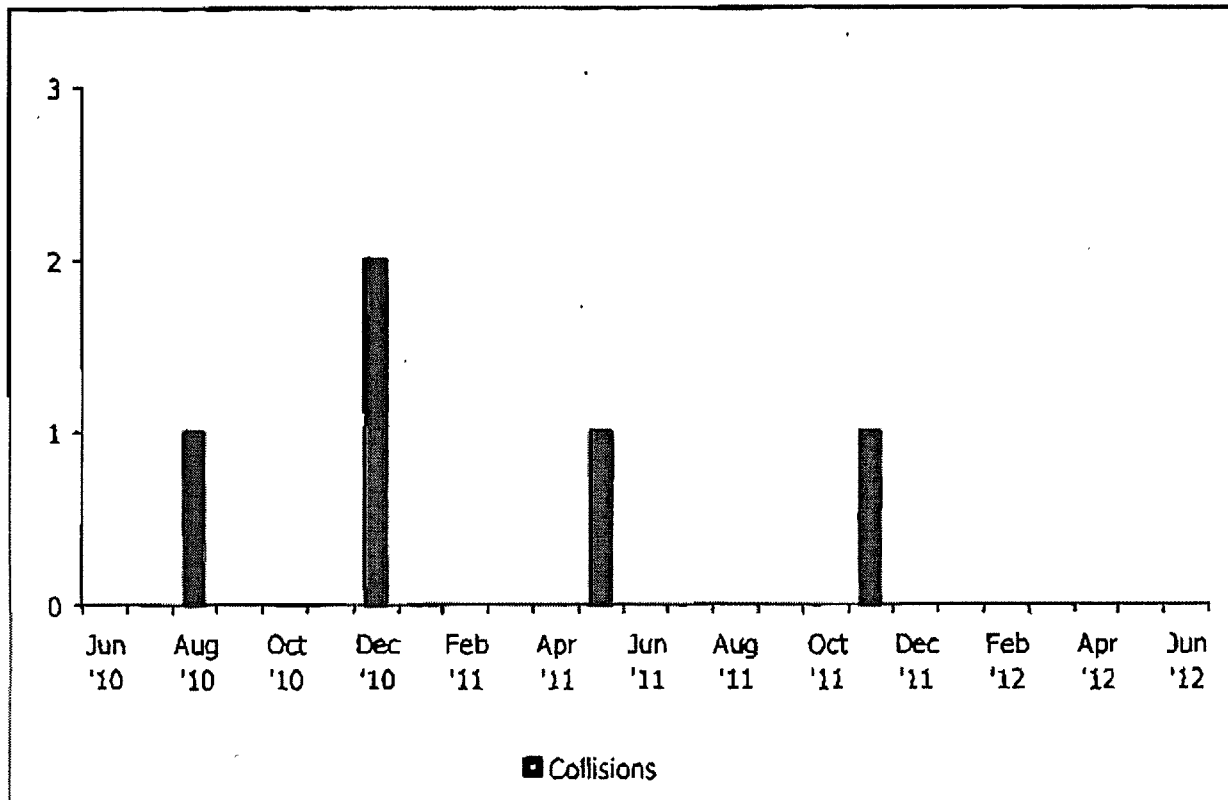
Any claimed physical damage or harm to a subway customer as a result of an incident within/on transit property. Does not include crime/assault statistics.

| Monthly Results | 12-Month Average      | Annual Results    |
|-----------------|-----------------------|-------------------|
| Apr 2012: 2.51  | May 11 - Apr 12: 2.77 | 2012 YTD: 2.75    |
| Apr 2011: 3.07  | May 10 - Apr 11: 3.14 | 2011 Actual: 2.94 |
| Apr 2010: 2.65  | May 09 - Apr 10: 3.11 | 2010 Actual: 3.11 |

**Discussion of Results:** Overall injury rate is down 11.8% in the 12-month period ending April '12 vs. the 12-month period ending April '11. Comparing April '12 to April '11, the monthly injury rate decreased by 18.2% 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

Jun 2012: 0

Jun 2011: 0

Jun 2010: 0

## 12-Month Total

Jul 11 - Jun 12: 1

Jul 10 - Jun 11: 4

Jul 09 - Jun 10: 0

## Annual Results

2012 YTD: 0

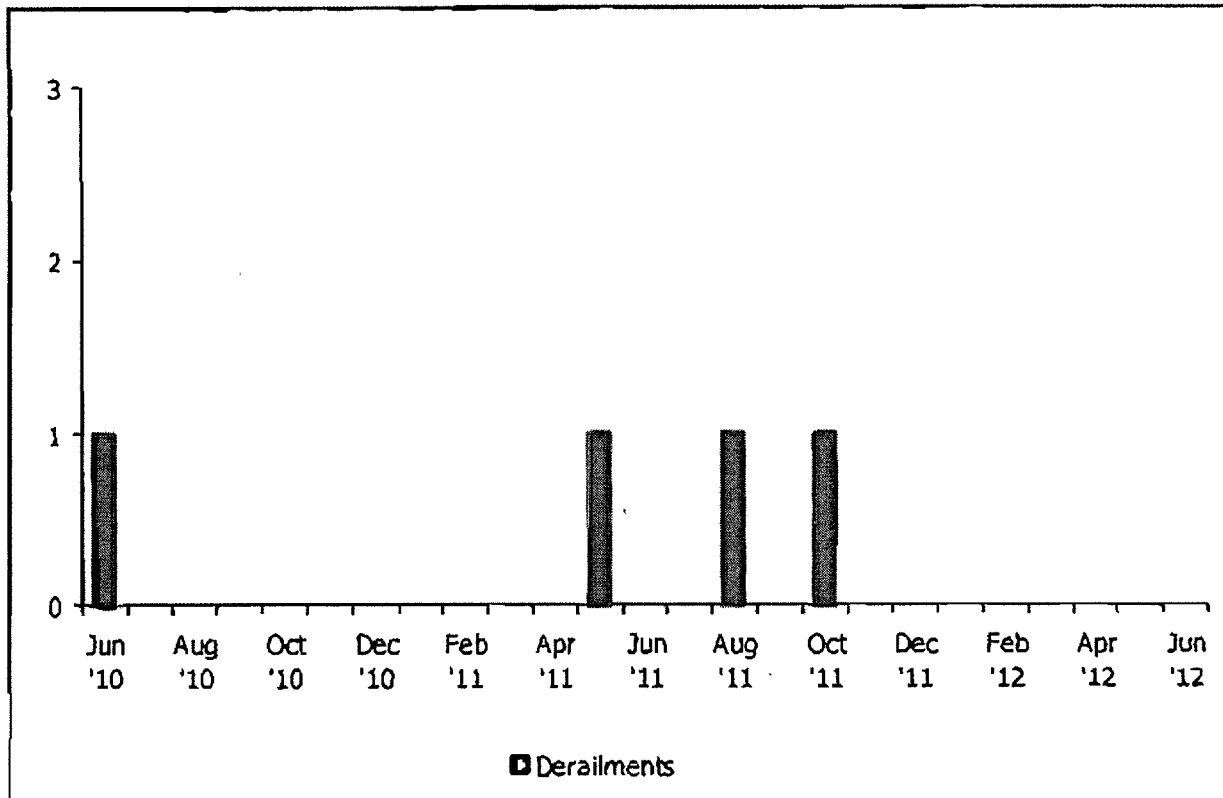
2011 Actual: 2

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

Jun 2012: 0

Jun 2011: 0

Jun 2010: 1

### 12-Month Total

Jul 11 - Jun 12: 2

Jul 10 - Jun 11: 1

Jul 09 - Jun 10: 2

### Annual Results

2012 YTD: 0

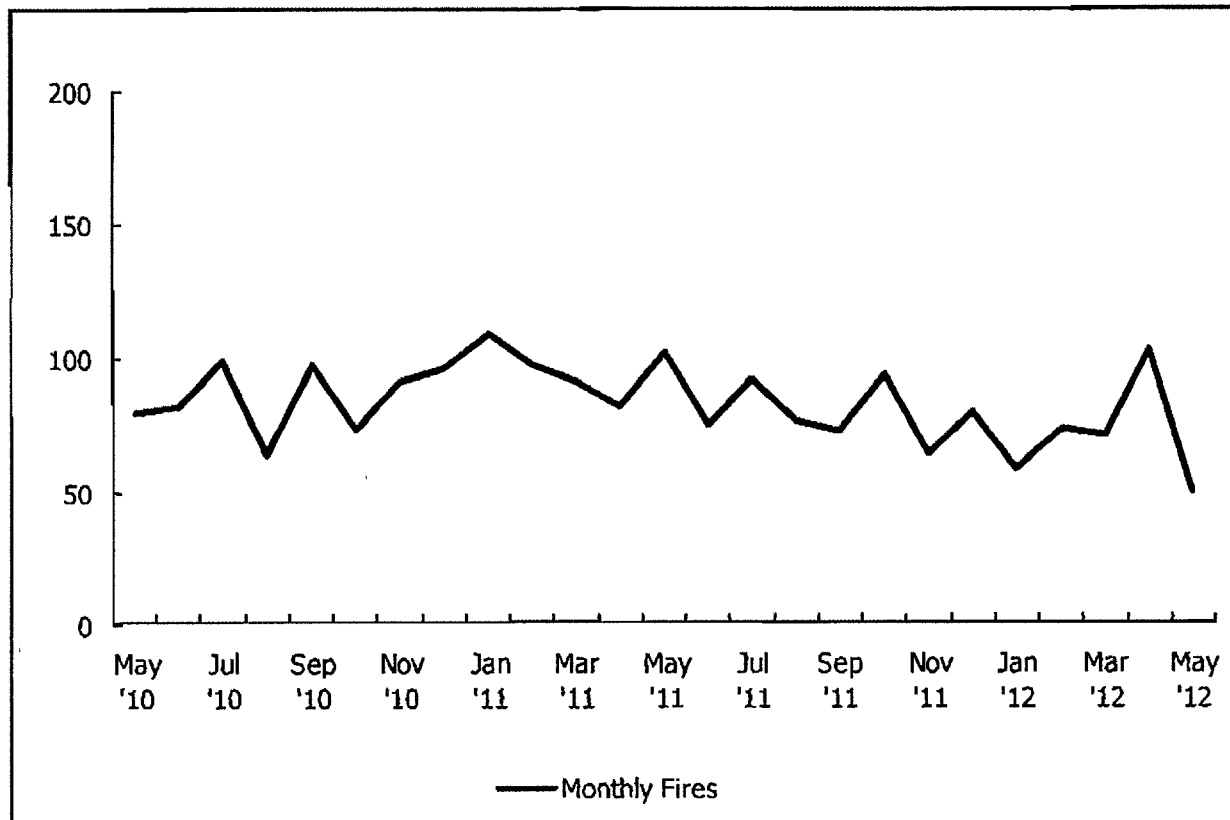
2011 Actual: 3

2010 Actual: 1

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

Chart 22

## Subway Fires



### Definition

Any report of fire or smoke requiring use of some type of extinguishing equipment in order to prevent possible property damage, personal injury, or train delay.

| Monthly Results | 12-Month Total         | Annual Results     |
|-----------------|------------------------|--------------------|
| May 2012: 50    | Jul 11 - Jun 12: 906   | 2012 YTD: 355      |
| May 2011: 102   | Jul 10 - Jun 11: 1,083 | 2011 Actual: 1,032 |
| May 2010: 79    | Jul 09 - Jun 10: 1,119 | 2010 Actual: 1,097 |

### Discussion of Results:

Fires for the month of May 2012 were 50 and 102 for fires in May 2011. Fires were down 16.3% for the 12-Month Total through May 2012 vs. May 2011. 98.0% (49) of all the fires in the month of May were in the "Low" and "Average" severity categories.

Chart 23

# Subway Fires

Fire severity is classified as follows:

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

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

|                |       |               |    |
|----------------|-------|---------------|----|
| Low:           | 78.0% | Train:        | 10 |
| Average:       | 20.0% | Right-of-way: | 29 |
| Above Average: | 2.0%  | Station:      | 11 |
| High           | 0.0%  | Other:        | 0  |
|                |       | Total:        | 50 |

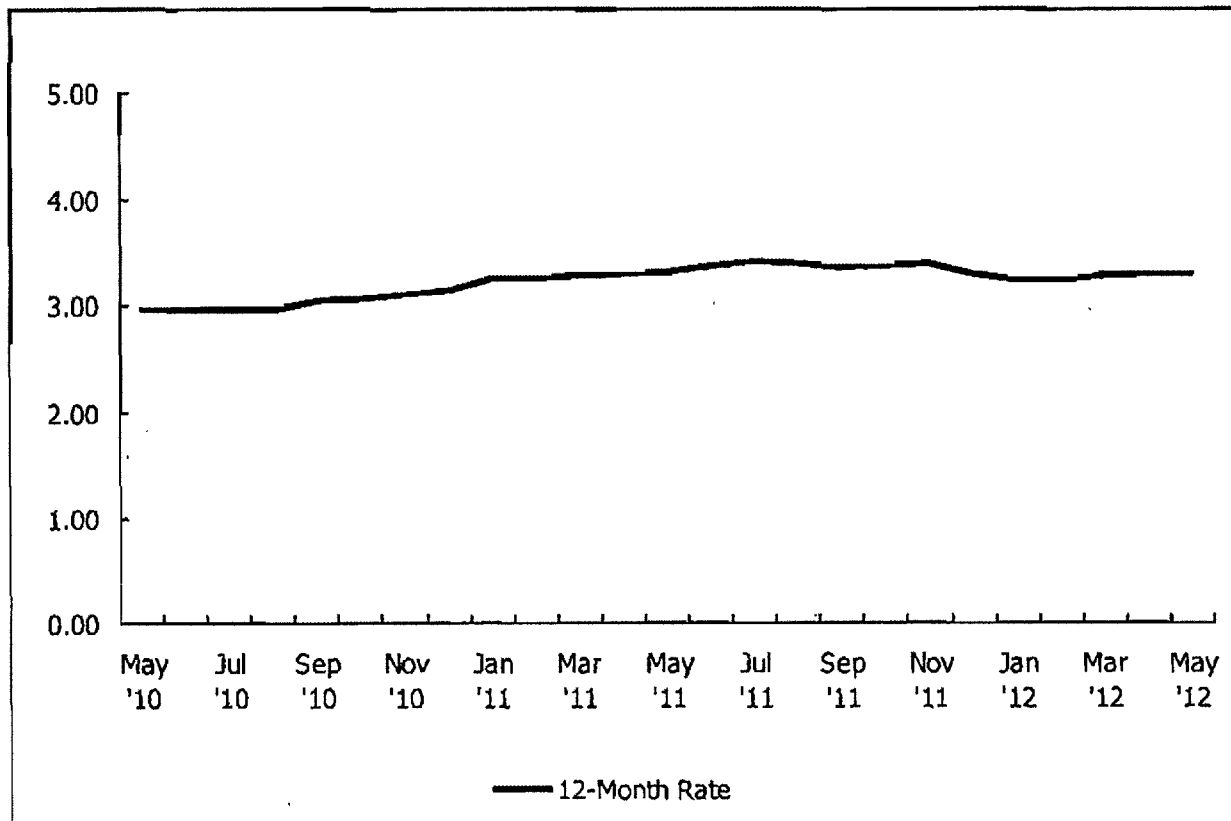
Top Items Burnt by Location during the current month were as follows:

| <b>Train:</b>  |   | <b>Right-of-Way:</b> |    | <b>Station:</b> |   |
|----------------|---|----------------------|----|-----------------|---|
| Hot Wheels:    | 2 | Debris:              | 17 | Debris:         | 8 |
| Contact Shoes: | 2 | Tie:                 | 8  | Electrical:     | 3 |
| Car Body:      | 2 |                      |    |                 |   |

**Chart 24**



## Employee On-Duty Lost-Time Accident Rate



### Definition

A job-related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident as determined by the Law Department.

| Monthly Results | 12-Month Average      | Annual Results    |
|-----------------|-----------------------|-------------------|
| May 2012: 3.27  | Jun 11 – May 12: 3.31 | 2012 Goal: 3.15   |
| May 2011: 3.22  | Jun 10 – May 11: 3.33 | 2011 Actual 3.31  |
| May 2010: 2.89  | Jun 09 – May 10: 2.97 | 2010 Actual: 3.15 |

**Discussion of Results:** Overall accident rate decreased by 0.6% in the 12-month period ending May '12 vs. the 12-month period ending May '11. Comparing May '12 to May '11, the monthly accident rate increased by 1.6%.

Chart 25



Police Department  
City of New York

REPORT

CRIME STATISTICS JUNE

|                                    | 2012              | 2011              | Diff             | % Change           |
|------------------------------------|-------------------|-------------------|------------------|--------------------|
| MURDER                             | 0                 | 0                 | 0                | 0.0%               |
| RAPE                               | 2                 | 1                 | 1                | 100.0%             |
| ROBBERY                            | 75                | 53                | 22               | 41.5%              |
| FELASSAULT                         | 22                | 14                | 8                | 57.1%              |
| BURGLARY                           | 7                 | 0                 | 7                | ***.0%             |
| GRLARCENY                          | 124               | 147               | -23              | -15.6%             |
| <b><u>TOTAL MAJOR FELONIES</u></b> | <b><u>230</u></b> | <b><u>215</u></b> | <b><u>15</u></b> | <b><u>7.0%</u></b> |

*During June the daily Robbery average increased from 1.8 to 2.5*

*During June the daily Major Felony average increased from 7.2 to 7.7*

CRIME STATISTICS JANUARY THRU JUNE

|                                    | 2012               | 2011               | Diff              | % Change            |
|------------------------------------|--------------------|--------------------|-------------------|---------------------|
| MURDER                             | 0                  | 0                  | 0                 | 0.0%                |
| RAPE                               | 5                  | 2                  | 3                 | 150.0%              |
| ROBBERY                            | 438                | 354                | 84                | 23.7%               |
| FELASSAULT                         | 94                 | 106                | -12               | -11.3%              |
| BURGLARY                           | 18                 | 0                  | 18                | ***.0%              |
| GRLARCENY                          | 795                | 707                | 88                | 12.4%               |
| <b><u>TOTAL MAJOR FELONIES</u></b> | <b><u>1350</u></b> | <b><u>1169</u></b> | <b><u>181</u></b> | <b><u>15.5%</u></b> |

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

*Year to date, the daily Major Felony average increased from 6.5 to 7.5*

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



**Police Department  
City of New York**

**REPORT**

**JUNE ACTIVITY**

|             | <b>2012</b> | <b>2011</b> | <b>Diff</b> | <b>% Change</b> |
|-------------|-------------|-------------|-------------|-----------------|
| TotalArrest | 3915        | 3952        | -37         | -0.9%           |
| TosArrest   | 2135        | 1749        | 386         | 22.1%           |
| Summ        | 7714        | 8249        | -535        | -6.5%           |

**JANUARY - JUNE ACTIVITY**

|             | <b>2012</b> | <b>2011</b> | <b>Diff</b> | <b>% Change</b> |
|-------------|-------------|-------------|-------------|-----------------|
| TotalArrest | 26424       | 25180       | 1244        | 4.9%            |
| TosArrest   | 14066       | 11775       | 2291        | 19.5%           |
| Summ        | 50377       | 50162       | 215         | 0.4%            |

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



Police Department  
City of New York

REPORT

|                             | JANUARY-JUNE |       |       |       |       |      |      |      |      |      |      |      |      |      |      |      |
|-----------------------------|--------------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|
|                             | 1997         | 1998  | 1999  | 2000  | 2001  | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 |
| <i>Murder</i>               | 1            | 0     | 4     | 1     | 1     | 0    | 1    | 2    | 4    | 1    | 2    | 2    | 1    | 0    | 0    | 0    |
| <i>Rape</i>                 | 1            | 8     | 0     | 3     | 1     | 0    | 2    | 1    | 3    | 3    | 0    | 2    | 0    | 0    | 2    | 5    |
| <i>Robbery</i>              | 1046         | 961   | 852   | 683   | 641   | 624  | 588  | 532  | 622  | 490  | 421  | 384  | 346  | 361  | 354  | 438  |
| <i>Assault</i>              | 229          | 248   | 211   | 178   | 143   | 145  | 143  | 142  | 129  | 97   | 100  | 87   | 91   | 105  | 106  | 94   |
| <i>Burglary</i>             | 20           | 10    | 2     | 4     | 16    | 6    | 3    | 5    | 1    | 1    | 0    | 4    | 0    | 2    | 0    | 18   |
| <i>GL</i>                   | 1629         | 1273  | 1152  | 1205  | 1080  | 1017 | 823  | 882  | 907  | 679  | 609  | 640  | 563  | 561  | 707  | 795  |
| <i>TOTAL MAJOR FELONIES</i> | 2926         | 2500  | 2221  | 2074  | 1882  | 1792 | 1560 | 1564 | 1666 | 1271 | 1132 | 1119 | 1001 | 1029 | 1169 | 1350 |
| <i>Major Fel Per Day</i>    | 16.17        | 13.81 | 12.27 | 11.46 | 10.40 | 9.90 | 8.62 | 8.64 | 9.20 | 7.02 | 6.25 | 6.18 | 5.53 | 5.69 | 6.46 | 7.46 |

4.32

Attachment 28

## **5. FINANCIAL REPORTS**



## FINANCIAL AND RIDERSHIP REPORT

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

| Category<br>(\$ in millions)         | May Results          |       | Year-to-Date May Results |             |                      |        |
|--------------------------------------|----------------------|-------|--------------------------|-------------|----------------------|--------|
|                                      | Variance Fav/(Unfav) |       | Budget                   | Prel Actual | Variance Fav/(Unfav) |        |
|                                      | \$                   | %     |                          |             | \$                   | %      |
| Farebox Rev: Subway                  | 2.8                  | 1.2   | 1,130.7                  | 1,135.8     | 5.1                  | 0.4    |
| Bus                                  | (1.3)                | (1.7) | 364.3                    | 362.0       | (2.3)                | (0.6)  |
| Paratransit                          | (0.1)                | (9.1) | 6.8                      | 6.4         | (0.5)                | (6.9)  |
| Fare Media Liability                 | 0.0                  | 0.0   | 23.4                     | 23.4        | 0.0                  | 0.0    |
| Total Farebox Revenue                | 1.4                  | 0.4   | 1,525.3                  | 1,527.6     | 2.3                  | 0.2    |
| Other Operating Revenue              | (0.2)                | (0.6) | 142.1                    | 142.7       | 0.5                  | 0.4    |
| Capital & Other Reimbursements       | (6.4)                | (9.0) | 359.0                    | 342.5       | (16.6)               | (4.6)  |
| Total Revenue                        | (5.3)                | (1.2) | 2,026.4                  | 2,012.8     | (13.7)               | (0.7)  |
| Nonreimb. Exp. before Dep./OPEB      | (11.0)               | (2.2) | 2,466.9                  | 2,462.7     | 4.2                  | 0.2    |
| Depreciation                         | 7.4                  | 6.2   | 583.5                    | 557.8       | 25.8                 | 4.4    |
| Other Post-Employment Benefits       | 0.0                  | 0.0   | 232.5                    | 348.2       | (115.8)              | (49.8) |
| Subtotal Nonreimbursable Expenses    | (3.6)                | (0.6) | 3,282.9                  | 3,368.7     | (85.8)               | (2.6)  |
| Capital & Other Expenses             | 6.4                  | 9.0   | 359.0                    | 342.5       | 16.6                 | 4.6    |
| Total Expenses                       | 2.8                  | 0.4   | 3,641.9                  | 3,711.1     | (69.3)               | (1.9)  |
| Net Surplus/(Deficit)*               | (2.3)                | (0.9) | (1,615.5)                | (1,698.4)   | (82.9)               | (5.1)  |
| Depreciation/OPEB/Other Cash Adjust. | 72.6                 | 57.0  | 846.2                    | 862.2       | 16.1                 | 1.9    |
| Net Cash Deficit*                    | 70.3                 | 48.5  | (769.3)                  | (836.1)     | (66.9)               | (8.7)  |

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

May 2012 year-to-date farebox revenue was \$2.3 million (0.2 percent) above budget. Subway revenue was \$5.1 million (0.4 percent) above budget, bus revenue was \$2.3 million (0.6 percent) below budget, and paratransit revenue was \$0.5 million (6.9 percent) below budget; accrued fare media liability was on budget.

Nonreimbursable expenses before depreciation and OPEB underran budget year-to-date by \$4.2 million (0.2 percent). Labor expenses were higher by \$46.3 million (2.6 percent), due mostly to: overtime requirements for signals inspection & maintenance, bus maintenance and low employee availability/vacancy coverage; health & welfare expenses, due largely to higher claims and the timing of expenses and payroll costs, due to higher retro-wages, based on an ATU arbitration ruling. Non-labor expenses were less than budget by \$50.6 million (7.3 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) and insurance (savings from reduced paratransit primary fleet requirements).

The net cash deficit was \$836.1 million year-to-date, unfavorable to budget by \$66.9 million (8.7 percent), due mostly to the unfavorable timing of capital reimbursements, partly offset by the favorable timing of ATU retro-wage payments to be paid in June.

Average weekday ridership in May 2012 was 7.8 million, an increase of 1.1 percent from May 2011. Average weekday ridership for the twelve months ending May 2012 was 7.5 million, an increase of 1.5 percent from the twelve months ending May 2011.

## FINANCIAL RESULTS

### Farebox Revenue

- May 2012 preliminary total farebox revenue of \$321.2 million was \$1.4 million (0.4 percent) above budget.
- May 2012 subway revenue was \$2.8 million (1.2 percent) above budget, bus revenue was \$1.3 million (1.7 percent) below budget, and paratransit revenue was \$0.1 million (9.1 percent) below budget.
- Fare media liability was on budget.

#### May 2012 Farebox Revenue - (\$ in millions)

|                      | Budget | Preliminary Actual | Favorable/(Unfavorable) |         |
|----------------------|--------|--------------------|-------------------------|---------|
|                      |        |                    | Amount                  | Percent |
| Subway               | 236.5  | 239.3              | 2.8                     | 1.2%    |
| Bus                  | 77.1   | 75.9               | (1.3)                   | (1.7%)  |
| Paratransit          | 1.5    | 1.3                | (0.1)                   | (9.1%)  |
| Subtotal             | 315.1  | 316.5              | 1.4                     | 0.4%    |
| Fare Media Liability | 4.7    | 4.7                | 0.0                     | 0.0%    |
| Total                | 319.8  | 321.2              | 1.4                     | 0.4%    |

- May 2012 year-to-date farebox revenue was \$2.3 million (0.2 percent) above budget. Subway revenue was \$5.1 million (0.4 percent) above budget, bus revenue was \$2.3 million (0.6 percent) below budget, and paratransit revenue was \$0.5 million (6.9 percent) below budget; accrued fare media liability was on budget.

### Average Fare

- The May 2012 non-student average fare of \$1.630 increased very slightly from May 2011. The subway fare increased 0.1¢, the local bus fare decreased 0.6¢, and the express bus fare increased 2.9¢.

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

|                    | 2011  | 2012  | Change  |
|--------------------|-------|-------|---------|
| Subway             | 1.705 | 1.706 | 0.001   |
| Local Bus          | 1.373 | 1.367 | (0.006) |
| Subway & Local Bus | 1.613 | 1.615 | 0.001   |
| Express Bus        | 4.601 | 4.630 | 0.029   |
| Total              | 1.628 | 1.630 | 0.002   |

- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the May 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 revenue was favorable by \$0.5 million (0.4 percent), due mostly to higher Transit Adjudication Bureau (TAB) fees. In the month, other operating revenue was below budget by \$0.2 million (0.6 percent).

## Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB underran budget year-to-date by \$4.2 million (0.2 percent) and in May, expenses exceeded budget by \$11.0 million (2.2 percent). The major causes of these variances are reviewed below:

*Labor* expenses were higher than budget year-to-date by \$46.3 million (2.6 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. Health & welfare expenses were also above budget, due mostly to higher claims, the unfavorable timing of expenses, and the non-realization of Federal subsidies from an employee early retirement program. Payroll costs were unfavorable, due to higher retro-wages, based on an ATU arbitration ruling, and higher earned employee separation payments, partly offset by vacancy savings. In the month of May, labor expenses were higher than budget by \$22.8 million (6.2 percent), due mainly to an increase in health & welfare expenses, resulting from higher claims, and the unfavorable timing of expenses. Payroll costs were also unfavorable, due mainly to higher retro-wages, based on an ATU arbitration ruling.

*Non-labor* expenses were below budget year-to-date by \$50.6 million (7.3 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 and uniform expenses, non-revenue vehicle purchases and subway car disposals
- Materials & supplies – largely the net favorable timing of maintenance material requirements, higher scrap sales and favorable inventory adjustments
- Insurance – mostly savings due to reduced paratransit primary fleet vehicle requirements
- Fuel – primarily lower heating fuel expenses and bus fuel consumption
- Electric Power – lower consumption and favorable billing adjustments, partly offset by higher prices
- Other business expenses – largely underruns in MVM debit/credit card charges

In the month of May, non-labor expenses were under budget by \$11.8 million (8.6 percent), including favorable results in: paratransit service contracts (diversion of riders to lower cost taxis and vouchers, lower completed trips); maintenance contracts (timing of vehicle maintenance & repairs and painting expenses); materials & supplies (timing of maintenance material requirements, higher scrap sales, inventory adjustments) and electric power (timing and billing adjustments, partly offset by higher traction power consumption).

Depreciation expenses were below budget year-to-date by \$25.8 million (4.4 percent), due to the timing of assets reaching beneficial use.

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



## **Net Cash Deficit**

The net cash deficit was \$836.1 million year-to-date, unfavorable to budget by \$66.9 million (8.7 percent), due mostly to the unfavorable timing of capital reimbursements, partly offset by the favorable timing of ATU retro-wage payments to be paid in June.

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

Inventory at the end of May was \$204.3 million, \$11.3 million (5.9 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**

Excluding 181 temporary active incumbents, there were 45,014 full-time paid incumbents at the end of May, 189 more than in April and 2 less than in December 2011 (excluding 117 temporary December active incumbents).

## **RIDERSHIP RESULTS**

### **Total Ridership vs. Budget**

- May 2012 total ridership (subway, bus, and paratransit combined) of 209.6 million was 0.2 percent (0.4 million trips) above budget.
- May 2012 subway ridership was 1.0 percent (1.4 million trips) above budget, bus ridership was 1.6 percent (1.0 million trips) below budget, and paratransit ridership was 6.2 percent (0.1 million boardings) below budget.
- May 2012 year-to-date total ridership of 988.2 million was 0.3 percent (2.8 million trips) above budget. Subway ridership was 0.5 percent (3.6 million trips) above budget, bus ridership was 0.2 percent (0.6 million trips) below budget, and paratransit ridership was 4.6 percent (0.2 million boardings) below budget.

### **Average Weekday Ridership vs. Prior Year**

- Average weekday total ridership was 7.8 million in May 2012, an increase of 1.1 percent (86,000 trips) from May 2011. Average weekday ridership for the twelve months ending May 2012 was 7.5 million, an increase of 1.5 percent (110,000 trips) from the twelve months ending May 2011.
- Average weekday subway ridership was 5.6 million in May 2012, an increase of 1.9 percent (102,000 trips) from May 2011, and the highest of any month in over forty-five years. Average weekday ridership for the twelve months ending May 2012 increased 2.5 percent (132,000 trips) from the twelve months ending May 2011.
- Average weekday local bus ridership was 2.2 million in May 2012, a decrease of 0.9 percent (19,000 trips) from May 2011. Average weekday ridership for the twelve months ending May 2012 decreased 1.1 percent (24,000 trips) from the twelve months ending May 2011.
- Average weekday express bus ridership was 44,000 in May 2012, an increase of 3.3 percent (1,000 trips) from May 2011. Average weekday ridership for the twelve months ending May 2012 increased 1.9 percent (1,000 trips) from the twelve months ending May 2011.
- Average weekday paratransit ridership was 32,000 in May 2012, an increase of 6.5 percent (2,000 boardings) from May 2011. Average weekday ridership for the twelve months ending

May 2012 increased 3.8 percent (1,000 boardings) from the twelve months ending May 2011.

#### Average Weekend Ridership vs. Prior Year

- Average weekend (Saturday plus Sunday) total ridership was 8.3 million in May 2012, an increase of 3.7 percent (299,000 trips) from May 2011, and the highest of any month in over forty-five years. Average weekend ridership for the twelve months ending May 2012 decreased 1.0 percent (79,000 trips) from the twelve months ending May 2011.
- Average weekend subway ridership was 5.9 million in May 2012, an increase of 5.2 percent (292,000 trips) from May 2011, and the highest of any May in over forty-five years. Average weekend ridership for the twelve months ending May 2012 increased 0.5 percent (27,000 trips) from the twelve months ending May 2011.
- Average weekend local bus ridership was 2.4 million in May 2012, an increase of 0.1 percent (2,000 trips) from May 2011. Average weekend ridership for the twelve months ending May 2012 decreased 4.5 percent (106,000 trips) from the twelve months ending May 2011.
- Average weekend express bus ridership was 10,000 in May 2012, an increase of 11.8 percent (1,000 trips) from May 2011. The large increase may be due in part to diversion of some riders from Staten Island Railway, which had a ridership decrease due to weekend construction. Average weekend ridership for the twelve months ending May 2012 increased 2.3 percent (less than 1,000 trips) from the twelve months ending May 2011.
- Average weekend paratransit ridership was 36,000 in May 2012, an increase of 12.9 percent (4,000 boardings) from May 2011. Average weekend ridership for the twelve months ending May 2012 increased 1.0 percent (less than 1,000 boardings) from the twelve months ending May 2011.

| Weekday and Weekend Ridership |                                |       |        |                                |       |        |
|-------------------------------|--------------------------------|-------|--------|--------------------------------|-------|--------|
|                               | Average Weekday<br>(thousands) |       |        | Average Weekend<br>(thousands) |       |        |
| May                           | 2011                           | 2012* | Change | 2011                           | 2012* | Change |
| Subway                        | 5,450                          | 5,553 | +1.9%  | 5,604                          | 5,896 | +5.2%  |
| Local Bus                     | 2,236                          | 2,216 | -0.9%  | 2,368                          | 2,370 | +0.1%  |
| Express Bus                   | 42                             | 44    | +3.3%  | 9                              | 10    | +11.8% |
| Paratransit                   | 30                             | 32    | +6.5%  | 32                             | 36    | +12.9% |
| TOTAL                         | 7,758                          | 7,844 | +1.1%  | 8,013                          | 8,313 | +3.7%  |
| 12-Month<br>Rolling Average   |                                |       |        |                                |       |        |
| Subway                        | 5,210                          | 5,342 | +2.5%  | 5,435                          | 5,461 | +0.5%  |
| Local Bus                     | 2,132                          | 2,108 | -1.1%  | 2,342                          | 2,236 | -4.5%  |
| Express Bus                   | 41                             | 42    | +1.9%  | 9                              | 9     | +2.3%  |
| Paratransit                   | 29                             | 30    | +3.8%  | 31                             | 32    | +1.0%  |
| TOTAL                         | 7,412                          | 7,522 | +1.5%  | 7,817                          | 7,738 | -1.0%  |

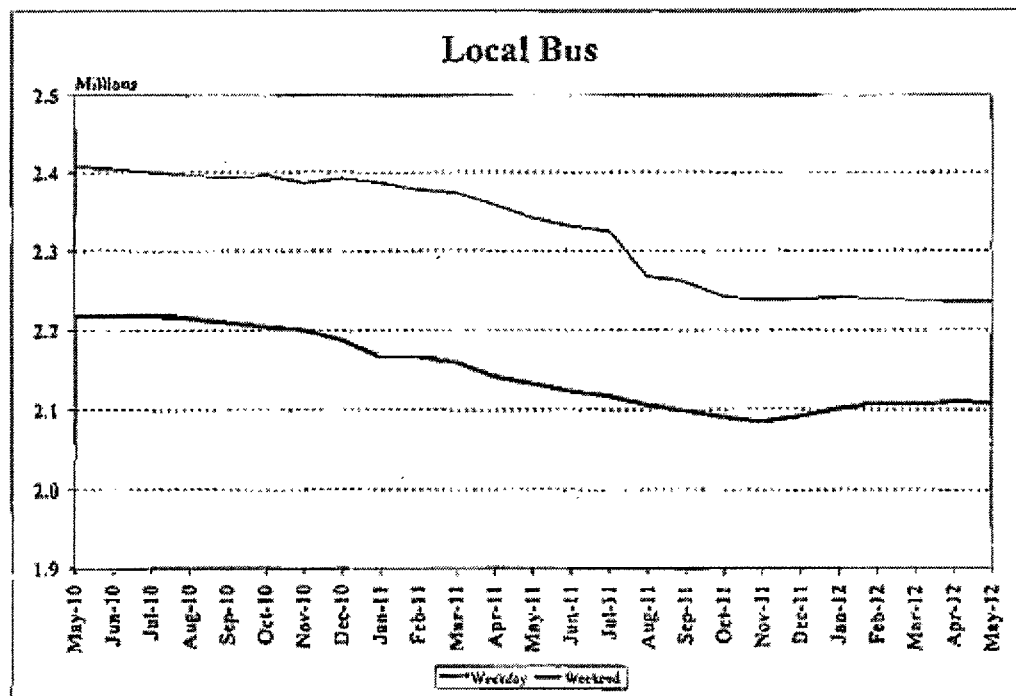
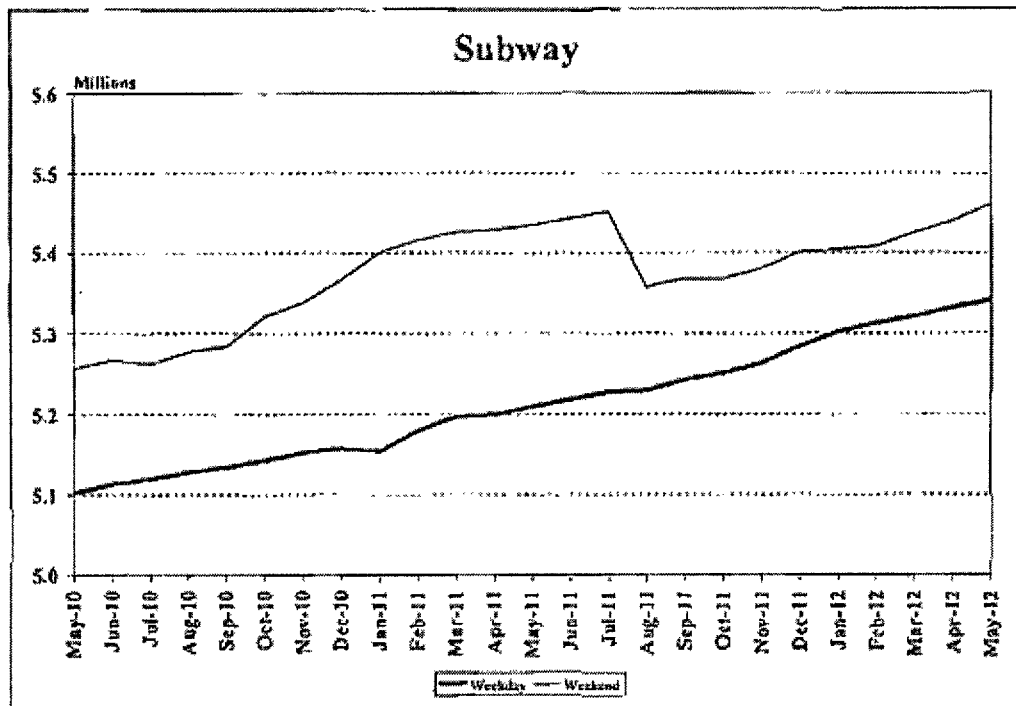
Notes: Totals may not add due to rounding.

Percentages are based on unrounded figures.

\* Preliminary

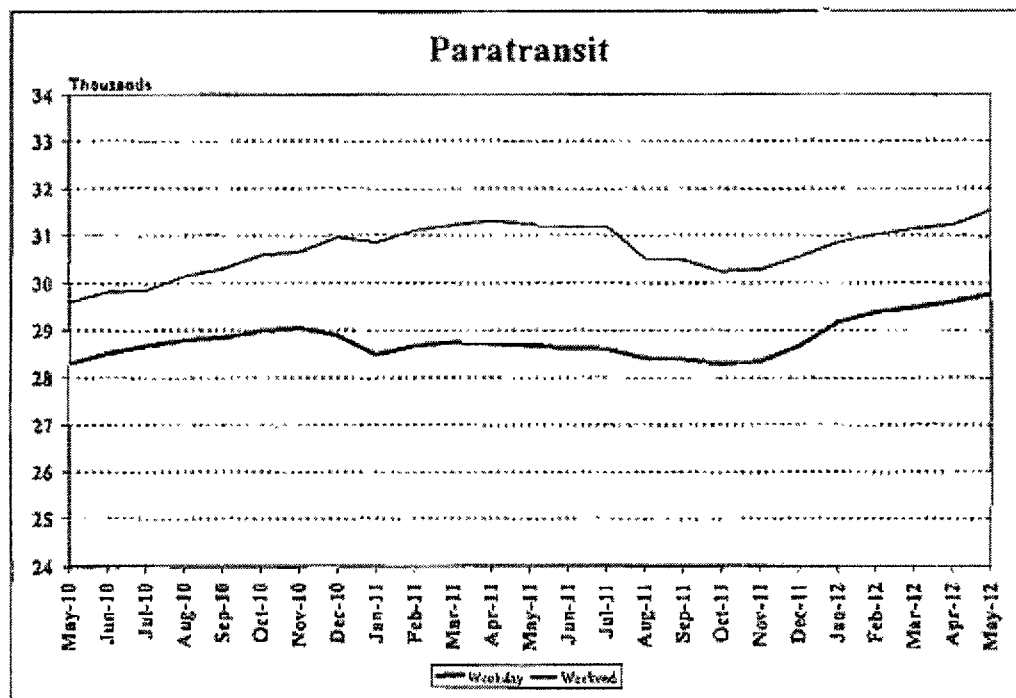
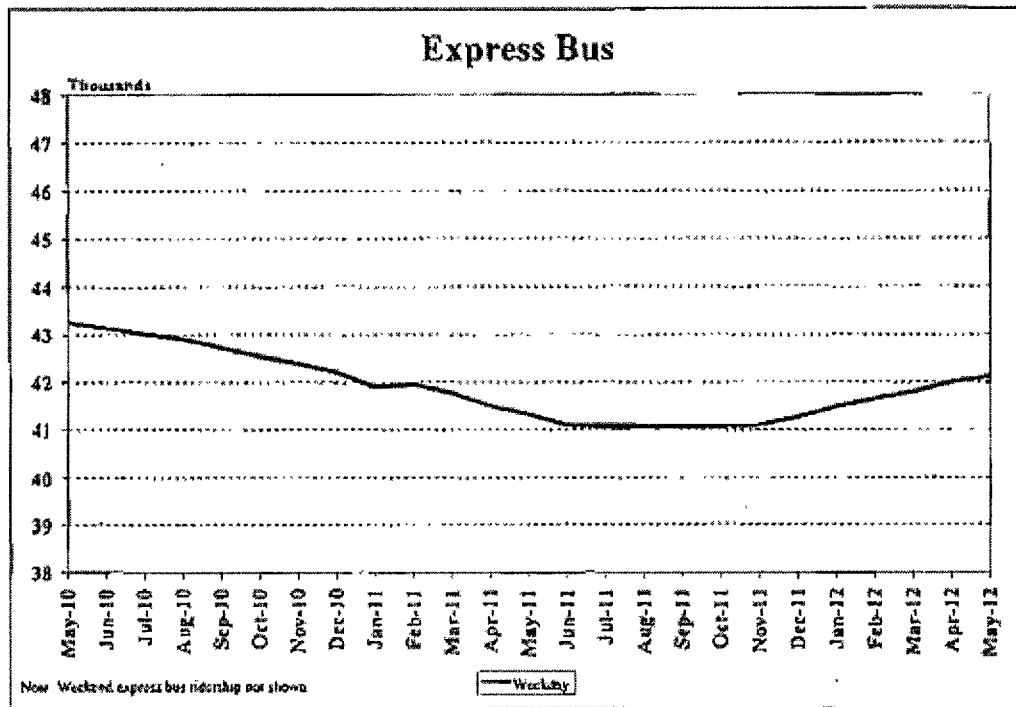
# Average Weekday and Weekend Ridership

12-Month Rolling Averages



# Average Weekday and Weekend Ridership

12-Month Rolling Averages



## Ridership on New York Area Transit Services

From May 2011 to May 2012, average weekday ridership changes were mixed among the different services. The largest increase was on NYCT Paratransit (up 6.5 percent) and the largest decreases were on Staten Island Railway and Staten Island Ferry (both down 1.7 percent). Bridges and Tunnels traffic decreased slightly on weekdays and increased on weekends.

| Ridership on Transit Services in the New York Area<br>(thousands) |        |         |                |   |
|---|--------|---------|----------------|---|
| Transit Service   | May-11 | May-12* | Percent Change | 12-Month<br>Rolling Average<br>Percent Change |
| <u>Average Weekday</u>  |        |         |                |   |
| NYCT Subway   | 5,450  | 5,553   | +1.9%          | +2.5%   |
| NYCT Local Bus  | 2,236  | 2,216   | -0.9%          | -1.1%   |
| NYCT Express Bus  | 42     | 44      | +3.3%          | +1.9%   |
| NYCT Paratransit  | 30     | 32      | +6.5%          | +3.8%   |
| Staten Island Railway   | 17     | 17      | -1.7%          | +4.0%   |
| MTA Local Bus   | 381    | 379     | -0.6%          | +1.3%   |
| MTA Express Bus   | 35     | 35      | +0.2%          | -1.1%   |
| Long Island Rail Road   | 281    | 288     | +2.8%          | +2.1%   |
| Metro-North Railroad  | 274    | 279     | +1.7%          | +2.7%   |
| Staten Island Ferry   | 68     | 67      | -1.7%          | +3.4%   |
| PATH  | 257    | 261     | +1.6%          | +3.8%   |
| <u>Average Saturday</u>   |        |         |                |   |
| NYCT Subway   | 3,141  | 3,296   | +4.9%          | +0.4%   |
| NYCT Local Bus  | 1,354  | 1,346   | -0.6%          | -5.5%   |
| NYCT Express Bus  | 6      | 7       | +12.8%         | +1.5%   |
| NYCT Paratransit  | 15     | 17      | +13.5%         | +0.2%   |
| Staten Island Railway   | 5      | 5       | -9.3%          | +1.0%   |
| MTA Local Bus   | 211    | 216     | +2.5%          | -2.0%   |
| MTA Express Bus   | 9      | 10      | +2.5%          | -4.7%   |
| Long Island Rail Road   | 100    | 101     | +1.5%          | +1.9%   |
| Metro-North Railroad  | 116    | 119     | +2.3%          | +4.2%   |
| Staten Island Ferry   | 54     | 57      | +5.6%          | +2.0%   |
| PATH  | 121    | 129     | +7.1%          | +2.2%   |
| <u>Average Sunday</u>   |        |         |                |   |
| NYCT Subway   | 2,463  | 2,600   | +5.6%          | +0.7%   |
| NYCT Local Bus  | 1,014  | 1,024   | +1.0%          | -3.2%   |
| NYCT Express Bus  | 3      | 4       | +10.1%         | +3.7%   |
| NYCT Paratransit  | 17     | 19      | +12.4%         | +1.7%   |
| Staten Island Railway   | 4      | 4       | -4.9%          | -1.7%   |
| MTA Local Bus   | 151    | 158     | +4.8%          | +0.5%   |
| MTA Express Bus   | 5      | 5       | +3.4%          | -2.1%   |
| Long Island Rail Road   | 84     | 84      | -0.2%          | +2.1%   |
| Metro-North Railroad  | 94     | 96      | +2.2%          | +3.6%   |
| Staten Island Ferry   | 41     | 38      | -9.0%          | +3.9%   |
| PATH  | 92     | 100     | +7.7%          | +2.6%   |

| MTA Bridges and Tunnels<br>(thousands) |     |     |       |       |
|--|-----|-----|-------|-------|
| Average Weekday                        | 834 | 832 | -0.2% | -0.2% |
| Average Saturday                       | 786 | 790 | +0.5% | -3.7% |
| Average Sunday                         | 764 | 770 | +0.8% | -3.2% |

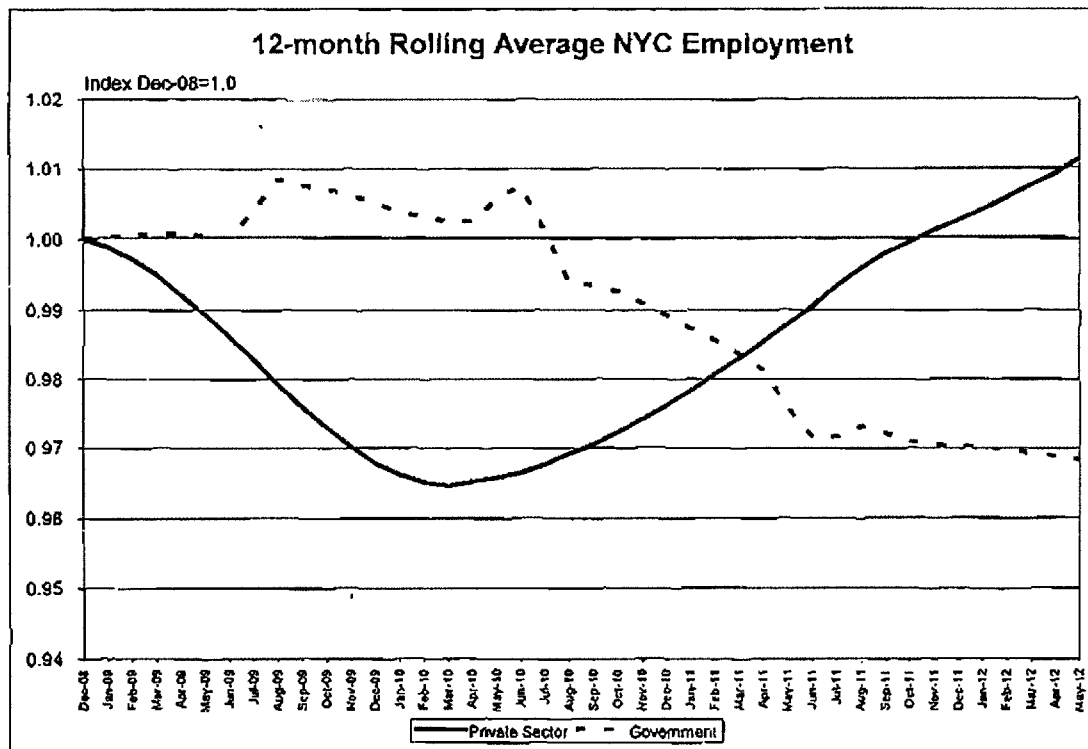
Notes: Percentages are based on unrounded data.

\* Preliminary

## Economy

From May 2011 to May 2012, New York City employment increased 2.0 percent (75,700 jobs). Private sector employment increased 2.4 percent (78,900 jobs) and government employment decreased 0.6 percent (3,200 jobs). The sub-sector with the largest absolute and percentage increases was professional/business services (up 40,300 jobs or 6.8 percent). The only sub-sectors with decreases were construction (down 5,100 jobs or 4.5 percent) and manufacturing (down 800 jobs or 1.1 percent).

The graph below shows 12-month average New York City employment compared to 2008, which was the peak year for employment prior to the recession. There were steep declines in private sector employment through 2009 followed by steady job growth, and by late 2011 private sector employment exceeded the 2008 peak. Government employment had small gains early in the period due in part to a summer jobs program in 2009 and temporary census jobs in early 2010, followed by steep declines in late 2010 and early 2011, and smaller declines since mid-2011.



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

5.10

|             | Month of May |         |          |         | Explanation                          |
|-------------|--------------|---------|----------|---------|--------------------------------------|
|             | Budget       | Actual  | Variance |         |                                      |
|             |              |         | Amount   | Percent |                                      |
| Subway      | 146.985      | 148.399 | 1.414    | 1.0%    | Growth lower than historical average |
| Bus         | 61.301       | 60.350  | (0.951)  | (1.6%)  |                                      |
| Paratransit | 0.908        | 0.852   | (0.056)  | (6.2%)  |                                      |
| Total       | 209.194      | 209.600 | 0.406    | 0.2%    |                                      |
|             |              |         |          |         |                                      |
|             | Year to Date |         |          |         |                                      |
|             | Budget       | Actual  | Variance |         |                                      |
|             |              |         | Amount   | Percent |                                      |
| Subway      | 696.464      | 700.049 | 3.585    | 0.5%    | Growth lower than historical average |
| Bus         | 284.690      | 284.086 | (0.604)  | (0.2%)  |                                      |
| Paratransit | 4.214        | 4.020   | (0.194)  | (4.6%)  |                                      |
| Total       | 985.368      | 988.155 | 2.787    | 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)**

5.11

|                                 | Month of May |       |          |         |  |
|---------------------------------|--------------|-------|----------|---------|--|
|                                 |              |       | Variance |         |  |
|                                 | 2011         | 2012  | Amount   | Percent | Explanation  |
| <u>Average Weekday</u>          |              |       |          |         |  |
| Subway                          | 5.450        | 5.553 | 0.102    | 1.9%    |  |
| Local Bus                       | 2.236        | 2.216 | (0.019)  | (0.9%)  |  |
| Express Bus                     | 0.042        | 0.044 | 0.001    | 3.3%    | Due in part to employment growth                                     |
| Paratransit                     | 0.030        | 0.032 | 0.002    | 6.5%    | Continued growth trend   |
| Total                           | 7.758        | 7.844 | 0.086    | 1.1%    |  |
| <u>Average Weekend</u>          |              |       |          |         |  |
| Subway                          | 5.604        | 5.896 | 0.292    | 5.2%    | Partially better weather in May 2012 and a continuing positive trend |
| Local Bus                       | 2.368        | 2.370 | 0.002    | 0.1%    |  |
| Express Bus                     | 0.009        | 0.010 | 0.001    | 11.8%   | Better weather, continuing trend, and diversion from SIR             |
| Paratransit                     | 0.032        | 0.036 | 0.004    | 12.9%   | Continued growth trend   |
| Total                           | 8.013        | 8.313 | 0.299    | 3.7%    |  |
| <u>12-Month Rolling Average</u> |              |       |          |         |  |
| <u>Average Weekday</u>          |              |       |          |         |  |
| Subway                          | 5.210        | 5.342 | 0.132    | 2.5%    |  |
| Local Bus                       | 2.132        | 2.108 | (0.024)  | (1.1%)  |  |
| Express Bus                     | 0.041        | 0.042 | 0.001    | 1.9%    |  |
| Paratransit                     | 0.029        | 0.030 | 0.001    | 3.8%    | Continued growth trend   |
| Total                           | 7.412        | 7.522 | 0.110    | 1.5%    |  |
| <u>Average Weekend</u>          |              |       |          |         |  |
| Subway                          | 5.435        | 5.461 | 0.027    | 0.5%    |  |
| Local Bus                       | 2.342        | 2.236 | (0.106)  | (4.5%)  | Negative trend in 2011   |
| Express Bus                     | 0.009        | 0.009 | 0.000    | 2.3%    |  |
| Paratransit                     | 0.031        | 0.032 | 0.000    | 1.0%    |  |
| Total                           | 7.817        | 7.738 | (0.079)  | (1.0%)  |  |

Notes: Paratransit ridership includes guests and personal care attendants.  
Totals may not add due to rounding.



Table 1

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

|                                     | Nonreimbursable |             |  |         | Reimbursable |          |  |         | Total       |             |  |         |
|-------------------------------------|-----------------|-------------|--|---------|--------------|----------|--|---------|-------------|-------------|--|---------|
|                                     | Budget          | Actual      | Favorable<br>(Unfavorable)<br>Variance | Percent | Budget       | Actual   | Favorable<br>(Unfavorable)<br>Variance | Percent | Budget      | Actual      | Favorable<br>(Unfavorable)<br>Variance | Percent |
| <b>Revenue</b>                      |                 |             |  |         |              |          |  |         |             |             |  |         |
| Farebox Revenue:                    |                 |             |  |         |              |          |  |         |             |             |  |         |
| Subway                              | \$236,482       | \$239,305   | \$2,823                                | 1.2     | \$0.000      | \$0.000  | \$0.000                                | -       | \$236,482   | \$239,305   | \$2,823                                | 1.2     |
| Bus                                 | 77,144          | 75,871      | (1,273)                                | (1.7)   | 0.000        | 0.000    | 0.000                                  | -       | 77,144      | 75,871      | (1,273)                                | (1.7)   |
| Paratransit                         | 1,471           | 1,337       | (0,134)                                | (9.1)   | 0.000        | 0.000    | 0.000                                  | -       | 1,471       | 1,337       | (0,134)                                | (9.1)   |
| 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               | 319,782         | 321,198     | 1,416                                  | 0.4     | 0.000        | 0.000    | 0.000                                  | -       | 319,782     | 321,198     | 1,416                                  | 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                  | 9,541           | 9,541       | 0.000                                  | 0.0     | 0.000        | 0.000    | 0.000                                  | -       | 9,541       | 9,541       | 0.000                                  | 0.0     |
| Paratransit Reimbursement           | 11,051          | 10,819      | (0,232)                                | (2.1)   | 0.000        | 0.000    | 0.000                                  | -       | 11,051      | 10,819      | (0,232)                                | (2.1)   |
| Other                               | 9,049           | 9,112       | 0,063                                  | 0.7     | 0.000        | 0.000    | 0.000                                  | -       | 9,049       | 9,112       | 0,063                                  | 0.7     |
| Total Other Operating Revenue       | 29,641          | 29,472      | (0,169)                                | (0.6)   | 0.000        | 0.000    | 0.000                                  | -       | 29,641      | 29,472      | (0,169)                                | (0.6)   |
| Capital and Other Reimbursements    | 0.000           | 0.000       | 0.000                                  | -       | 71,260       | 64,859   | (6,401)                                | (9.0)   | 71,260      | 64,859      | (6,401)                                | (9.0)   |
| Total Revenue                       | \$349,423       | \$350,670   | \$1,247                                | 0.4     | \$71,260     | \$64,859 | (\$6,401)                              | (9.0)   | \$420,683   | \$415,529   | (\$5,154)                              | (1.2)   |
| <b>Expenses</b>                     |                 |             |  |         |              |          |  |         |             |             |  |         |
| Labor:                              |                 |             |  |         |              |          |  |         |             |             |  |         |
| Payroll                             | 244,917         | 255,830     | (10,913)                               | (4.5)   | 31,019       | 26,052   | 4,967                                  | 16.0    | 275,936     | 281,882     | (5,946)                                | (2.2)   |
| Overtime                            | 22,824          | 26,688      | (3,864)                                | (16.9)  | 5,030        | 6,032    | (1,002)                                | (19.9)  | 27,854      | 32,720      | (4,866)                                | (17.5)  |
| Total Salaries & Wages              | 267,741         | 282,518     | (14,777)                               | (5.5)   | 36,049       | 32,084   | 3,965                                  | 11.0    | 303,790     | 314,602     | (10,812)                               | (3.6)   |
| Health and Welfare                  | 47,053          | 59,900      | (12,847)                               | (27.3)  | 1,938        | 1,413    | 0,525                                  | 27.1    | 48,991      | 61,313      | (12,322)                               | (25.2)  |
| OPEB Current Payment                | 25,863          | 26,837      | (0,974)                                | (3.8)   | 0.000        | 0.000    | 0.000                                  | -       | 25,863      | 26,837      | (0,974)                                | (3.8)   |
| Pensions                            | 18,106          | 9,080       | 9,048                                  | 50.0    | 0.075        | 0.083    | (0,008)                                | (10.7)  | 18,181      | 9,143       | 9,038                                  | 49.7    |
| Other Fringe Benefits               | 22,214          | 24,820      | (2,606)                                | (11.7)  | 8,943        | 7,261    | 1,682                                  | 18.8    | 31,157      | 32,081      | (0,924)                                | (3.0)   |
| Total Fringe Benefits               | 113,238         | 120,617     | (7,381)                                | (6.5)   | 10,956       | 8,757    | 2,199                                  | 20.1    | 124,192     | 129,374     | (5,182)                                | (4.2)   |
| Reimbursable Overhead               | (15,784)        | (15,153)    | (0,631)                                | (4.0)   | 15,783       | 15,153   | 0,630                                  | 4.0     | (0,001)     | 0.000       | (0,001)                                | (100.0) |
| Total Labor Expenses                | \$365,193       | \$387,982   | (\$22,789)                             | (6.2)   | \$62,788     | \$55,994 | \$6,794                                | 10.8    | \$427,981   | \$443,976   | (\$15,995)                             | (3.7)   |
| Non-Labor:                          |                 |             |  |         |              |          |  |         |             |             |  |         |
| Electric Power                      | 22,607          | 20,527      | 2,080                                  | 9.2     | 0.020        | 0.024    | (0,004)                                | (20.0)  | 22,627      | 20,551      | 2,076                                  | 9.2     |
| Fuel                                | 15,803          | 14,299      | 1,504                                  | 9.5     | 0.002        | 0.002    | 0.000                                  | 0.0     | 15,805      | 14,301      | 1,504                                  | 9.5     |
| Insurance                           | 5,764           | 4,570       | 1,194                                  | 20.7    | 0.000        | 0.000    | 0.000                                  | -       | 5,764       | 4,570       | 1,194                                  | 20.7    |
| Claims                              | 7,917           | 7,920       | (0,003)                                | (0.0)   | 0.000        | 0.000    | 0.000                                  | -       | 7,917       | 7,920       | (0,003)                                | (0.0)   |
| Paratransit Service Contracts       | 34,423          | 30,730      | 3,693                                  | 10.7    | 0.000        | 0.000    | 0.000                                  | -       | 34,423      | 30,730      | 3,693                                  | 10.7    |
| Misc. and Other Operating Contracts | 14,617          | 10,989      | 3,628                                  | 24.8    | 2,837        | 2,372    | 0,465                                  | 16.4    | 17,454      | 13,361      | 4,093                                  | 23.5    |
| Professional Service Contracts      | 9,561           | 12,021      | (2,460)                                | (25.7)  | 1,347        | 2,656    | (1,309)                                | (97.2)  | 10,908      | 14,677      | (3,769)                                | (34.6)  |
| Materials & Supplies                | 21,387          | 18,977      | 2,410                                  | 11.3    | 3,973        | 3,434    | 0,539                                  | 13.6    | 25,360      | 22,411      | 2,949                                  | 11.6    |
| Other Business Expenses             | 5,437           | 5,696       | (0,259)                                | (4.8)   | 0,293        | 0,377    | (0,084)                                | (28.7)  | 5,730       | 6,073       | (0,343)                                | (6.0)   |
| Total Non-Labor Expenses            | \$137,516       | \$125,729   | \$11,787                               | 8.6     | \$8,472      | \$8,865  | (\$0,393)                              | (4.6)   | \$145,988   | \$134,584   | \$11,394                               | 7.8     |
| Other Expense Adjustments:          |                 |             |  |         |              |          |  |         |             |             |  |         |
| Other                               | 0.000           | 0.000       | 0.000                                  | -       | 0.000        | 0.000    | 0.000                                  | -       | 0.000       | 0.000       | 0.000                                  | -       |
| Total Other Expense Adjustments     | \$0.000         | \$0.000     | \$0.000                                | -       | \$0.000      | \$0.000  | \$0.000                                | -       | \$0.000     | \$0.000     | \$0.000                                | -       |
| <b>Total Expenses</b>               |                 |             |  |         |              |          |  |         |             |             |  |         |
| before Depreciation and OPEB        | \$502,708       | \$513,711   | (\$11,002)                             | (2.2)   | \$71,260     | \$64,859 | \$6,401                                | 9.0     | \$573,969   | \$578,570   | (\$4,601)                              | (0.8)   |
| Depreciation                        | 119,000         | 111,588     | 7,432                                  | 6.2     | 0.000        | 0.000    | 0.000                                  | -       | 119,000     | 111,588     | 7,432                                  | 6.2     |
| OPEB Account                        | 0.000           | 0.000       | 0.000                                  | -       | 0.000        | 0.000    | 0.000                                  | -       | 0.000       | 0.000       | 0.000                                  | -       |
| Environmental Remediation           | 0.000           | 0.000       | 0.000                                  | -       | 0.000        | 0.000    | 0.000                                  | -       | 0.000       | 0.000       | 0.000                                  | -       |
| Total Expenses                      | \$621,708       | \$625,279   | (\$3,570)                              | (0.6)   | \$71,260     | \$64,859 | \$6,401                                | 9.0     | \$692,969   | \$690,138   | \$2,831                                | 0.4     |
| Net Surplus/(Deficit)               | (\$272,286)     | (\$274,609) | (\$2,323)                              | (0.9)   | \$0.000      | \$0.000  | \$0.000                                | -       | (\$272,286) | (\$274,609) | (\$2,323)                              | (0.9)   |

NOTE: Totals may not add due to rounding.

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

|  | Nonreimbursable    |                    |  |            | Reimbursable     |                  |  |            | Total              |                    |  |            |
|--|--------------------|--------------------|--|------------|------------------|------------------|--|------------|--------------------|--------------------|--|------------|
|  | Budget             | Actual             | Favorable<br>(Unfavorable)<br>Variance | Percent    | Budget           | Actual           | Favorable<br>(Unfavorable)<br>Variance | Percent    | Budget             | Actual             | Favorable<br>(Unfavorable)<br>Variance | Percent    |
| <b>Revenue</b>                                     |                    |                    |  |            |                  |                  |  |            |                    |                    |  |            |
| Farebox Revenue                                    |                    |                    |  |            |                  |                  |  |            |                    |                    |  |            |
| Subway   | \$1,130,717        | \$1,135,796        | \$5,079                                | 0.4        | \$0,000          | \$0,000          | \$0,000                                | -          | \$1,130,717        | \$1,135,796        | \$5,079                                | 0.4        |
| Bus  | 384,287            | 362,031            | (2,256)                                | (0.6)      | 0,000            | 0,000            | 0,000                                  | -          | 384,287            | 362,031            | (2,256)                                | (0.6)      |
| Paratransit  | 6,825              | 6,351              | (0,474)                                | (6.9)      | 0,000            | 0,000            | 0,000                                  | -          | 6,825              | 6,351              | (0,474)                                | (6.9)      |
| Fare Media Liability                               | 23,425             | 23,425             | 0,000                                  | 0.0        | 0,000            | 0,000            | 0,000                                  | -          | 23,425             | 23,425             | 0,000                                  | 0.0        |
| Total Farebox Revenue                              | 1,525,254          | 1,527,603          | 2,349                                  | 0.2        | 0,000            | 0,000            | 0,000                                  | -          | 1,525,254          | 1,527,603          | 2,349                                  | 0.2        |
| Vehicle Toll Revenue                               | 0,000              | 0,000              | 0,000                                  | -          | 0,000            | 0,000            | 0,000                                  | -          | 0,000              | 0,000              | 0,000                                  | -          |
| Other Operating Revenue                            |                    |                    |  |            |                  |                  |  |            |                    |                    |  |            |
| Fare Reimbursement                                 | 41,645             | 41,644             | (0,001)                                | (0.0)      | 0,000            | 0,000            | 0,000                                  | -          | 41,645             | 41,644             | (0,001)                                | (0.0)      |
| Paratransit Reimbursement                          | 55,255             | 54,677             | (0,578)                                | (1.0)      | 0,000            | 0,000            | 0,000                                  | -          | 55,255             | 54,677             | (0,578)                                | (1.0)      |
| Other  | 45,245             | 46,357             | 1,112                                  | 2.5        | 0,000            | 0,000            | 0,000                                  | -          | 45,245             | 46,357             | 1,112                                  | 2.5        |
| Total Other Operating Revenue                      | 142,145            | 142,678            | 0,533                                  | 0.4        | 0,000            | 0,000            | 0,000                                  | -          | 142,145            | 142,678            | 0,533                                  | 0.4        |
| Capital and Other Reimbursements                   | 0,000              | 0,000              | 0,000                                  | -          | 359,025          | 342,475          | (16,550)                               | (4.6)      | 359,025            | 342,475            | (16,550)                               | (4.6)      |
| Total Revenue                                      | \$1,667,399        | \$1,670,281        | \$2,882                                | 0.2        | \$359,025        | \$342,475        | (\$16,550)                             | (4.6)      | \$2,026,424        | \$2,012,756        | (\$13,668)                             | (0.7)      |
| <b>Expenses</b>                                    |                    |                    |  |            |                  |                  |  |            |                    |                    |  |            |
| Labor  |                    |                    |  |            |                  |                  |  |            |                    |                    |  |            |
| Payroll  | 1,183,507          | 1,181,589          | (1,918)                                | (0.2)      | 154,981          | 138,019          | (16,962)                               | (10.9)     | 1,338,488          | 1,320,608          | (17,880)                               | (1.3)      |
| Overtime   | 110,567            | 127,858            | 17,291                                 | (15.6)     | 26,082           | 32,906           | (6,824)                                | (26.2)     | 136,649            | 160,764            | (24,115)                               | (17.6)     |
| Total Salaries & Wages                             | 1,294,074          | 1,319,447          | (25,373)                               | (2.0)      | 181,063          | 171,925          | 9,138                                  | 5.0        | 1,475,137          | 1,481,372          | (6,235)                                | (0.4)      |
| Health and Welfare                                 | 235,764            | 251,928            | (16,162)                               | (6.9)      | 9,662            | 7,454            | 2,208                                  | 22.9       | 245,426            | 259,380            | (13,954)                               | (5.7)      |
| OPEB Current Payment                               | 129,592            | 125,129            | 4,463                                  | 3.4        | 0,000            | 0,000            | 0,000                                  | -          | 129,592            | 125,129            | 4,463                                  | 3.4        |
| Pensions   | 87,181             | 88,953             | (1,772)                                | (2.0)      | 0,377            | 0,402            | (0,025)                                | (6.6)      | 87,558             | 89,355             | (1,797)                                | (2.1)      |
| Other Fringe Benefits                              | 106,956            | 114,252            | (7,296)                                | (6.8)      | 45,851           | 40,218           | 5,633                                  | 12.3       | 152,807            | 154,470            | (1,663)                                | (1.1)      |
| Total Fringe Benefits                              | 559,493            | 580,260            | (20,767)                               | (3.7)      | 55,890           | 48,074           | 7,816                                  | 14.0       | 615,383            | 628,334            | (12,951)                               | (2.1)      |
| Reimbursable Overhead                              | (82,129)           | (81,924)           | (0,205)                                | (0.2)      | 82,129           | 81,924           | 0,205                                  | 0.2        | 0,000              | 0,000              | 0,000                                  | -          |
| Total Labor Expenses                               | \$1,771,438        | \$1,817,783        | (\$46,345)                             | (2.6)      | \$319,082        | \$301,923        | \$17,159                               | 5.4        | \$2,090,520        | \$2,119,706        | (\$29,186)                             | (1.4)      |
| Non-Labor  |                    |                    |  |            |                  |                  |  |            |                    |                    |  |            |
| Electric Power                                     | 121,386            | 117,967            | 3,419                                  | 2.8        | 0,106            | 0,105            | 0,001                                  | 0.9        | 121,492            | 118,072            | 3,420                                  | 2.8        |
| Fuel   | 82,480             | 77,455             | 5,025                                  | 6.1        | 0,009            | 0,010            | (0,001)                                | (11.1)     | 82,489             | 77,465             | 5,024                                  | 6.1        |
| Insurance  | 27,942             | 22,783             | 5,159                                  | 18.5       | 0,000            | 0,000            | 0,000                                  | -          | 27,942             | 22,783             | 5,159                                  | 18.5       |
| Claims   | 39,584             | 39,600             | (0,016)                                | (0.0)      | 0,000            | 0,000            | 0,000                                  | -          | 39,584             | 39,600             | (0,016)                                | (0.0)      |
| Paratransit Service Contracts                      | 163,571            | 150,072            | 13,499                                 | 8.3        | 0,000            | 0,000            | 0,000                                  | -          | 163,571            | 150,072            | 13,499                                 | 8.3        |
| Mtce. and Other Operating Contracts                | 71,845             | 58,529             | 13,316                                 | 18.3       | 13,811           | 13,213           | 0,598                                  | 4.3        | 85,656             | 71,742             | 13,914                                 | 16.0       |
| Professional Service Contracts                     | 48,575             | 48,272             | 0,303                                  | 0.6        | 6,637            | 5,772            | 0,865                                  | 13.0       | 55,212             | 54,044             | 1,168                                  | 2.1        |
| Materials & Supplies                               | 111,183            | 103,371            | 7,812                                  | 7.0        | 19,906           | 21,447           | (1,541)                                | (7.7)      | 131,089            | 124,818            | 6,271                                  | 4.8        |
| Other Business Expenses                            | 29,080             | 28,857             | 2,223                                  | 7.6        | (0,526)          | 0,005            | (0,531)                                | (101.0)    | 28,554             | 26,862             | 1,692                                  | 5.9        |
| Total Non-Labor Expenses                           | \$695,446          | \$644,866          | \$50,580                               | 7.3        | \$39,943         | \$40,652         | (\$0,609)                              | (1.5)      | \$735,389          | \$685,438          | \$49,951                               | 6.8        |
| Other Expense Adjustments                          |                    |                    |  |            |                  |                  |  |            |                    |                    |  |            |
| Other  | 0,000              | 0,000              | 0,000                                  | -          | 0,000            | 0,000            | 0,000                                  | -          | 0,000              | 0,000              | 0,000                                  | -          |
| Total Other Expense Adjustments                    | \$0,000            | \$0,000            | \$0,000                                | -          | \$0,000          | \$0,000          | \$0,000                                | -          | \$0,000            | \$0,000            | \$0,000                                | -          |
| <b>Total Expenses before Depreciation and OPEB</b> | <b>\$2,466,884</b> | <b>\$2,462,649</b> | <b>\$4,235</b>                         | <b>0.2</b> | <b>\$359,025</b> | <b>\$342,475</b> | <b>\$16,550</b>                        | <b>4.6</b> | <b>\$2,825,909</b> | <b>\$2,805,144</b> | <b>\$20,765</b>                        | <b>0.7</b> |
| Depreciation                                       | 583,500            | 557,750            | 25,750                                 | 4.4        | 0,000            | 0,000            | 0,000                                  | -          | 583,500            | 557,750            | 25,750                                 | 4.4        |
| 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                                     | \$3,282,855        | \$3,368,646        | (\$85,791)                             | (2.6)      | \$359,025        | \$342,475        | \$16,550                               | 4.6        | \$3,841,880        | \$3,711,141        | (\$130,739)                            | (3.4)      |
| Net Surplus/(Deficit)                              | (\$1,616,456)      | (\$1,698,365)      | (\$81,909)                             | (5.1)      | \$0,000          | \$0,000          | \$0,000                                | -          | (\$1,616,456)      | (\$1,698,365)      | (\$81,909)                             | (5.1)      |

NOTE: Totals may not add due to rounding.

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

| Generic Revenue<br>or Expense Category            | Nonreimb<br>or Reimb | MONTH                                  |        |  | YEAR TO DATE                           |        |   |
|---|----------------------|--|--------|--|--|--------|---|
|   |                      | Favorable<br>(Unfavorable)<br>Variance |        | Reason for Variance  | Favorable<br>(Unfavorable)<br>Variance |        | Reason for Variance   |
|   |                      | \$                                     | %      |  | \$                                     | %      |   |
| Other Operating Revenue                           | NR                   | (0.2)                                  | (0.6)  | Mainly due to lower net advertising/real estate and paratransit Urban Tax revenues, partly offset by higher Transit Adjudication Bureau (TAB) fees                                   | 0.5                                    | 0.4    | Mainly higher Transit Adjudication Bureau (TAB) fees, partially offset by lower paratransit Urban Tax revenue   |
| Payroll   | NR                   | (10.9)                                 | (4.5)  | Primarily due to higher retro-wages, based on an ATU arbitration ruling, which included a third year increase of 2.88 percent. The budget assumed a zero increase in the third year. | (8.1)                                  | (0.7)  | Primarily due to higher retro-wages, based on an ATU arbitration ruling, and higher earned employee separation payments, partly offset by vacancy savings.  |
| Overtime  | NR                   | (3.9)                                  | (16.9) | Mainly due to additional requirements for signals inspection/maintenance, FASTRACK and vacancy coverage  | (17.3)                                 | (15.6) | 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 |
| Health & Welfare (including OPEB Current Payment) | NR                   | (13.8)                                 | (21.9) | Mostly due to higher claims, the unfavorable timing of expenses, and the non-realization of Federal subsidies from an employee early retirement program                              | (11.7)                                 | (3.2)  | Mostly due to higher claims, the unfavorable timing of expenses, and the non-realization of Federal subsidies from an employee early retirement program   |
| Pension   | NR                   | 9.0                                    | 50.0   | Largely the favorable timing of MaBSTOA pension payments, which were required to pay investment settlement costs in April  | (1.8)                                  | (2.0)  | Largely the unfavorable timing of MaBSTOA pension payments  |
| Other Fringe Benefits                             | NR                   | (2.8)                                  | (11.7) | Mostly lower direct overhead credits due to reimbursable payroll underruns and higher FICA charges   | (7.3)                                  | (6.8)  | Mostly lower direct overhead credits due to reimbursable payroll underruns, and higher FICA charges   |
| Electric Power                                    | NR                   | 2.1                                    | 9.2    | Favorable timing and billing adjustments, partly offset by higher traction power consumption   | 3.4                                    | 2.8    | Lower consumption and favorable billing adjustments, partly offset by higher prices   |
| Fuel  | NR                   | 1.5                                    | 9.5    | Primarily lower heating fuel expenses and bus fuel consumption   | 5.0                                    | 6.1    | Primarily lower heating fuel expenses and bus fuel consumption  |
| Insurance   | NR                   | 1.2                                    | 20.7   | Mostly savings, due to reduced paratransit primary fleet vehicle requirements  | 5.2                                    | 18.5   | Mostly savings, due to reduced paratransit primary fleet vehicle requirements   |
| Paratransit Service Contracts                     | NR                   | 3.7                                    | 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                 | 13.5                                   | 8.3    | Mostly due to the diversion of riders to lower cost taxis and vouchers, lower completed trips, and reduced activity in the call center, eligibility certifications and vehicle rehabilitations  |

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

| Generic Revenue<br>or Expense Category    | Nonreimb<br>or Reimb | MONTH                                  |        |   | YEAR TO DATE                           |        |  |
|---|----------------------|--|--------|---|--|--------|--|
|   |                      | Favorable<br>(Unfavorable)<br>Variance |        | Reason for Variance   | Favorable<br>(Unfavorable)<br>Variance |        | Reason for Variance  |
|   |                      | \$                                     | %      |   | \$                                     | %      |  |
| Maintenance and Other Operating Contracts | NR                   | 3.6                                    | 24.8   | Mainly the favorable timing of vehicle maintenance and repairs, and painting expenses   | 13.1                                   | 18.3   | Mainly favorable timing, including building-related and uniform expenses, non-revenue vehicle purchases and subway car disposals                   |
| Professional Service Contracts            | NR                   | (2.5)                                  | (25.7) | Primarily the unfavorable timing of bond service and several professional service accounts, partly offset by the favorable timing of Workers' Compensation Board expenses |  |        |  |
| Materials & Supplies                      | NR                   | 2.4                                    | 11.3   | Mostly the favorable timing of maintenance material requirements, higher scrap sales and favorable inventory adjustments  | 7.8                                    | 7.0    | Mostly the net favorable timing of maintenance material requirements, higher scrap sales and favorable inventory adjustments                       |
| Other Business Expenses                   | NR                   | (0.3)                                  | (4.8)  | Mainly the unfavorable timing of stationery & supplies and other account expenses, partly offset by underruns in MVM debit/credit card charges                            | 2.2                                    | 7.6    | Mainly underruns in MVM debit/credit card charges  |
| Depreciation Expense                      | NR                   | 7.4                                    | 6.2    | The favorable timing of assets reaching beneficial use  | 25.8                                   | 4.4    | 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                    | (6.4)                                  | (9.0)  | Reimbursement reduction consistent with expense reduction   | (16.6)                                 | (4.6)  | Reimbursement reduction consistent with expense reduction  |
| Payroll                                   | R                    | 5.0                                    | 16.0   | Mostly due to capital construction and engineering underruns  | 16.0                                   | 10.3   | Mostly due to capital construction and engineering underruns   |
| Overtime                                  | R                    | (1.0)                                  | (19.9) | Mostly due to additional track work, power and signal-related requirements  | (6.8)                                  | (26.2) | Mostly due to additional track work, power and signal-related requirements   |
| Health & Welfare                          | R                    | 0.5                                    | 27.1   | Mainly the favorable timing of expenses   | 2.2                                    | 22.9   | Mainly the favorable timing of expenses  |
| Other Fringe Benefits                     | R                    | 1.7                                    | 18.8   | Mostly lower direct overhead expenses due to reimbursable payroll underruns   | 5.6                                    | 12.3   | Mostly lower direct overhead expenses due to reimbursable payroll underruns  |
| Maintenance Contracts                     | R                    | 0.5                                    | 16.4   | Largely the favorable timing of safety equipment expenses   | 0.6                                    | 4.3    | Largely the favorable timing of safety equipment expenses  |
| Professional Service Contracts            | R                    | (1.3)                                  | (97.2) | Mainly the unfavorable timing of information technology hardware and data center expenses   | 0.9                                    | 13.0   | Mostly the favorable timing of data center and other expenses, partly offset by the unfavorable timing of information technology hardware expenses |

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

| Generic Revenue<br>or Expense Category | Nonreimb<br>or Reimb | MONTH                                  |      |  | YEAR TO DATE                           |         |  |
|--|----------------------|--|------|--|--|---------|--|
|  |                      | Favorable<br>(Unfavorable)<br>Variance |      | Reason for Variance  | Favorable<br>(Unfavorable)<br>Variance |         | Reason for Variance  |
|  |                      | \$                                     | %    |  | \$                                     | %       |  |
|  |                      |  |      |  |  |         |  |
| Materials & Supplies                   | R                    | 0.5                                    | 13.6 | Mainly the favorable timing of maintenance material requirements | (1.5)                                  | (7.7)   | Mainly the unfavorable timing of track maintenance material requirements |
| Other Business Expenses                | R                    |  |      |  | (0.5)                                  | (101.0) | Largely unfavorable reimbursable job closing adjustments                 |

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

|                                     | Month       |            |  |         | Year-to-Date |             |  |         |
|-------------------------------------|-------------|------------|--|---------|--------------|-------------|--|---------|
|                                     | Budget      | Actual     | Favorable<br>(Unfavorable)<br>Variance | Percent | Budget       | Actual      | Favorable<br>(Unfavorable)<br>Variance | Percent |
| <b>Receipts</b>                     |             |            |  |         |              |             |  |         |
| Farebox Revenue                     | \$313.976   | \$331.375  | \$17.399                               | 5.5     | \$1,523.537  | \$1,529.129 | \$5.592                                | 0.4     |
| Vehicle Toll Revenue                |             |            |  |         |              |             |  |         |
| Other Operating Revenue:            |             |            |  |         |              |             |  |         |
| Fare Reimbursement                  | 0.000       | 6.313      | 6.313                                  | -       | 6.312        | 21.313      | 15.001                                 | 237.7   |
| Paratransit Reimbursement           | 42.185      | 1.959      | (40.226)                               | (95.4)  | 90.925       | 47.514      | (43.411)                               | (47.7)  |
| Other                               | 3.387       | 3.855      | 0.468                                  | 13.8    | 78.882       | 78.481      | (0.401)                                | (0.5)   |
| Total Other Operating Revenue       | 45.572      | 12.127     | (33.445)                               | (73.4)  | 174.119      | 147.308     | (26.811)                               | (15.4)  |
| Capital and Other Reimbursements    | 85.148      | 101.973    | 16.825                                 | 19.8    | 418.803      | 304.176     | (112.627)                              | (27.0)  |
| Total Receipts                      | \$444.696   | \$445.475  | \$0.779                                | 0.2     | \$2,114.458  | \$1,980.613 | (\$133.845)                            | (6.3)   |
| <b>Expenditures</b>                 |             |            |  |         |              |             |  |         |
| Labor:                              |             |            |  |         |              |             |  |         |
| Payroll                             | 291.883     | 221.268    | 70.615                                 | 24.2    | 1,367.472    | 1,284.159   | 83.313                                 | 6.1     |
| Overtime                            | 29.381      | 58.575     | (29.194)                               | (99.4)  | 139.425      | 191.907     | (52.482)                               | (37.6)  |
| Total Salaries & Wages              | 321.264     | 279.843    | 41.421                                 | 12.8    | 1,506.897    | 1,476.066   | 30.831                                 | 2.0     |
| Health and Welfare                  | 50.227      | 50.396     | (0.169)                                | (0.3)   | 246.662      | 281.825     | (35.163)                               | (14.3)  |
| OPEB Current Payment                | 25.863      | 26.837     | (0.974)                                | (3.8)   | 129.592      | 125.129     | 4.463                                  | 3.4     |
| Pensions                            | 18.181      | 9.121      | 9.060                                  | 49.8    | 87.558       | 89.117      | (1.559)                                | (1.8)   |
| Other Fringe Benefits               | 30.043      | 28.916     | 1.127                                  | 10.4    | 142.956      | 145.583     | (2.627)                                | (1.8)   |
| Total Fringe Benefits               | 124.314     | 113.270    | 11.044                                 | 8.9     | 606.768      | 641.834     | (34.866)                               | (5.7)   |
| GASB Account                        | 2.644       | 2.646      | (0.002)                                | (0.1)   | 14.541       | 14.454      | 0.087                                  | 0.6     |
| Reimbursable Overhead               | 0.000       | 0.000      | 0.000                                  | -       | 0.000        | 0.000       | 0.000                                  | -       |
| Total Labor Expenditures            | \$448.222   | \$395.759  | \$52.463                               | 11.7    | \$2,128.208  | \$2,132.154 | (\$3.946)                              | (0.2)   |
| Non-Labor:                          |             |            |  |         |              |             |  |         |
| Electric Power                      | 22.628      | 16.055     | 6.573                                  | 29.0    | 121.492      | 98.595      | 22.897                                 | 18.8    |
| Fuel                                | 15.805      | 16.618     | (0.813)                                | (5.1)   | 82.489       | 78.378      | 4.111                                  | 5.0     |
| Insurance                           | 0.190       | 3.597      | (3.407)                                | -       | 24.666       | 20.705      | 3.961                                  | 16.1    |
| Claims                              | 7.252       | 3.801      | 3.451                                  | 47.6    | 36.262       | 38.393      | (2.131)                                | (5.9)   |
| Paratransit Service Contracts       | 34.256      | 30.453     | 3.803                                  | 11.1    | 162.738      | 138.925     | 23.813                                 | 14.6    |
| Misc. and Other Operating Contracts | 17.454      | 15.437     | 2.017                                  | 11.6    | 85.458       | 90.525      | (5.067)                                | (5.9)   |
| Professional Service Contracts      | 10.908      | 10.567     | 0.341                                  | 2.2     | 53.712       | 55.345      | (1.633)                                | (3.0)   |
| Materials & Supplies                | 27.177      | 22.341     | 4.836                                  | 17.8    | 160.174      | 138.510     | 21.664                                 | 13.5    |
| Other Business Expenditures         | 5.729       | 5.381      | 0.348                                  | 6.1     | 28.554       | 25.227      | 3.327                                  | 11.7    |
| Total Non-Labor Expenditures        | \$141.389   | \$124.350  | \$17.039                               | 12.1    | \$755.543    | \$684.603   | \$70.940                               | 9.4     |
| Other Expenditure Adjustments:      |             |            |  |         |              |             |  |         |
| Other                               | 0.000       | 0.000      | 0.000                                  | -       | 0.000        | 0.000       | 0.000                                  | -       |
| Total Other Expenditure Adjustments | \$0.000     | \$0.000    | \$0.000                                | -       | \$0.000      | \$0.000     | \$0.000                                | -       |
| Total Expenditures                  | \$589.621   | \$520.109  | \$69.512                               | 11.8    | \$2,883.749  | \$2,816.757 | \$66.992                               | 2.3     |
| Net Surplus/(Deficit)               | (\$144.925) | (\$74.634) | \$70.291                               | 48.5    | (\$769.290)  | (\$836.144) | (\$66.854)                             | (8.7)   |

NOTE: Totals may not add due to rounding.

Table 6

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

| Operating Receipts<br>or Disbursements            | MONTH                                  |         |  | YEAR TO DATE                           |        |  |
|---|--|---------|--|--|--------|--|
|   | Favorable<br>(Unfavorable)<br>Variance |         | Reason for Variance  | Favorable<br>(Unfavorable)<br>Variance |        | Reason for Variance  |
|   | \$                                     | %       |  | \$                                     | %      |  |
| Farebox Receipts                                  | 17.4                                   | 5.5     | Due to the favorable timing of the counting and depositing of receipts   | 5.6                                    | 0.4    | Due to the favorable timing of the counting and depositing of receipts   |
| Other Operating Receipts                          | (33.4)                                 | (73.4)  | Primarily the unfavorable timing of NYC paratransit partial reimbursement of expenses, partly offset by the favorable timing of NYS student fare reimbursements      | (26.8)                                 | (15.4) | Primarily due to the unfavorable timing of NYC paratransit partial reimbursement of expenses, partly offset by the receipt in 2012 of student fare reimbursements, delayed from 2011.  |
| Capital and Other Reimbursements                  | 16.8                                   | 19.8    | Mostly due to the favorable timing of reimbursements   | (112.5)                                | (27.0) | Mostly due to the unfavorable timing of reimbursements   |
| Salaries & Wages                                  | 41.4                                   | 12.9    | Mainly the favorable timing of ATU retro-wage payments, based on a recent arbitration ruling   | 30.8                                   | 2.0    | Mainly the favorable timing of ATU retro-wage payments, based on a recent arbitration ruling   |
| Health & Welfare (Including OPEB Current Payment) |  |         |  | (30.7)                                 | (8.2)  | Mainly the unfavorable timing of payments and higher claims  |
| Pensions  | 9.1                                    | 49.8    | Largely the favorable timing of MaBSTOA pension payments, required to pay investment settlement costs in April   |  |        |  |
| Other Fringe Benefits                             | 3.1                                    | 10.4    | The favorable timing of payments   |  |        |  |
| Electric Power                                    | 6.6                                    | 29.0    | Primarily the favorable timing of payments   | 22.9                                   | 18.8   | Primarily the favorable timing of payments   |
| Fuel  | (0.8)                                  | (5.1)   | Primarily the unfavorable timing of payments   | 4.1                                    | 5.0    | Primarily lower heating fuel expenses and bus fuel consumption   |
| Insurance   | (3.4)                                  | (100.0) | Mostly the unfavorable timing of payments, partly offset by savings due to reduced paratransit primary fleet vehicles  | 4.0                                    | 16.1   | Mostly savings due to reduced paratransit primary fleet vehicles, partly offset by the unfavorable timing of payments  |
| Claims  | 3.5                                    | 47.6    | Mainly the favorable timing of payments  | (2.1)                                  | (5.9)  | Higher payouts of claims   |
| Paratransit Service Contracts                     | 3.8                                    | 11.1    | 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 | 23.8                                   | 14.6   | 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                             | 2.0                                    | 11.6    | Mostly the favorable timing of vehicle maintenance and repairs and painting expenses, partly offset by the unfavorable timing of payments                            | (5.1)                                  | (5.9)  | Mostly the unfavorable timing of payments, partly offset by the favorable timing of expenses   |
| Materials & Supplies                              | 4.8                                    | 17.8    | Largely the favorable timing of maintenance material requirements and higher scrap sales, and the favorable timing of payments                                       | 21.7                                   | 13.5   | Largely the favorable timing of payments and maintenance material requirements, and higher scrap sales   |
| Other Business Expenses                           | 0.3                                    | 8.1     | Mainly the favorable timing of payments, partly offset by the unfavorable timing of expenses   | 3.3                                    | 11.7   | 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)  
May 2012  
(\$ in millions)

Table 6

|  | Month      |           |                            |         | Year-to-Date |            |                            |         |
|--|------------|-----------|----------------------------|---------|--------------|------------|----------------------------|---------|
|  |            |           | Favorable<br>(Unfavorable) |         |              |            | Favorable<br>(Unfavorable) |         |
|  | Budget     | Actual    | Variance                   | Percent | Budget       | Actual     | Variance                   | Percent |
| <b>Receipts</b>  |            |           |                            |         |              |            |                            |         |
| Farebox Revenue  | (\$5.806)  | \$10.177  | \$15.983                   | 275.3   | (\$1.717)    | \$1.526    | \$3.243                    | 188.9   |
| Vehicle Toll Revenue                                   | 0.000      | 0.000     | 0.000                      | -       | 0.000        | 0.000      | 0.000                      | -       |
| Other Operating Revenue:                               |            |           |                            |         |              |            |                            |         |
| Fare Reimbursement                                     | (9.541)    | (3.228)   | 6.313                      | 66.2    | (35.333)     | (20.331)   | 15.002                     | 42.5    |
| Paratransit Reimbursement                              | 31.134     | (8.860)   | (39.994)                   | (128.5) | 35.870       | (7.163)    | (42.833)                   | (120.1) |
| Other  | (5.662)    | (5.257)   | 0.405                      | 7.2     | 31.637       | 32.124     | 0.487                      | 1.5     |
| Total Other Operating Revenue                          | 16.931     | (17.345)  | (33.276)                   | (208.9) | 31.974       | 4.630      | (27.344)                   | (85.6)  |
| Capital and Other Reimbursements                       | 13.888     | 37.114    | 23.226                     | 167.2   | 57.778       | (38.299)   | (96.077)                   | (166.3) |
| Total Receipts   | \$24.013   | \$29.946  | \$5.933                    | 24.7    | \$88.035     | (\$32.143) | (\$120.178)                | (136.5) |
| <b>Expenditures</b>                                    |            |           |                            |         |              |            |                            |         |
| <b>Labor:</b>  |            |           |                            |         |              |            |                            |         |
| Payroll  | (15.947)   | 60.814    | 76.561                     | 480.1   | (28.984)     | 46.449     | 75.433                     | 260.3   |
| Overtime   | (1.527)    | (25.855)  | (24.328)                   | -       | (2.776)      | (31.143)   | (28.367)                   | -       |
| Total Salaries & Wages                                 | (17.474)   | 34.759    | 52.233                     | 298.9   | (31.760)     | 15.306     | 47.066                     | 148.2   |
| Health and Welfare                                     | (1.236)    | 10.817    | 12.153                     | -       | (1.236)      | (22.445)   | (21.209)                   | -       |
| OPEB Current Payment                                   | 0.000      | 0.000     | 0.000                      | -       | 0.000        | 0.000      | 0.000                      | -       |
| Pensions   | 0.000      | 0.022     | 0.022                      | -       | 0.000        | 0.238      | 0.238                      | -       |
| Other Fringe Benefits                                  | 1.114      | 5.165     | 4.051                      | 363.6   | 9.851        | 8.907      | (0.944)                    | (9.6)   |
| Total Fringe Benefits                                  | (0.122)    | 16.104    | 16.226                     | -       | 8.615        | (13.300)   | (21.915)                   | (254.4) |
| GASB Account   | (2.844)    | (2.846)   | (0.002)                    | (0.1)   | (14.541)     | (14.454)   | 0.087                      | 0.6     |
| Reimbursable Overhead                                  | (0.001)    | 0.000     | 0.001                      | 100.0   | 0.000        | 0.000      | 0.000                      | -       |
| Total Labor Expenditures                               | (\$20.241) | \$48.217  | \$68.458                   | 338.2   | (\$37.886)   | (\$12.448) | \$25.238                   | 67.0    |
| <b>Non-Labor:</b>                                      |            |           |                            |         |              |            |                            |         |
| Electric Power   | (0.001)    | 4.498     | 4.497                      | -       | 0.000        | 19.477     | 19.477                     | -       |
| Fuel   | 0.000      | (2.317)   | (2.317)                    | -       | 0.000        | (0.913)    | (0.913)                    | -       |
| Insurance  | 5.574      | 0.973     | (4.601)                    | (82.5)  | 3.278        | 2.058      | (1.218)                    | (37.2)  |
| Claims   | 0.685      | 4.119     | 3.434                      | 519.4   | 3.322        | 1.207      | (2.115)                    | (63.7)  |
| Paratransit Service Contracts                          | 0.167      | 0.277     | 0.110                      | 65.9    | 0.833        | 11.147     | 10.314                     | -       |
| Misc. and Other Operating Contracts                    | 0.000      | (2.076)   | (2.076)                    | -       | 0.000        | (18.783)   | (18.783)                   | -       |
| Professional Service Contracts                         | 0.000      | 4.010     | 4.010                      | -       | 1.500        | (1.301)    | (2.801)                    | (186.7) |
| Materials & Supplies                                   | (1.817)    | 0.070     | 1.887                      | 103.9   | (29.085)     | (13.692)   | 15.393                     | 52.9    |
| Other Business Expenses                                | 0.001      | 0.692     | 0.691                      | -       | 0.000        | 1.835      | 1.835                      | -       |
| Total Non-Labor Expenditures                           | \$4.689    | \$10.244  | \$5.655                    | 123.2   | (\$20.154)   | \$0.836    | \$20.989                   | 104.1   |
| <b>Other Expenditure Adjustments:</b>                  |            |           |                            |         |              |            |                            |         |
| 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                    | -       |
| <b>Total Expenditures before Depreciation and OPEB</b> |            |           |                            |         |              |            |                            |         |
|  | (\$16.662) | \$58.461  | \$74.113                   | 473.5   | (\$57.840)   | (\$11.613) | \$46.227                   | 79.9    |
| <b>Depreciation</b>                                    |            |           |                            |         |              |            |                            |         |
|  | 119.000    | 111.568   | (7.432)                    | (6.2)   | 583.500      | 557.750    | (25.750)                   | (4.4)   |
| 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                                     | \$103.348  | \$170.029 | \$66.681                   | 64.5    | \$758.131    | \$894.384  | \$136.253                  | 18.0    |
| Total Cash Conversion Adjustments                      | \$127.361  | \$199.975 | \$72.614                   | 57.0    | \$846.186    | \$862.241  | \$16.075                   | 1.9     |

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**  
**May 2012**

|                                    | <u>Adopted<br/>Budget</u> | <u>Actual</u> | <u>Variance<br/>Fav./Unfav.</u> | <u>Explanation</u> |
|------------------------------------|---------------------------|---------------|---------------------------------|--------------------|
| <b>Administration:</b>             |                           |               |                                 |                    |
| Office of the President            | 20                        | 27            | (7)                             |                    |
| Law                                | 265                       | 256           | 9                               |                    |
| Office of the EVP                  | 41                        | 39            | 2                               |                    |
| Human Resources                    | 181                       | 295           | (114) *                         |                    |
| Office of Management and Budget    | 39                        | 37            | 2                               |                    |
| Capital Planning & Budget          | 31                        | 28            | 3                               |                    |
| Corporate Communications           | 243                       | 244           | (1)                             |                    |
| AFC Program Management & Sales     | 54                        | 51            | 3                               |                    |
| Technology & Information Services  | 397                       | 453           | (56) *                          |                    |
| Non-Departmental                   | 84                        | -             | 84                              |                    |
| Labor Relations                    | 96                        | 95            | 1                               |                    |
| Materiel                           | 235                       | 239           | (4)                             |                    |
| Controller                         | 121                       | 148           | (27) *                          |                    |
| <b>Total Administration</b>        | <b>1,807</b>              | <b>1,912</b>  | <b>(105)</b>                    |                    |
| <b>Operations</b>                  |                           |               |                                 |                    |
| Subways Service Delivery           | 7,413                     | 7,316         | 97                              |                    |
| Subways Operations Support/Admin.  | 312                       | 293           | 19                              |                    |
| Subways Stations                   | 2,700                     | 2,712         | (12)                            |                    |
| <b>Sub-total Subways</b>           | <b>10,425</b>             | <b>10,321</b> | <b>104</b>                      |                    |
| Buses                              | 10,330                    | 10,385        | (55)                            |                    |
| Paratransit                        | 148                       | 154           | (6)                             |                    |
| Operations Planning                | 376                       | 384           | (8)                             |                    |
| Revenue Control                    | 423                       | 389           | 34                              |                    |
| <b>Total Operations</b>            | <b>21,702</b>             | <b>21,633</b> | <b>69</b>                       |                    |
| <b>Maintenance</b>                 |                           |               |                                 |                    |
| Subways Operations Support/Admin.  | 161                       | 166           | (5)                             |                    |
| Subways Engineering                | 298                       | 297           | 1                               |                    |
| Subways Car Equipment              | 4,125                     | 4,085         | 40                              |                    |
| Subways Infrastructure             | 1,708                     | 1,638         | 70                              |                    |
| Subways Stations                   | 3,554                     | 3,534         | 20                              |                    |
| Subways Track                      | 2,711                     | 2,673         | 38                              |                    |
| Subways Power                      | 609                       | 634           | (25)                            |                    |
| Subways Signals                    | 1,447                     | 1,335         | 112                             |                    |
| Subways Electronic Maintenance     | 1,413                     | 1,326         | 87                              |                    |
| <b>Sub-total Subways</b>           | <b>16,026</b>             | <b>15,688</b> | <b>338</b>                      |                    |
| Buses                              | 3,740                     | 3,677         | 63                              |                    |
| Revenue Control                    | 137                       | 137           | 0                               |                    |
| Supply Logistics                   | 547                       | 554           | (7)                             |                    |
| System Safety                      | 88                        | 86            | 2                               |                    |
| <b>Total Maintenance</b>           | <b>20,538</b>             | <b>20,142</b> | <b>396</b>                      |                    |
| <b>Engineering/Capital</b>         |                           |               |                                 |                    |
| Capital Program Management         | 1,218                     | 1,221         | (3)                             |                    |
| <b>Total Engineering/Capital</b>   | <b>1,218</b>              | <b>1,221</b>  | <b>(3)</b>                      |                    |
| <b>Public Safety</b>               |                           |               |                                 |                    |
| Security                           | 504                       | 502           | 2                               |                    |
| <b>Total Public Safety</b>         | <b>504</b>                | <b>502</b>    | <b>2</b>                        |                    |
| <b>Total Positions</b>             | <b>45,769</b>             | <b>46,410</b> | <b>359</b>                      |                    |
| <b>Non-Reimbursable</b>            | <b>41,128</b>             | <b>41,616</b> | <b>(488)</b>                    |                    |
| <b>Reimbursable</b>                | <b>4,641</b>              | <b>3,794</b>  | <b>847</b>                      |                    |
| <b>Total Full-Time</b>             | <b>45,615</b>             | <b>45,193</b> | <b>422</b>                      |                    |
| <b>Total Full-Time Equivalents</b> | <b>154</b>                | <b>217</b>    | <b>(63)</b>                     |                    |

\*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  
May 2012

| FUNCTION/OCCUPATION               | Adopted<br>Budget | Actual        | Variance<br>Fav./(Unfav) | Explanation                                 |
|-----------------------------------|-------------------|---------------|--------------------------|---|
| <b>Administration:</b>            |                   |               |                          |   |
| Managers/Supervisors              | 619               | 588           | 31                       |   |
| Professional, Technical, Clerical | 1,072             | 1,299         | (227)                    | Due to timing of BSC Phase 2 Implementation |
| Operational Hourlies              | 116               | 25            | 91                       |   |
| <b>Total Administration</b>       | <b>1,807</b>      | <b>1,912</b>  | <b>(105)</b>             |   |
| <b>Operations</b>                 |                   |               |                          |   |
| Managers/Supervisors              | 2,508             | 2,424         | 84                       |   |
| Professional, Technical, Clerical | 363               | 372           | (9)                      |   |
| Operational Hourlies              | 18,831            | 18,837        | (6)                      |   |
| <b>Total Operations</b>           | <b>21,702</b>     | <b>21,633</b> | <b>69</b>                |   |
| <b>Maintenance</b>                |                   |               |                          |   |
| Managers/Supervisors              | 3,745             | 3,626         | 119                      |   |
| Professional, Technical, Clerical | 1,038             | 970           | 68                       |   |
| Operational Hourlies              | 15,755            | 15,546        | 209                      |   |
| <b>Total Maintenance</b>          | <b>20,538</b>     | <b>20,142</b> | <b>396</b>               |   |
| <b>Engineering/Capital</b>        |                   |               |                          |   |
| Managers/Supervisors              | 272               | 256           | 16                       |   |
| Professional, Technical, Clerical | 944               | 963           | (19)                     |   |
| Operational Hourlies              | 2                 | 2             | 0                        |   |
| <b>Total Engineering/Capital</b>  | <b>1,218</b>      | <b>1,221</b>  | <b>(3)</b>               |   |
| <b>Public Safety</b>              |                   |               |                          |   |
| Managers/Supervisors              | 129               | 126           | 3                        |   |
| Professional, Technical, Clerical | 32                | 30            | 2                        |   |
| Operational Hourlies              | 343               | 346           | (3)                      |   |
| <b>Total Public Safety</b>        | <b>504</b>        | <b>502</b>    | <b>2</b>                 |   |
| <b>Total Positions</b>            |                   |               |                          |   |
| Managers/Supervisors              | 7,273             | 7,020         | 253                      |   |
| Professional, Technical, Clerical | 3,449             | 3,634         | (185)                    | Due to timing of BSC Phase 2 Implementation |
| Operational Hourlies              | 35,047            | 34,756        | 291                      |   |
| <b>Total Positions</b>            | <b>45,769</b>     | <b>45,410</b> | <b>359</b>               |   |

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

|                                   | <u>5/31/12</u>   | <u>5/31/11</u>   |
|-----------------------------------|------------------|------------------|
| <b><u>Operating Inventory</u></b> |                  |                  |
| Gross Inventory                   | \$272.165        | \$277.637        |
| Shortage Reserve                  | (0.500)          | (0.500)          |
| Obsolescence Reserve              | (67.400)         | (63.800)         |
| <b>Net Inventory</b>              | <b>\$204.265</b> | <b>\$213.337</b> |

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

|   | May            |        |           |        |                    |         | May Year-to-Date |         |           |         |                    |          |
|---|----------------|--------|-----------|--------|--------------------|---------|------------------|---------|-----------|---------|--------------------|----------|
|   | Adopted Budget |        | Actuals   |        | Var. - Fav./Unfav) |         | Adopted Budget   |         | Actuals   |         | Var. - Fav./Unfav) |          |
|   | Hours          | \$     | Hours     | \$     | Hours              | \$      | Hours            | \$      | Hours     | \$      | Hours              | \$       |
| <b>NON-REIMBURSABLE OVERTIME</b>        |                |        |           |        |                    |         |                  |         |           |         |                    |          |
| <u>Scheduled Service</u>                | 347,395        | \$10.2 | 330,782   | \$9.8  | 16,613             | \$0.6   | 1,687,484        | \$49.7  | 1,602,273 | \$46.3  | 85,211             | \$3.4    |
|   |                |        |           |        | 4.8%               | 6.3%    |                  |         |           |         | 5.0%               | 6.8%     |
| <u>Unscheduled Service</u>              | 196,359        | \$6.0  | 227,498   | \$5.8  | (31,139)           | \$0.2   | 917,822          | \$27.9  | 1,051,435 | \$28.1  | (133,613)          | (\$0.2)  |
|   |                |        |           |        | (15.9%)            | 2.9%    |                  |         |           |         | (14.6%)            | (0.7%)   |
| <u>Programmatic/Routine Maintenance</u> | 166,374        | \$5.2  | 238,741   | \$7.5  | (72,367)           | (\$2.3) | 795,939          | \$25.1  | 1,342,325 | \$40.7  | (546,386)          | (\$15.8) |
|   |                |        |           |        | (43.5%)            | (43.4%) |                  |         |           |         | (68.8%)            | (62.1%)  |
| <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  | 62,418    | \$2.8  | (62,418)           | (2.8)   | 0                | \$0.0   | 162,207   | \$7.7   | (162,207)          | (7.7)    |
|   |                |        |           |        | 0.0%               | 0.0%    |                  |         |           |         | 0.0%               | 0.0%     |
| <u>Weather Emergencies</u>              | 388            | \$0.0  | 734       | \$0.0  | (366)              | (\$0.0) | 77,806           | \$2.4   | 58,027    | \$1.8   | 19,779             | \$0.6    |
|   |                |        |           |        | (99.4%)            | (99.9%) |                  |         |           |         | 25.4%              | 24.5%    |
| <u>Safety/Security/Law Enforcement</u>  | 9,380          | \$0.3  | 8,692     | \$0.2  | 688                | \$0.0   | 46,871           | \$1.3   | 43,162    | \$1.1   | 3,709              | \$0.1    |
|   |                |        |           |        | 7.3%               | 10.0%   |                  |         |           |         | 7.9%               | 11.0%    |
| <u>Other</u>                            | 17,475         | \$1.1  | 5,267     | \$0.8  | 12,208             | \$0.4   | 80,546           | \$4.3   | 28,634    | \$2.2   | 51,912             | \$2.1    |
|   |                |        |           |        | 69.9%              | 32.6%   |                  |         |           |         | 64.5%              | 49.3%    |
| Subtotal                                | 737,351        | \$22.8 | 874,132   | \$26.7 | (136,781)          | (\$3.9) | 3,606,468        | \$110.6 | 4,288,063 | \$127.8 | (681,595)          | (\$17.3) |
|   |                |        |           |        | (18.6%)            | (17.0%) |                  |         |           |         | (18.9%)            | (15.8%)  |
| <b>REIMBURSABLE OVERTIME</b>            | 157,045        | \$5.0  | 180,804   | \$6.0  | (23,759)           | (\$1.0) | 774,842          | \$26.1  | 959,489   | \$32.9  | (184,647)          | (\$6.8)  |
|   |                |        |           |        | (15.1%)            | (19.9%) |                  |         |           |         | (23.8%)            | (28.2%)  |
| <b>TOTAL OVERTIME</b>                   | 894,396        | \$27.9 | 1,054,936 | \$32.7 | (160,540)          | (\$4.9) | 4,381,310        | \$136.6 | 5,247,552 | \$160.7 | (866,242)          | (\$24.1) |
|   |                |        |           |        | (17.9%)            | (17.5%) |                  |         |           |         | (19.8%)            | (17.6%)  |

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

|   | Monthly            |                  |   | Year-to-Date       |                   |   |
|---|--------------------|------------------|---|--------------------|-------------------|---|
|   | Var. - Fav./Unfav) |                  | Explanations  | Var. - Fav./Unfav) |                   | Explanations  |
|   | Hours              | \$               |   | Hours              | \$                |   |
| <b>NON-REIMBURSABLE OVERTIME</b>        |                    |                  |   |                    |                   |   |
|   |                    |                  | Mainly due to less than schedule service operated in Buses  |                    |                   | Primarily favorable due to less than schedule service operated in Buses   |
| <u>Scheduled Service</u>                | 16,613<br>(12.1%)  | \$0.6<br>(16.7%) |   | 85,211<br>(12.5%)  | \$3.4<br>(19.6%)  |   |
| <u>Unscheduled Service</u>              | (31,139)<br>22.8%  | \$0.2<br>(4.5%)  |   | (133,613)<br>19.6% | (\$0.2)<br>1.1%   |   |
| <u>Programmatic/Routine Maintenance</u> | (72,367)           | (\$2.3)          | Unfavorable variance primarily due to maintenance and inspection backlogs in Signals, FasTrack project on 7th and 8th Avenue.         | (548,386)          | (\$15.6)          | 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 represent employees. |
|   | 52.8%              | 58.6%            |   | 80.2%              | 90.2%             |   |
| <u>Unscheduled Maintenance</u>          | 0<br>0.0%          | \$0.0<br>0.0%    |   | 0<br>0.0%          | \$0.0<br>0.0%     |   |
| <u>Vacancy/Absentee Coverage</u>        | (62,418)           | (2.8)            | Mainly due to vacancy / absentee coverage in train operators, station agents, station maintainers, bus operators and bus dispatchers. | (162,207)          | (7.7)             | Mainly due to vacancy / absentee coverage in train operators, station agents, station maintainers, bus operators and bus dispatchers.   |
|   | 45.6%              | 72.5%            |   | 23.8%              | 44.6%             |   |
| <u>Weather Emergencies</u>              | (366)<br>3%        | (\$0.0)<br>3%    |   | 19,779<br>(2.9%)   | \$0.6<br>(3.3%)   |   |
| <u>Safety/Security/Law Enforcement</u>  | 688<br>(0.5%)      | \$0.0<br>(0.7%)  |   | 3,709<br>(0.5%)    | \$0.1<br>(0.8%)   |   |
| <u>Other</u>                            | 12,208<br>(8.9%)   | \$0.4<br>(9.6%)  |   | 51,912<br>(7.6%)   | \$2.1<br>(12.2%)  |   |
| <b>Subtotal</b>                         | (138,781)<br>85.2% | (\$3.9)<br>79.5% |   | (681,595)<br>78.7% | (\$17.3)<br>71.7% |   |
| <b>REIMBURSABLE OVERTIME</b>            | (23,759)<br>14.8%  | (\$1.0)<br>20.5% | Mostly due to additional track work and power related requirements.   | (184,647)<br>21.3% | (\$8.8)<br>28.3%  | Mostly due to additional track work and power related requirements  |
| <b>TOTAL OVERTIME</b>                   | (160,540)          | (\$4.9)          |   | (866,242)          | (\$24.1)          |   |

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.   |
| <i>Reimbursable Overtime</i>            | Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.   |

**MTA NEW YORK CITY TRANSIT  
MONTHLY FINANCIAL & RIDERSHIP REPORT  
PROPOSED NARRATIVE REVISIONS**

**BACKGROUND**

The current report, which has maintained the same narrative format for over ten years, has been reviewed by NYCT management with the goal of improving the efficiency of the report and to enhance information value.

**PROPOSED REVISIONS (Page numbers shown indicate proposed pages to be revised from the sample July 2011 Financial Report included in the September 2011 Committee Book)**

The proposed revisions would affect four segments of the narrative---the first page summary information, farebox revenue, ridership results and the table presenting ridership on NY area transit services. Attached for comparison purposes are extracts of these four segments for both the current format and the proposed format.

**Page 4.1**

- The current format for the first page summary information presents a financial summary table and year-to-date text addressing key variances. The proposed format would add monthly results text but reduce the financial summary table to only key data in order to maintain the required limit of one page for summary information. Financial information deleted from the table can be found within the report in the financial tables.

**Page 4.2**

- The proposed revisions in the farebox revenue segment would reduce repetitive text but enhance the farebox revenue table information.

**Pages 4.4-4.5**

- The proposed revisions in the ridership results segment would eliminate repetitive text but enhance/add ridership table information.

**Page 4.8**

- The current NY area transit service ridership table presents average weekday, average Saturday, and average Sunday ridership. The proposed revision would consolidate average Saturday and Sunday ridership into average weekend ridership, which is consistent with the NYCT normal reporting.

July, 2012



## FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results through July 2011 are presented in the table below and compared to the Mid-Year Forecast (forecast).

| Category<br>(\$ in millions)    | July Results         |       | Year-to-Date July Results |             |                      |       |
|---------------------------------|----------------------|-------|---------------------------|-------------|----------------------|-------|
|                                 | Variance Fav/(Unfav) |       | Forecast                  | Prel Actual | Variance Fav/(Unfav) |       |
|                                 | \$                   | %     | \$                        | \$          | \$                   | %     |
| Total Farebox Revenue           | (2.9)                | (0.9) | 2,095.0                   | 2,089.0     | (6.0)                | (0.3) |
| Nonreimb. Exp. before Dep./OPEB | 18.0                 | 1.7   | 3,881.2                   | 3,850.1     | 31.1                 | 0.8   |
| Net Cash Deficit*               | 91.5                 | 57.7  | (1,302.1)                 | (1,255.9)   | 46.2                 | 3.5   |

\* Excludes Subsidies and Debt Service

July 2011 preliminary total farebox revenue of \$302.7 million was \$2.9 million (0.9 percent) below forecast. Year-to-date, total farebox revenue was \$6.0 million (0.3 percent) below forecast. Subway revenue was \$2.2 million (0.1 percent) below forecast, bus revenue was \$1.8 million (0.4 percent) below forecast, and paratransit revenue was \$0.9 million (9.7 percent) below forecast; non-cash fare media liability was \$1.1 million (3.6 percent) below forecast. The July 2011 average non-student subway and bus fare was \$1.639, up from \$1.492 in July 2010, due to the December 2010 fare increase. In constant 1996 dollars, the July average fare fell from \$1.38 in 1996 to \$1.10 in 2011.

Total ridership in July 2011 of 184.9 million was 0.9 percent below forecast and, year-to-date, total ridership was 1,340.9 million, 0.4 percent below forecast. Average weekday ridership in July 2011 was 7.1 million, virtually unchanged from July 2010. Average weekday ridership for the twelve months ending July 2011 was 7.4 million, also virtually unchanged from the twelve months ending July 2010.

July 2011 nonreimbursable expenses before depreciation and OPEB were below forecast by \$18.0 million (1.7 percent). Labor expenses underran forecast by \$2.8 million (0.3 percent), due mostly to the favorable timing of fringe benefit expenses, increased reimbursable overhead credits (mainly from higher reimbursable salaries and wages), partly offset by higher overtime expenses (largely from vacancy coverage and maintenance requirements). Non-labor expenses were under forecast by \$15.2 million (11.1 percent), primarily due to the net favorable timing of expenses including non-revenue vehicle purchases, lower paratransit completed trips, higher scrap sales and favorable accrual adjustments. Year-to-date, nonreimbursable expenses before depreciation and OPEB were below forecast by \$31.1 million (0.8 percent). Labor expenses underran forecast by \$2.2 million (0.1 percent), due largely to payroll underruns (vacancies net of higher earned employee separation payments), the favorable timing of fringe benefit expenses, and higher reimbursable overhead credits, partly offset by higher overtime expenses (vacancy coverage/maintenance requirements). Non-labor expenses were below forecast by \$28.9 million (3.2 percent), due mainly to the favorable timing of expenses in several expense categories, a reduction in paratransit completed trips, favorable accrual adjustments and traction/propulsion power prior year billing adjustments.

The net cash deficit year-to-date was \$1,255.9 million, favorable to forecast by \$46.2 million (3.5 percent).



## FINANCIAL RESULTS

### Farebox Revenue

### PROPOSED FORMAT

July 2011 Farebox Revenue - (\$ in millions)

|                     | July     |             |                         |         | July Year-to-Date |             |                         |         |
|---------------------|----------|-------------|-------------------------|---------|-------------------|-------------|-------------------------|---------|
|                     | Forecast | Preliminary | Favorable/(Unfavorable) |         | Forecast          | Preliminary | Favorable/(Unfavorable) |         |
|                     |          | Actual      | Amount                  | Percent |                   | Actual      | Amount                  | Percent |
| Subway              | 224.4    | 223.0       | (1.3)                   | (0.6%)  | 1,549.8           | 1,547.6     | (2.2)                   | (0.1%)  |
| Bus                 | 74.8     | 74.2        | (0.5)                   | (0.7%)  | 504.6             | 502.8       | (1.8)                   | (0.4%)  |
| Paratransit         | 1.6      | 1.1         | (0.4)                   | (27.6%) | 9.2               | 8.3         | (0.9)                   | (9.7%)  |
| Subtotal            | 300.7    | 298.4       | (2.3)                   | (0.8%)  | 2,063.5           | 2,058.6     | (4.9)                   | (0.2%)  |
| For Media Liability | 4.9      | 4.7         | (0.6)                   | (11.6%) | 31.5              | 30.4        | (1.1)                   | (3.6%)  |
| Total               | 305.6    | 302.7       | (2.9)                   | (0.9%)  | 2,095.0           | 2,089.0     | (6.0)                   | (0.3%)  |

- The paratransit revenue variance was due in part to the timing of accruals and reduced demand which resulted in lower-than-forecast ridership.

### Average Fare

| July Non-Student Average Fare - \$ |       |       |        |         |
|------------------------------------|-------|-------|--------|---------|
|                                    | 2010  | 2011  | Change | Percent |
| Subway                             | 1.564 | 1.720 | 0.156  | 10.0%   |
| Local Bus                          | 1.274 | 1.383 | 0.110  | 8.6%    |
| Subway & Local Bus                 | 1.478 | 1.625 | 0.147  | 9.9%    |
| Express Bus                        | 4.245 | 4.632 | 0.387  | 9.1%    |
| Total                              | 1.492 | 1.639 | 0.147  | 9.9%    |

- The year-over-year increase in average fare was due to the December 2010 fare increase.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the July average fare of \$1.10 in 2011 was 28¢ lower than the average fare of \$1.38 in 1996.

### Other Operating Revenue

Other operating revenue exceeded forecast year-to-date by \$1.5 million (0.8 percent), due primarily to higher paratransit urban tax revenue, partly offset by lower advertising revenue. In July, other operating revenue was higher than forecast by \$1.1 million (5.5 percent), due to higher paratransit urban tax and advertising revenues.

### Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB were below forecast year-to-date by \$31.1 million (0.8 percent) and, in July, expenses were lower than forecast by \$18.0 million (1.7 percent). The major causes of these variances are reviewed below:

**Inventory** (see Inventory Note following)**PROPOSED FORMAT**

Inventory at the end of July was \$213.2 million, \$0.9 million (0.4 percent) over the December 2010 balance.

**Incumbents**

There were 44,931 full-time paid incumbents at the end of July, 35 less than in June and 219 less than at the end of December 2010 (excluding 65 temporary December actives).

**RIDERSHIP RESULTS**

| July 2011 Ridership vs. Forecast - (millions) |          |         |             |         |                   |         |             |         |
|---|----------|---------|-------------|---------|-------------------|---------|-------------|---------|
|   | July     |         |             |         | July Year-to-Date |         |             |         |
|   | Forecast | Actual* | More/(Less) |         | Forecast          | Actual* | More/(Less) |         |
|   |          |         | Amount      | Percent |                   |         | Amount      | Percent |
| Subway  | 132.2    | 131.2   | (1.0)       | (0.8%)  | 951.1             | 948.0   | (3.1)       | (0.3%)  |
| Bus   | 53.5     | 53.0    | (0.5)       | (1.0%)  | 389.9             | 387.8   | (2.1)       | (0.5%)  |
| Subtotal                                      | 185.7    | 184.2   | (1.5)       | (0.8%)  | 1,341.0           | 1,335.8 | (5.2)       | (0.4%)  |
| Paratransit                                   | 0.9      | 0.7     | (0.1)       | (16.9%) | 5.5               | 5.2     | (0.3)       | (5.4%)  |
| Total   | 186.6    | 184.9   | (1.7)       | (0.9%)  | 1,346.5           | 1,340.9 | (5.5)       | (0.4%)  |

Notes: Totals may not add due to rounding.

\* Preliminary

- The paratransit variance was due in part to reduced ridership demand.

| Weekday and Weekend Ridership vs. Prior Year |                                |       |        |       |                                |       |        |       |
|--|--------------------------------|-------|--------|-------|--------------------------------|-------|--------|-------|
|  | Average Weekday<br>(thousands) |       |        |       | Average Weekend<br>(thousands) |       |        |       |
|  | 2010                           | 2011* | Change |       | 2010                           | 2011* | Change |       |
| July   |                                |       |        |       |                                |       |        |       |
| Subway                                       | 4,999                          | 5,089 | 90     | +1.8% | 5,254                          | 5,340 | 86     | +1.6% |
| Local Bus                                    | 2,054                          | 1,965 | -89    | -4.3% | 2,452                          | 2,348 | -103   | -4.2% |
| Express Bus                                  | 40                             | 39    | -1     | -2.1% | 8                              | 8     | 0      | +6.2% |
| Paratransit                                  | 29                             | 29    | 0      | -1.1% | 29                             | 30    | 1      | +3.0% |
| TOTAL  | 7,122                          | 7,122 | 1      | +0.0% | 7,743                          | 7,727 | -16    | -0.2% |
| 12-Month<br>Rolling Average                  |                                |       |        |       |                                |       |        |       |
| Subway                                       | 5,119                          | 5,227 | 108    | +2.1% | 5,262                          | 5,451 | 189    | +3.6% |
| Local Bus                                    | 2,218                          | 2,116 | -102   | -4.6% | 2,400                          | 2,325 | -75    | -3.1% |
| Express Bus                                  | 43                             | 41    | -2     | -4.6% | 10                             | 9     | -1     | -9.7% |
| Paratransit                                  | 29                             | 29    | 0      | -0.2% | 30                             | 31    | 1      | +4.6% |
| TOTAL  | 7,409                          | 7,413 | 3      | +0.0% | 7,702                          | 7,816 | 114    | +1.5% |

Notes: Totals may not add due to rounding.

Percentages are based on unrounded figures.

\* Preliminary

- Average weekend subway ridership was the highest of any July in over forty years.
- The local bus ridership decreases on weekdays and weekends continue a negative trend that was due only in part to service reductions; additional reasons for the decreases are under review.
- The express bus ridership decreases in the 12-month averages were due mostly to routes eliminated in June 2010.

## PROPOSED FORMAT

### Ridership on New York Area Transit Services

From July 2010 to July 2011, average weekday ridership decreased for every bus carrier and increased for every rail carrier. The largest weekday increase was on PATH (up 3.0 percent) and the largest weekday decrease was on NYCT local buses (down 4.3 percent). Weekend ridership increased on all services except NYCT and MTA local buses and the Long Island Rail Road. MTA Bridges & Tunnels traffic decreased on both weekdays and weekends.

| Ridership on Transit Services in the New York Area<br>(thousands) |        |         |                |   |
|---|--------|---------|----------------|---|
| Transit Service   | Jul-10 | Jul-11* | Percent Change | 12-Month<br>Rolling Average<br>Percent Change |
| <u>Average Weekday</u>  |        |         |                |   |
| NYCT Subway   | 4,999  | 5,089   | +1.8%          | +2.1%   |
| NYCT Local Bus  | 2,054  | 1,965   | -4.3%          | -4.6%   |
| NYCT Express Bus  | 40     | 39      | -2.1%          | -4.6%   |
| NYCT Paratransit  | 29     | 29      | -1.1%          | -0.2%   |
| Staten Island Railway   | 14     | 14      | +2.3%          | +4.3%   |
| MTA Local Bus   | 336    | 331     | -1.5%          | -1.4%   |
| MTA Express Bus   | 35     | 34      | -3.2%          | -3.4%   |
| Long Island Rail Road   | 297    | 300     | +1.2%          | -0.8%   |
| Long Island Bus   | 103    | 102     | -0.7%          | -1.6%   |
| Metro-North Railroad  | 276    | 283     | +2.3%          | +2.1%   |
| Staten Island Ferry   | 73     | 74      | +1.5%          | -0.9%   |
| PATH  | 253    | 261     | +3.0%          | +3.0%   |
| <u>Average Weekend</u>  |        |         |                |   |
| NYCT Subway   | 5,254  | 5,340   | +1.6%          | +3.6%   |
| NYCT Local Bus  | 2,452  | 2,348   | -4.2%          | -3.1%   |
| NYCT Express Bus  | 8      | 8       | +6.2%          | -9.7%   |
| NYCT Paratransit  | 29     | 30      | +3.0%          | +4.6%   |
| Staten Island Railway   | 9      | 9       | +3.9%          | +16.0%  |
| MTA Local Bus   | 367    | 363     | -1.2%          | +0.4%   |
| MTA Express Bus   | 13     | 14      | +8.9%          | +5.8%   |
| Long Island Rail Road   | 219    | 217     | -0.7%          | -3.2%   |
| Long Island Bus   | 92     | 94      | +2.8%          | +4.3%   |
| Metro-North Railroad  | 206    | 221     | +7.3%          | +2.9%   |
| Staten Island Ferry   | 101    | 105     | +3.6%          | +3.0%   |
| PATH  | 212    | 216     | +1.9%          | +7.3%   |

| MTA Bridges and Tunnels<br>(thousands) |       |       |       |       |
|--|-------|-------|-------|-------|
| Average Weekday                        | 867   | 853   | -1.6% | -1.8% |
| Average Weekend                        | 1,595 | 1,554 | -2.6% | +0.4% |

Notes: Percentages are based on unrounded data.

\* Preliminary

## CURRENT FORMAT

### FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results through July 2011 are presented in the table below and compared to the Mid-Year Forecast (forecast).

| Category<br>(\$ in millions)         | July Results         |        | Year-to-Date |             | July Results         |       |
|--------------------------------------|----------------------|--------|--------------|-------------|----------------------|-------|
|                                      | Variance Fav/(Unfav) |        | Forecast     | Prel Actual | Variance Fav/(Unfav) |       |
|                                      | \$                   | %      |              |             | \$                   | %     |
| Farebox Rev: Subway                  | (1.3)                | (0.6)  | 1,549.8      | 1,547.6     | (2.2)                | (0.1) |
| Bus                                  | (0.5)                | (0.7)  | 504.6        | 502.8       | (1.8)                | (0.4) |
| Paratransit                          | (0.4)                | (27.6) | 9.2          | 8.3         | (0.9)                | (9.7) |
| Fare Media Liability                 | (0.6)                | (11.6) | 31.5         | 30.4        | (1.1)                | (3.6) |
| Total Farebox Revenue                | (2.9)                | (0.9)  | 2,095.0      | 2,089.0     | (6.0)                | (0.3) |
| Other Operating Revenue              | 1.1                  | 5.5    | 176.4        | 177.9       | 1.5                  | 0.8   |
| Capital & Other Reimbursements       | 6.0                  | 6.5    | 542.2        | 548.4       | 6.2                  | 1.2   |
| Total Revenue                        | 4.2                  | 1.0    | 2,813.6      | 2,815.3     | 1.7                  | 0.1   |
| Nonreimb. Exp. before Dep./OPEB      | 18.0                 | 1.7    | 3,881.2      | 3,850.1     | 31.1                 | 0.8   |
| Depreciation                         | 11.0                 | 9.5    | 770.1        | 743.5       | 26.7                 | 3.5   |
| Other Post-Employment Benefits       | 0.0                  | 0.0    | 467.4        | 479.3       | (11.9)               | (2.5) |
| Subtotal Nonreimbursable Expenses    | 29.1                 | 2.4    | 5,118.8      | 5,072.9     | 45.9                 | 0.9   |
| Capital & Other Expenses             | (6.0)                | (6.5)  | 542.2        | 548.4       | (6.2)                | (1.2) |
| Total Expenses                       | 23.0                 | 1.8    | 5,660.9      | 5,621.3     | 39.6                 | 0.7   |
| Net Surplus/(Deficit)*               | 27.3                 | 3.1    | (2,847.3)    | (2,806.0)   | 41.4                 | 1.5   |
| Depreciation/OPEB/Other Cash Adjust. | 64.3                 | 9.1    | 1,545.3      | 1,550.1     | 4.8                  | 0.3   |
| Net Cash Deficit*                    | 91.5                 | 57.7   | (1,302.1)    | (1,255.9)   | 46.2                 | 3.5   |

\*Excludes Subsidies and Debt Service

Totals may not add due to rounding.

July year-to-date farebox revenue was \$2,089.0 million, \$6.0 million (0.3 percent) below forecast. Subway revenue was \$2.2 million (0.1 percent) below forecast, bus revenue was \$1.8 million (0.4 percent) below forecast, and paratransit revenue was \$0.9 million (9.7 percent) below forecast; non-cash fare media liability was \$1.1 million (3.6 percent) below forecast.

Nonreimbursable expenses before depreciation and OPEB were below forecast year-to-date by \$31.1 million (0.8 percent). Labor expenses underran forecast by \$2.2 million (0.1 percent), due largely to payroll underruns (vacancies net of higher earned employee separation payments), the favorable timing of fringe benefit expenses, and higher reimbursable overhead credits, partly offset by higher overtime expenses (vacancy coverage/maintenance requirements). Non-labor expenses were below forecast by \$28.9 million (3.2 percent), due mainly to the favorable timing of expenses in several expense categories, a reduction in paratransit completed trips, traction/propulsion power prior year billing adjustments, and favorable accrual adjustments.

The net cash deficit year-to-date was \$1,255.9 million, favorable to forecast by \$46.2 million (3.5 percent).

Average weekday ridership in July 2011 was 7.1 million, virtually unchanged from July 2010. Average weekday ridership for the twelve months ending July 2011 was 7.4 million, also virtually unchanged from the twelve months ending July 2010.

## FINANCIAL RESULTS

## CURRENT FORMAT

### Farebox Revenue

- July 2011 preliminary total farebox revenue of \$302.7 million was \$2.9 million (0.9 percent) below forecast.
- July 2011 subway revenue was \$1.3 million (0.6 percent) below forecast, bus revenue was \$0.5 million (0.7 percent) below forecast, and paratransit revenue was \$0.4 million (27.6 percent) below forecast.
- Fare media liability was \$0.6 million (11.6 percent) below forecast.

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

|                      | Forecast | Preliminary<br>Actual | Favorable/(Unfavorable) |         |
|----------------------|----------|-----------------------|-------------------------|---------|
|                      |          |                       | Amount                  | Percent |
| Subway               | 224.4    | 223.0                 | (1.3)                   | (0.6%)  |
| Bus                  | 74.8     | 74.2                  | (0.5)                   | (0.7%)  |
| Paratransit          | 1.6      | 1.1                   | (0.4)                   | (27.6%) |
| Subtotal             | 300.7    | 298.4                 | (2.3)                   | (0.8%)  |
| Fare Media Liability | 4.9      | 4.3                   | (0.6)                   | (11.6%) |
| Total                | 305.6    | 302.7                 | (2.9)                   | (0.9%)  |

July year-to-date total farebox revenue was \$6.0 million (0.3 percent) below forecast. Subway revenue was \$2.2 million (0.1 percent) below forecast, bus revenue was \$1.8 million (0.4 percent) below forecast, and paratransit revenue was \$0.9 million (9.7 percent) below forecast; non-cash fare media liability was \$1.1 million (3.6 percent) below forecast.

### Average Fare

- The July 2011 non-student average fare of \$1.639 increased 14.7¢ from July 2010, due to the December 2010 fare increase. The subway fare increased 15.6¢, the local bus fare increased 11.0¢, and the express bus fare increased 38.7¢.

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

|                    | 2010  | 2011  | Change |
|--------------------|-------|-------|--------|
| Subway             | 1.564 | 1.720 | 0.156  |
| Local Bus          | 1.274 | 1.383 | 0.110  |
| Subway & Local Bus | 1.478 | 1.625 | 0.147  |
| Express Bus        | 4.245 | 4.632 | 0.387  |
| Total              | 1.492 | 1.639 | 0.147  |

- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the July average fare of \$1.10 in 2011 was 28¢ lower than the average fare of \$1.38 in 1996.

### Other Operating Revenue

Other operating revenue exceeded forecast year-to-date by \$1.5 million (0.8 percent), due primarily to higher paratransit urban tax revenue, partly offset by lower advertising revenue. In July, other operating revenue was higher than forecast by \$1.1 million (5.5 percent), due to higher paratransit urban tax and advertising revenues.

## **Net Cash Deficit**

The net cash deficit year-to-date was \$1,255.9 million, favorable to forecast by \$46.2 million (3.5 percent).

## **Consolidated Balance Sheet and Accounts Receivable**

This information is not available at this time.

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

Inventory at the end of July was \$213.2 million, \$0.9 million (0.4 percent) over the December 2010 balance.

## **Incumbents**

There were 44,931 full-time paid incumbents at the end of July, 35 less than in June and 219 less than at the end of December 2010 (excluding 65 temporary December actives).

## **RIDERSHIP RESULTS**

## **CURRENT FORMAT**

### **Total Ridership vs. Forecast**

- July 2011 total ridership (subway, bus, and paratransit combined) of 184.9 million was 0.9 percent (1.7 million trips) below forecast.
- July 2011 subway ridership was 0.8 percent (1.0 million trips) below forecast, bus ridership was 1.0 percent (0.5 million trips) below forecast, and paratransit ridership was 16.9 percent (0.1 million trips) below forecast.
- Year-to-date total ridership was 0.4 percent (5.5 million trips) below forecast. Subway ridership was 0.3 percent (3.1 million trips) below forecast, bus ridership was 0.5 percent (2.1 million trips) below forecast, and paratransit ridership was 5.4 percent (0.3 million trips) below forecast.

### **Average Weekday Ridership vs. Prior Year**

- Average weekday total ridership was 7.1 million in July 2011, virtually unchanged from July 2010. Average weekday ridership for the twelve months ending July 2011 was 7.4 million, also virtually unchanged from the twelve months ending July 2010.
- Average weekday subway ridership was 5.1 million in July 2011, an increase of 1.8 percent (90,000 trips) from July 2010. Average weekday ridership for the twelve months ending July 2011 increased 2.1 percent from the twelve months ending July 2010.
- Average weekday local bus ridership was 2.0 million in July 2011, a decrease of 4.3 percent (89,000 trips) from July 2010. Average weekday ridership for the twelve months ending July 2011 decreased 4.6 percent from the twelve months ending July 2010.
- Average weekday express bus ridership was 39,000 in July 2011, a decrease of 2.1 percent (1,000 trips) from July 2010. Average weekday ridership for the twelve months ending July 2011 decreased 4.6 percent from the twelve months ending July 2010.
- Average weekday paratransit ridership was 29,000 in July 2011, a decrease of 1.1 percent from July 2010. Average weekday ridership for the twelve months ending July 2011 decreased 0.2 percent from the twelve months ending July 2010.

## Average Weekend Ridership vs. Prior Year **CURRENT FORMAT**

- Average weekend total ridership (Saturday and Sunday combined) was 7.7 million in July 2011, a decrease of 0.2 percent (16,000 trips) from July 2010. Average weekend ridership for the twelve months ending July 2011 increased 1.5 percent from the twelve months ending July 2010.
- Average weekend subway ridership was 5.3 million in July 2011, an increase of 1.6 percent (86,000 trips) from July 2010, and the highest July weekend ridership in over forty years. Average weekend ridership for the twelve months ending July 2011 increased 3.6 percent from the twelve months ending July 2010.
- Average weekend local bus ridership was 2.3 million in July 2011, a decrease of 4.2 percent (103,000 trips) from July 2010. Average weekend ridership for the twelve months ending July 2010 decreased 3.1 percent from the twelve months ending July 2010.
- Average weekend express bus ridership was 8,000 in July 2011, an increase of 6.2 percent from July 2010. Average weekend ridership for the twelve months ending July 2011 decreased 9.7 percent from the twelve months ending July 2010.
- Average weekend paratransit ridership was 30,000 in July 2011, an increase of 3.0 percent (1,000 boardings) from July 2010. Average weekend ridership for the twelve months ending July 2011 increased 4.6 percent from the twelve months ending July 2010.

| Weekday and Weekend Ridership |                                |              |              |                                |              |              |
|-------------------------------|--------------------------------|--------------|--------------|--------------------------------|--------------|--------------|
| July                          | Average Weekday<br>(thousands) |              |              | Average Weekend<br>(thousands) |              |              |
|                               | 2010                           | 2011*        | Change       | 2010                           | 2011*        | Change       |
| Subway                        | 4,999                          | 5,089        | +1.8%        | 5,254                          | 5,340        | +1.6%        |
| Local Bus                     | 2,054                          | 1,965        | -4.3%        | 2,452                          | 2,348        | -4.2%        |
| Express Bus                   | 40                             | 39           | -2.1%        | 8                              | 8            | +6.2%        |
| Paratransit                   | 29                             | 29           | -1.1%        | 29                             | 30           | +3.0%        |
| <b>TOTAL</b>                  | <b>7,122</b>                   | <b>7,122</b> | <b>+0.0%</b> | <b>7,743</b>                   | <b>7,727</b> | <b>-0.2%</b> |
| <b>12-Month</b>               |                                |              |              |                                |              |              |
| <b>Rolling Average</b>        |                                |              |              |                                |              |              |
| Subway                        | 5,119                          | 5,227        | +2.1%        | 5,262                          | 5,451        | +3.6%        |
| Local Bus                     | 2,218                          | 2,116        | -4.6%        | 2,400                          | 2,325        | -3.1%        |
| Express Bus                   | 43                             | 41           | -4.6%        | 10                             | 9            | -9.7%        |
| Paratransit                   | 29                             | 29           | -0.2%        | 30                             | 31           | +4.6%        |
| <b>TOTAL</b>                  | <b>7,409</b>                   | <b>7,413</b> | <b>+0.0%</b> | <b>7,702</b>                   | <b>7,816</b> | <b>+1.5%</b> |

Notes: Totals may not add due to rounding.

Percentages are based on unrounded figures.

\* Preliminary

# Ridership on New York Area Transit Services

## CURRENT FORMAT

From July 2010 to July 2011, average weekday ridership decreased for every bus carrier and increased for every rail carrier. The largest weekday increase was on PATH (up 3.0 percent) and the largest weekday decrease was on NYCT local buses (down 4.3 percent). MTA Bridges & Tunnels traffic decreased on both weekdays and weekends.

| Ridership on Transit Services in the New York Area<br>(thousands) |        |         |                |   |
|---|--------|---------|----------------|---|
| Transit Service   | Jul-10 | Jul-11* | Percent Change | 12-Month<br>Rolling Average<br>Percent Change |
| <u>Average Weekday</u>  |        |         |                |   |
| NYCT Subway   | 4,999  | 5,089   | +1.8%          | +2.1%   |
| NYCT Local Bus  | 2,054  | 1,965   | -4.3%          | -4.6%   |
| NYCT Express Bus  | 40     | 39      | -2.1%          | -4.6%   |
| NYCT Paratransit  | 29     | 29      | -1.1%          | -0.2%   |
| Staten Island Railway   | 14     | 14      | +2.3%          | +4.3%   |
| MTA Local Bus   | 336    | 331     | -1.5%          | -1.4%   |
| MTA Express Bus   | 35     | 34      | -3.2%          | -3.4%   |
| Long Island Rail Road   | 297    | 300     | +1.2%          | -0.8%   |
| Long Island Bus   | 103    | 102     | -0.7%          | -1.6%   |
| Metro-North Railroad  | 276    | 283     | +2.3%          | +2.1%   |
| Staten Island Ferry   | 73     | 74      | +1.5%          | -0.9%   |
| PATH  | 253    | 261     | +3.0%          | +3.0%   |
| <u>Average Saturday</u>   |        |         |                |   |
| NYCT Subway   | 2,898  | 2,972   | +2.6%          | +4.0%   |
| NYCT Local Bus  | 1,367  | 1,318   | -3.6%          | -2.5%   |
| NYCT Express Bus  | 5      | 5       | +7.0%          | -8.3%   |
| NYCT Paratransit  | 14     | 14      | -1.7%          | +5.0%   |
| Staten Island Railway   | 5      | 5       | +5.0%          | +16.3%  |
| MTA Local Bus   | 208    | 207     | -0.7%          | +1.3%   |
| MTA Express Bus   | 8      | 9       | +8.3%          | +7.0%   |
| Long Island Rail Road   | 121    | 119     | -1.6%          | -3.8%   |
| Long Island Bus   | 57     | 59      | +3.1%          | +4.1%   |
| Metro-North Railroad  | 112    | 124     | +10.5%         | +2.9%   |
| Staten Island Ferry   | 56     | 59      | +6.0%          | +3.7%   |
| PATH  | 113    | 124     | +9.0%          | +8.8%   |
| <u>Average Sunday</u>   |        |         |                |   |
| NYCT Subway   | 2,356  | 2,368   | +0.5%          | +3.0%   |
| NYCT Local Bus  | 1,085  | 1,030   | -5.0%          | -4.0%   |
| NYCT Express Bus  | 3      | 3       | +4.8%          | -12.2%  |
| NYCT Paratransit  | 15     | 16      | +7.7%          | +4.1%   |
| Staten Island Railway   | 4      | 4       | +2.4%          | +15.5%  |
| MTA Local Bus   | 159    | 156     | -1.8%          | -0.7%   |
| MTA Express Bus   | 5      | 5       | +10.0%         | +3.6%   |
| Long Island Rail Road   | 97     | 98      | +0.4%          | -2.5%   |
| Long Island Bus   | 35     | 35      | +2.2%          | +4.7%   |
| Metro-North Railroad  | 94     | 97      | +3.4%          | +2.8%   |
| Staten Island Ferry   | 45     | 45      | +0.7%          | +2.1%   |
| PATH  | 99     | 92      | -6.3%          | +5.2%   |
| MTA Bridges and Tunnels<br>(thousands)                            |        |         |                |   |
| Average Weekday   | 867    | 853     | -1.6%          | -1.8%   |
| Average Saturday  | 794    | 788     | -0.8%          | +1.1%   |
| Average Sunday  | 801    | 767     | -4.3%          | -0.4%   |

Notes: Percentages are based on unrounded data.

\* Preliminary





### FINANCIAL AND RIDERSHIP REPORT

May 2012

(All data are preliminary and subject to audit)

Year-to-date, operating revenue was \$3.4 million, \$0.1 million (2.3 percent) higher than budget, due primarily to higher student fare reimbursements. In May, operating revenue of \$0.7 million exceeded budget by less than \$0.1 million (0.4 percent), also due mainly to higher student fare reimbursements.

May 2012 average weekday ridership was 16,840, 1.7 percent (287 riders) below May 2011. Average weekday ridership for the twelve months ending May 2012 was 16,288, 4.0 percent (621 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 \$1.8 million (10.4 percent). Labor expenses underran budget by a net \$0.7 million (5.5 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 costs. Non-labor expenses were favorable by \$1.1 million (22.8 percent), due largely to the favorable timing of materials & supplies and maintenance contract expenses. In May, non-reimbursable expenses were below budget by a net \$0.1 million (3.6 percent).

Depreciation expenses year-to-date were \$3.8 million, \$0.1 million (1.6 percent) higher than budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$1.3 million year-to-date, equal to budget.

The operating cash deficit (excluding subsidies) year-to-date was \$9.6 million, \$4.1 million (30.2 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  
May 2012  
(\$ in millions)

|  | Nonreimbursable   |                   |                            |               | Reimbursable    |                 |                            |                | Total             |                   |                            |               |
|--|-------------------|-------------------|----------------------------|---------------|-----------------|-----------------|----------------------------|----------------|-------------------|-------------------|----------------------------|---------------|
|  | Budget            | Actual            | Favorable<br>(Unfavorable) |               | Budget          | Actual          | Favorable<br>(Unfavorable) |                | Budget            | Actual            | Favorable<br>(Unfavorable) |               |
|  |                   |                   | Variance                   | Percent       |                 |                 | Variance                   | Percent        |                   |                   | Variance                   | Percent       |
| <b>Revenue</b>                         |                   |                   |                            |               |                 |                 |                            |                |                   |                   |                            |               |
| Farebox Revenue                        | 0.493             | 0.479             | (0.014)                    | (2.8)         | -               | -               | -                          | -              | 0.493             | 0.479             | 0.014                      | (2.8)         |
| Other Operating Revenue                | 0.214             | 0.231             | 0.017                      | 7.9           | -               | -               | -                          | -              | 0.214             | 0.231             | 0.017                      | 7.9           |
| Capital and Other Reimbursements       | -                 | -                 | -                          | -             | 0.139           | 0.425           | 0.286                      | 205.8          | 0.139             | 0.425             | 0.286                      | 205.8         |
| <b>Total Revenue</b>                   | <b>\$ 0.707</b>   | <b>\$ 0.710</b>   | <b>\$ 0.003</b>            | <b>0.4</b>    | <b>\$ 0.139</b> | <b>\$ 0.425</b> | <b>\$ 0.286</b>            | <b>205.8</b>   | <b>\$ 0.846</b>   | <b>\$ 1.135</b>   | <b>\$ 0.289</b>            | <b>34.2</b>   |
| <b>Expenses</b>                        |                   |                   |                            |               |                 |                 |                            |                |                   |                   |                            |               |
| <b>Labor:</b>                          |                   |                   |                            |               |                 |                 |                            |                |                   |                   |                            |               |
| Payroll                                | 1.420             | 1.150             | 0.270                      | 19.0          | 0.024           | 0.038           | (0.014)                    | (58.3)         | 1.444             | 1.188             | 0.256                      | 17.7          |
| Overtime                               | 0.057             | 0.132             | (0.075)                    | (131.6)       | 0.059           | 0.056           | 0.003                      | 5.1            | 0.116             | 0.188             | (0.072)                    | (62.1)        |
| <b>Total Salaries &amp; Wages</b>      | <b>\$ 1.477</b>   | <b>\$ 1.282</b>   | <b>\$ 0.195</b>            | <b>13.2</b>   | <b>\$ 0.083</b> | <b>\$ 0.094</b> | <b>\$ (0.011)</b>          | <b>(13.3)</b>  | <b>\$ 1.560</b>   | <b>\$ 1.376</b>   | <b>\$ 0.184</b>            | <b>11.8</b>   |
| Health and Welfare                     | 0.315             | 0.311             | 0.004                      | 1.3           | 0.042           | 0.012           | 0.030                      | 71.4           | 0.357             | 0.323             | 0.034                      | 9.5           |
| OPEB Current Portion                   | 0.053             | 0.053             | -                          | 0.0           | -               | -               | -                          | -              | 0.053             | 0.053             | -                          | 0.0           |
| Pensions                               | 0.495             | 0.480             | 0.015                      | 3.0           | 0.008           | 0.023           | (0.015)                    | (187.5)        | 0.503             | 0.503             | -                          | 0.0           |
| Other Fringe Benefits                  | 0.108             | 0.072             | 0.036                      | 33.3          | 0.006           | 0.026           | (0.020)                    | (333.3)        | 0.114             | 0.098             | 0.016                      | 14.0          |
| <b>Total Fringe Benefits</b>           | <b>\$ 0.971</b>   | <b>\$ 0.916</b>   | <b>\$ 0.055</b>            | <b>5.7</b>    | <b>\$ 0.056</b> | <b>\$ 0.061</b> | <b>\$ (0.005)</b>          | <b>(8.9)</b>   | <b>\$ 1.027</b>   | <b>\$ 0.977</b>   | <b>\$ 0.050</b>            | <b>4.9</b>    |
| Reimbursable Overhead                  | -                 | -                 | -                          | -             | -               | -               | -                          | -              | -                 | -                 | -                          | -             |
| <b>Total Labor Expenses</b>            | <b>\$ 2.448</b>   | <b>\$ 2.198</b>   | <b>\$ 0.250</b>            | <b>10.2</b>   | <b>\$ 0.139</b> | <b>\$ 0.155</b> | <b>\$ (0.016)</b>          | <b>(11.5)</b>  | <b>\$ 2.587</b>   | <b>\$ 2.353</b>   | <b>\$ 0.234</b>            | <b>9.0</b>    |
| <b>Non-Labor:</b>                      |                   |                   |                            |               |                 |                 |                            |                |                   |                   |                            |               |
| Electric Power                         | 0.394             | 0.298             | 0.096                      | 24.4          | -               | -               | -                          | -              | 0.394             | 0.298             | 0.096                      | 24.4          |
| Fuel                                   | 0.034             | 0.006             | 0.028                      | 82.4          | -               | -               | -                          | -              | 0.034             | 0.006             | 0.028                      | 82.4          |
| Insurance                              | 0.022             | 0.022             | -                          | 0.0           | -               | -               | -                          | -              | 0.022             | 0.022             | -                          | 0.0           |
| Claims                                 | 0.023             | 0.016             | 0.007                      | 30.4          | -               | -               | -                          | -              | 0.023             | 0.016             | 0.007                      | 30.4          |
| Paratransit Service Contracts          | -                 | -                 | -                          | -             | -               | -               | -                          | -              | -                 | -                 | -                          | -             |
| Mtce. and Other Operating Contracts    | 0.144             | 0.206             | (0.062)                    | (43.1)        | -               | -               | -                          | -              | 0.144             | 0.206             | (0.062)                    | (43.1)        |
| Professional Service Contracts         | 0.035             | 0.035             | -                          | 0.0           | -               | -               | -                          | -              | 0.035             | 0.035             | -                          | 0.0           |
| Materials & Supplies                   | 0.301             | 0.499             | (0.198)                    | (65.8)        | -               | 0.270           | (0.270)                    | -              | 0.301             | 0.769             | (0.468)                    | (155.5)       |
| Other Business Expenses                | 0.001             | -                 | 0.001                      | 100.0         | -               | -               | -                          | -              | 0.001             | -                 | 0.001                      | 100.0         |
| <b>Total Non-Labor Expenses</b>        | <b>\$ 0.954</b>   | <b>\$ 1.082</b>   | <b>\$ (0.128)</b>          | <b>(13.4)</b> | <b>\$ -</b>     | <b>\$ 0.270</b> | <b>\$ (0.270)</b>          | <b>-</b>       | <b>\$ 0.954</b>   | <b>\$ 1.352</b>   | <b>\$ (0.398)</b>          | <b>(41.7)</b> |
| <b>Other Expenses Adjustments:</b>     |                   |                   |                            |               |                 |                 |                            |                |                   |                   |                            |               |
| Other                                  | -                 | -                 | -                          | -             | -               | -               | -                          | -              | -                 | -                 | -                          | -             |
| <b>Total Other Expense Adjustments</b> | <b>\$ -</b>       | <b>\$ -</b>       | <b>\$ -</b>                | <b>-</b>      | <b>\$ -</b>     | <b>\$ -</b>     | <b>\$ -</b>                | <b>-</b>       | <b>\$ -</b>       | <b>\$ -</b>       | <b>\$ -</b>                | <b>-</b>      |
| <b>Total Expenses</b>                  |                   |                   |                            |               |                 |                 |                            |                |                   |                   |                            |               |
| <b>before Depreciation and OPEB</b>    | <b>\$ 3.402</b>   | <b>\$ 3.280</b>   | <b>\$ 0.122</b>            | <b>3.6</b>    | <b>\$ 0.139</b> | <b>\$ 0.425</b> | <b>\$ (0.286)</b>          | <b>(205.8)</b> | <b>\$ 3.541</b>   | <b>\$ 3.705</b>   | <b>\$ (0.164)</b>          | <b>(4.6)</b>  |
| 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           |
| <b>Total Expenses</b>                  | <b>\$ 4.402</b>   | <b>\$ 4.295</b>   | <b>\$ 0.107</b>            | <b>2.4</b>    | <b>\$ 0.139</b> | <b>\$ 0.425</b> | <b>\$ (0.286)</b>          | <b>(205.8)</b> | <b>\$ 4.541</b>   | <b>\$ 4.720</b>   | <b>\$ (0.179)</b>          | <b>(3.9)</b>  |
| <b>Net Surplus/(Deficit)</b>           | <b>\$ (3.695)</b> | <b>\$ (3.585)</b> | <b>\$ 0.110</b>            | <b>3.0</b>    | <b>\$ -</b>     | <b>\$ -</b>     | <b>\$ -</b>                | <b>-</b>       | <b>\$ (3.696)</b> | <b>\$ (3.585)</b> | <b>\$ 0.110</b>            | <b>3.0</b>    |

Table 2

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

|  | Nonreimbursable    |                    |                            |              | Reimbursable    |                 |                            |               | Total              |                    |                            |             |
|--|--------------------|--------------------|----------------------------|--------------|-----------------|-----------------|----------------------------|---------------|--------------------|--------------------|----------------------------|-------------|
|  | Budget             | Actual             | Favorable<br>(Unfavorable) |              | Budget          | Actual          | Favorable<br>(Unfavorable) |               | Budget             | Actual             | Favorable<br>(Unfavorable) |             |
|  |                    |                    | Variance                   | Percent      |                 |                 | Variance                   | Percent       |                    |                    | Variance                   | Percent     |
| <b>Revenue</b>                         |                    |                    |                            |              |                 |                 |                            |               |                    |                    |                            |             |
| Farebox Revenue                        | 2.331              | 2.283              | (0.048)                    | (2.1)        | -               | -               | -                          | -             | 2.331              | 2.283              | (0.048)                    | (2.1)       |
| Other Operating Revenue                | 0.957              | 1.082              | 0.125                      | 13.1         | -               | -               | -                          | -             | 0.957              | 1.082              | 0.125                      | 13.1        |
| Capital and Other Reimbursements       | -                  | -                  | -                          | -            | 0.693           | 0.836           | 0.143                      | 20.6          | 0.693              | 0.836              | 0.143                      | 20.6        |
| <b>Total Revenue</b>                   | <b>\$ 3.288</b>    | <b>\$ 3.365</b>    | <b>\$ 0.077</b>            | <b>2.3</b>   | <b>\$ 0.693</b> | <b>\$ 0.836</b> | <b>\$ 0.143</b>            | <b>20.6</b>   | <b>\$ 3.981</b>    | <b>\$ 4.201</b>    | <b>\$ 0.220</b>            | <b>5.5</b>  |
| <b>Expenses</b>                        |                    |                    |                            |              |                 |                 |                            |               |                    |                    |                            |             |
| <b>Labor:</b>                          |                    |                    |                            |              |                 |                 |                            |               |                    |                    |                            |             |
| Payroll                                | 6.963              | 5.924              | 1.039                      | 14.9         | 0.120           | 0.149           | (0.029)                    | (24.2)        | 7.083              | 6.073              | 1.010                      | 14.3        |
| Overtime                               | 0.285              | 0.630              | (0.345)                    | (121.1)      | 0.295           | 0.145           | 0.150                      | 50.8          | 0.580              | 0.775              | (0.195)                    | (33.6)      |
| <b>Total Salaries &amp; Wages</b>      | <b>\$ 7.248</b>    | <b>\$ 6.554</b>    | <b>\$ 0.694</b>            | <b>9.6</b>   | <b>\$ 0.415</b> | <b>\$ 0.294</b> | <b>\$ 0.121</b>            | <b>29.2</b>   | <b>\$ 7.663</b>    | <b>\$ 6.848</b>    | <b>\$ 0.815</b>            | <b>10.6</b> |
| <b>Health and Welfare</b>              | <b>1.575</b>       | <b>1.294</b>       | <b>0.281</b>               | <b>17.8</b>  | <b>0.210</b>    | <b>0.049</b>    | <b>0.161</b>               | <b>76.7</b>   | <b>1.785</b>       | <b>1.343</b>       | <b>0.442</b>               | <b>24.8</b> |
| OPEB Current Portion                   | 0.265              | 0.265              | -                          | 0.0          | -               | -               | -                          | -             | 0.265              | 0.265              | -                          | 0.0         |
| Pensions                               | 2.475              | 2.439              | 0.036                      | 1.5          | 0.038           | 0.087           | (0.049)                    | (128.9)       | 2.513              | 2.526              | (0.013)                    | (0.5)       |
| Other Fringe Benefits                  | 0.530              | 0.872              | (0.342)                    | (64.5)       | 0.030           | 0.065           | (0.035)                    | (116.7)       | 0.560              | 0.937              | (0.377)                    | (67.3)      |
| <b>Total Fringe Benefits</b>           | <b>\$ 4.845</b>    | <b>\$ 4.870</b>    | <b>\$ (0.025)</b>          | <b>(0.5)</b> | <b>\$ 0.278</b> | <b>\$ 0.201</b> | <b>\$ 0.077</b>            | <b>27.7</b>   | <b>\$ 5.123</b>    | <b>\$ 5.071</b>    | <b>\$ 0.052</b>            | <b>1.0</b>  |
| <b>Reimbursable Overhead</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>                   | <b>-</b>     | <b>-</b>        | <b>-</b>        | <b>-</b>                   | <b>-</b>      | <b>-</b>           | <b>-</b>           | <b>-</b>                   | <b>-</b>    |
| <b>Total Labor Expenses</b>            | <b>\$ 12.093</b>   | <b>\$ 11.424</b>   | <b>\$ 0.669</b>            | <b>5.5</b>   | <b>\$ 0.693</b> | <b>\$ 0.495</b> | <b>\$ 0.198</b>            | <b>28.6</b>   | <b>\$ 12.786</b>   | <b>\$ 11.919</b>   | <b>\$ 0.867</b>            | <b>6.8</b>  |
| <b>Non-Labor:</b>                      |                    |                    |                            |              |                 |                 |                            |               |                    |                    |                            |             |
| Electric Power                         | 1.970              | 1.801              | 0.169                      | 8.6          | -               | -               | -                          | -             | 1.970              | 1.801              | 0.169                      | 8.6         |
| Fuel                                   | 0.170              | 0.056              | 0.114                      | 67.1         | -               | -               | -                          | -             | 0.170              | 0.056              | 0.114                      | 67.1        |
| Insurance                              | 0.110              | 0.110              | -                          | 0.0          | -               | -               | -                          | -             | 0.110              | 0.110              | -                          | 0.0         |
| Claims                                 | 0.115              | 0.108              | 0.007                      | 6.1          | -               | -               | -                          | -             | 0.115              | 0.108              | 0.007                      | 6.1         |
| Paratransit Service Contracts          | -                  | -                  | -                          | -            | -               | -               | -                          | -             | -                  | -                  | -                          | -           |
| Misc. and Other Operating Contracts    | 0.720              | 0.576              | 0.144                      | 20.0         | -               | -               | -                          | -             | 0.720              | 0.576              | 0.144                      | 20.0        |
| Professional Service Contracts         | 0.175              | 0.175              | -                          | 0.0          | -               | -               | -                          | -             | 0.175              | 0.175              | -                          | 0.0         |
| Materials & Supplies                   | 1.505              | 0.856              | 0.649                      | 43.1         | -               | 0.341           | (0.341)                    | -             | 1.505              | 1.197              | 0.308                      | 20.5        |
| Other Business Expenses                | 0.005              | 0.001              | 0.004                      | 80.0         | -               | -               | -                          | -             | 0.005              | 0.001              | 0.004                      | 80.0        |
| <b>Total Non-Labor Expenses</b>        | <b>\$ 4.770</b>    | <b>\$ 3.683</b>    | <b>\$ 1.087</b>            | <b>22.8</b>  | <b>\$ -</b>     | <b>\$ 0.341</b> | <b>\$ (0.341)</b>          | <b>-</b>      | <b>\$ 4.770</b>    | <b>\$ 4.024</b>    | <b>\$ 0.746</b>            | <b>15.6</b> |
| <b>Other Expenses Adjustments:</b>     |                    |                    |                            |              |                 |                 |                            |               |                    |                    |                            |             |
| Other                                  | -                  | -                  | -                          | -            | -               | -               | -                          | -             | -                  | -                  | -                          | -           |
| <b>Total Other Expense Adjustments</b> | <b>\$ -</b>        | <b>\$ -</b>        | <b>\$ -</b>                | <b>-</b>     | <b>\$ -</b>     | <b>\$ -</b>     | <b>\$ -</b>                | <b>-</b>      | <b>\$ -</b>        | <b>\$ -</b>        | <b>\$ -</b>                | <b>-</b>    |
| <b>Total Expenses</b>                  |                    |                    |                            |              |                 |                 |                            |               |                    |                    |                            |             |
| <b>before Depreciation and OPEB</b>    | <b>\$ 18.863</b>   | <b>\$ 15.107</b>   | <b>\$ 1.756</b>            | <b>10.4</b>  | <b>\$ 0.693</b> | <b>\$ 0.836</b> | <b>\$ (0.143)</b>          | <b>(20.6)</b> | <b>\$ 17.556</b>   | <b>\$ 15.943</b>   | <b>\$ 1.613</b>            | <b>9.2</b>  |
| Depreciation                           | 3.750              | 3.809              | (0.059)                    | (1.6)        | -               | -               | -                          | -             | 3.750              | 3.809              | (0.059)                    | (1.6)       |
| Other Post Employment Benefits         | 1.250              | 1.250              | -                          | 0.0          | -               | -               | -                          | -             | 1.250              | 1.250              | -                          | 0.0         |
| <b>Total Expenses</b>                  | <b>\$ 21.863</b>   | <b>\$ 20.166</b>   | <b>\$ 1.697</b>            | <b>7.8</b>   | <b>\$ 0.693</b> | <b>\$ 0.836</b> | <b>\$ (0.143)</b>          | <b>(20.6)</b> | <b>\$ 22.556</b>   | <b>\$ 21.002</b>   | <b>\$ 1.554</b>            | <b>6.9</b>  |
| <b>Net Surplus/(Deficit)</b>           | <b>\$ (18.575)</b> | <b>\$ (16.801)</b> | <b>\$ 1.774</b>            | <b>9.6</b>   | <b>\$ -</b>     | <b>\$ -</b>     | <b>\$ -</b>                | <b>-</b>      | <b>\$ (18.575)</b> | <b>\$ (16.801)</b> | <b>\$ 1.774</b>            | <b>9.6</b>  |

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

| Generic Revenue<br>or Expense Category | Non Reimb.<br>or Reimb. | MONTH                                   |                 |  | YEAR-TO-DATE                            |                 |  |
|--|-------------------------|---|-----------------|--|---|-----------------|--|
|  |                         | Favorable/<br>(Unfavorable)<br>Variance |                 | Reason for Variance  | Favorable/<br>(Unfavorable)<br>Variance |                 | Reason for Variance                                    |
|  |                         | \$                                      | %               |  | \$                                      | %               |  |
| Other Operating Revenue                | Non Reimb.              | 0.017                                   | 7.9%            | Mainly higher student fare reimbursements                  | 0.125                                   | 13.1%           | Mainly higher student fare reimbursements              |
| Payroll                                | Non Reimb.              | 0.270                                   | 19.0%           | Timing/vacancy control savings                             | 1.039                                   | 14.9%           | Timing/vacancy control savings                         |
| Overtime                               | Non Reimb.              | (0.075)                                 | over<br>(100.0) | Mostly vacancy coverage requirements                       | (0.345)                                 | over<br>(100.0) | Mostly vacancy coverage requirements                   |
| Health and Welfare                     | Non Reimb.              |   |                 |  | 0.281                                   | 17.8%           | Timing of expenses                                     |
| Other Fringe Benefits                  | Non Reimb.              | 0.036                                   | 33.3%           | Mostly FICA savings consistent with lower payroll expenses | (0.342)                                 | (64.5%)         | Mostly higher Workers' Compensation expenses           |
| Electric Power                         | Non Reimb.              | 0.096                                   | 24.4%           | Mainly lower billings                                      | 0.169                                   | 8.6%            | Mainly lower billings                                  |
| Fuel                                   | Non Reimb.              | 0.028                                   | 82.4%           | Mostly lower non-revenue vehicle and diesel fuel usage     | 0.114                                   | 67.1%           | Mostly lower non-revenue vehicle and diesel fuel usage |
| Mtce. And Other Operating Contracts    | Non Reimb.              | (0.062)                                 | (43.1)%         | Additional vehicle maintenance work                        | 0.144                                   | 20.0%           | Favorable timing of expenses                           |
| Materials and Supplies                 | Non Reimb.              | (0.198)                                 | (65.8)%         | Unfavorable timing of expenses                             | 0.649                                   | 43.1%           | Favorable timing of expenses                           |
| Capital and Other Reimbursements       | Reimb.                  | 0.286                                   | over<br>100.0   | Timing of Contractor requirements                          | 0.143                                   | 20.6%           | Timing of Contractor requirements                      |
| Payroll                                | Reimb.                  | (0.014)                                 | (58.3)%         | Timing of Contractor requirements                          | (0.029)                                 | (24.2)%         | Timing of Contractor requirements                      |
| Overtime                               | Reimb.                  | 0.003                                   | 5.1%            | Timing of Contractor requirements                          | 0.150                                   | 50.8%           | Timing of Contractor requirements                      |
| Health and Welfare                     | Reimb.                  | 0.030                                   | 71.4%           | Timing of Contractor requirements                          | 0.161                                   | 76.7%           | Timing of Contractor requirements                      |
| Pension                                | Reimb.                  | (0.015)                                 | over<br>(100.0) | Timing of Contractor requirements                          | (0.049)                                 | over<br>(100.0) | Timing of Contractor requirements                      |
| Other Fringe Benefits                  | Reimb.                  | (0.020)                                 | over<br>(100.0) | Timing of Contractor requirements                          | (0.035)                                 | over<br>(100.0) | Timing of Contractor requirements                      |

Table 4

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

|  | Month             |                   |                            |               | Year-to-Date       |                   |                            |              |
|--|-------------------|-------------------|----------------------------|---------------|--------------------|-------------------|----------------------------|--------------|
|  | Budget            | Actual            | Favorable<br>(Unfavorable) |               | Budget             | Actual            | Favorable<br>(Unfavorable) |              |
|  |                   |                   | Variance                   | Percent       |                    |                   | Variance                   | Percent      |
| <b><u>Receipts</u></b>                     |                   |                   |                            |               |                    |                   |                            |              |
| Farebox Revenue                            | 0.493             | 0.479             | (0.014)                    | (2.8)         | 2.331              | 2.312             | (0.019)                    | (0.8)        |
| Other Operating Revenue                    | 0.214             | 0.233             | 0.019                      | 8.9           | 0.957              | 1.102             | 0.145                      | 15.2         |
| Capital and Other Reimbursements           | 0.139             | 0.002             | (0.137)                    | (98.6)        | 0.693              | 0.188             | (0.505)                    | (72.9)       |
| <b>Total Receipts</b>                      | <b>\$ 0.846</b>   | <b>\$ 0.714</b>   | <b>\$ (0.132)</b>          | <b>(15.6)</b> | <b>\$ 3.981</b>    | <b>\$ 3.602</b>   | <b>\$ (0.379)</b>          | <b>(9.5)</b> |
| <b><u>Expenditures</u></b>                 |                   |                   |                            |               |                    |                   |                            |              |
| <b>Labor:</b>                              |                   |                   |                            |               |                    |                   |                            |              |
| Payroll                                    | 1.314             | 1.099             | 0.215                      | 16.4          | 7.215              | 6.056             | 1.159                      | 16.1         |
| Overtime                                   | 0.116             | 0.178             | (0.062)                    | (53.4)        | 0.580              | 0.708             | (0.128)                    | (22.1)       |
| Health and Welfare                         | 0.357             | 0.295             | 0.062                      | 17.4          | 1.785              | 1.307             | 0.478                      | 26.8         |
| OPEB Current Portion                       | 0.053             | 0.053             | -                          | 0.0           | 0.265              | 0.265             | -                          | 0.0          |
| Pensions                                   | 0.503             | -                 | 0.503                      | 100.0         | 2.513              | -                 | 2.513                      | 100.0        |
| Other Fringe Benefits                      | 0.114             | 0.138             | (0.024)                    | (21.1)        | 0.560              | 0.661             | (0.101)                    | (18.0)       |
| GASB Account                               | -                 | -                 | -                          | -             | -                  | -                 | -                          | -            |
| Reimbursable Overhead                      | -                 | -                 | -                          | -             | -                  | -                 | -                          | -            |
| <b>Total Labor Expenditures</b>            | <b>\$ 2.457</b>   | <b>\$ 1.763</b>   | <b>\$ 0.694</b>            | <b>28.2</b>   | <b>\$ 12.918</b>   | <b>\$ 8.997</b>   | <b>\$ 3.921</b>            | <b>30.4</b>  |
| <b>Non-Labor:</b>                          |                   |                   |                            |               |                    |                   |                            |              |
| Electric Power                             | 0.394             | 0.298             | 0.096                      | 24.4          | 1.970              | 1.801             | 0.169                      | 8.6          |
| Fuel                                       | 0.034             | 0.006             | 0.028                      | 82.4          | 0.170              | 0.056             | 0.114                      | 67.1         |
| Insurance                                  | 0.022             | 0.015             | 0.007                      | 31.8          | 0.110              | 0.015             | 0.095                      | 86.4         |
| Claims                                     | 0.023             | 0.023             | -                          | 0.0           | 0.115              | 0.141             | (0.026)                    | (22.6)       |
| Paratransit Service Contracts              | -                 | -                 | -                          | -             | -                  | -                 | -                          | -            |
| Mtce. and Other Operating Contracts        | 0.144             | 0.206             | (0.062)                    | (43.1)        | 0.720              | 0.506             | 0.214                      | 29.7         |
| Professional Service Contracts             | 0.035             | 0.010             | 0.025                      | 71.4          | 0.175              | 0.118             | 0.057                      | 32.6         |
| Materials & Supplies                       | 0.301             | 0.400             | (0.099)                    | (32.9)        | 1.505              | 1.521             | (0.016)                    | (1.1)        |
| Other Business Expenditures                | 0.001             | 0.001             | -                          | 0.0           | 0.005              | 0.010             | (0.005)                    | (100.0)      |
| <b>Total Non-Labor Expenditures</b>        | <b>\$ 0.954</b>   | <b>\$ 0.959</b>   | <b>\$ (0.005)</b>          | <b>(0.5)</b>  | <b>\$ 4.770</b>    | <b>\$ 4.168</b>   | <b>\$ 0.602</b>            | <b>12.6</b>  |
| <b>Other Expenditure Adjustments:</b>      |                   |                   |                            |               |                    |                   |                            |              |
| Other                                      | -                 | -                 | -                          | -             | -                  | -                 | -                          | -            |
| <b>Total Other Expenditure Adjustments</b> | <b>\$ -</b>       | <b>\$ -</b>       | <b>\$ -</b>                | <b>-</b>      | <b>\$ -</b>        | <b>\$ -</b>       | <b>\$ -</b>                | <b>-</b>     |
| <b>Total Expenditures</b>                  | <b>\$ 3.411</b>   | <b>\$ 2.722</b>   | <b>\$ 0.689</b>            | <b>20.2</b>   | <b>\$ 17.688</b>   | <b>\$ 13.165</b>  | <b>\$ 4.523</b>            | <b>25.6</b>  |
| <b>Operating Cash Deficit</b>              | <b>\$ (2.565)</b> | <b>\$ (2.008)</b> | <b>\$ 0.557</b>            | <b>21.7</b>   | <b>\$ (13.707)</b> | <b>\$ (9.563)</b> | <b>\$ 4.144</b>            | <b>30.2</b>  |

Table 5

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

| Operating Receipts<br>or Disbursements | MONTH                                   |         |   | YEAR TO DATE                            |         |  |
|--|---|---------|---|---|---------|--|
|  | Favorable/<br>(Unfavorable)<br>Variance |         | Reason for Variance   | Favorable/<br>(Unfavorable)<br>Variance |         | Reason for Variance                                    |
|  | \$                                      | %       |   | \$                                      | %       |  |
| Other Operating Revenue                | 0.019                                   | 8.9%    | Mainly higher student fare reimbursements   | 0.145                                   | 15.2%   | Mainly higher student fare reimbursements              |
| Capital and Other Reimbursements       | (0.137)                                 | (98.6%) | Mostly the unfavorable timing of reimbursements                                   | (0.505)                                 | (72.9%) | Mostly the unfavorable timing of reimbursements        |
| Payroll                                | 0.215                                   | 16.4%   | Timing/vacancy control savings  | 1.159                                   | 16.1%   | Timing/vacancy control savings                         |
| Overtime                               | (0.062)                                 | (53.4%) | Mainly vacancy coverage requirements  | (0.128)                                 | (22.1%) | Mainly vacancy coverage requirements                   |
| Health and Welfare                     | 0.062                                   | 17.4%   | Favorable timing of payments  | 0.478                                   | 26.8%   | Favorable timing of expenses                           |
| Pensions                               | 0.503                                   | 100.0%  | Favorable timing of payments  | 2.513                                   | 100.0%  | Favorable timing of payments                           |
| Other Fringe Benefits                  | (0.024)                                 | (21.1%) | Mostly higher Workers' Compensation payments                                      | (0.101)                                 | (18.0%) | Mostly higher Workers' Compensation payments           |
| Electric Power                         | 0.096                                   | 24.4%   | Mainly lower billings   | 0.169                                   | 8.6%    | Mainly lower billings                                  |
| Fuel                                   | 0.028                                   | 82.4%   | Mainly lower non-revenue vehicle and diesel fuel usage                            | 0.114                                   | 67.1%   | Mainly lower non-revenue vehicle and diesel fuel usage |
| Insurance                              | 0.007                                   | 31.8%   | The favorable timing of payments  | 0.095                                   | 86.4%   | The favorable timing of payments                       |
| Claims                                 |   |         |   | (0.026)                                 | (22.6%) | Timing of third party claims paid                      |
| Maintenance Contracts                  | (0.062)                                 | (43.1%) | Additional vehicle maintenance work   | 0.214                                   | 29.7%   | Favorable timing of expenses/payments                  |
| Professional Service Contracts         | 0.025                                   | 71.4%   | Favorable timing of payments  | 0.057                                   | 32.6    | Favorable timing of payments                           |
| Materials & Supplies                   | (0.099)                                 | (32.9%) | Unfavorable timing of expenses, partly offset by the favorable timing of payments |   |         |  |

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

|  | Month          |                |                            |             | Year-to-Date   |                |                            |             |
|--|----------------|----------------|----------------------------|-------------|----------------|----------------|----------------------------|-------------|
|  | Budget         | Actual         | Favorable<br>(Unfavorable) |             | Budget         | Actual         | Favorable<br>(Unfavorable) |             |
|  |                |                | Variance                   | Percent     |                |                | Variance                   | Percent     |
| <b>Receipts</b>                          |                |                |                            |             |                |                |                            |             |
| Farebox Revenue                          | 0.000          | 0.000          | 0.000                      | -           | 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          | 0.020          | 0.020                      | -           |
| Capital and Other Reimbursements         | 0.000          | (0.423)        | (0.423)                    | -           | 0.000          | (0.648)        | (0.648)                    | -           |
| Total Receipts                           | \$0.000        | (\$0.421)      | (\$0.421)                  | -           | \$0.000        | (\$0.599)      | (\$0.599)                  | -           |
| <b>Expenditures</b>                      |                |                |                            |             |                |                |                            |             |
| Labor:                                   |                |                |                            |             |                |                |                            |             |
| Payroll                                  | 0.130          | 0.089          | (0.041)                    | (31.5)      | (0.132)        | 0.017          | 0.149                      | 112.9       |
| Overtime                                 | 0.000          | 0.010          | 0.010                      | -           | 0.000          | 0.067          | 0.067                      | -           |
| Health and Welfare                       | 0.000          | 0.028          | 0.028                      | -           | 0.000          | 0.036          | 0.036                      | -           |
| OPEB Current Portion                     | 0.000          | 0.000          | 0.000                      | -           | 0.000          | 0.000          | 0.000                      | -           |
| Pensions                                 | 0.000          | 0.503          | 0.503                      | -           | 0.000          | 2.526          | 2.526                      | -           |
| Other Fringe Benefits                    | 0.000          | (0.040)        | (0.040)                    | -           | 0.000          | 0.276          | 0.276                      | -           |
| GASB Account                             | 0.000          | 0.000          | 0.000                      | -           | 0.000          | 0.000          | 0.000                      | -           |
| Reimbursable Overhead                    | 0.000          | 0.000          | 0.000                      | -           | 0.000          | 0.000          | 0.000                      | -           |
| Total Labor Expenditures                 | \$0.130        | \$0.590        | \$0.460                    | 353.8       | (\$0.132)      | \$2.922        | \$3.054                    | 2,313.6     |
| 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          | 0.007          | 0.007                      | -           | 0.000          | 0.095          | 0.095                      | -           |
| Claims                                   | 0.000          | (0.007)        | (0.007)                    | -           | 0.000          | (0.033)        | (0.033)                    | -           |
| Paratransit Service Contracts            | 0.000          | 0.000          | 0.000                      | -           | 0.000          | 0.000          | 0.000                      | -           |
| Mtca. and Other Operating Contracts      | 0.000          | 0.000          | 0.000                      | -           | 0.000          | 0.070          | 0.070                      | -           |
| Professional Service Contracts           | 0.000          | 0.025          | 0.025                      | -           | 0.000          | 0.057          | 0.057                      | -           |
| Materials & Supplies                     | 0.000          | 0.369          | 0.369                      | -           | 0.000          | (0.324)        | (0.324)                    | -           |
| Other Business Expenditures              | 0.000          | (0.001)        | (0.001)                    | -           | 0.000          | (0.009)        | (0.009)                    | -           |
| Total Non-Labor Expenditures             | \$0.000        | \$0.393        | \$0.393                    | -           | \$0.000        | (\$0.144)      | (\$0.144)                  | -           |
| 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                    | -           |
| <b>Total Expenses</b>                    |                |                |                            |             |                |                |                            |             |
| before Depreciation and OPEB             | \$0.130        | \$0.983        | \$0.853                    | 666.2       | (\$0.132)      | \$2.778        | \$2.910                    | 2,204.5     |
| Depreciation Adjustment                  | 0.750          | 0.765          | 0.015                      | 2.0         | 3.750          | 3.809          | 0.059                      | 1.6         |
| Other Post Employment Benefits           | 0.250          | 0.250          | 0.000                      | 0.0         | 1.250          | 1.250          | 0.000                      | 0.0         |
| Total Expenditures                       | \$1.130        | \$1.998        | \$0.868                    | 76.8        | \$4.868        | \$7.837        | \$2.969                    | 61.0        |
| <b>Total Cash Conversion Adjustments</b> | <b>\$1.130</b> | <b>\$1.577</b> | <b>\$0.447</b>             | <b>39.6</b> | <b>\$4.868</b> | <b>\$7.238</b> | <b>\$2.370</b>             | <b>48.7</b> |

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

| <u>Month of May</u> |               |                 |                | <u>Explanation</u> |
|---------------------|---------------|-----------------|----------------|--------------------|
| <u>Budget</u>       | <u>Actual</u> | <u>Variance</u> |                |                    |
|                     |               | <u>Amount</u>   | <u>Percent</u> |                    |
| 0.417               | 0.410         | (0.007)         | (1.7%)         |                    |
|                     |               |                 |                |                    |
| <u>Year to Date</u> |               |                 |                |                    |
| 1.951               | 1.943         | (0.008)         | (0.4%)         |                    |

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 May</u> |             | <u>Variance</u> |                | <u>Explanation</u>  |
|---------------------------------|---------------------|-------------|-----------------|----------------|---|
|                                 | <u>2011</u>         | <u>2012</u> | <u>Amount</u>   | <u>Percent</u> |   |
|                                 |                     |             |                 |                |   |
| Average Weekday                 | 0.017               | 0.017       | (0.000)         | (1.7%)         |   |
| Average Weekend                 | 0.010               | 0.009       | (0.001)         | (7.4%)         | Shuttle buses replaced trains between St. George and Tompkinsville on one weekend day |
| <u>12-Month Rolling Average</u> |                     |             |                 |                |   |
| Average Weekday                 | 0.016               | 0.016       | 0.001           | 4.0%           | Continuing positive trend.  |
| Average Weekend                 | 0.009               | 0.009       | (0.000)         | (0.1%)         |   |

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  
May 2012

5.45

| <u>Function/Departments</u>        | <u>Budget</u> | <u>Actual</u> | <u>Favorable<br/>(Unfavorable)<br/>Variance</u> |   |
|------------------------------------|---------------|---------------|---|---|
| Executive                          | 9             | 13            | (4)   |   |
| General Office                     | 8             | 9             | (1)   |   |
| Purchasing/Stores                  | 5             | 6             | (1)   |   |
| <b>Total Administration</b>        | <b>22</b>     | <b>28</b>     | <b>(6)</b>                                      |   |
| Operations                         |               |               |   |   |
| Transportation                     | 91            | 94            | (3)   |   |
| <b>Total Operations</b>            | <b>91</b>     | <b>94</b>     | <b>(3)</b>                                      |   |
| Maintenance                        |               |               |   |   |
| Mechanical                         | 35            | 41            | (6)   | Classification-Offset in Car/Station Cleaning*                        |
| Car and Station Cleaning           | 18            | 0             | 18  | Classification-Partly Offset In Mechanical and<br>Bridge & Buildings* |
| Power/Signals                      | 25            | 22            | 3   |   |
| Maintenance of Way                 | 48            | 44            | 4   |   |
| Bridge and Buildings               | 27            | 32            | (5)   | Classification-Offset in Car/Station Cleaning*                        |
| Material Handling                  | 2             | 0             | 2   | Classification-Offset in Purchasing/Stores*                           |
| <b>Total Maintenance</b>           | <b>155</b>    | <b>139</b>    | <b>16</b>                                       |   |
| <b>Total Positions</b>             | <b>268</b>    | <b>261</b>    | <b>7</b>  |   |
| Non-Reimbursable                   | 265           | 258           | 7   |   |
| Reimbursable                       | 3             | 3             | 0   |   |
| <b>Total Full-Time</b>             | <b>268</b>    | <b>261</b>    | <b>7</b>  |   |
| <b>Total Full-Time-Equivalents</b> | <b>0</b>      | <b>0</b>      | <b>0</b>  |   |

\*Classification consistency adjustments will be included in the July 2012 Financial Plan

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

|   | <u>Budget</u> | <u>Actual</u> | <u>Favorable<br/>(Unfavorable)<br/>Variance</u> | <u>Explanation of Variances</u> |
|---|---------------|---------------|---|---------------------------------|
| <b>Administration</b>                       |               |               |   |                                 |
| Managers/Supervisors                        | 12            | 13            | (1)   |                                 |
| Professional, Technical, Clerical           | 10            | 15            | (5)   |                                 |
| Operational Hourlies                        | 0             | 0             | 0   |                                 |
| Total Administration                        | 22            | 28            | (6)   |                                 |
| <b>Operations</b>                           |               |               |   |                                 |
| Managers/Supervisors                        | 8             | 8             | 0   |                                 |
| Professional, Technical, Clerical           | 4             | 4             | 0   |                                 |
| Operational Hourlies                        | 79            | 82            | (3)   |                                 |
| Total Operations                            | 91            | 94            | (3)   |                                 |
| <b>Maintenance</b>                          |               |               |   |                                 |
| Managers/Supervisors                        | 6             | 4             | 2   |                                 |
| Professional, Technical, Clerical           | 3             | 3             | 0   |                                 |
| Operational Hourlies                        | 146           | 132           | 14  |                                 |
| Total Maintenance                           | 155           | 139           | 16  |                                 |
| <b>Engineering/Capital</b>                  |               |               |   |                                 |
| Managers/Supervisors                        | 0             | 0             | 0   |                                 |
| Professional, Technical, Clerical           | 0             | 0             | 0   |                                 |
| Operational Hourlies                        | 0             | 0             | 0   |                                 |
| Total Engineering/Capital                   | 0             | 0             | 0   |                                 |
| <b>Public Safety</b>                        |               |               |   |                                 |
| 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   |                                 |
| <b>Total Positions</b>                      |               |               |   |                                 |
| Managers/Supervisors                        | 26            | 25            | 1   |                                 |
| Professional, Technical, Clerical           | 17            | 22            | (5)   |                                 |
| Operational Hourlies                        | 225           | 214           | 11  |                                 |
| Total Positions                             | 268           | 261           | 7   |                                 |



## FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through May 31, New York City Transit's performance against its 2012 Capital Project Milestones was:

(\$ Millions)

|                         | <u>Planned</u> | <u>Achieved</u> | <u>%</u> |
|-------------------------|----------------|-----------------|----------|
| Design Starts           | \$37.1         | \$37.4          | 101      |
| Design Completions      | 29.4           | 15.3            | 52       |
| Awards                  | 1,598.7        | 723.8           | 45       |
| Substantial Completions | 1,161.1        | 1,272.6         | 110      |
| Closeouts               | 2,323.1        | 117.1           | 4        |

During May, NYCT awarded projects totaling \$32.3 million, including:

- installation of network security equipment for NYCT's enterprise network;
- construction of a new consolidated employee facility on the mezzanine level at the 207th Street Station on the 8th Avenue Line in Manhattan;
- two mainline track replacement projects as part of the 2012 Track and Switch Reconstruction Program; and
- installation of equipment to strengthen security and surveillance at various master tower locations.

During the same period, NYCT substantially completed projects totaling \$206.7 million. The completions included:

- station rehabilitation work, ADA upgrades, and employee facilities rehabilitation at the East 180th Street Station on the White Plains Road Line in the Bronx;
- the rehabilitation of the Beach 90th, 98th, and 105th Street Stations on the Rockaway Line in Brooklyn;
- a roof repair / replacement project to address the extensive needs at eight Department of Subways facilities;
- upgrade of approximately 6.2 miles of tunnel lighting on the Culver Line in Brooklyn; and
- an American Recovery and Reinvestment Act project to upgrade perimeter fences protecting NYCT train storage yards at five locations.

Also during May, NYCT started three design projects totaling \$11.4 million, completed four designs for \$4.8 million, and closed out two projects for \$36.9 million.

## Capital Program Status

During May, NYCT awarded projects totaling \$32.3 million, including a \$10.4 million project to install network security equipment and provide Unified Threat Management security to NYCT's existing and new fiber optic IP enterprise network.

NYCT awarded an \$8.7 million project to construct a new consolidated employee facility on the mezzanine level at the 207th Street Station on the IND 8th Avenue Line in Manhattan. Employees from multiple operating departments will be housed at this facility.

NYCT committed \$8.1 million for two projects to reconstruct subway track panels in order to provide continued safe and reliable train operation.

NYCT also awarded a \$3.1 million project to secure Rapid Transit Operations (RTO) Master Towers by installing suitable equipment to enhance and control access to these security sensitive areas. The project will strengthen the physical access points to various RTO Master Towers as well as to provide monitoring and surveillance of persons entering and exiting the towers.

Also during May, NYCT substantially completed projects totaling \$206.7 million, including \$61.4 million for station rehabilitation work, ADA upgrades, and the employee facilities rehabilitation at the East 180th Street Station on the White Plains Road Line in the Bronx. The project scope included remediation of structural deficiencies, rehabilitation of architectural features at the landmarked station house and plaza, installation of new lighting and signage, and improved security and revenue control. Two new elevators and one ADA compliant ramp also were constructed. The elevators provide access from the paid area to the southbound and northbound platforms. Other ADA upgrades included reduction of the platform gap and installation of platform tactile warning strips.

NYCT also completed the \$57.2 million rehabilitation of the Beach 90th, 98th, 105th Stations on the Rockaway Line in Brooklyn. The projects included rehabilitation of corroded stairs and columns, reconstruction of platform edges and expansion joints, refurbishment of canopies and windscreens, progressive ADA elements, and new lighting and mechanical systems.

NYCT substantially completed the \$31.3 million upgrade of approximately 6.2 miles of tunnel lightning on the Culver Line in Brooklyn. The scope included installation of lighting from the 4th Avenue Portal to the Church Avenue Portal.

NYCT also declared substantial completion on a \$17.8 million roof repair / replacement project to address the extensive needs of at eight Department of Subway facilities. The scope of work for this project included the replacement and repair of the following elements at various locations: roofing, drainage, skylights, roof access, flashing/fascia, gutters/leaders, parapet walls and coping.

NYCT also completed a \$17.3 million American Reinvestment Act project to upgrade perimeter fences protecting train storage yards at five locations: the Westchester, 204th Street, Canarsie, Livonia, and Corona Yards.

Also during May, NYCT started three design projects totaling \$11.4 million, completed four designs for \$4.8 million, and closed out two projects for \$36.9 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the two projects that NYCT closed-out in May.

**Projects Closed During May 2012**  
(\$ in millions)

| Project   | Base<br>Budget | Current<br>Budget | Original<br>Date | Months<br>Delay |
|---|----------------|-------------------|------------------|-----------------|
| 2012 Mainline Track Replacement at 168 St. / 8 Ave. | 1.6            | 1.6               | 08/12            | (3)             |
| Signal Control Modifications: Phase 3               | 39.4           | 35.2              | 05/12            | 0               |

**CAPITAL PROJECT MILESTONE SUMMARY**  
**2012**  
**(THROUGH MAY 31, 2012)**

| MILESTONES<br>PLANNED |   | MILESTONES<br>ACCOMPLISHED |   | PERCENT<br>PERFORMANCE |      |
|-----------------------|---|----------------------------|---|------------------------|------|
| \$M                   | # | \$M                        | # | %(\$)                  | %(#) |

**May**

|                         |       |    |        |    |         |       |
|-------------------------|-------|----|--------|----|---------|-------|
| Design Starts           | \$1.1 | 2  | \$11.4 | 3  | 1,060.2 | 150.0 |
| Design Completions      | 0.3   | 1  | 4.8    | 4  | 1,900.0 | 400.0 |
| Construction Awards     | 10.2  | 2  | 32.3   | 7  | 315.3   | 350.0 |
| Substantial Completions | 51.8  | 6  | 206.7  | 12 | 398.6   | 200.0 |
| Closeouts               | 276.6 | 11 | 36.9   | 2  | 13.3    | 18.2  |

**2012 Year-To-Date**

|                         |         |    |         |    |       |       |
|-------------------------|---------|----|---------|----|-------|-------|
| Design Starts           | \$37.1  | 26 | \$37.4  | 36 | 100.8 | 138.5 |
| Design Completions      | 29.4    | 26 | 15.3    | 18 | 52.0  | 69.2  |
| Construction Awards     | 1,598.7 | 66 | 723.8   | 65 | 45.3  | 98.5  |
| Substantial Completions | 1,161.1 | 79 | 1,272.2 | 56 | 109.6 | 70.9  |
| Closeouts               | 2,323.1 | 48 | 117.1   | 16 | 5.0   | 33.3  |

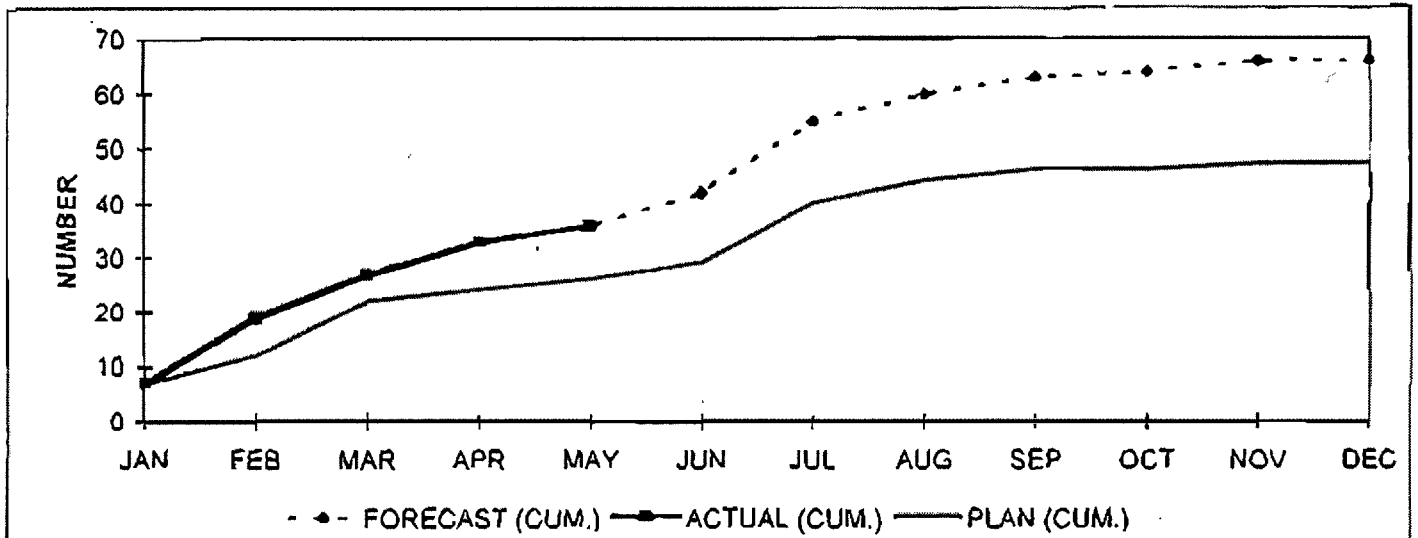
**2012 Projected To-Year-End**

|                         | Initial Plan |     | Current Forecast |     | %(\$) | %(#)  |
|-------------------------|--------------|-----|------------------|-----|-------|-------|
| Design Starts           | \$75.3       | 47  | \$87.3           | 66  | 116.0 | 140.4 |
| Design Completions      | 119.7        | 92  | 113.6            | 97  | 94.8  | 105.4 |
| Construction Awards     | 3,854.2      | 127 | 3,594.1          | 136 | 93.3  | 107.1 |
| Substantial Completions | 2,962.0      | 184 | 2,919.4          | 172 | 98.6  | 93.5  |
| Closeouts               | 4,915.5      | 178 | 4,729.4          | 160 | 96.2  | 89.9  |

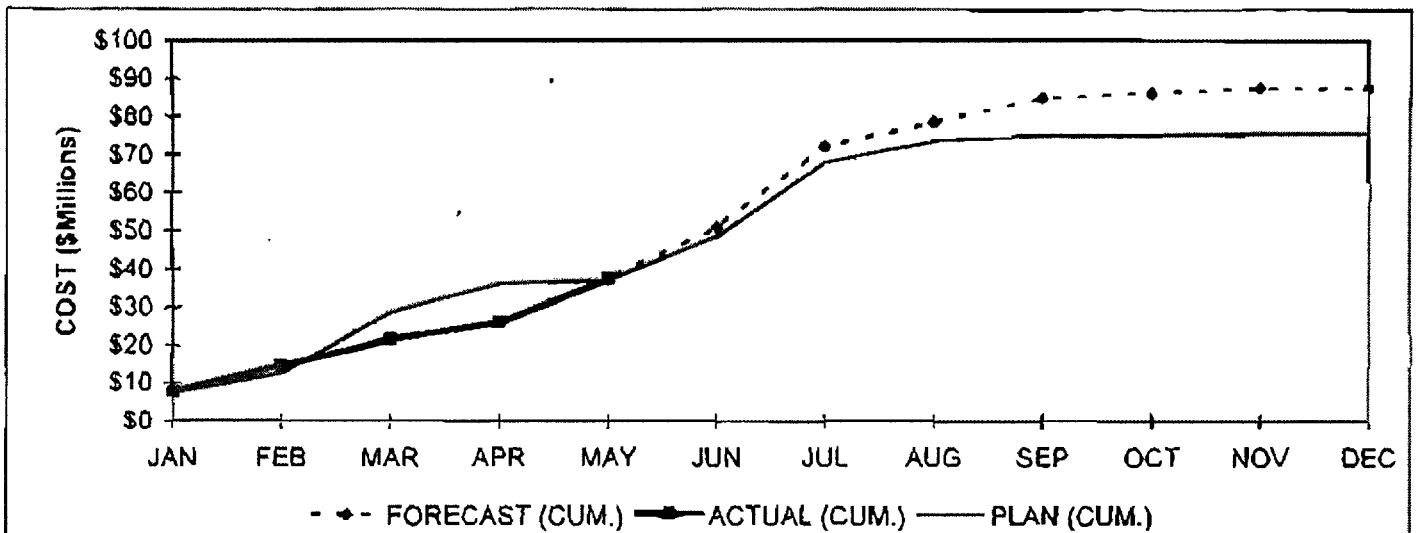
Totals do not include contingency, emergency funds and miscellaneous reserves;  
performance percentages include early accomplishments.

## 2012 Design Starts Charts

As of May 2012



|                     | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | 7   | 12  | 8   | 6   | 3   | 6   | 13  | 5   | 3   | 1   | 2   | 0   |
| ACTUAL (NON-CUM.)   | 7   | 12  | 8   | 6   | 3   | 3   | 11  | 4   | 2   | 0   | 1   | 0   |
| PLAN (NON-CUM.)     | 7   | 5   | 10  | 2   | 2   | 3   | 11  | 4   | 2   | 0   | 1   | 0   |
| FORECAST (CUM.)     | 7   | 19  | 27  | 33  | 36  | 42  | 55  | 60  | 63  | 64  | 66  | 66  |
| ACTUAL (CUM.)       | 7   | 19  | 27  | 33  | 36  | 29  | 40  | 44  | 46  | 46  | 47  | 47  |
| PLAN (CUM.)         | 7   | 12  | 22  | 24  | 26  | 29  | 40  | 44  | 46  | 46  | 47  | 47  |

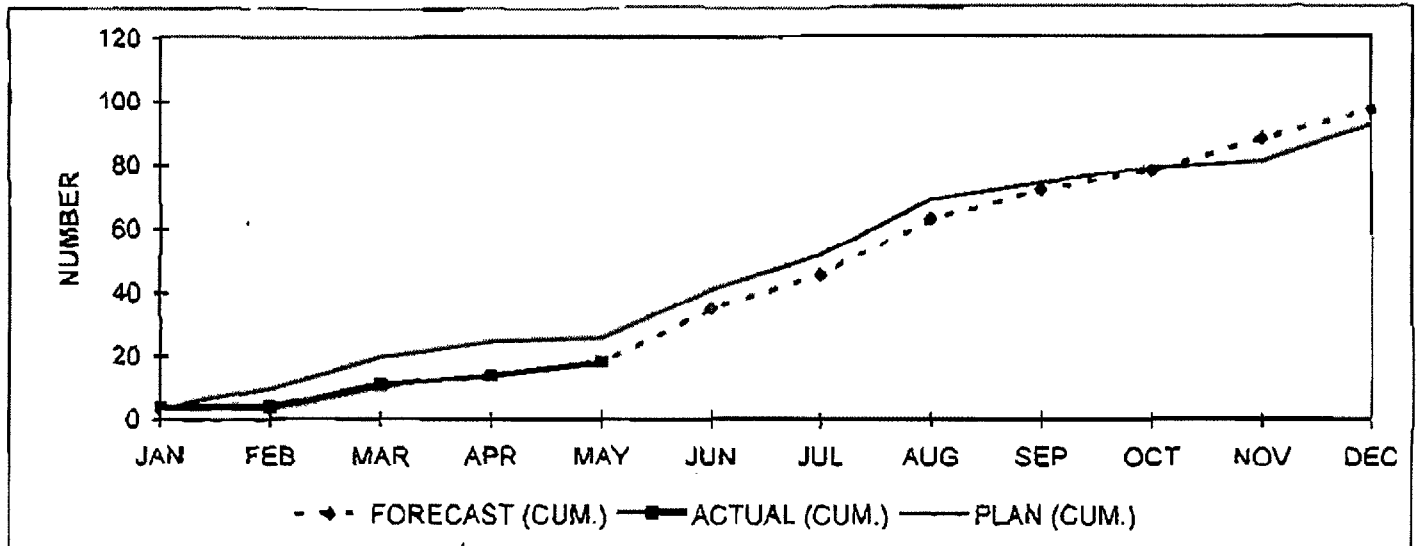


|                     | JAN | FEB  | MAR  | APR  | MAY  | JUN  | JUL  | AUG  | SEP  | OCT  | NOV  | DEC  |
|---------------------|-----|------|------|------|------|------|------|------|------|------|------|------|
| FORECAST (NON-CUM.) | 7.6 | 6.9  | 7.1  | 4.4  | 11.4 | 13.3 | 21.6 | 6.3  | 6.3  | 1.1  | 1.3  | 0.0  |
| ACTUAL (NON-CUM.)   | 7.6 | 6.9  | 7.1  | 4.4  | 11.4 | 11.3 | 19.5 | 5.6  | 1.3  | 0.0  | 0.5  | 0.0  |
| PLAN (NON-CUM.)     | 7.3 | 5.3  | 16.1 | 7.3  | 1.1  | 11.3 | 19.5 | 5.6  | 1.3  | 0.0  | 0.5  | 0.0  |
| FORECAST (CUM.)     | 7.6 | 14.5 | 21.6 | 26.0 | 37.4 | 50.8 | 72.4 | 78.7 | 84.9 | 86.0 | 87.3 | 87.3 |
| ACTUAL (CUM.)       | 7.6 | 14.5 | 21.6 | 26.0 | 37.4 | 48.4 | 67.9 | 73.5 | 74.8 | 74.8 | 75.3 | 75.3 |
| PLAN (CUM.)         | 7.3 | 12.7 | 28.7 | 36.0 | 37.1 | 48.4 | 67.9 | 73.5 | 74.8 | 74.8 | 75.3 | 75.3 |

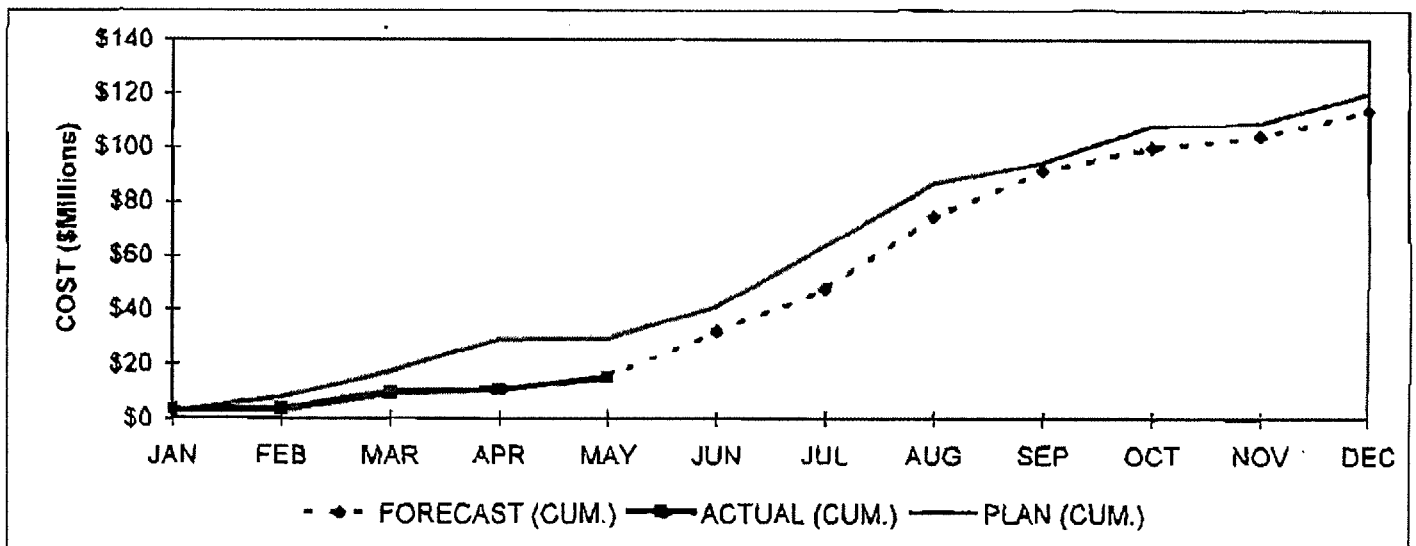


## 2012 Design Completions Charts

As of May 2012



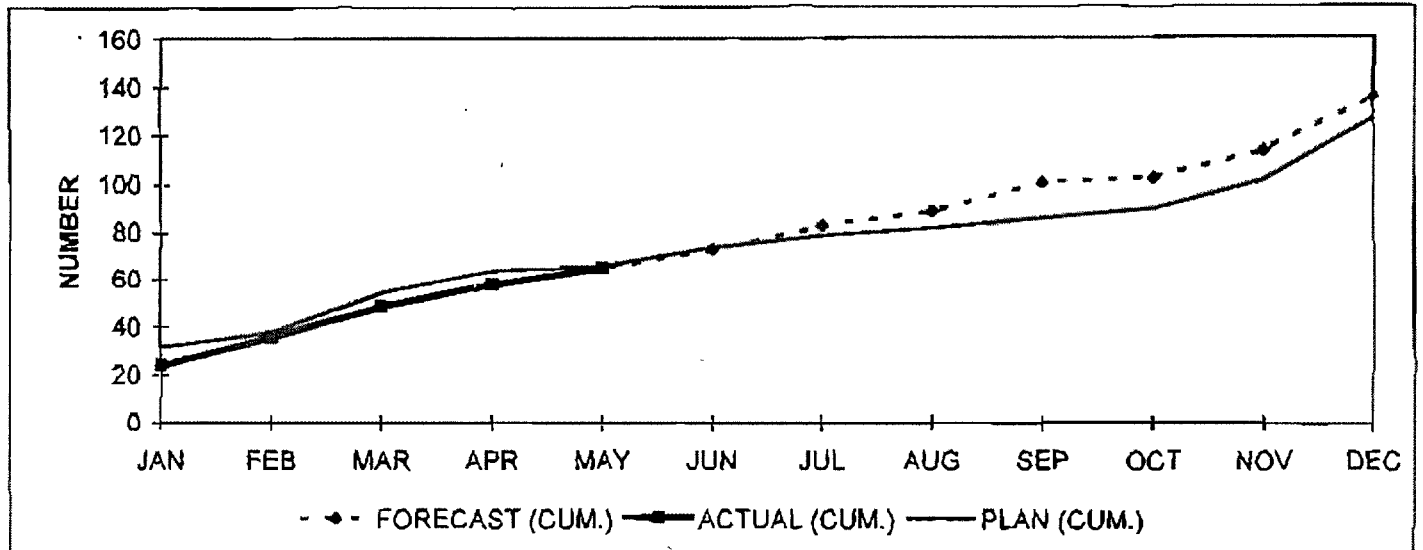
|                     | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) |     |     |     |     |     | 17  | 11  | 17  | 9   | 6   | 10  | 9   |
| ACTUAL (NON-CUM.)   | 4   | 0   | 7   | 3   | 4   |     |     |     |     |     |     |     |
| PLAN (NON-CUM.)     | 4   | 6   | 10  | 5   | 1   | 15  | 11  | 17  | 5   | 5   | 2   | 11  |
| FORECAST (CUM.)     |     |     |     |     |     | 35  | 46  | 63  | 72  | 78  | 88  | 97  |
| ACTUAL (CUM.)       | 4   | 4   | 11  | 14  | 18  |     |     |     |     |     |     |     |
| PLAN (CUM.)         | 4   | 10  | 20  | 25  | 26  | 41  | 52  | 69  | 74  | 79  | 81  | 92  |



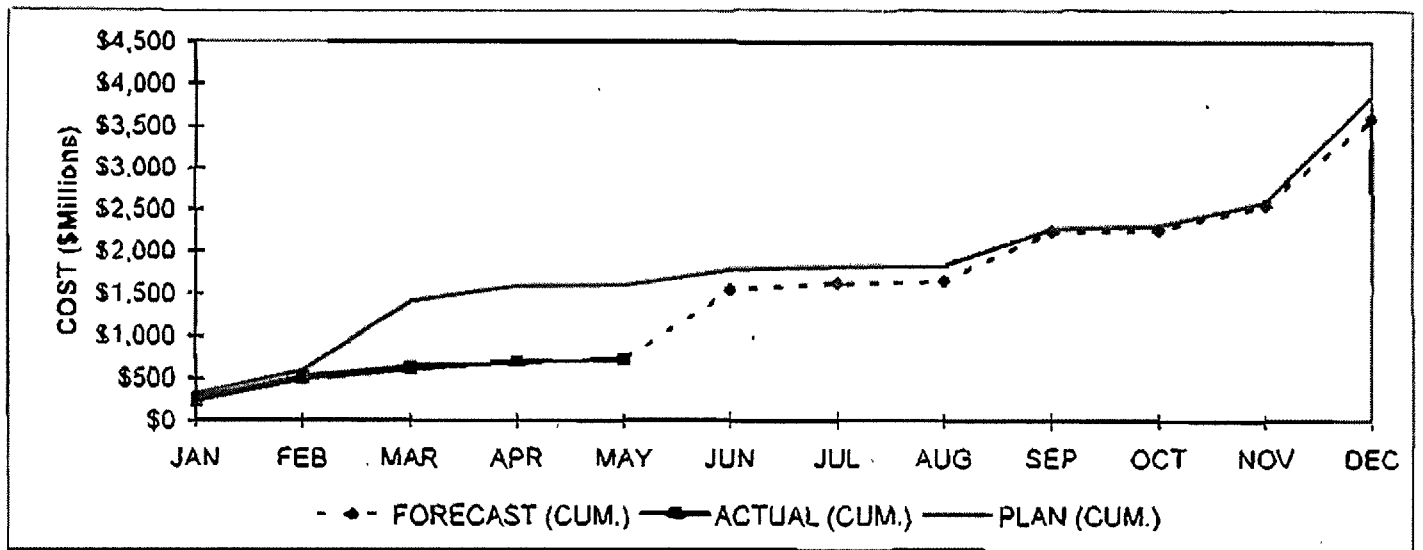
|                     | JAN | FEB | MAR  | APR  | MAY  | JUN  | JUL  | AUG  | SEP  | OCT   | NOV   | DEC   |
|---------------------|-----|-----|------|------|------|------|------|------|------|-------|-------|-------|
| FORECAST (NON-CUM.) |     |     |      |      |      | 16.6 | 15.7 | 27.2 | 16.8 | 8.3   | 4.2   | 9.6   |
| ACTUAL (NON-CUM.)   | 3.6 | 0.0 | 5.9  | 1.0  | 4.8  |      |      |      |      |       |       |       |
| PLAN (NON-CUM.)     | 3.4 | 4.6 | 9.5  | 11.7 | 0.3  | 11.3 | 22.4 | 23.4 | 7.8  | 13.3  | 1.3   | 10.8  |
| FORECAST (CUM.)     |     |     |      |      |      | 31.9 | 47.5 | 74.7 | 91.5 | 99.8  | 104.0 | 113.6 |
| ACTUAL (CUM.)       | 3.6 | 3.6 | 9.6  | 10.6 | 15.3 |      |      |      |      |       |       |       |
| 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 May 2012



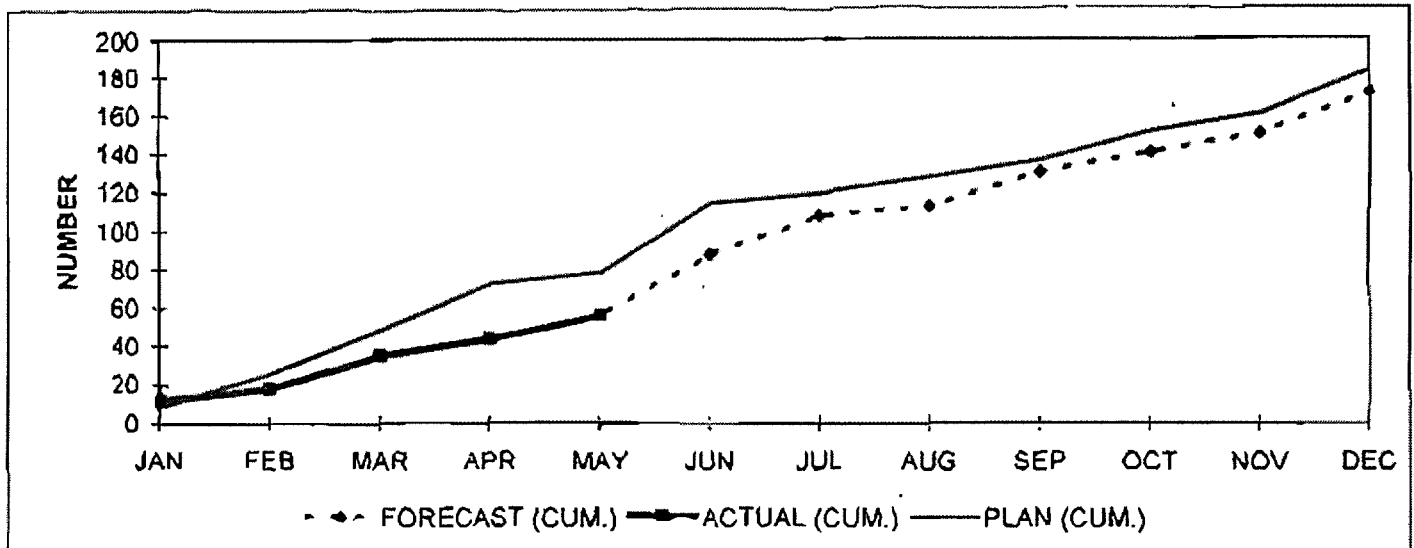
|                     | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) |     |     |     |     |     | 8   | 10  | 6   | 12  | 2   | 11  | 22  |
| ACTUAL (NON-CUM.)   | 24  | 12  | 13  | 9   | 7   |     |     |     |     |     |     |     |
| PLAN (NON-CUM.)     | 32  | 6   | 17  | 9   | 2   | 8   | 5   | 3   | 4   | 4   | 12  | 25  |
| FORECAST (CUM.)     |     |     |     |     |     | 73  | 83  | 89  | 101 | 103 | 114 | 136 |
| ACTUAL (CUM.)       | 24  | 36  | 49  | 58  | 65  |     |     |     |     |     |     |     |
| PLAN (CUM.)         | 32  | 38  | 55  | 64  | 66  | 74  | 79  | 82  | 86  | 90  | 102 | 127 |



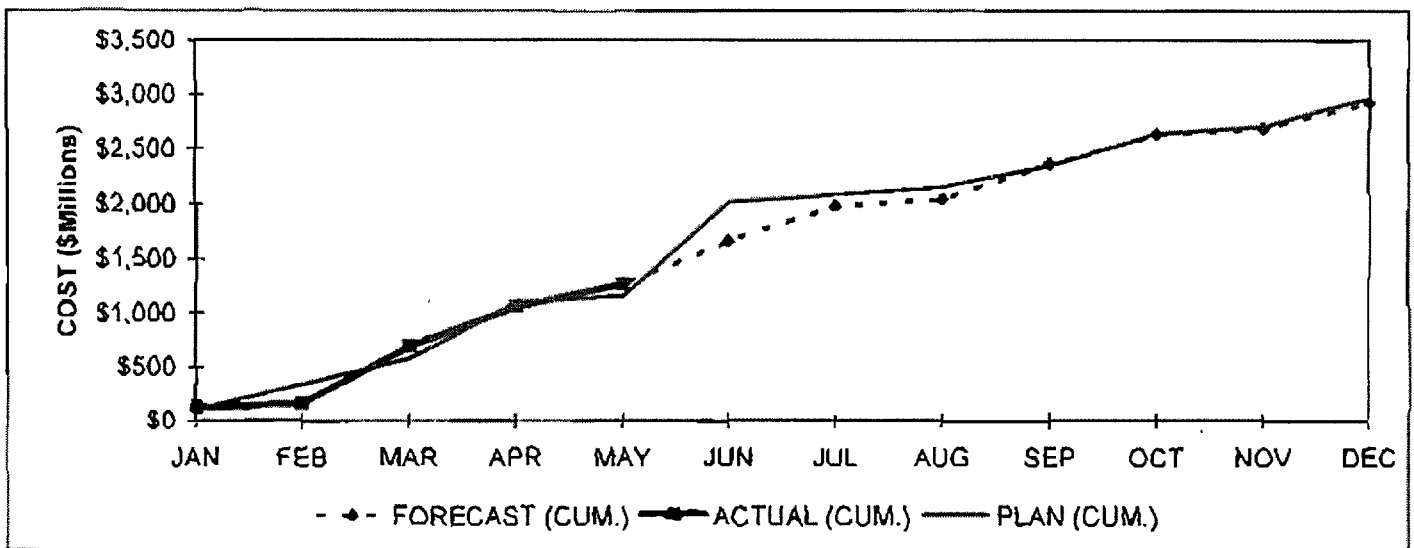
|                     | JAN   | FEB   | MAR     | APR     | MAY     | JUN     | JUL     | AUG     | SEP     | OCT     | NOV     | DEC     |
|---------------------|-------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) |       |       |         |         |         | 829.5   | 70.1    | 28.2    | 594.2   | 15.2    | 294.3   | 1038.8  |
| ACTUAL (NON-CUM.)   | 245.7 | 260.8 | 119.5   | 65.5    | 32.3    |         |         |         |         |         |         |         |
| PLAN (NON-CUM.)     | 315.3 | 280.6 | 813.6   | 179.0   | 10.2    | 187.7   | 27.1    | 20.3    | 438.1   | 31.3    | 285.5   | 1265.5  |
| FORECAST (CUM.)     |       |       |         |         |         | 1,553.3 | 1,623.4 | 1,651.6 | 2,245.8 | 2,261.0 | 2,555.3 | 3,594.2 |
| ACTUAL (CUM.)       | 245.7 | 506.5 | 626.1   | 691.5   | 723.8   |         |         |         |         |         |         |         |
| 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 May 2012



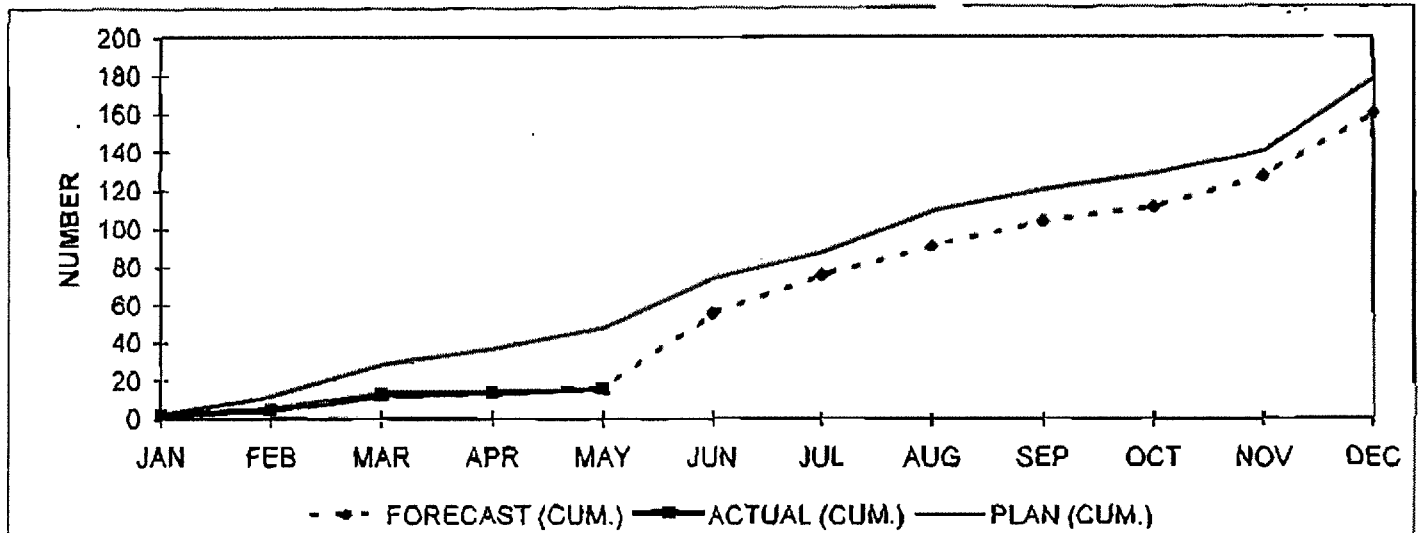
|                     | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) |     |     |     |     |     | 32  | 20  | 5   | 18  | 10  | 10  | 21  |
| ACTUAL (NON-CUM.)   | 12  | 6   | 17  | 9   | 12  |     |     |     |     |     |     |     |
| PLAN (NON-CUM.)     | 9   | 17  | 23  | 24  | 6   | 36  | 5   | 8   | 9   | 15  | 9   | 23  |
| FORECAST (CUM.)     |     |     |     |     |     | 88  | 108 | 113 | 131 | 141 | 151 | 172 |
| ACTUAL (CUM.)       | 12  | 18  | 35  | 44  | 56  |     |     |     |     |     |     |     |
| PLAN (CUM.)         | 9   | 26  | 49  | 73  | 79  | 115 | 120 | 128 | 137 | 152 | 161 | 184 |



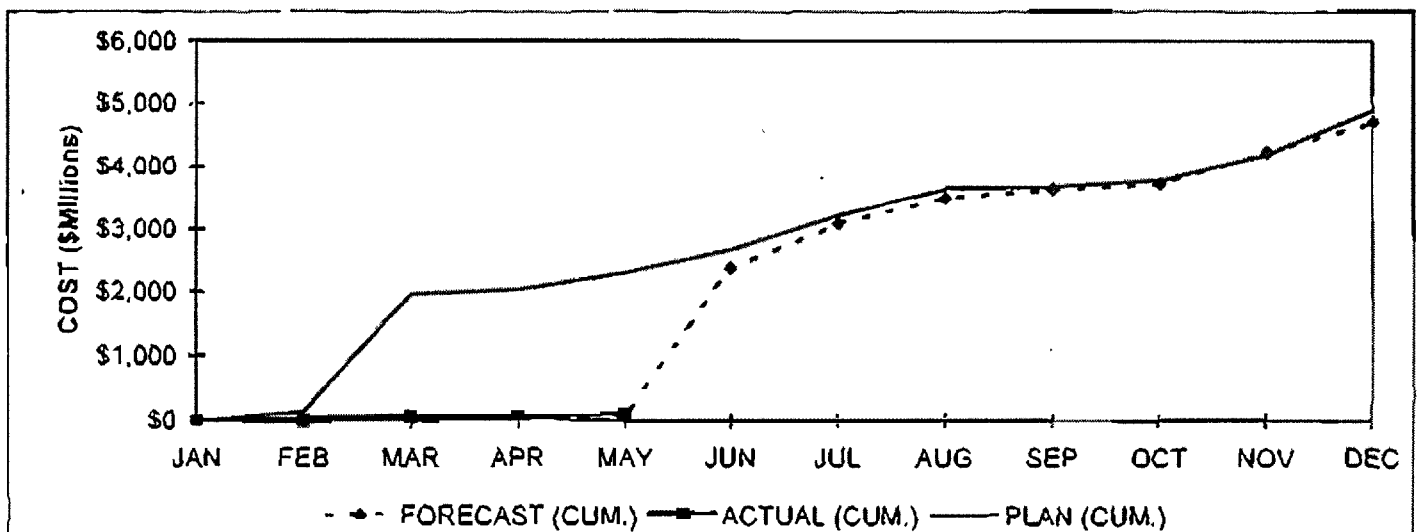
|                     | JAN   | FEB   | MAR   | APR     | MAY     | JUN     | JUL     | AUG     | SEP     | OCT     | NOV     | DEC     |
|---------------------|-------|-------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) |       |       |       |         |         | 397.2   | 314.3   | 64.2    | 312.3   | 269.4   | 52.0    | 237.8   |
| ACTUAL (NON-CUM.)   | 126.9 | 30.6  | 541.4 | 366.7   | 206.7   |         |         |         |         |         |         |         |
| 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.)     |       |       |       |         |         | 1,669.4 | 1,983.8 | 2,048.0 | 2,360.3 | 2,629.8 | 2,681.6 | 2,919.4 |
| ACTUAL (CUM.)       | 126.9 | 157.5 | 698.9 | 1,065.5 | 1,272.2 |         |         |         |         |         |         |         |
| 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 May 2012



|                     | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) |     |     |     |     |     | 40  | 20  | 15  | 13  | 7   | 16  | 33  |
| ACTUAL (NON-CUM.)   | 2   | 3   | 8   | 1   | 2   |     |     |     |     |     |     |     |
| PLAN (NON-CUM.)     | 3   | 9   | 17  | 8   | 11  | 26  | 14  | 21  | 11  | 8   | 12  | 38  |
| FORECAST (CUM.)     |     |     |     |     |     | 56  | 76  | 91  | 104 | 111 | 127 | 160 |
| ACTUAL (CUM.)       | 2   | 5   | 13  | 14  | 16  |     |     |     |     |     |     |     |
| 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.) |     |       |         |         |         | 2269.9  | 729.6   | 400.8   | 140.6   | 96.8    | 486.4   | 488.3   |
| ACTUAL (NON-CUM.)   | 4.7 | 12.3  | 49.1    | 14.2    | 36.9    |         |         |         |         |         |         |         |
| 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.)     |     |       |         |         |         | 2,387.0 | 3,116.6 | 3,517.4 | 3,658.0 | 3,754.8 | 4,241.2 | 4,729.4 |
| ACTUAL (CUM.)       | 4.7 | 17.0  | 66.1    | 80.3    | 117.2   |         |         |         |         |         |         |         |
| 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 |

## **6. PROCUREMENTS**



New York City Transit

## PROCUREMENTS

The Procurement Agenda this month includes 13 actions for a proposed expenditure of \$297.1M.

|   |           |         |          |      |       |
|---|-----------|---------|----------|------|-------|
| Subject Request for Authorization to Award Various Procurements |           |         |          |      |       |
| Department Materiel Division - NYCT                             |           |         |          |      |       |
| Department Head Name Stephen M. Plochochi                       |           |         |          |      |       |
| Department Head Signature <i>[Signature]</i>                    |           |         |          |      |       |
| Project Manager Name Rose Davis                                 |           |         |          |      |       |
| Board Action  |           |         |          |      |       |
| Order   | To        | Date    | Approval | Info | Other |
| 1   | Committee | 7/23/12 |          |      |       |
| 2   | Board     | 7/25/12 |          |      |       |
|   |           |         |          |      |       |
|   |           |         |          |      |       |

|  |                          |                    |                        |
|--|--------------------------|--------------------|------------------------|
| July 16, 2012                                |                          |                    |                        |
| Department Law and Procurement - MTACC       |                          |                    |                        |
| Department Head Name Evan Eisland            |                          |                    |                        |
| Department Head Signature <i>[Signature]</i> |                          |                    |                        |
| Table of Contents Ref: <i>[Signature]</i>    |                          |                    |                        |
| Internal Approvals                           |                          |                    |                        |
|  | Approval                 |                    | Approval               |
| <i>[Signature]</i>                           | President NYCT           | <i>[Signature]</i> | President MTACC        |
| <i>[Signature]</i>                           | Executive VP             | X                  | Subways                |
| X  | Capital Prog. Management | X                  | Buses                  |
|  | Law                      | X                  | Diversity/Civil Rights |

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

### PURPOSE:

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

### DISCUSSION:

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

#### Procurements Requiring Two Thirds Vote:

|   | <u># of Actions</u> | <u>\$ Amount</u> |
|---|---------------------|------------------|
| Schedule A: Non-Competitive Purchases and Public Work Contracts | 1                   | \$ 7.0 M         |
| • Plasser American Corp.  | \$ 7.0 M            |                  |

#### Schedules Requiring Majority Vote

|   |          |          |
|---|----------|----------|
| Schedule G: Miscellaneous Service Contracts | 1        | \$ 9.5 M |
| • TEOCO                                     | \$ 9.5 M |          |

SUBTOTAL 2 \$ 16.5 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:**

Procurements Requiring Two-Thirds Vote:

|  | <u># of Actions</u> | <u>\$ Amount</u> |
|--|---------------------|------------------|
| Schedule A: Informal Competitive Purchases and Public Work Contracts | 1                   | \$ 1.0 M         |

Schedules Requiring Majority Vote:

|   |          |                   |
|---|----------|-------------------|
| Schedule E: Miscellaneous Procurement Contracts                 | 1        | \$ .5 M           |
| Schedule G: Miscellaneous Service Contracts                     | 2        | \$ .7 M           |
| Schedule I: Modifications to Purchase and Public Work Contracts | 1        | \$ 250.0 M        |
| <b>SUBTOTAL</b>   | <b>5</b> | <b>\$ 252.2 M</b> |

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

**NYC Transit proposes to award Ratifications in the following categories:**

Schedules Requiring Majority Vote:

|   |          |                  |
|---|----------|------------------|
| Schedule K: Ratification of Completed Procurement Actions | 3        | \$ 23.8 M        |
| <b>SUBTOTAL</b>   | <b>3</b> | <b>\$ 23.8 M</b> |

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

Schedules Requiring Majority Vote:

|   |           |                   |
|---|-----------|-------------------|
| Schedule K: Ratification of Completed Procurement Actions | 3         | \$ 4.6 M          |
| <b>SUBTOTAL</b>   | <b>3</b>  | <b>\$ 4.6 M</b>   |
| <b>TOTAL</b>  | <b>13</b> | <b>\$ 297.1 M</b> |

**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.

JULY 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. Plasser American Corp.<br>Non-Competitive – Five-year contract<br>RFQ # 21162 | \$6,987,886 (Est.) | <u>Staff Summary Attached</u> |
|--|--------------------|-------------------------------|

Multi-agency contract for the purchase of replacement parts, troubleshooting, repair services and training for various track-working equipment.

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.)

- |   |                    |                               |
|---|--------------------|-------------------------------|
| 2. TEOCO<br>Non-Competitive – Five-year contract<br>RFQ # 25815 | \$9,545,000 (Est.) | <u>Staff Summary Attached</u> |
|---|--------------------|-------------------------------|

Contract to provide software maintenance support for the SONET/ATM Network Management System.

**JULY 2012**

## LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

**Procurements Requiring Two-Thirds Vote:**

### **A. Informal 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. **Bearing Distributors Inc.**  
**Contract # 4081** **\$999,900 (Est.)**  
**Three Proposals – Fifteen-month contract**  
**Purchase of roller bearings.**

Staff Summary Attached

**Procurements Requiring Majority Vote:**

#### **E. Miscellaneous Procurement Contracts**

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

2. **Safetec Compliance Systems, Inc. \$445,150**  
**Two Proposals/Low Proposer – Four-year contract**  
**RFO # 4356**

This joint-agency contract is to furnish, implement and maintain a Material Safety Data Sheet (MSDS) Database software system to support environmental reporting management, MSDS management and toxic chemical reduction initiatives that are a requirement of the City and State of New York for NYC Transit and MTA Bus Company (MTABC). NYC Transit's Division of Supply Logistics is responsible for the administration and control of MTA inventory assets, materials and supplies (chemical and non-chemical). On an annual basis, information regarding the materials, such as chemical description, the amount stored, method of safe storage and potential health hazards must be reported to the NYC State Dept. of Environmental Conservation, FDNY and other regulatory agencies. The information is gathered manually in a labor intensive process from the MSDSs for all applicable chemical products. Fines can be levied if information submitted is inaccurate or not timely. Moreover, the agencies have encouraged electronic filing in order to provide information to emergency management officials and first responders to incidents involving hazardous materials. As such, the agencies sought an on-line system that will ensure an accurate and efficient reporting structure that reduces the calculations and effort required for manual preparation and reporting. This also minimizes impact of future regulatory reporting changes. The MSDS software database will also provide NYC Transit/MTABC with clear, timely and accurate information of MSDSs used for preparation of required reports and responses to employee inquiries.

An RFP was advertised and two proposals were received with prices that ranged from \$464,750 to \$680,000. Each firm presented their software programs to allow for testing in order to determine their suitability and security. Both contractors were selected for negotiations. Safetec Compliance Systems, Inc. (Safetec), the higher of the two proposals initially, submitted an interim revised proposal of \$480,000.

Both firms were requested to submit Best and Final Offers (BAFO). However, the second firm took exception to numerous contract provisions which it had not previously submitted. Safetec took no exception and submitted a BAFO of \$445,150. Their competitor declined to participate further. This amount was \$19,900 or 4.3% less than the NYC Transit in-house estimate of \$465,050 and \$34,850 or 7% less than their interim proposal. Based on these comparisons and the other proposal, Safetec's price of \$445,150 is considered fair and reasonable.

**JULY 2012**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**G. Miscellaneous Service Contracts**

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

- 3. Nexlink Global Services, Inc.                      \$475,520 (Est.)**  
**Two Bids/Low Bidder – Five-year contract**  
**RFQ #13945**

This contract is for scheduled and emergency maintenance services for equipment mounted on four radio towers.

The Department of Subways - Electronic Maintenance Division (EMD) is requesting a five year contract for maintenance of Bus radio equipment mounted on four radio towers located in Brooklyn, Manhattan, Staten Island and The Bronx. The towers are used to transmit radio communications over the Department of Buses 800 MHz trunked radio system. The towers were erected over 20 years ago and various antennae, cables and hardware mounted on them have become corroded and degraded due to exposure to the elements over the years and will need to be replaced.

The contractor is required to provide all labor, equipment, transportation and incidentals necessary to perform the work. The service or repair work at all four locations includes the replacing of defective tower lamps, tightening, and/or replacing of tower hardware, defective antenna components, and cables; inspection of towers for signs of damage, corrosion and loose or missing hardware; tower surface scraping and painting; installation of new cables; replacing CCTV cameras with ones provided by NYC Transit; as well as supplying rigging equipment for the lifting and lowering of tower equipment. In addition, the contractor will provide an annual inspection of the towers and will submit a detailed condition report with photographs.

Two bids were received based on estimated hours and materials. Nexlink, the incumbent, submitted the lowest bid price which was later unilaterally reduced from \$352,467 to \$350,739. The revised bid price includes a reduction in the labor rate for standard maintenance for a savings of \$1,728. This rate is the same as the current contract rate. EMD has budgeted \$475,520 for this contract and the Board is requested to approve this amount. However, the contract will be awarded for \$350,739.

**JULY 2012**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**G. Miscellaneous Service Contracts Cont'd**

(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.)

- 4. H.O. Penn Machinery Co., Inc.                      \$281,341 (Est.)**  
**Four Bids/Low Bidder – Three-year contract**  
**RFQ # 27794**

This contract is for the maintenance and repair of three Caterpillar diesel generators (generators) and four transfer switches (switches) manufactured by ASCO. The generators support all critical equipment and building functions at their specific locations. In the event of a Con Edison power outage, the generators act as the emergency power supply to each building until Con Edison power can be restored. The switches are used to transfer the source of power from Con Edison to the generator in the event of a blackout, and then return the source of power from the generator back to Con Edison once power has been restored.

For the maintenance of the generators, the Contract includes fixed pricing for all service and parts as follows: 1. Standard scheduled preventative maintenance performed once per year; and 2. Major scheduled preventative maintenance to be performed six months after each standard scheduled preventative maintenance is performed. The major scheduled preventative maintenance covers more extensive testing of the generator systems and functions in accordance with Caterpillar OEM procedural requirements for the generators. The price schedule includes rates for labor and a fixed mark up for parts to cover unscheduled remedial and emergency repair services.

The switches are serviced through scheduled preventative maintenance performed annually as well as unscheduled remedial and emergency repair services, also at fixed pricing for each occurrence. Rates for labor and a fixed mark up for parts to cover unscheduled remedial and emergency repair services are also included for the switches.

All three generators, along with the switches are housed at three separate Department of Subways (DOS) locations. The fourth switch covered under this contract is housed at a fourth location and is associated with two smaller generators at that location. The two smaller generators are serviced by NYC Transit personnel and do not handle the same level of critical equipment and building functions as the three larger building generators at the other locations and thus are not included for service under this (or any other) outside contract.

H.O. Penn's total bid price of \$286,529.00 is 10.1% lower than the next low bidder's price of \$313,072.00. Procurement sought and received a unilateral price concession from H.O. Penn in the amount of \$5,188.00, thus lowering H.O. Penn's total bid price to \$281,341.00.

JULY 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modification 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.)

5. Optum Rx, Inc. \$250,000,000 (Est.) Staff Summaries Attached  
Contract #08I9983.2

Modification to the contract for a Pharmacy Benefits Manager to administer prescription drug program, in order to extend the contract term.

JULY 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.)

- |    |   |                                |                                      |
|----|---|--------------------------------|--------------------------------------|
|    | <b>Henry Brothers Electronics, Inc.</b>   | <b>\$2,420,000 (Aggregate)</b> | <b><u>Staff Summary Attached</u></b> |
| 1. | Contract #C-11473.1   | \$830,000                      |                                      |
| 2. | Contract #C-11473.3   | \$1,590,000                    |                                      |
|    | Modifications to the contract for Electronic Security in Under River Tunnels, in order to provide missing or damaged equipment and/or wiring at various locations and perform various changes needed to complete this security project. |                                |                                      |
| 3. | <b>Louis T. Klauder and Associates</b>  | <b>\$21,427,113 (NTE)</b>      | <b><u>Staff Summary Attached</u></b> |
|    | Contract #CM-1385.3   |                                |                                      |
|    | Modification to the consultant contract for subway car inspection services, in order to add a per diem consultant and extend the contract term.   |                                |                                      |

JULY 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. **Judlau Contracting, Inc.** **\$555,000** *Staff Summary Attached*  
**Contract # A-36126.86**  
Modification to the contract for the restoration of the Corbin Building, in order to preserve/restore wood window frames.
2. **Plaza Schiavone JV** *Staff Summary Attached*  
**Contract # A-36125.105** **\$1,908,000**  
Modification to the contract for the Fulton Street Transit Center Enclosure, in order to perform changes to the radio system.
3. **Skanska/Railworks, JV** **\$2,100,000** *Staff Summaries Attached*  
**Contract #C-26505.8**  
Modification to the contract to furnish and install finishes and systems, No 7 Line Extension, in order to add the construction of a retaining wall at Site J.



# Schedule A: Non-Competitive Purchases and Public Work Contracts



Item Number: 1

|   |  |   |  |   |  |
|---|--|---|--|---|--|
| Vendor Name (& Location)<br>Plasser American Corp. (Chesapeake, VA)   |  | Contract Number<br>RFQ# 21162   |  | Renewal?<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |  |
| Description<br>Purchase of replacement parts, troubleshooting, repair services and training   |  | Total Amount:<br>\$3,611,925 NYCT<br>\$2,951,998 LIRR<br>\$423,963 MNR  |  | \$6,987,886 (Est.)  |  |
| Contract Term (Including Options, if any)<br>Five years   |  | Funding Source<br><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:<br>Department of Subways, Carmen Bianco   |  |   |  |
| Procurement Type<br><input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive  |  |   |  |   |  |
| Solicitation Type<br><input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-Competitive Sole Source |  |   |  |   |  |

## Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law §1209, subsection 9(b) due to the existence of a single responsible source, and approve award of a multi-agency estimated quantity contract to Plasser American Corporation (Plasser) for replacement parts, troubleshooting, repair services and training for various track working equipment for NYC Transit, Metro North Railroad (MNR) and Long Island Rail Road (LIRR), with NYC Transit as the lead agency.

All of the equipment and related components were either manufactured by Plasser or manufactured by others and integrated into the equipment by Plasser. All of the units are sophisticated electronic and mechanical equipment tailor-made to perform various functions required for installing, testing and maintaining each agency's rail system. Plasser is a worldwide leader in the transit and rail industries. Only Plasser has the factory-trained personnel capable of properly troubleshooting the equipment, recommending repair work and training in-house forces in the appropriate repair procedures. Replacement parts will be installed either by Plasser or by each agency's personnel who will have the day-to-day responsibility for maintenance. Plasser will repair certain equipment for which each agency lacks the expertise to make such repairs.

NYC Transit's equipment includes four track geometry cars, two flash butt rail welding units, eight switch and production tampers and two ballast distributors/regulators. LIRR's equipment includes one track geometry car, three ballast regulators and four switch/panel tilt transport cars. MNR's equipment includes one ballast regulator, two tampers and one track stabilizer. Any additional Plasser equipment used by the agencies during the term of this agreement will be covered by this contract.

Plasser's proposal of \$6,987,885 is comprised of estimated quantities for parts - \$5,296,875 (75.8%), labor - \$1,441,010 (20.6%), and travel - \$250,000 (3.6%). Plasser periodically publishes two industry-wide price books, both of which start at the same baseline pricing for parts and labor. Plasser provides a price book to the MTA agencies with FOB-delivered pricing for parts which includes a 3.5% discount off the delivered price for Plasser parts. This 3.5% discount is not offered to all customers. The MTA agencies receive a 10% mark-up on cost for non-Plasser parts.

The MTA agencies also receive a 10% discount off the published labor rates for work performed by Plasser on Plasser-manufactured equipment. This discount on labor rates is not provided by Plasser to its other customers. No discount is offered on labor rates for work performed on non-Plasser equipment. Plasser has stated that the MTA agencies are receiving its most favored customer pricing for both parts and service.

A sample analysis of parts purchased from Plasser in the last 12 months shows an increase in price of less than 1.0%. This compares favorably to the applicable Producer Price Indices which indicates an increase of 4.4% over the same 12 month period. In comparison to the prior contract, labor rates for items that were common to both the prior and new contract increased by approximately 2.0% per year over the 5 years. This compares favorably to the applicable Bureau of Labor and Statistics data which indicates an increase of 2.8% per year over the same 5 year period. Plasser's proposed rates for parts and labor were reviewed by Cost/Price Analysis Unit and deemed fair and reasonable based upon the above analysis. This contract is subject to review and approval by the New York State Office of the State Comptroller ("Comptroller"). Award of the contract cannot be made until Comptroller approval is obtained.

# Schedule G: Miscellaneous Service Contracts

Item Number: 2

|   |  |   |  |   |  |
|---|--|---|--|---|--|
| Vendor Name (& Location)<br>TEOCO (Fairfax, VA)   |  | Contract Number<br>RFQ. 25815   |  | Renewal?<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |  |
| Description<br>Maintenance support for the SONET ATM Network Management System  |  | Total Amount: \$9,545,000 (Est.)  |  |   |  |
| Contract Term (Including Options, If any)<br>Five Years   |  | Funding Source<br><input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |  |   |  |
| Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a                  |  | Requesting Dept/Div & Dept/Div Head Name:<br>Department of Subways, Carmen Bianco   |  |   |  |
| Procurement Type<br><input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive  |  |   |  |   |  |
| Solicitation Type<br><input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-Competitive Sole Source |  |   |  |   |  |

## Discussion:

This contract will provide maintenance support for the SONET ATM Network Management System (NMS).

In August 2000, the Board approved the award of competitively negotiated Contract No. W-32648 for Phase I of a SONET/ ATM Communications Network System (SACNS) to Siemens Transportation Systems, Inc./Transit Technologies (JV) to design, furnish and install a SONET network, which would transmit all Asynchronous Transfer Mode (ATM) switch traffic from passenger stations in Sub-division "A". Subsequently in December 2004, the Board approved the award of competitively negotiated Contract No. Contract W-32652 to the JV for SACNS Phase 2 to provide the ATM switch and ancillary equipment required to complete the SACNS network for passenger stations in Sub-division "B". In both phases, the existing fiber optic cable was extended into each passenger station's communication room, which allowed for delivery of network connectivity and communications services in passenger stations. The entire SACNS network is monitored and managed from the Rail Control Center (RCC) SONET ATM Command Center using a network management system and alarm reporting system (NMS) that was furnished under Contract No. W-32652.

The company that provided the NMS as a subcontractor to the JV was TTI Telecom, which later was acquired by a company known now as TEOCO. TEOCO's software interfaces with and monitors the entirety of network elements provided in each of the SACNS contracts. This software is the key network surveillance and management tool for the entire network. It provides the initial identification and notification of network problems in real time across the network to the RCC. In order for NYC Transit to operate, maintain and manage all of the network equipment and the various management systems, a direct management support contractor is required. TEOCO is the developer of the software and is the sole provider of software support. The criticality of this operation dictates that only TEOCO provide support because of their unique expertise in maintaining this software. Maintenance will encompass telephone and diagnostic support and software upgrades.

TEOCO submitted a proposal of \$9,545,000, which is comprised of \$7,670, 000 for five years of basic maintenance that includes software support, remote diagnostics, one year of on-site support and training; and \$1,875,000 for two software upgrade options. Board approval is requested for the entire amount to assure that any upgrade can be implemented when required. Based on a review and analysis, TEOCO's price was found to be fair and reasonable. Software maintenance costs to monitor a network of this significance are within the market range of fair and reasonableness. This contract is subject to review and approval by the New York State Office of the State Comptroller ("Comptroller"). Award of the contract cannot be made until Comptroller approval is obtained.

# Staff Summary

|  |          |             |           |      |       |
|--|----------|-------------|-----------|------|-------|
| Item Number 1  |          |             |           |      |       |
| Division & Division Head Name: VP Materiel, Stephen M. Plochocki |          |             |           |      |       |
| Date: 1/11/12 Signature & Date                                   |          |             |           |      |       |
| <i>Signature for S. Plochocki</i>                                |          |             |           |      |       |
| Board Reviews  |          |             |           |      |       |
| Order  | To       | Date        | Approval  | Info | Other |
|  |          |             |           |      |       |
|  |          |             |           |      |       |
|  |          |             |           |      |       |
| Internal Approvals   |          |             |           |      |       |
| Order  | Approval | Order       | Approval  |      |       |
| 1 <i>MS</i>  | Materiel | 4 <i>MS</i> | EVP       |      |       |
| 2 X  | Law      | 6 <i>MS</i> | President |      |       |
| 3 X  | Subways  |             |           |      |       |
|  |          |             |           |      |       |

|   |                         |
|---|-------------------------|
| SUMMARY INFORMATION   |                         |
| Vendor Name<br>Bearing Distributors Inc.  | Contract Number<br>4081 |
| Description<br>NYC Transit Commodity No. 12-68-2415 Tapered Roller Bearing Assembly   |                         |
| Total Amount<br>\$999,900 (Est.)  |                         |
| Contract Term (Including Options, if any)<br>Fifteen Months   |                         |
| 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<br><input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive  |                         |
| Solicitation Type<br><input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:   |                         |
| Funding Source<br><input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |                         |

## I. PURPOSE / RECOMMENDATION

To request Board approval for the purchase of NYC Transit Commodity No. 12-68-2415 Tapered Roller Bearing Assembly from Bearing Distributors Inc. in the estimated amount of \$999,900.

## II. DISCUSSION

In May 2011, MTAHQ obtained Board approval to conduct an e-procurement pilot program with MedPricer, LLC in order to determine whether e-procurement would yield substantial cost savings by reducing both the prices paid for purchases of goods and services as well as the administrative costs of procurements. E-Procurement is a competitive process for soliciting and receiving bids electronically in real time online with vendors competing for a procurement, and then awarding a contract. Under this e-procurement pilot program, MTA agencies using e-procurement software, will award a limited number of procurements that, in the case of goods, otherwise would have been awarded by traditional sealed competitive bidding. The pilot program procurements are being conducted pursuant to subdivision 9(f) of P.A.L. 1209. Accordingly, the proposed final award of each of the pilot e-procurement solicitations will be submitted to the Board for approval.

NYC Transit identified this tapered roller bearing assembly as a candidate for the e-procurement pilot program. This item was chosen because it was determined that there were multiple suppliers that would participate in this competitive solicitation process. This tapered roller bearing is used on the high speed pinion shaft for Westinghouse and General Electric gear units. The Division of Car Equipment requires this item for Scheduled Maintenance System and regular maintenance requirements for various NYC Transit subway car fleets throughout the system. The e-procurement was conducted on April 24, 2012. The solicitation was evaluated strictly on price. The results of this e-procurement are as follows:

| VENDOR/CONTRACTOR            | ADDRESS<br>CITY & STATE | QUANTITY | UNIT PRICE | TOTAL COST     | TERMS  | FOB       |
|------------------------------|-------------------------|----------|------------|----------------|--------|-----------|
| 1. Bearing Distributors Inc. | Stratford, CT           | 9,000    | \$113.20   | \$1,018,800.00 | Net 30 | Delivered |
| 2. Jamaica Bearings Co. Inc. | New Hyde Park, NY       | 9,000    | \$117.85   | \$1,060,650.00 | Net 30 | Delivered |
| 3. Muncie Transit Supply     | Muncie, IN              | 9,000    | \$125.26   | \$1,127,340.00 | Net 30 | Delivered |

This item is on NYC Transit Qualified Products List (QPL) and all three vendors quoted on an approved product manufactured by Timken.

The pricing submitted from Bearing Distributors Inc. (BDI) through the e-procurement process was 8.3% higher than the previous contract awarded in March 2011. Due to the price increase from the previous procurement, NYC Transit reviewed the PPI for Tapered Roller Bearings and it revealed a 5.8% increase since the previous procurement was awarded. A market survey of all the participants was performed after the e-procurement was conducted. The results of this survey revealed that lower pricing would have been received had this requirement been conducted as a standard competitive sealed bid. The terms of the solicitation required the awardee to pay 1.5% of the awarded price to MedPricer as an administrative fee. The vendors that participated in the e-procurement indicated that they had increased their bid prices by 1.5% to compensate for the administrative fee.

# Staff Summary

In an attempt to obtain reduced pricing, NYC Transit was able to have MedPricer waive its fee and proceed without utilizing the e-procurement process. Subsequently, all three of the aforementioned vendors were requested to submit revised final prices. The results of this revised pricing request are as follows:

| VENDOR/CONTRACTOR            | ADDRESS<br>CITY & STATE | QUANTITY | UNIT PRICE | TOTAL COST  | TERMS  | FOB       |
|------------------------------|-------------------------|----------|------------|-------------|--------|-----------|
| 1. Bearing Distributors Inc. | Stratford, CT           | 9,000    | \$111.10   | \$999,900   | Net 30 | Delivered |
| 2. Jamaica Bearings Co. Inc. | New Hyde Park, NY       | 9,000    | \$118.97   | \$1,070,730 | Net 30 | Delivered |
| 3. Muncie Transit Supply     | Muncie, IN              | 9,000    | \$123.41   | \$1,110,690 | Net 30 | Delivered |

This effort resulted in a unit price reduction of \$2.10 or 1.89% from the pricing initially offered by BDI in response to this e-procurement, for a total savings of \$18,900.

This is an Estimated Quantity Contract being awarded to BDI. Delivery begins 90 days after receipt of an order from NYC Transit. The resulting Estimated Quantity Contract will be in effect for 15 months from the date of the award without limitations on the quantity of orders or the total amount expended and will require BDI to deliver various quantities within 14 days from issuance of a release purchase order. NYC Transit is not obligated to accept any or all of the Estimated Quantity Contract.

Procurement has found the price offered to be fair and reasonable based upon adequate price competition. Having evaluated all the available facts, Procurement finds BDI to be responsible.

It is recommended that the award be made to BDI in the total dollar amount of \$999,900 in accordance with the terms of the MTA NYC Transit Estimated Quantity Contract.

### III. D/M/WBE INFORMATION

There are no D/M/WBE goals required for this procurement.

### IV. IMPACT ON FUNDING

Funds for the procurement of this inventory commodity item are available through NYC Transit's operating budget. The resulting contract is a non-obligatory, estimated quantity contract. As a result, any changes in the operating budget or forecast will not impose any unforeseen expenditures upon NYC Transit.

### V. ALTERNATIVES

Cancel the solicitation and re-solicit using traditional competitive bidding procedures. This is not recommended because NYC Transit has an immediate requirement for this item. Additionally, re-soliciting this item may not result in the most favorable pricing since NYC Transit has already received the best pricing.

# Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 5

|   |  |
|---|--|
| <b>Vendor Name (&amp; Location)</b>   |  |
| Optum Rx, Inc. (Irvine, CA)   |  |
| <b>Description</b>  |  |
| Pharmacy Benefits Manager   |  |
| <b>Contract Term (including Options, if any)</b>  |  |
| September 1, 2009 – August 31, 2012   |  |
| <b>Option(s) Included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a     |  |
| <b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive                                |  |
| <b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification      |  |
| <b>Funding Source</b>   |  |
| <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |  |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>  |  |
| Division of Human Resources, Dawn Pinnock   |  |

| Contract Number  | AWO/Modification #    |
|--|-----------------------|
| 0819983  | 2                     |
| <b>Original Amount:</b>  |                       |
|  | \$ 490,000,000        |
| <b>Prior Modifications:</b>  |                       |
|  | \$ 0                  |
| <b>Prior Budgetary Increases:</b>                                      |                       |
|  | \$ 0                  |
| <b>Current Amount:</b>   |                       |
|  | \$ 490,000,000        |
| <b>This Request:</b>   |                       |
|  | \$ 250,000,000 (Est.) |
| <b>% of This Request to Current Amount:</b>                            |                       |
|  | 51.0%                 |
| <b>% of Modifications (including This Request) to Original Amount:</b> |                       |
|  | 51.0%                 |

## Discussion:

This modification is to extend the contract term for 16 months from September 1, 2012 through December 31, 2013.

In June 2009, the Board approved a three year contract in the estimated amount of \$490,000,000 to Innoviant, Inc., now known as Optum Rx, Inc., for pharmacy benefits management (PBM) services. Under the contract, Optum Rx, a wholly owned subsidiary of UnitedHealth Group, performs PBM services for members of Transport Workers Union Local 100 (TWU), Amalgamated Transit Union (ATU) Locals 726 and 1056, Subway Surface Supervisors Association (SSSA), Transit Supervisory Organization (TSO), Local 106 and the MTA Bus Company. The services include paying claims from dispensing pharmacies on behalf of members and administering a mail fulfillment order drug program. The projected annual expenditure with Optum Rx for their services is approximately \$190,000,000, wherein approximately 90% is for the cost of prescription drugs and 10% are fees for administration and dispensing of prescription drugs.

Since the provision of employee benefits is subject to ongoing collective bargaining, the parameters of a new pharmacy benefits plan are not certain. A finalized benefit plan is preferred in order to solicit a new contract via RFP. As the PBM services must continue without interruption, there is no alternative than to continue to have Optum Rx provide these services in order to ensure that the members have uninterrupted prescription drug coverage. NYC Transit has budgeted \$250,000,000 to extend the current contract with Optum Rx for 16 months. The extension also includes an option for up to 12 additional months and \$200 million. Separate authorization will be sought prior to exercise of this option.

For this extension, Optum Rx proposed to change the pricing model from transparent, which is based on a "pass through" of costs, to traditional, which includes fixed discounts and dispensing fees. Based on a benchmarking analysis conducted by AON Hewitt Benefits Consultant for clients of similar size and plan design, the traditional pricing model offered by Optum Rx may result in savings to NYC Transit. However, these projections and pricing methods, including past pricing validation, must be completed prior to a new pricing structure being agreed upon. Additionally, it is anticipated that the extension will provide sufficient time for NYC Transit to conduct a competitive RFP in order to evaluate the cost of various prescription drug benefit plans and their fee structures, and to be able to award a contract that is both competitive and cost effective.

## Schedule K: Ratification of Completed Procurement Actions

Item Number: 1-2

|   |  |
|---|--|
| <b>Vendor Name (&amp; Location)</b><br>Henry Brothers Electronics, Inc. (Fair Lawn, NJ)   |  |
| <b>Electronic Security in Under River Tunnel – URT 1 Project</b>  |  |
| <b>Contract Term (including Options, if any)</b><br>June 16, 2011 – June 15, 2012   |  |
| <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a   |  |
| <b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive  |  |
| <b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification  |  |
| <b>Funding Source</b><br><input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: |  |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b><br>Capital Program Management, Frederick E. Smith  |  |

|  |                                     |
|--|-------------------------------------|
| <b>Contract Number</b><br>C-11473                                      | <b>AWO/Modification #:</b><br>1 & 3 |
| <b>Original Amount:</b>  | \$ 8,495,254                        |
| <b>Prior Modifications:</b>  | \$ 0                                |
| <b>Prior Budgetary Increases:</b>                                      | \$ 0                                |
| <b>Current Amount:</b>   | \$ 8,495,254                        |
| <b>This Request:</b><br>Mod. 1: \$830,000<br>Mod. 3: \$1,590,000       |                                     |
|  | \$ 2,420,000                        |
| <b>% of This Request to Current Amount:</b>                            | 28.5%                               |
| <b>% of Modifications (including This Request) to Original Amount:</b> | 28.5%                               |

### Discussion:

These retroactive modifications are for various changes needed to complete this security project.

This contract is for the furnishing, installation, wiring and testing of video cabinets and fiber optic distribution panels in eighteen communication rooms in under river tunnels (URTs). It also is for the furnishing, installation and integration testing of cameras, infrared spotlights, card readers, intercoms, intrusion detection systems in the URTs and the communications rooms.

Pursuant to the Emergency Declaration relating to security issues, MTACC solicited and awarded this contract to complete work left unfinished by Lockheed Martin Transportation & Security Systems (Lockheed Martin) after its termination for default of the Integrated Electronic Security System (IESS/C3) contract. This contract is for the completion of URT Package #1 of the IESS/C3 system. NYC Transit assumed responsibility for managing this contract and will design, solicit, award and manage a future contract for the completion of combined URT Packages #2 and #3. Substantial completion of the original contract work is currently forecast for November 30, 2012. A future modification will provide an extension of time.

### Modification No. 1

In connection with the default proceedings, Lockheed Martin prepared drawings and documents which detailed work accomplished and remaining work. MTACC awarded this contract based upon those drawings and documents. As work progressed, it became apparent that the Lockheed Martin drawings and documents were inaccurate with respect to 14 of the 18 communications rooms. A post-award field survey was undertaken to develop the scope of work of this retroactive modification which primarily consists of extending conduit and cable which Lockheed Martin ended outside the communication rooms, but needs to be brought into the rooms; it also includes furnishing ancillary equipment in the rooms. The work primarily is performed at night and on weekends. The contractor submitted a cost proposal in the amount of \$2,396,951; NYC Transit's estimate was \$757,828. Following extensive scope clarification meetings, negotiations resulted in the agreed upon lump sum price of \$830,000, which was found to be fair and reasonable. Savings of \$1,566,951 were achieved. On March 21, 2012, the SVP/Chief Engineer signed a retroactive waiver; the contractor was directed to proceed on March 26, 2012, to mitigate delay.

### Modification No. 3

The security access control and monitoring systems are supported by communications rooms at the ends of the URTs. The existing power plants in those communications rooms pre-dated the IESS project. NYC Transit previously upgraded the power plant in one room, by a modification to the Siemens ATM-B contract. This retroactive modification will cover the furnishing and installation of power plant equipment for the other 17 communications rooms. The contractor submitted a cost proposal in the amount of \$2,367,147; NYC Transit's estimate was \$1,460,600. Negotiations resulted in an agreed upon lump sum price of \$1,590,000, which was found to be fair and reasonable. The SVP/Chief Engineer signed a retroactive waiver and the contractor was directed to proceed the same day, to mitigate delay.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

|   |  |
|---|--|
| Vendor Name (& Location)  |  |
| Louis T. Klauder and Associates (Ambler, PA)  |  |
| Description   |  |
| Provide consulting services for new and converted CBTC-ready subway cars  |  |
| Contract Term (including Options, if any)   |  |
| September 9, 2009 – September 8, 2013   |  |
| Option(s) included in Total Amount?   | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a                 |
| Procurement Type  | <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive                         |
| Solicitation Type   | <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Negotiation |
| 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:   |  |
| Department of Subways, Carmen Bianco  |  |

| Contract Number  | AWO/Modification #   |
|--|----------------------|
| CM-1385  | 3                    |
| Original Amount:   | \$ 5,911,800         |
| Prior Modifications:   | \$ 0                 |
| Prior Budgetary Increases:                                   | \$ 0                 |
| Current Amount:  | \$ 5,911,800         |
| This Request:  | \$ 21,427,113 (Est.) |
| % of This Request to Current Amount:                         | 262.4%               |
| % of Modifications (including This Request) to Total Amount: | 262.4%               |

## Discussion:

This retroactive modification will exercise a revised option to provide consulting services associated with car procurement Contract R-34188 and will extend the term of Contract CM-1385 for an additional six years from September 9, 2013 through September 8, 2019, add an additional sub-consultant, and address scope of work changes made as a result of the award of the option to car procurement Contract R-34188. In March 2012 LTK was directed to proceed with a portion of the work covered by this modification.

In July 2009, Board approval was obtained to award this non-competitive sole source contract to Louis T. Klauder and Associates (LTK) to provide consulting services relating to new and converted Communication Based Train Control-ready (CBTC-ready) subway cars under Contract R-34188 with Kawasaki Rail Car, Inc. (Kawasaki). Under this modification, LTK will continue to provide consulting services for 103 new and 370 converted cars to match the revised mix of new and converted cars provided for under the December 2011 exercise of the option for the R-34188 car procurement contract.

Under the base contract for Contract CM-1385, LTK provides consulting services described herein for 23 new and 10 converted subway cars for a term of four years. The agreement also included an option for additional consulting services related to an additional 473 cars in the amount of \$17,112,903, predicated on the quantities of 163 new and 310 converted cars. However, when the option was exercised for the R-34188 car procurement contract in December 2011 and the number of new and converted cars restructured to 103 new cars and 370 converted cars, it became necessary to modify this Contract CM-1385 to match the number of new and converted cars pursuant to the modified Contract R-34188. Additionally, this modification is necessary due to substantive changes to the work scope of the R-34188 option (whereby all conversion work would be performed solely by Kawasaki at its Yonkers facility instead of the original split effort whereby the non-cab cars would have been converted jointly with NYC Transit personnel at the 207 St. Overhaul Shop), changes in the delivery schedule, the restructuring of the number of new and converted cars for Contract R-34188, and LTK's offering as a cost saving measure, to add YTT International (YTT), a per diem consultant in Japan, to conduct pre-shipment inspections of components in lieu of LTK performing this function with its own staff. The award of the modification to Kawasaki for the option cars yielded savings of approximately \$46M. The award of this modification to LTK will support those efforts.

This modification will retain LTK's services beyond Kawasaki's completion of deliveries of all new and converted cars under Contract R-34188 through and including the warranty period and contract close-out period.

It became necessary for LTK to commence certain work that falls within the scope of this modification (primarily for pre-shipment inspections of new car components for the R-34188 Option in Japan) prior to obtaining Board approval to award this modification. LTK was directed to proceed with that limited scope of work; therefore, this modification approval is retroactive.

LTK's proposal for this Modification No. 3 is based on labor rates for LTK staff and YTT staff that are 5.7% and 30.0% respectively lower than the contractually allowable rates originally contained in the Contract. Based on the above, LTK's Proposal price is considered fair and reasonable.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

|  |  |
|--|--|
| Vendor Name (& Location)   |  |
| Judlau Contracting, Inc. (College Point, NY)   |  |
| Description  |  |
| Restoration of the Historic Corbin Building  |  |
| Contract Term (including Options, if any)  |  |
| February 19, 2010 – December 18, 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:  |  |
| MTA Capital Construction, Dr. Michael Horodniceanu   |  |

|   |                    |
|---|--------------------|
| Contract Number   | AWO/Modification # |
| A-36126   | 86                 |
| Original Amount:  | \$ 59,210,000      |
| Prior Modifications:  | \$ 3,995,431       |
| Prior Budgetary Increases:                                      | \$ 0               |
| Current Amount:   | \$ 63,205,431      |
| This Request:   | \$555,000          |
| % of This Request to Current Amount:                            | 0.9%               |
| % of Modifications (Including This Request) to Original Amount: | 7.7%               |

## Discussion:

This retroactive modification is for restoration of the wood window panels within the historical Corbin Building.

This contract is for the restoration of the historical Corbin Building which is on the National Register of Historic Places.

After the demolition of the interiors of the Corbin building, it was discovered that the wood panels which surround certain windows, predominantly on the second and third floors, had not been accounted for because the panels were either missing or covered by drywall. As such, the original contract documents did not address the restoration or replication of these elements. The State Historic Preservation Office (SHPO) has recommended that these wood panels be preserved, restored or replicated.

This modification is for the wood panel restoration of approximately 25 windows; replication, with new wood panels for 5 of these windows; and miscellaneous wood repairs to various other window surrounds as required. The windows are 6 x 8 feet each and cover 1,200 square feet in total, and include outer, intermediate and inner wooden sections. A retroactive waiver was approved by the MTACC President on May 2, 2012; the contractor was directed to proceed on May 15, 2012.

The contractor's proposal was \$792,627; MTACC's estimate was \$529,233. Negotiations resulted in the agreed upon lump sum price of \$555,000, which is considered fair and reasonable. Savings of \$237,627 were achieved.



# Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

|  |  |
|--|--|
| 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   | 105                |
| Original Amount:  | \$ 175,988,000     |
| Prior Modifications:  | \$ 7,859,539       |
| Prior Budgetary Increases:                                      | \$ 0               |
| Current Amount:   | \$ 183,847,539     |
| This Request:   |                    |
| \$1,908,000   |                    |
| % of This Request to Current Amount:                            | 1.0%               |
| % of Modifications (including This Request) to Original Amount: | 5.5%               |

## Discussion:

This retroactive modification is for changes to the radio system. To avoid schedule impact, this work had to continue without delay. Consequently, the MTACC President approved a retroactive waiver and the Contractor was directed to proceed with the work in March 2012.

This contract is for the construction of the Fulton Center Enclosure.

The original contract included a performance specification for the installation of the Fulton Center Radio System that had not been approved by NYC Transit Communications Engineering. Instead of delaying the bid opening of this contract to address NYC Transit issues with the specifications, MTACC elected to award the contract as scheduled and address any required revisions to the radio system by modification. This modification introduces a channelized system which provides filtering capabilities to ensure strong and clear reception across all channels to better address the unique Fulton Center environment which consists of a mixture of open above ground, glass-enclosed Transit Center building open to off air NYC Radio; and five underground stations with wide underground connecting corridors.

The contractor submitted a proposal in the amount of \$4,369,141; MTACC's estimate was \$1,852,270. Negotiations resulted in the agreed upon lump sum price of \$1,908,000, which is considered fair and reasonable. Savings of \$55,730 were achieved.

## Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

|   |   |
|---|---|
| Vendor Name (& Location)  |   |
| Skanska/Railworks Joint Venture (New York, NY)  |   |
| Description   |   |
| Furnishing and Installing Finishes and Systems – No. 7 Line Extension   |   |
| Contract Term (Including Options, if any)   |   |
| August 10, 2011- June 9, 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 type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: HYDC |   |
| Requesting Dept/Div & Dept/Div Head Name:   |   |
| MTA Capital Construction, Dr. Michael Horodniceanu  |   |

|   |                    |
|---|--------------------|
| Contract Number   | AWO/Modification # |
| C-26505   | 8                  |
| Original Amount:  | \$ 513,700,497     |
| Prior Modifications:  | \$ 167,400         |
| Prior Budgetary Increases:                                      | \$ 0               |
| Current Amount:   | \$ 513,867,897     |
| This Request:   | \$ 2,100,000       |
| % of This Request to Current Amount:                            | 0.41%              |
| % of Modifications (Including This Request) to Original Amount: | 0.44%              |

## Discussion:

This modification is for the construction of a retaining wall at Site J. Funding for this modification is provided by the Hudson Yards Development Corporation (HYDC).

This contract covers the entire No. 7 Line extension which runs from Times Square to Site A at 26<sup>th</sup> Street and 11<sup>th</sup> Avenue and includes the furnishing and installation of finishes and systems including elevators and escalators; HVAC, tunnel ventilation and fire protection; plumbing, electrical power and lighting; signal, communications and traction power systems; and track work. The work also includes construction of the ventilation building at Site A.

HYDC requires the construction of a retaining wall east of the Site J Station Building with the space between the retaining wall and building to be filled up to street grade in order to create the structure for the new Hudson Boulevard between 33<sup>rd</sup> and 34<sup>th</sup> Streets. This retaining wall is required because of the change in elevation from 33<sup>rd</sup> Street to 34<sup>th</sup> Street. It was originally intended that HYDC would hire a separate contractor to perform this work. However, since the work area abuts Site J and occupies the main access point for Contracts C-26510 (Site J Core & Shell) and C-26505 (Systems and Finishes) and in order to avoid having an HYDC contractor occupy this area and potentially impact either of these two contracts, MTACC agreed to perform the work as part of the No. 7 Line finishes and systems contract instead of contracting separately.

This modification is for the construction of a concrete retaining wall that is approximately 250' in length, a height that varies from 15' to 22' and a width that varies from 14" to 24". Work includes excavation, support of excavation, reinforced concrete and surface restoration.

The contractor's proposal was \$2,441,929; MTACC's estimate was \$1,968,327. Following negotiations, the price of \$2,100,000 was agreed upon and is considered fair and reasonable. Savings of \$341,929 were achieved.

## **7. ACTION ITEM**



## Staff Summary

Page 1 of 2

|  |
|--|
| Subject  |
| Subway Structural Rehabilitation – 4 <sup>th</sup> Avenue Line |
| Department   |
| Subways  |
| Department Head Name   |
| Carmen Bianco  |
| Department Head Signature                                      |
| Project Manager Name   |
| Marva Brown  |

|                         |
|-------------------------|
| Date                    |
| July 10, 2012           |
| Vendor Name             |
| N/A                     |
| Contract Number(s)      |
| N/A                     |
| Contract Manager Name   |
| Table of Contents Ref # |

| Board Action |                   |      |          |      |       |
|--------------|-------------------|------|----------|------|-------|
| Order        | To                | Date | Approval | Info | Other |
| 1            | NYCT Committee    | 7/23 | X        |      |       |
| 2            | Finance Committee | 7/23 | X        |      |       |
| 3            | MTA Board         | 7/25 | X        |      |       |
|              |                   |      |          |      |       |

| Internal Approvals |   |       |              |
|--------------------|---|-------|--------------|
| Order              | Approval  | Order | Approval     |
| 1                  | SVP Subways <i>[Signature]</i>                  | 5     | Executive VP |
| 2                  | SVP Capital Program Mgmt <i>[Signature]</i>     | 6     | President    |
| 3                  | Director, OMB <i>[Signature]</i>                |       |              |
| 4                  | Chief Capital Budget Officer <i>[Signature]</i> |       |              |

**Purpose:** To obtain MTA Board approval to modify the scope and intent of a capital project concerning the rehabilitation of the subway structure between 59<sup>th</sup> Street and Atlantic Avenue-Pacific Street Stations (now Atlantic Avenue-Barclay Center) along the 4<sup>th</sup> Avenue line in Brooklyn (serving the D, N and R trains). The scope of this project, valued at \$15 million, will be modified to include high priority structural component repair work on multiple lines. This work has been prioritized based on both condition and cost effective opportunity to perform appropriate work. Immediate additional work to be added to this project will include stabilization and Phase 1 column repairs at 9th Avenue Station (lower level) / West End line, and subway roof slab replacement at Delancey St / Nassau line. Work at these two locations is needed urgently to ensure the long-term integrity of the affected structures.

## 7.1



## Staff Summary

**Discussion:** As a result of water infiltration, age and intense usage, deteriorated structural conditions have been monitored and are awaiting repair around the system. Maintenance efforts are capable of stabilizing these conditions for a period of time, but ultimately, some major repairs are beyond the capability of maintenance resources. Historically, large rehabilitation projects have been initiated to address a concentration of defects of all kinds (high, medium and low priority) within identified limits along a particular line. Recently, most of these projects have not been funded, due to pressing priorities and limited funding resources. The 4<sup>th</sup> Avenue rehabilitation project was originally conceived as such a project, but due to funding constraints, a budget was established (\$30 million) that would be sufficient only to address higher priority defects. Subsequently, in December 2011, half of its scope and funding (\$15 of \$30 million) was re-prioritized and funds were directed to the structural remediation of the Steinway Tube.

The new scope will address specific high-priority defective components at more locations in a more timely manner than in the past. Three locations have already been identified (see table below), including the highest priority work on the 4<sup>th</sup> Avenue line remaining from the original project. Moreover, with a component approach, additional high-priority defects can be addressed within the framework of this process.

| Location  | Nature of work                         | Cost    | Award     |
|---|--|---------|-----------|
| 4 <sup>th</sup> Avenue line / Bklyn                 | Phase 1 repairs                        | \$5 m   | 2013      |
| Delancey St / Nassau                                | Subway roof slab replacement           | \$2.8 m | Dec 2012  |
| 9 <sup>th</sup> Av Station / West End (lower level) | Stabilization / Phase 1 column repairs | \$5.0 m | July 2012 |

The additional work at Delancey Street / Nassau line will entail structural rehabilitation and waterproofing of the subway roof/sidewalk and supporting structure of vault along Delancey Street between Essex Street and Suffolk Street in Manhattan. Approximately 200 linear feet will be rehabilitated. The existing roof/sidewalk is severely deteriorated due to water infiltration, and the area is presently barricaded to prevent vehicular traffic from parking/turning onto the sidewalk/roof.

The additional work at 9th Avenue Station will entail repair/replacement of severely deteriorated steel columns and other steel members, and related ancillary work. These columns, located on a lower level non-revenue station platform, are part of the West End (Brooklyn) line structure and support the station above. Immediate stabilization work by operating forces is being performed to ensure safety, but permanent steel repairs are needed to preserve the integrity of the structure for the long-term. Phase 1 repairs are being added to this project, and based on the results of Phase 1, further work at this location is expected to be added in the future.

The work remaining on the 4th Avenue line will address the highest priority component repairs that were included in the original rehabilitation project. A phased plan to address high priority items is under development. Depending on the needs identified, work may extend into the next capital program.

**Impact on Funding:** None.

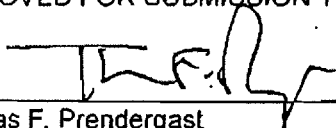
**Alternatives:** Execute the capital program as originally approved. This option would not address higher priority work on other lines.



## Staff Summary

Recommendation: It is recommended that the MTA Board approve the modification of the scope of 4<sup>th</sup> Avenue structural rehabilitation project to address high-priority work at multiple locations. This action represents the initiation of structural component project. This project is expected to be expanded as additional priorities are established.

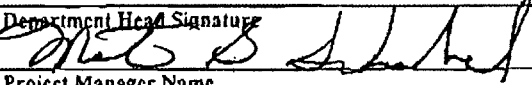
APPROVED FOR SUBMISSION TO THE BOARD

  
\_\_\_\_\_  
Thomas F. Prendergast  
President

  
\_\_\_\_\_  
Date

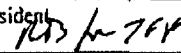

# Staff Summary


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|  |
|--|
| Subject  |
| TAB Senior Hearing Officers  |
| Department   |
| Law Department   |
| Department Head Name   |
| Martin B. Schnabel   |
| Department Head Signature  |
|  |
| Project Manager Name   |
| Dorothy Samuel   |

|                         |
|-------------------------|
| Date                    |
| July 10, 2012           |
| Vendor Name             |
| Contract Number         |
| Contract Manager Name   |
| Table of Contents Ref # |

| Board Action |             |      |          |      |       |
|--------------|-------------|------|----------|------|-------|
| Order        | To          | Date | Approval | Info | Other |
| 1            | NYCT Comice |      |          |      |       |
| 2            | MTA Board   |      |          |      |       |
|              |             |      |          |      |       |
|              |             |      |          |      |       |

| Internal Approvals |  |       |                            |
|--------------------|--|-------|----------------------------|
| Order              | Approval   | Order | Approval                   |
| 3                  | President      |       | Assistant to the President |
| 2                  | Executive VP  |       | Subways                    |
|                    | Capital Prog. Management   |       | Buses                      |
|                    | Operations Support   |       | Customer Service           |

| Internal Approvals (cont.) |   |       |                 |       |                 |       |          |
|----------------------------|---|-------|-----------------|-------|-----------------|-------|----------|
| Order                      | Approval  | Order | Approval        | Order | Approval        | Order | Approval |
| 1                          | Law  |       | Human Resources |       | Labor Relations |       | Material |

## Narrative

### Purpose

To obtain Board approval for the renewal of retainer agreement with TAB's current panel of two Senior Hearing Officers in amounts not to exceed \$70,000.00 and \$60,000.00 annually.

### Discussion

In accordance with Paragraph Two of Section 1209-a of the Public Authorities Law (PAL), TAB maintains a roster of per diem hearing officers appointed by the President of NYCT. There are currently two Senior Hearing Officers on TAB's roster, who serve under separate retainers.

Appointees to the Senior Hearing Officer position serve on a per diem basis and are paid at an hourly rate. Two attorneys currently serve on this position.

The Senior Hearing Officers are responsible for conducting hearings, training and supervising the panel of hearing officers, reviewing decisions and chairing the TAB Appeals Board, a three-member panel with responsibility to review appeals of hearing officer determinations. Two individuals have served as TAB Senior Hearing Officers for a significant period of time. Debra Siedman DeWan, who was appointed in January 1990, serves three days per week and is paid at a rate of \$56.75 (or \$397.25 for a seven hour day); Rebecca Novak was appointed in July 1995, serves two days per week, and is paid \$49.33 (or \$345.31 for a seven hour day).

NYC Transit requests approval to renew its agreement with Ms. Siedman DeWan and Ms. Novak for the period from August 1, 2012 through July 31, 2013. Both have demonstrated themselves to be highly competent attorneys who have served with excellence as Senior Hearing Officers for a substantial period of time. Given their demonstrated knowledge and experience with respect to legal issues affecting TAB and their prior performance in this capacity, Ms. Siedman DeWan and Ms. Novak are viewed as the best candidates for

## Staff Summary

Page 2 of 2

the Senior Hearing Officer positions. In light of budgetary constraints, it is proposed to maintain their respective hourly rates at those in effect for the year ending June 30, 2013. Ms. DeWan's retainer will be subject to an annual cap of \$70,000 and the retainer for Ms. Novak will be capped at \$65,000.

### Impact on Funding

Funding for per diem and Senior Hearing Officers has been included in TAB's 2012 operating budget.

### Recommendation

That the Board approves the award of renewal retainer agreements with TAB Senior Hearing Officers Debra Siedman DeWan and Rebecca Novak as above described.

Approved For Submission to the Board:

  
\_\_\_\_\_  
Thomas F. Prendergast, President



## **8. SPECIAL REPORTS & PRESENTATIONS**



## New York City Transit

### SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

#### MetroCard Market Share

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

| <u>Fare Media</u>      | <u>May 2011</u> | <u>May 2012*</u> | <u>Difference</u> |
|------------------------|-----------------|------------------|-------------------|
| Cash                   | 3.3%            | 3.1%             | (0.2%)            |
| Single-Ride Ticket     | 1.4%            | 1.2%             | (0.2%)            |
| Bonus Pay-Per-Ride     | 37.2%           | 37.7%            | 0.5%              |
| Non-Bonus Pay-Per-Ride | 9.9%            | 10.1%            | 0.2%              |
| 7-Day Farecard         | 16.7%           | 17.5%            | 0.8%              |
| 30-Day Farecard        | <u>31.5%</u>    | <u>30.4%</u>     | (1.1%)            |
| Total                  | 100.0%          | 100.0%           |                   |

\* Preliminary

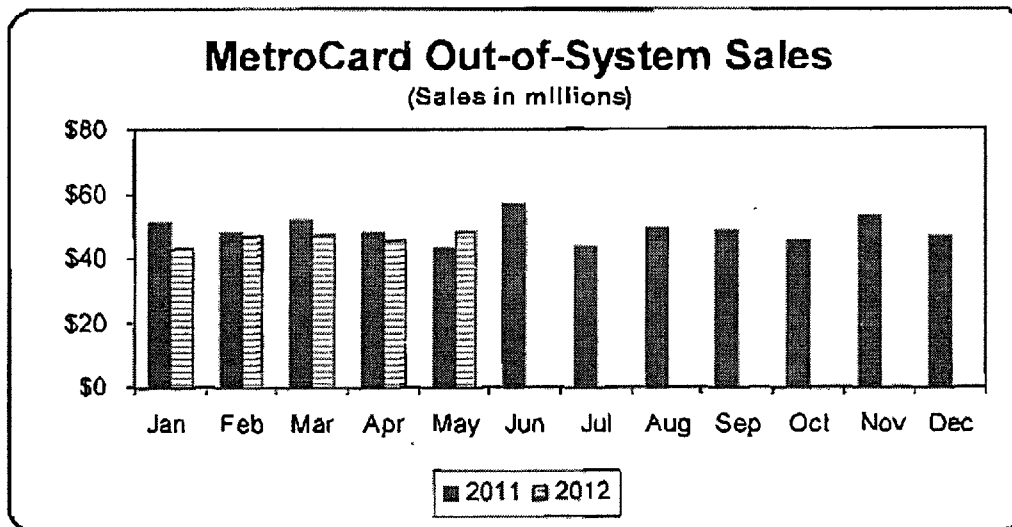
*Note: Percentages may not add due to rounding.*

#### **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 May 2012 was 5,864, a 5.6 percent increase from the same period last year. The average value of a credit issued was \$61.54.

### MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$48.0 million in May 2012, an 11.1 percent increase compared to May 2011. Year-to-date sales totaled \$230.6 million, a 4.9 percent decrease compared to the same period last year.



### *Retail Sales*

There were 4,481 active out-of-system sales and distribution locations for MetroCards, generating \$25.7 million in sales revenue during May 2012.

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

Sales of 199,405 MetroCards valued at approximately \$15.3 million were made in May 2012 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$76.64. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 41,798 for May 2012, generating an additional \$4.3 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$97.1 million, a 5 percent decrease when compared to last year.

### Mobile Sales Program

In May 2012, the Mobile Sales unit completed 241 site visits, of which 179 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$113,000 in revenue was generated. In May 2012, the Mobile Sales unit assisted and enabled 1,988 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as the Coney Island Memorial Day Weekend (Brooklyn).

### **Reduced-Fare Program**

During May 2012 enrollment in the Reduced-Fare Program increased by 6,691 new customers, while 2,013 customers left the program. The total number of customers in the program is 768,163. Seniors account for 619,632 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 148,531 customers. Of those, a total of 32,672 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Reduced-fare customers added approximately \$6.2 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In May 2012, the EasyPay Reduced Fare program enrollment totaled 115,368 accounts. During the month, EasyPay customers accounted for approximately 2.0 million subway and bus rides with \$1.7 million charged to their accounts. Each account averaged 28 trips per month, with an average monthly bill of \$17.

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

In May 2012, the EasyPay Xpress PPR program enrollment totaled 46,716 accounts. During this month, Xpress PPR customers accounted for approximately 977,000 subway, express bus and local bus rides with \$2.2 million charged to their accounts. Each account averaged 26 trips per month, with an average monthly bill of \$60.

### **EasyPay Xpress Unlimited Program**

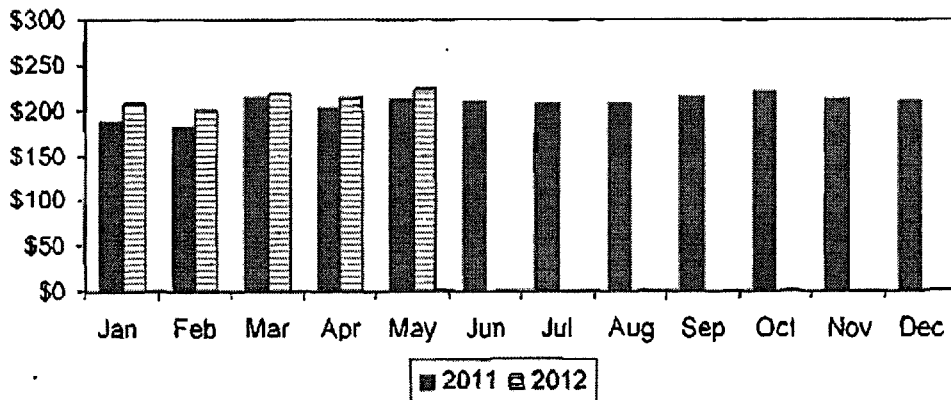
In May 2012, the EasyPay Xpress Unlimited program enrollment totaled 8,620 accounts. During this month, Xpress Unlimited customers accounted for approximately 429,000 subway and local bus rides with \$760,000 charged to their accounts. Each account averaged 54 trips per month with a fixed monthly bill of \$104.

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

Vending machine sales (MVMs & MEMs) during May 2012 totaled \$222.7 million, on a base of 15.6 million customer transactions. Year-to-date, the number of transactions at vending machines is 72.8 million, a 4.9% increase compared to the same period last year. During May 2012, MEMs accounted for 1,793,353 transactions resulting in \$43,142,527 in sales. Debit/credit card purchases account for 71.3 percent of total vending machine revenue, while cash purchases account for 28.7 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 \$26.95, more than three times the average cash sale of \$7.21. The average debit sale is \$18.88.

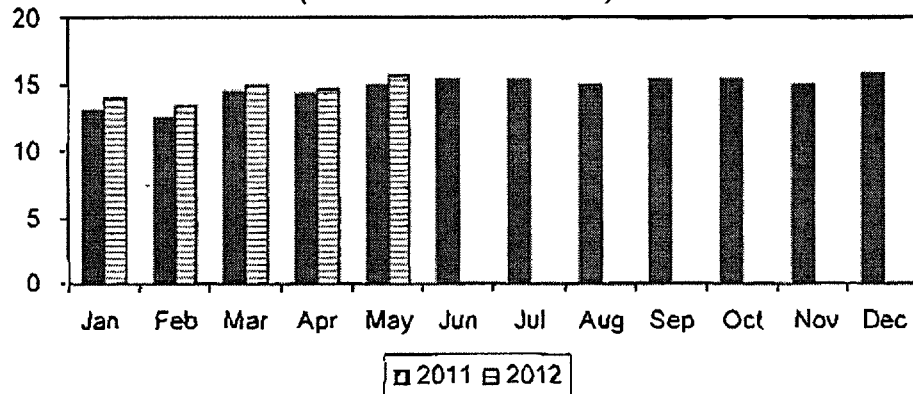
### Vending Machine Sales

(Sales in millions)



### Vending Machine Transactions

(Transactions in millions)



## **9. 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 - July 2012

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

|                         | Budget            | Expenditures      |
|-------------------------|-------------------|-------------------|
| Construction            | \$ 943.3          | \$ 633.1          |
| Design                  | 105.3             | 103.5             |
| Construction Management | 130.4             | 76.7              |
| Real Estate             | 220.9             | 205.8             |
| <b>Total</b>            | <b>\$ 1,400.0</b> | <b>\$ 1,019.1</b> |

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

| Project Description  | Budget<br>(Bid +<br>Contingency)      | Current Contract<br>(Bid + Approved<br>AWOs) | Remaining<br>Contingency | Expenditures | Re-Baseline<br>Award Date | Actual/<br>Forecast<br>Award Date | Planned<br>Completion<br>at Award | Customer<br>Benefit<br>Milestone* | Forecast<br>Completion |
|--|---------------------------------------|--|--------------------------|--------------|---------------------------|-----------------------------------|-----------------------------------|-----------------------------------|------------------------|
| 4B: A/C Mezzanine Reconfiguration<br><i>Skanska US Civil Northeast</i>           | \$ 132.0                              | \$ 127.0                                     | \$ 4.9                   | \$ 103.0     | Aug-2009                  | Jul-2009                          | Mar-2013                          | Mar-2013                          | Nov-2012               |
| 4C/D: 4/5 Station Rehab & Dey St HH Finishes<br><i>WDF</i>                       | 64.3                                  | 60.8   | 3.5                      | 47.5         | Sep-2009                  | Aug-2009                          | Jul-2012                          | Jul-2012                          | Nov-2012               |
| 4E: Dey St Concourse & R Underpass Finishes<br><i>Skanska US Civil Northeast</i> | 22.4                                  | 21.3   | 1.0                      | 12.6         | Sep-2010                  | Mar-2010                          | Nov-2012                          | Nov-2012                          | Nov-2012               |
| 4F: Transit Center Building<br><i>Plaza - Schlavone, JV</i>                      | 208.8                                 | 185.7  | 21.1                     | 67.4         | Jan-2011                  | Aug-2010                          | Jun-2014                          | Jun-2014                          | Jun-2014               |
| 4G: Corbin Building Restoration<br><i>Judlau Contracting</i>                     | 65.3                                  | 63.2   | 2.1                      | 39.6         | Mar-2010                  | Feb-2010                          | Dec-2012                          | Dec-2012                          | Dec-2012               |
| R to E Connector   | To be Coordinated with Port Authority |  |                          |              | TBD                       | TBD                               | TBD                               | TBD                               | TBD                    |

\* Customer Benefit Milestone represents the progressive roll-out of customer benefits committed to the MTA Board in May 2009 and reported to CPOC.

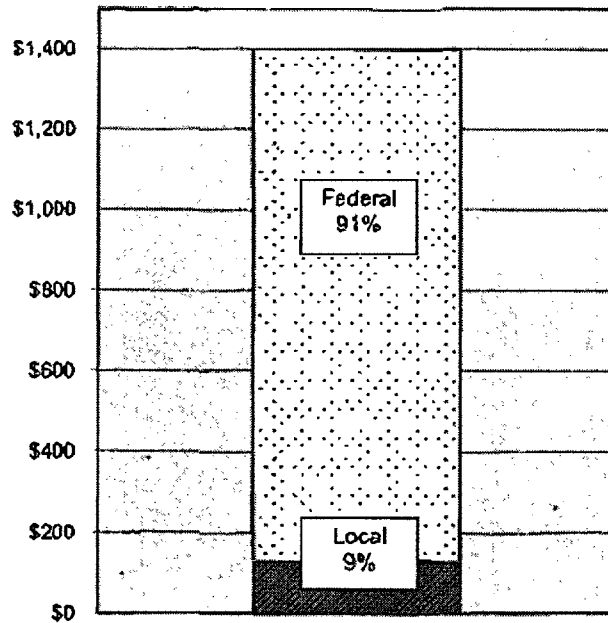
# Fulton Center Status

## Report to the Transit Committee - July 2012

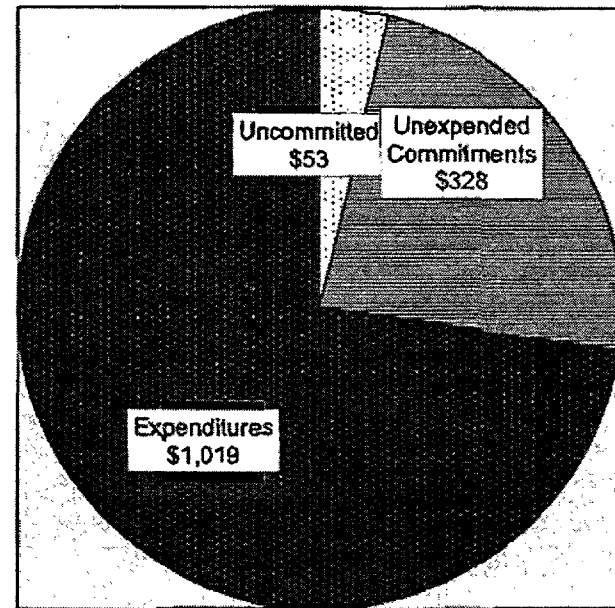
(data thru June 2012)

| MTA Capital Program<br>\$ In Millions | Budgeted        | Funding Sources  |                    |                     | Status of Commitments |              |                 |
|---------------------------------------|-----------------|------------------|--------------------|---------------------|-----------------------|--------------|-----------------|
|                                       |                 | Local<br>Funding | Federal<br>Funding | Federal<br>Received | Committed             | Uncommitted  | Expended        |
| 2000-2004                             | \$ 956          | \$ 130           | \$ 826             | \$ 826              | \$ 924                | \$ 31        | \$ 785          |
| FTA Reserve (2000-2004)               | 21              | -                | 21                 | -                   | -                     | 21           | -               |
| ARRA (Federal Stimulus)               | 423             | -                | 423                | 423                 | 423                   | 0            | 234             |
| <b>Total</b>                          | <b>\$ 1,400</b> | <b>\$ 130</b>    | <b>\$ 1,270</b>    | <b>\$ 1,249</b>     | <b>\$ 1,347</b>       | <b>\$ 53</b> | <b>\$ 1,019</b> |

Project Budget: \$1,400 Million

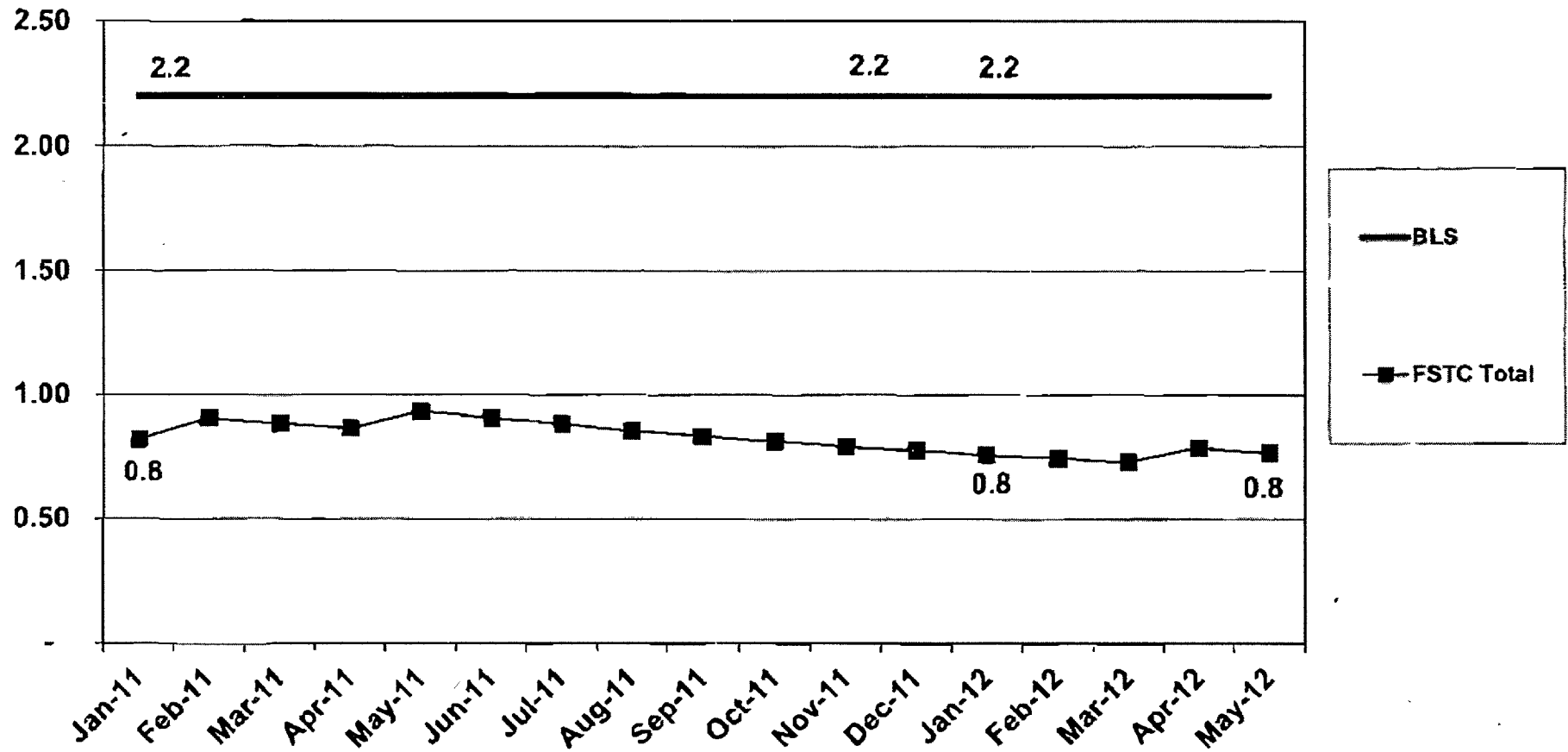


Commitments and Expenditures (\$ in Millions)





# 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 - July 2012

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

|  | Budget            | Expenditures      |
|--|-------------------|-------------------|
| Final Design   | \$ 114.0          | \$ 107.3          |
| Construction   | 1,870.9           | 1,305.8           |
| Construction Management                                | 40.0              | 19.3              |
| Subway Project Reserve                                 | 75.9              | -                 |
| <b>Total of HYDC-Funded Subway Work</b>                | <b>\$ 2,100.8</b> | <b>\$ 1,432.4</b> |
| HYDC-Funded Non-Subway Work <sup>†</sup>               | 266.0             | 148.9             |
| <b>Total of HYDC-Funded Subway and Non-Subway Work</b> | <b>\$ 2,366.8</b> | <b>\$ 1,581.3</b> |
| MTA-Funded PE/EIS Work and Other                       | 53.1              | 53.0              |
| <b>Total</b>   | <b>\$ 2,419.9</b> | <b>\$ 1,634.3</b> |

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

| Project Description  | Budget<br>(Bid +<br>Contingency) | Current Contract<br>(Bid + Approved<br>AWOs) | Remaining<br>Contingency | Expenditures | Actual/<br>Forecast<br>Award Date | Planned<br>Completion<br>at Award | Forecast<br>Completion |
|--|----------------------------------|--|--------------------------|--------------|-----------------------------------|-----------------------------------|------------------------|
| Site L (Vent Building) Excavation and Core & Shell<br><i>CCA Civil Halmar Internat'l LLC</i>                             | 62.5                             | 58.7   | 3.8                      | 49.7         | Jul-2010                          | Aug-2012                          | Aug-2012               |
| Site J (Main Entrance to 34th St Station and Vent<br>Building) Excavation and Core & Shell<br><i>Yonkers Contracting</i> | 127.8                            | 116.4  | 11.4                     | 79.9         | Oct-2010                          | Dec-2012                          | Jun-2013               |
| Site K (Vent Building for 34th St Station) Core & Shell<br>and Viaduct<br><i>Scalamandre / Oliveira JV</i>               | 60.5                             | 57.4   | 3.1                      | 40.4         | Feb-2011                          | Feb-2013                          | Dec-2012               |
| Systems, Finishes, and Core & Shell of Site A (Vent<br>Building)<br><i>Skanska/Railworks JV</i>                          | 542.4                            | 516.2  | 26.2                     | 75.0         | Aug-2011                          | Jun-2014                          | Jun-2014               |
| Site P Station Entrance Core & Shell and Building<br>Systems/Finishes <sup>††</sup>                                      |                                  | <i>In Procurement</i>                        |                          |              | Jul-2012                          | N/A                               | Jan-2016               |

<sup>†</sup> Non-subway work includes design, construction management, and construction tasks.

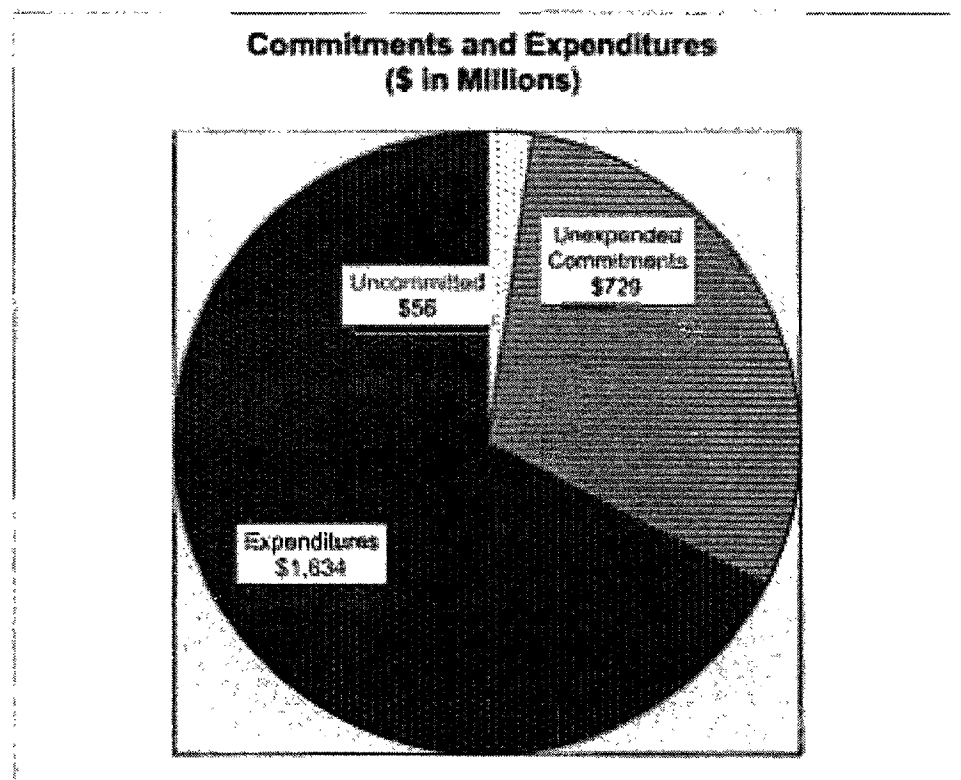
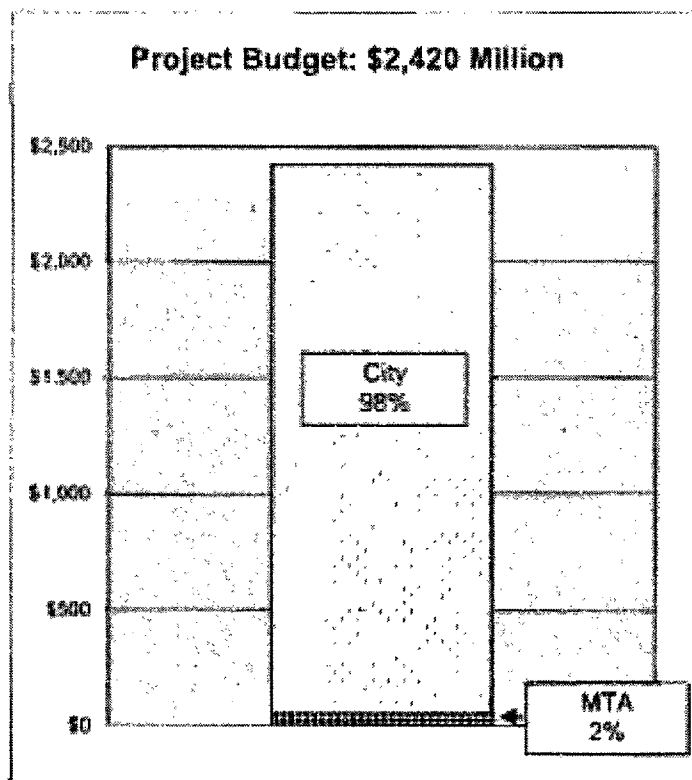
<sup>††</sup> The scope of work in the Site P (Vent Building) Core & Shell and Building Systems/Finishes contract package is not required for revenue service.

# 7 Line Extension Status

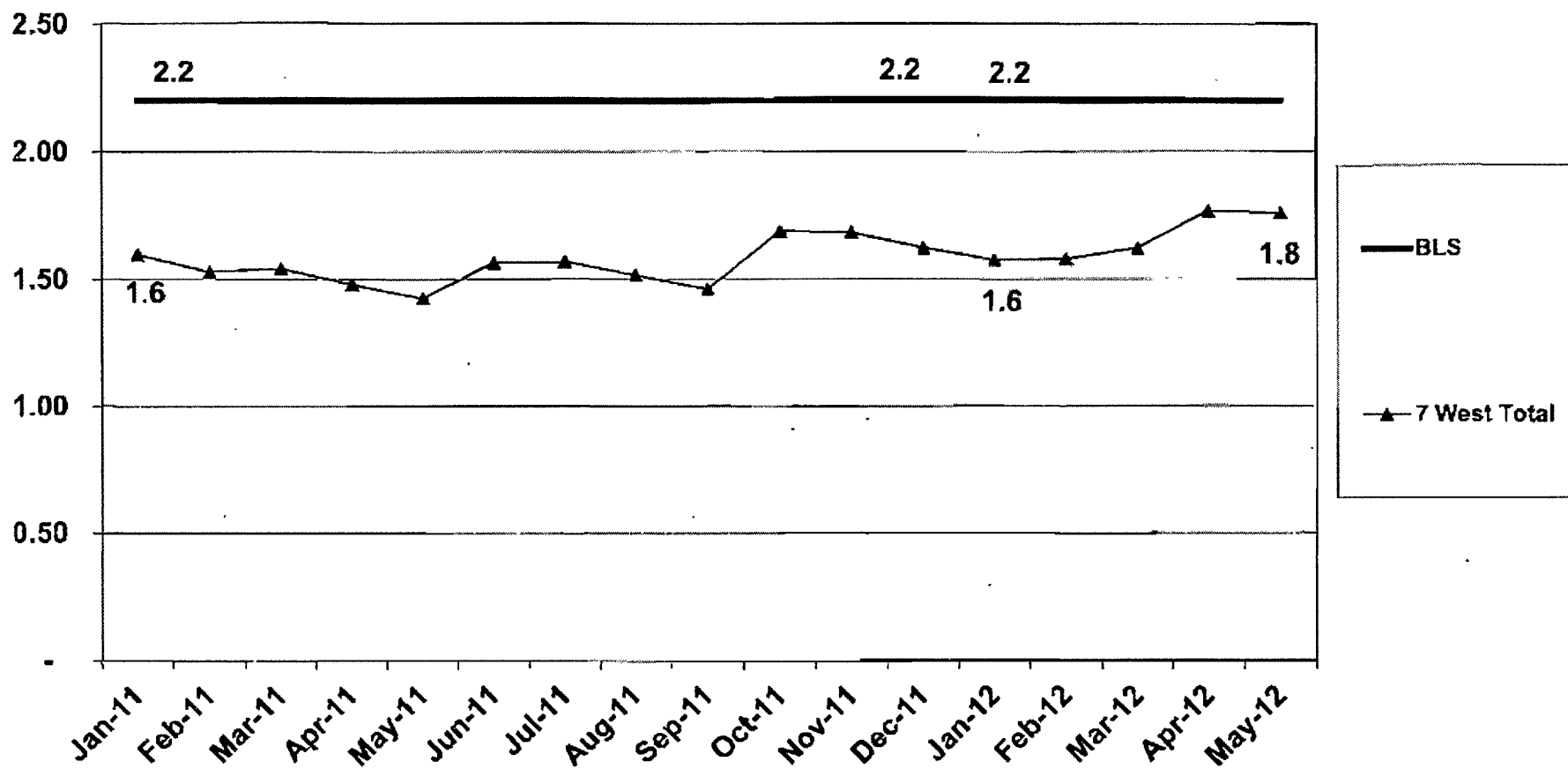
Report to the Transit Committee - July 2012  
(data thru June 2012)

| MTA Capital Program<br>\$ in Millions | Funding Sources |            |            |                     | Status of Commitments |             |          |
|---------------------------------------|-----------------|------------|------------|---------------------|-----------------------|-------------|----------|
|                                       | Budgeted        | MTA Funds* | City Funds | City Funds Received | Committed             | Uncommitted | Expended |
| 2000-2004                             | \$ 53           | \$ 53      | \$ -       | \$ -                | \$ 53                 | \$ 0        | \$ 53    |
| 2005-2009                             | 2,367           | -          | 2,367      | 2,311               | 2,311                 | 56          | 1,581    |
| Total Authorized                      | \$ 2,420        | \$ 53      | \$ 2,367   | \$ 2,311            | \$ 2,364              | \$ 56       | \$ 1,634 |

\* 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 - July 2012

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

|                         | Budget            | Expenditures      |
|-------------------------|-------------------|-------------------|
| Construction            | \$ 3,503.0        | \$ 1,061.8        |
| Design                  | 475.5             | 427.1             |
| Construction Management | 191.0             | 66.8              |
| Real Estate             | 281.5             | 190.4             |
| <b>Total</b>            | <b>\$ 4,451.0</b> | <b>\$ 1,746.0</b> |

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

9.7

| Project Description  | Budget<br>(Bid +<br>Contingency) | Current Contract<br>(Bid + Approved<br>AWOs) | Remaining<br>Contingency | Expenditures | Re-Baseline<br>Award Date | Actual/<br>Forecast<br>Award Date | Planned<br>Completion<br>at Award | Forecast<br>Completion |
|--|----------------------------------|--|--------------------------|--------------|---------------------------|-----------------------------------|-----------------------------------|------------------------|
| 96th St Station Structure<br><i>EE Cruz &amp; Tully, JV</i>                        | 361.1                            | 359.4  | 1.7                      | 218.8        | Feb-2009                  | May-2009                          | Jan-2013                          | Jul-2013               |
| 72nd St Station Structure<br><i>SSK Constructors, JV</i>                           | 469.5                            | 450.0  | 19.5                     | 194.3        | Jun-2010                  | Oct-2010                          | Oct-2013                          | Jan-2014               |
| 63rd St Station Upgrade<br><i>Judlau Contracting</i>                               | 185.3                            | 176.6  | 8.7                      | 28.0         | Jul-2010                  | Jan-2011                          | May-2014                          | Jun-2014               |
| 86th St Station Structure<br><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<br>Communications Systems<br><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<br><i>EE Cruz &amp; Tully, JV</i>                         | 340.8                            | 324.6  | 16.2                     | 0.0          | Mar-2011                  | Jun-2012                          | Nov-2015                          | 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               |

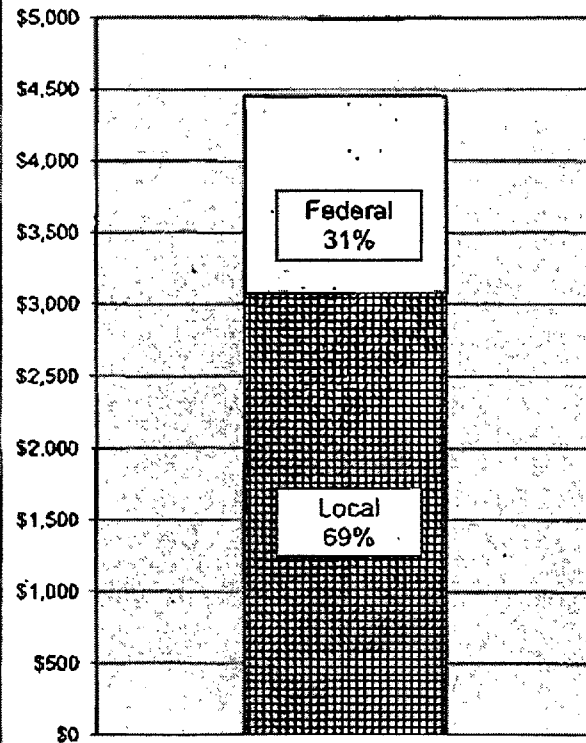
# Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - July 2012

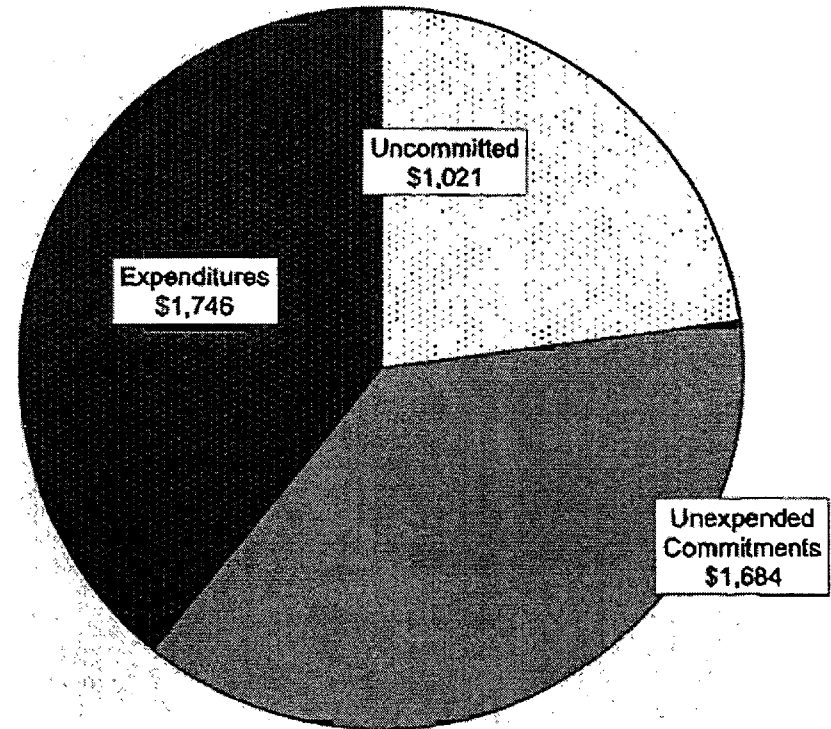
(data thru June 2012)

| MTA Capital Program<br>\$ in Millions | Budgeted | Funding Sources  |                    |                     | Status of Commitments |             |          |
|---------------------------------------|----------|------------------|--------------------|---------------------|-----------------------|-------------|----------|
|                                       |          | Local<br>Funding | Federal<br>Funding | Federal<br>Received | Committed             | Uncommitted | Expended |
| 2000-2004                             | \$ 1,050 | \$ 744           | \$ 306             | \$ 306              | \$ 1,049              | \$ 1        | \$ 970   |
| 2005-2009                             | 1,914    | 846              | 1,067              | 560                 | 1,759                 | 155         | 737      |
| 2010-2014                             | 1,487    | 1,487            | -                  | -                   | 622                   | 865         | 39       |
| Total                                 | \$ 4,451 | \$ 3,077         | \$ 1,374           | \$ 867              | \$ 3,430              | \$ 1,021    | \$ 1,746 |

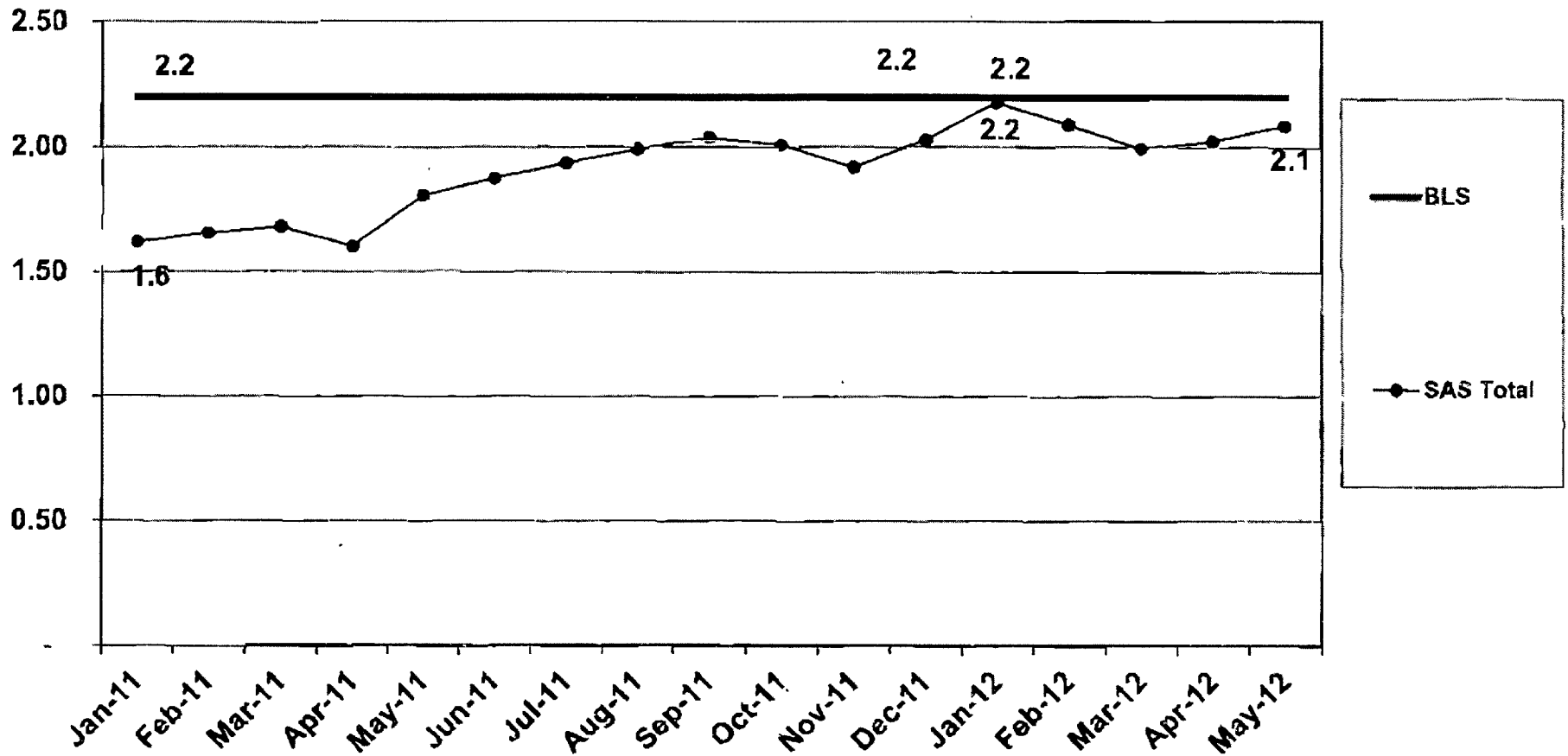
Project Budget: \$4,451 Million



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)