



New York City Transit

Transit Committee Meeting

September 2012

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

September 24, 2012 - 10:00 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

PUBLIC COMMENTS PERIOD

- | | |
|---|------------------------------------|
| 1. APPROVAL OF MINUTES – July 23, 2012 | 1.1 |
| 2. COMMITTEE WORK PLAN | 2.1 |
| 3. OPERATIONS PERFORMANCE SUMMARY | 3.1 |
| 4. FINANCIAL REPORTS | |
| ➤ NYCT Financial & Ridership Report (July) | 4.1 |
| ➤ NYCT Financial & Ridership Report (June) | 4.24 |
| ➤ SIR Financial & Ridership Report (July) | 4.47 |
| ➤ SIR Financial & Ridership Report (June) | 4.58 |
| ➤ Capital Program Status Report | 4.69 |
| ➤ Inventory Report | 4.80 |
| 5. PROCUREMENTS | 5.1 |
| ➤ NYCT Non-Competitive | 5.6 |
| ➤ NYCT Competitive | 5.6 |
| ➤ MTACC Competitive | 5.7 |
| ➤ NYCT Ratifications | 5.8 |
| ➤ MTACC Ratifications | 5.9 |
| 6. ACTION ITEM | |
| ➤ Portal & Tunnel Repairs on the Broadway-7 th Ave. Line | 6.1 |
| ➤ Installation of Help Points & PSLAN | 6.2 |
| 7. SERVICE CHANGES | |
| ➤ M60 Route Revision | 7.1 |
| 8. SPECIAL REPORTS & PRESENTATIONS | |
| ➤ 2012 NYC Transit Mid-Year Forecast Monthly Allocation | 8.1 |
| ➤ 2012 SIR Mid-Year Forecast Monthly Allocation | 8.11 |
| ➤ 2013 Preliminary NYC Transit Budget | (Materials Previously Distributed) |
| ➤ 2013 Preliminary SIR Budget | (Materials Previously Distributed) |
| ➤ Metro Card Report | 8.20 |
| ➤ Station Trash Canister Pilot Update | 8.24 |
| ➤ Customer Satisfaction Survey | 8.29 |
| 9. STANDARD FOLLOW-UP REPORTS | |
| ➤ Service Quality Indicators | 9.1 |
| ➤ Escalator & Elevator Service Report | 9.23 |
| ➤ Transit Adjudication Bureau Report | 9.43 |
| 10. MTACC PROJECTS REPORT | 10.1 |

Date of next meeting: October 29, 2012 at 10:00 AM

1. APPROVAL OF MINUTES

**Minutes of Joint Meeting of
Committee on Operations of
New York City Transit Authority, Manhattan and Bronx
Surface Transit Operating Authority, and Staten Island Rapid Transit Operating
Authority and Committee on Operations of MTA Bus Company
July 23, 2012**

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

The following Members were present:

Hon. Joseph Lhota, Chairman and Chief Executive Officer
Hon. Mark Lebow, Committee Chair
Hon. Andrew Albert
Hon. Fernando Ferrer
Hon. Charles G. Moerdler
Hon. Mark Page
Hon. Robert C. Bickford
Hon. Allen P. Cappelli
Hon. Ira Greenberg

The following Members were absent:

Hon. John H. Banks III, Vice Chair
Hon. Jeffrey Kay
Hon. Susan G. Metzger
Hon. James L. Sedore, Jr.

Also present were:

Thomas F. Prendergast, President, New York City Transit
Robert Bergen, Executive Vice President
John Gaul, Chief Transportation Officer, 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
Darryl Irick, President, MTA Bus/LI Bus

Michael Horodniceanu, President, MTA Capital Construction

I. Chairman Lhota opened a special joint session of New York City Transit/Bus Operations Committees to address the specific list of service investment proposals for bus and subway services to be included in the July Financial Plan.

II. Public Speakers

Murray Bodin thanked President Prendergast for his innovative and forward looking approach.

William Henderson, Executive Director, Permanent Citizens Advisory Committee to the MTA, acknowledged the efforts of those involved in creating the package of service restorations, specifically thanking Members Cappelli and Pally for their efforts. He also expressed his hope that elected officials will keep the importance of public transportation in mind when making funding decisions in the future.

Sonny Zheng advised the Committee of his pending Freedom of Information Law request regarding the service guidelines.

Assemblyman Robert Rodriguez thanked the Committee for its continued investment in the East Harlem area.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the June 2012 MTA Bus Company and NYCT meetings. There were no changes to the MTA Bus Company or NYCT Committee Work Plans.

IV. Service Changes

Peter Cafiero, Chief, Operations Planning, informed the Committee of three service change proposals: (1) a joint agency service investment package which provides for improvements in 25 bus routes and one subway line, and establishes bus service in five new areas; (2) a service revision which would replace standard buses with articulated buses on the M34 SBS, M34A SBS, M60, and Q44 routes and (3) the rerouting of the Q113 local service bus in Far Rockaway through the Central Business District.

Member Moerdler thanked President Prendergast for service restorations and service investments, especially those in the Bronx, but asked that the Committee consider extending the Bx21 bus.

In response to a question from Member Moerdler regarding articulated bus service at 34th street, Mr. Cafiero explained that the 10% increase in peak capacity offered by articulated buses could result in an additional one to two minutes of wait time.

In response to a question from Member Albert regarding the conversion from standard to articulated buses on the four referenced routes and the possibility for a layover on 106th street, Mr. Cafiero noted that DOT would be consulted to ensure effective planning and that the amenities currently on standard buses would carry over to the articulated vehicles.

Member Cappelli thanked Chairman Lhota, President Prendergast and President Irick for their efforts in connection with the service restorations, and noted Governor Cuomo's support.

Chairman Lhota then turned the meeting over to Chair Lebow for the NYCT portion of the session.

V. Agenda Items

A. Operations Report

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

In response to an inquiry from Member Moerdler, President Prendergast commented that signal issues are a major cause of service delay, and VP Gaul noted that maintenance work during week day hours may have contributed to wait times. President Prendergast further noted that regularity of service is given precedence over terminal on-time performance since it has a greater impact on a customer's experience. President Prendergast expressed a willingness to meet separately with Member Moerdler to further discuss the wait assessment issue.

In response to a question from Member Albert, VP Kennedy informed the Committee that the incidence of subway fires was lower in areas where Fast Track work had occurred.

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

In response to comments by Member Cappelli, Chief Fox noted the "parole stipulation" and "transit recidivist" programs currently in place which limit the ability of repeat offenders to access the subway system. Chairman Lhota commented that he would collaborate with Member Cappelli and the five District Attorneys to further these efforts at keeping the system safe. Chief Fox informed members that there has been a 6% increase in police officer staffing in the Transit Bureau since last year, and that the rate of increase in electronic thefts has slowed.

VP DeMarino addressed the Committee on the issue of fare evasion, explaining that the problem of increasing fare evasion on buses is not unique to the MTA, but is pervasive across the country and around the world. He acknowledged the efforts of the NYPD in taking appropriate measures.

Member Albert pointed to the incidence of fare evasion in the subways and suggested that slam gates not be equipped with alarms which alert potential fare evaders that the gates are open, and

that real time camera coverage be considered at appropriate locations. President Prendergast agreed to consider Member Cappelli's request that the Committee be provided with regular reports on fare evasion.

Member Moerdler suggested that a "Transit Part" be established in the state court system.

B. Financial Reports

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

- Financial and Ridership Report
- Capital Program Status

C. Procurements

VP Plochochi introduced to the Committee the NYCT and MTACC procurement agenda, which consisted of 13 procurement action items totaling \$297.1 Million in proposed expenditures.

In response to a question from Member Moerdler, VP Plochochi noted that the use of electronic bidding in the procurement of roller bearings had not yielded the savings anticipated. In response to a question from Member Greenberg, VP Plochochi explained that e-procurement could still be cost effective in other areas and would be considered as appropriate, referencing an existing pilot program to assess its efficacy.

With regard to Member Moerdler's question on a contract for the administration of pharmacy benefits, EVP Bergen noted that the procurement extended an existing contract which had been competitively solicited and to which labor organizations had not objected.

VP Plochochi clarified for Member Moerdler that the decrease in Henry Brothers Electronics' price proposal during negotiations was attributable to modifications to the scope and phasing of the security contract.

VP Plochochi and President Prendergast also clarified for Member Moerdler that, while competition is actively being sought for subway car inspection services, the solicitation in the Agenda was the exercise of an existing contract option, noting that the incumbent was uniquely qualified for the work covered by the procurement. President Prendergast reiterated NYCT's interest in expanding competition in this area.

VP Plochochi further explained to Member Greenberg that the determination that a price is "fair and reasonable" can be made on non-competitive procurements by comparing costs to independent estimates and consulting with knowledgeable outside parties.

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 two-thirds vote (Schedule A in the Agenda) and competitive procurements majority vote (Schedules E, G and I in the Agenda). The proposed ratification of completed procurement actions requiring a majority vote (Schedule K in the Agenda) were also approved and forwarded to the full Board for consideration.

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

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

VI. Action Items

Upon motion duly made and seconded, the Committee approved the modification of a structural rehabilitation project along the 4th Avenue line in Brooklyn, and the renewal of retainer agreements with the Transit Adjudication Bureau's two senior hearing officers.

VII. Special Reports and Presentations

The MetroCard Report was presented to the Committee for information.

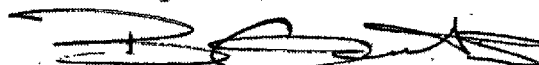
VIII. MTA CC Project Report

President Horodniceanu presented the Capital Construction Company projects report, informing Members of the progress of the Second Avenue Subway and noting that the Fulton Street Transit Center, and 7 Extension projects are on schedule and within budget.

In response to a question from Member Bickford, President Horodniceanu clarified that the elevator at the Fulton Street Station was designed to terminate at the mezzanine level after evaluation of site specific considerations.

IX. Upon motion duly made and seconded, the New York City Transit portion of the joint meeting was adjourned.

Respectfully submitted,



Bettina Quintas
Assistant Secretary

2. COMMITTEE WORK PLAN

2012 Transit Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

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
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
EEO & Diversity Report – Efforts to Address Underutilization	EEO & Human Resources

November 2012

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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

July 2013

August 2012

No Meetings Held



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

SEPTEMBER 2012

2012 NYC Transit Mid-Year Forecast Monthly Allocation

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

2012 SIR Mid-Year Forecast Monthly Allocation

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

2013 NYC Transit Preliminary Budget

Public comments will be accepted on the 2013 Preliminary Budget.

2013 SIR Preliminary Budget

Public comments will be accepted on the 2013 Preliminary Budget.

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

OCTOBER 2012

2013 NYC Transit Preliminary Budget

Public comments will be accepted on the 2013 Preliminary Budget.

2013 SIR Preliminary Budget

Public comments will be accepted on the SIR 2013 Preliminary Budget.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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

JULY 2013

AUGUST 2013

No Meetings Held

3. OPERATIONS PERFORMANCE SUMMARY

Monthly Operations Report

Statistical results for the month of July 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: July 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Weekday Wait Assessment (charts 1-2)				79.2%	78.7%	+0.5%
IRT Weekday Wait Assessment - ATS-A lines (1 thru 6 lines)	77.5%	74.1%	+3.4%			
IRT Weekday Wait Assessment - Non-ATS-A (7 and S 42nd)				77.3%	74.4%	+2.9%
BMT Weekday Wait Assessment	81.0%	83.4%	-2.4%	81.0%	81.5%	-0.5%
IND Weekday Wait Assessment	77.4%	76.8%	+0.6%	78.9%	79.9%	-1.0%
System Weekend Wait Assessment (charts 3)				84.8%	82.4%	+2.4%
IRT Weekend Wait Assessment - ATS-A lines (1 thru 6 lines)	87.6%	+83.2%	+4.4%			
IRT Weekend Wait Assessment - Non-ATS-A (7 and S 42nd)				86.7%	82.6%	+4.1%
BMT Weekend Wait Assessment	88.4%	+84.8%	+3.6%	85.7%	86.1%	-0.4%
IND Weekend Wait Assessment	79.4%	+80.5%	-1.1%	81.8%	78.5%	+3.3%
System Weekday Terminal On-Time Performance (charts 4-5)	83.0%	85.5%	-2.5%	84.5%	N/A	N/A
IRT Weekday Terminal On-Time Performance	77.7%	82.6%	-4.9%	78.7%	N/A	N/A
BMT Weekday Terminal On-Time Performance	89.2%	90.6%	-1.4%	90.5%	N/A	N/A
IND Weekday Terminal On-Time Performance	84.1%	84.2%	-0.1%	86.5%	N/A	N/A
System Number of Terminal Delays (chart 6)	24,999	20,306	+23.1%	24,838	N/A	N/A
System Weekend Terminal On-Time Performance (Chart 7-8)	88.1%	88.7%	-0.6%	87.9%	N/A	N/A
IRT Weekend Terminal On-Time Performance	82.1%	86.0%	-3.9%	82.8%	N/A	N/A
BMT Weekend Terminal On-Time Performance	96.1%	91.8%	+4.3%	93.2%	N/A	N/A
IND Weekend Terminal On-Time Performance	88.3%	88.9%	-0.6%	89.0%	N/A	N/A
System Number of Weekend Terminal Delays (chart 9)	5,946	6,698	-11.2%	5,481	N/A	N/A
Mean Distance Between Failures (charts 10-12)	130,235	123,972	+5.1%	166,229	174,113	-4.5%
IRT Mean Distance Between Failures	131,549	121,530	+8.2%	154,392	166,381	-7.2%
BMT Mean Distance Between Failures	163,703	143,876	+13.8%	218,350	232,378	-6.0%
IND Mean Distance Between Failures	110,882	114,577	-3.2%	152,788	153,694	-0.6%
System Weekday Service-KPI (charts 13-14)	82.3%	83.0%	-0.7%			
IRT Weekday Service-KPI	78.9%	80.0%	-1.1%			
BMT Weekday Service-KPI	85.4%	86.0%	-0.6%			
IND Weekday Service-KPI	81.7%	82.7%	-1.0%			
System Weekday PES-KPI (charts 15-17)	90.7%	91.5%	-0.8%			
Staten Island Railway						
24 Hour On-Time Performance	95.1%	98.4%	-3.4%	95.1%	95.3%	-0.2%
AM Rush On-Time Performance	100.0%	99.7%	+0.3%	96.9%	96.8%	+0.1%
PM Rush On-Time Performance	96.9%	99.3%	-2.4%	97.8%	98.6%	-0.8%
Percentage of Completed Trips	99.4%	99.5%	-0.1%	99.3%	98.8%	+0.5%
Mean Distance Between Failures	203,160	95,482	+112.8%	106,805	263,275	-59.4%
Staten Island Railway PES-KPI (charts 18)	90.8%	84.6%	+6.2%			

Safety

Indicator	Current Month: July 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents/Million Customers (chart 19) ¹	2.80	2.46	+13.8%	2.79	2.98	-6.4%
Subway Customer Injuries/Million Customers (chart 20) ¹	2.78	2.47	+12.6%	2.80	3.05	-8.2%
Subway Collisions (chart 21) ^{2,4}	0	0	0.0%	1	3	-66.7%
Subway Derailments (chart 22) ^{2,4}	0	1	0.0%	1	2	-50.0%
Subway Fires (charts 23-24) ²	74	92	-19.6%	856	1069	-19.9%
Employee On-Duty Lost-Time Accidents (chart 25)	3.38	3.73	-9.4%	3.23	3.40	-5.0%

Crime

Indicator	Current Month: July 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies (Attachments 26-28) ^{3,4}	219	234	-6.4%	1,574	1,403	+12.2%
Robberies ^{3,4}	67	71	-5.6%	506	425	+19.1%

¹ Current month data are for June 2012.

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

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

^{*} Current month data are for August 2012.

Monthly Departmental Update

PROJECT MILESTONES

AWARDS

- On August 31, 2012 NYCT awarded a project to upgrade the HVAC system at various communication rooms located system-wide. Work will vary per location, but may include the modification/relocation of fans, installation of self contained or wall mounted AC units, or installation of split AC units with associated duct work and refrigerant piping to ensure proper functioning of communication equipment. This is an American Recovery and Reinvestment Act (ARRA) funded project.

Small Business Mentoring Program (SBMP)

- As of July 10, 2012, NYCT (CPM & DOB) successfully achieved the set goal for the SBMP Year-II. 19 projects were awarded to a selected pool of SBMP Contractors. In fact, the Agency exceeded the goal of \$11.250M for the final award amount of \$12.09M. This Program is managed by the MTA with the assistance of various MTA Agencies.
- On July 3, 2012 contracts were awarded to replace the roofing system at the NYCT's Maspeth Office building and to make a variety of structural improvements to the Maspeth warehouse to extend the life of the facility.

SUBSTANTIAL COMPLETION

- On July 10, 2012, NYCT substantially completed a project to rehabilitate the Bay Parkway Station on the BMT West End Line in Brooklyn. All station elements were rehabilitated, including the landmarked historic headhouse. This station is an ADA Key Station. Three elevators were installed to provide full ADA accessibility at Bay Parkway. In addition to Bay Parkway, several other stations on the BMT West End Line saw station elements rehabilitated; 71st St., 79th St., 18th Ave., 20th Ave., 25th Ave., and Bay 50 St.-63rd St.

Structural repairs were also made to approximately three miles of the elevated structure on the West End Line. The extent of the project was south of the 79th St. station to north of the Stillwell Ave terminal near Neptune Ave. Work included the rehabilitation of longitudinal girders, replacement of top and bottom flange angles, reconnection of existing braces, struts, stiffeners, and other members as necessary, rehabilitation of expansion joints, repair of column bases and the painting of steel. This was one of two concurrent projects to rehabilitate the line structure.

A ribbon cutting ceremony was held on August 2, 2012 and was attended by elected officials and representatives from the community, FTA, MTA and NYCT.

Monthly Departmental Update

Department-Wide

FASTRACK (Update)

On July 13th *FASTRACK* work was completed on the 8th Avenue **A C E** Lines between 59th Street/Columbus Circle and Jay Street/MetroTech. Work was performed during four consecutive weeknight line segment closures from 10:00 p.m. to 5:00 a.m.

On July 27th, *FASTRACK* work was completed on the 6th Avenue **B D F M** Lines between 59th Street/Columbus Circle and West 4th Street. Work began on July 23rd and was performed during four consecutive weeknight line segment closures from 10:00 p.m. to 5:00 a.m.

On September 6th, *FASTRACK* work was completed on the Lexington Avenue **4 5 6** Lines between Grand Central Station and Atlantic Avenue. Work began on September 3rd and was performed during three consecutive weeknight line segment closures from 10:00 p.m. to 5:00 a.m. Work was performed over three nights instead of the normal four due to the Madonna Concert at Yankee Stadium.

Staten Island Railway

Rehabilitation of Eight Bridges (Update)

On August 27th the Richmond Avenue Bridge, located adjacent to the Eltingville Station, was the sixth bridge of the project to be completed. The work required the shutdown of the Track #1 on the Richmond Avenue Bridge span so that the tracks and ballast could be removed and bridge deck concrete could be repaired. A track diversion (55 hour General Order) was in effect from 9:00 a.m. on Friday, August 24th until 4:00 a.m. on Monday, August 27th to support the work.

Rehabilitation of Eight Stations (Update)

The eight stations include Grasmere, Stapleton, Dongan Hills, Great Kills, Grant City, Annadale, Huguenot and Oakwood Heights. Grasmere Station is the location with the most work being performed, accounting for 70% of the project budget. Grasmere Station Rehabilitation work continued from Friday, August 17th, from 9:00 p.m. through midnight on Saturday, August 18th. A track diversion was in effect to support the work which included the rebuilding of the new station house piers and the completion of the station platform demolition. Grasmere Station Rehabilitation work continued under a 55 hour General Order which was in effect from 9:00 p.m. on September 7th through 4:00 a.m. on September 9th to allow for the concrete pours for the platform and the station house piers.

Monthly Departmental Update

Station Environment & Operations

Painting Initiative and FASTRACK Stations (Update)

In the months of July and August, Station Environment Maintenance forces scraped 88,260 square feet of peeling paint, primed 113,915 square feet, and painted 102,855 square feet at various stations (initiative stations, 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 stations/complexes in each borough and the recently rehabilitated stations.

Silencing of Egress Gates Alarms at 20 Stations

On September 2nd, in order to minimize annoyance to both our customers and neighbors, Stations initiated a pilot at 20 stations, where all egress gates on the stations had their alarms rendered silent. Operations Planning will monitor fare evasion during this six month pilot. The results will ascertain how fare evasion either increases or remains constant, and whether or not we need to make any further improvements in fare control areas before we recommend expanding the trial.

Work Experience Program (Update)

To date, there are 736 Work Experience Program (WEP) workers on our property towards a goal of 1,500. Under the program, Stations assigns employable public assistance recipients to supplement routine station cleaning system wide. The purpose of this program is to provide a supportive environment in which interns can gain work experience while improving the New York City Subways environment.

Maintenance of Way

Ultrasonic Rail Testing

The second of three mandatory System Ultrasonic Test runs of the mainline subway tracks with Track Geometry Cars 3&4 under the NORDCO contract began in the month of July and is scheduled for completion in September.

Monthly Departmental Update

Track Rehabilitation Projects (Update)

On July 23rd, work was completed on the Bay 50th Street Shutdown on the West End Line. During the shutdown Track construction forces removed and installed six Elevated Type III switches, and nine Elevated Type III panels associated with the switches on Tracks D2, D3/4, and D1 at the Bay 50th Street Station. Track construction forces removed and installed 52 Type VI panels (ballasted type track), and five Elevated Type III panels over Coney Island Creek on Track D2 which is south of Bay 50th Street to Stillwell Avenue.

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

Work is progressing on the elevated structure at south of Wyckoff & south of Central Avenue on the Myrtle Line. To date, 85 elevated panels have been installed at this location.

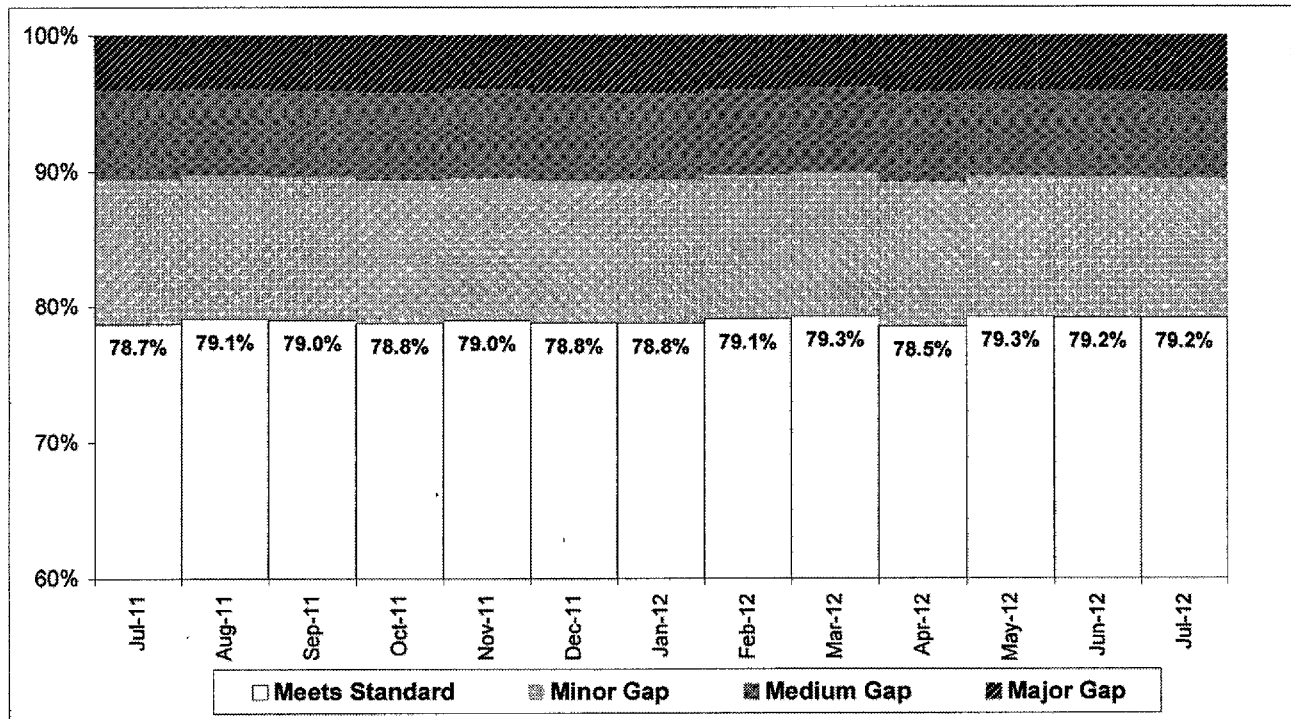
Switch work is in progress at New Lots Avenue and panels will be installed south of Sutter Avenue on the Eastern Parkway Line. Panel work is also scheduled south of Prospect Avenue on the White Plains Line.

On the open-cut, work is in progress on the Brighton Line north of Sheepshead Bay. Year to date, 240 concrete tie panels have been installed on this line.

Monthly Departmental Update

Subway component renewal work is scheduled at south of Broadway Nassau and High Street on the 8th Avenue Line and also at DeKalb Avenue and Pacific Street on the 4th Avenue Line. Work was recently completed north of 179th Street on the Queens Line and also south of 59th Street and north of 125th Street on the Lexington Avenue Line. Work is in progress north of 47-50th Street/Rockefeller Center and north of 14th and 23rd Streets on the 6th Avenue 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 <u>12-Month Average</u>					Annual Results <u>(Meets Standard)</u>
	<u>Meets</u> <u>Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Aug '11-Jul '12	79.2%	10.3%	6.4%	4.1%	2012 GOAL: 79.2%
Aug '10-Jul '11	78.7%	10.7%	6.5%	4.0%	2011 ACTUAL: 78.8%

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

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

Aug '11-Jul '12					Aug '10-Jul '11				
Line	Meets Standard	Headways*			Meets Standard	Meets Minor	Headways*		Standard Difference
		Minor	Medium	Major			Minor	Medium	
①	83.8%	8.3%	4.9%	3.0%	77.3%	11.1%	6.9%	4.7%	+6.5%
②	74.7%	10.3%	8.1%	6.9%	71.7%	10.9%	8.9%	8.4%	+3.0%
③	78.7%	9.6%	6.4%	5.4%	76.5%	11.0%	7.3%	5.2%	+2.2%
④	75.6%	9.8%	7.2%	7.4%	73.0%	10.6%	8.4%	8.0%	+2.6%
⑤	73.7%	9.7%	7.2%	9.4%	71.9%	10.9%	8.4%	8.8%	+1.8%
⑥	78.5%	8.4%	6.3%	6.8%	74.2%	10.5%	7.1%	8.2%	+4.3%
⑦	76.3%	12.5%	7.6%	3.6%	76.0%	12.7%	8.1%	3.1%	+0.3%
Ⓢ 42nd	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	
IRT	77.3%	9.8%	6.8%	6.1%	74.4%	11.1%	7.9%	6.7%	+2.9%
Ⓑ	78.5%	11.8%	6.7%	2.9%	78.5%	12.7%	5.7%	3.1%	+0.0%
ⓐ ⓑ	81.6%	9.8%	6.5%	2.1%	84.2%	10.1%	4.3%	1.5%	-2.6%
Ⓐ	78.8%	11.9%	7.1%	2.3%	80.2%	12.3%	5.6%	1.8%	-1.4%
Ⓜ	77.7%	12.3%	7.7%	2.3%	79.8%	12.4%	5.9%	1.9%	-2.1%
Ⓝ	78.7%	12.3%	6.2%	2.8%	75.9%	12.4%	8.4%	3.3%	+2.8%
ⓐ	79.6%	11.4%	6.0%	3.0%	77.6%	11.9%	7.0%	3.5%	+2.0%
Ⓢ Fkln	96.0%	3.1%	0.9%	0.0%	97.3%	1.9%	0.6%	0.2%	-1.3%
Ⓡ	77.4%	10.9%	7.7%	3.9%	78.2%	10.8%	7.5%	3.6%	-0.8%
BMT	81.0%	10.4%	6.1%	2.4%	81.5%	10.6%	5.6%	2.3%	-0.5%
Ⓐ	72.6%	10.8%	8.9%	7.7%	73.5%	10.6%	9.0%	6.8%	-0.9%
Ⓢ Rock	92.8%	5.6%	1.0%	0.6%	93.6%	5.2%	1.2%	0.1%	-0.8%
Ⓒ	78.2%	12.3%	6.3%	3.2%	81.1%	11.0%	5.8%	2.1%	-2.9%
Ⓓ	78.3%	12.4%	6.1%	3.1%	80.3%	11.0%	6.2%	2.5%	-2.0%
Ⓔ	72.6%	12.0%	9.3%	6.1%	75.4%	12.2%	8.0%	4.4%	-2.8%
Ⓕ	74.0%	11.1%	9.1%	5.8%	73.7%	12.3%	9.1%	4.9%	+0.3%
Ⓖ	83.7%	11.4%	3.7%	1.2%	82.0%	11.7%	4.6%	1.7%	+1.7%
IND	78.9%	10.8%	6.3%	4.0%	79.9%	10.6%	6.3%	3.2%	-1.0%
Systemwide	79.2%	10.3%	6.4%	4.1%	78.7%	10.7%	6.5%	4.0%	+0.5%

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

*** Headway Definitions:**

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

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

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

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

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

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

Aug '11-Jul '12					Aug '10-Jul '11				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	91.1%	6.3%	2.1%	0.4%	84.0%	10.3%	3.9%	1.9%	+7.1%
②	87.0%	8.7%	3.2%	1.1%	85.2%	9.4%	3.7%	1.7%	+1.8%
③	91.0%	6.5%	1.5%	1.0%	85.4%	9.5%	3.9%	1.2%	+5.6%
④	82.2%	8.5%	5.5%	3.9%	76.4%	10.8%	7.8%	5.1%	+5.8%
⑤	92.7%	4.0%	2.1%	1.2%	88.8%	10.7%	0.5%	0.0%	+3.9%
⑥	81.9%	7.9%	4.3%	5.9%	79.4%	11.0%	6.4%	3.2%	+2.5%
⑦	81.0%	13.8%	4.7%	0.4%	79.4%	12.0%	5.6%	3.0%	+1.6%
⑤ 42nd	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A
IRT	86.7%	8.0%	3.4%	2.0%	82.6%	10.5%	4.5%	2.3%	+4.1%
① ②	86.5%	8.7%	3.4%	1.4%	90.9%	6.8%	2.3%	0.0%	-4.4%
③	85.3%	9.4%	4.0%	1.3%	85.4%	11.1%	2.6%	0.9%	-0.1%
④	84.1%	9.7%	4.4%	1.8%	78.0%	11.5%	6.7%	3.8%	+6.1%
⑤	85.8%	11.0%	2.9%	0.3%	84.5%	9.1%	5.5%	0.9%	+1.3%
⑤ Fkln	94.5%	4.6%	0.7%	0.2%	99.3%	0.5%	0.2%	0.0%	-4.8%
⑥	77.9%	14.8%	5.1%	2.2%	78.9%	12.5%	5.5%	3.1%	-1.0%
BMT	85.7%	9.7%	3.4%	1.2%	86.1%	8.6%	3.8%	1.5%	-0.4%
①	75.2%	12.9%	8.9%	3.1%	81.0%	7.8%	9.0%	2.2%	-5.8%
②	82.7%	10.5%	6.1%	0.7%	76.4%	12.7%	8.1%	2.8%	+6.3%
③	80.7%	12.2%	6.0%	1.1%	79.9%	11.7%	6.4%	2.1%	+0.8%
④	85.0%	9.2%	3.1%	2.7%	73.7%	13.1%	7.3%	5.9%	+11.3%
⑤	79.0%	12.5%	6.5%	1.9%	74.7%	12.7%	8.7%	3.8%	+4.3%
⑥	88.1%	9.5%	1.5%	0.9%	85.2%	11.2%	2.8%	0.7%	+2.9%
IND	81.8%	11.1%	5.4%	1.7%	78.5%	11.5%	7.0%	2.9%	+3.3%
Systemwide	84.8%	9.5%	4.0%	1.7%	82.4%	10.2%	5.1%	2.2%	2.4%

Note: Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning November 2011 the ATS-A 42nd Street Shuttle. The weekend ⑦ and Rockaway Shuttle are not reported as sufficient sample was not collected.

*** Headway Definitions:**

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

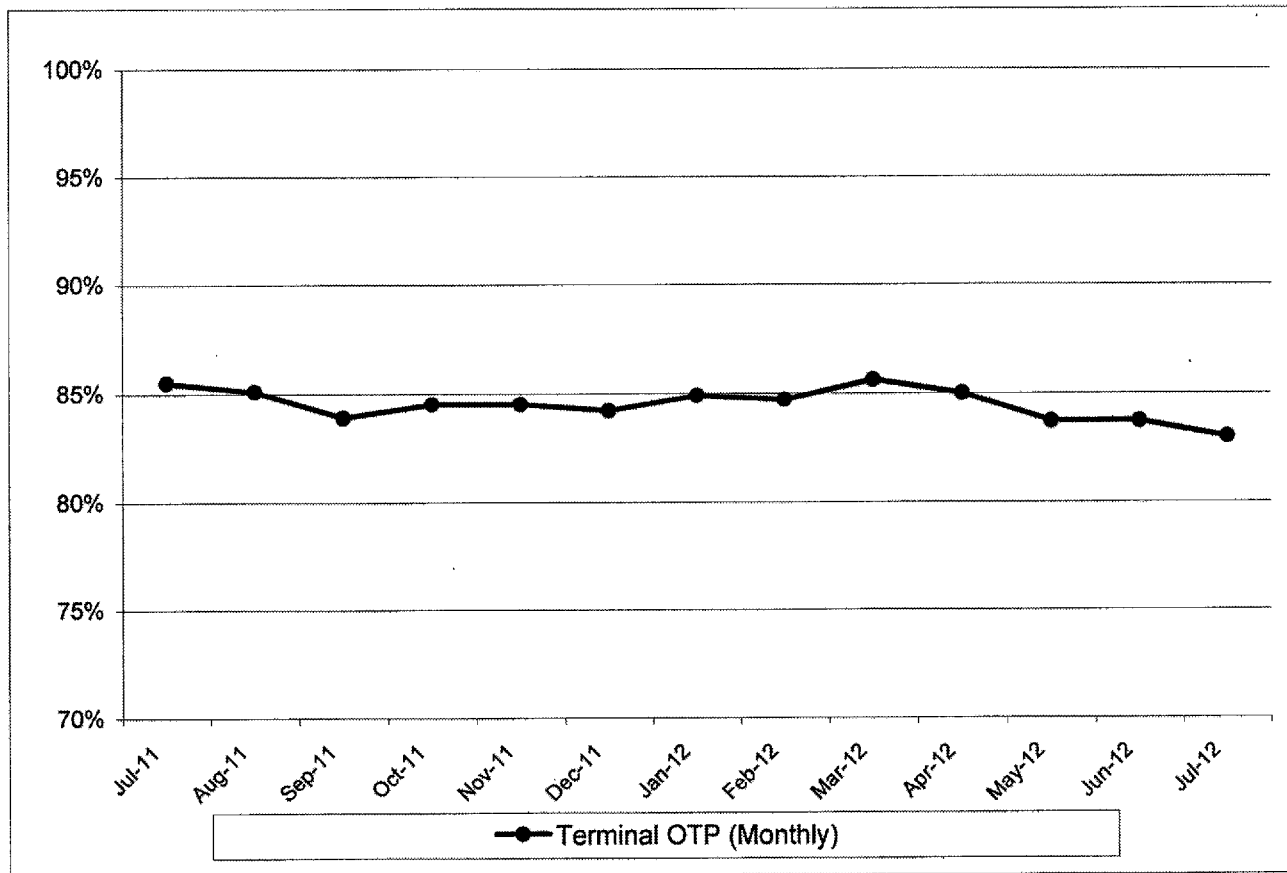
Minor Gap: from 25% to 50% over scheduled headway

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

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

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

Weekday Terminal On-Time Performance (24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide	IRT	BMT	IND
<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>
Jul 2012: 83.0%	Jul 2012: 77.7%	Jul 2012: 89.2%	Jul 2012: 84.1%
Jul 2011: 85.5%	Jul 2011: 82.6%	Jul 2011: 90.6%	Jul 2011: 84.2%
12-Mon Avg: 84.5%	12-Mon Avg: 78.7%	12-Mon Avg: 90.5%	12-Mon Avg: 86.5%
(Aug '11-Jul '12)	(Aug '11-Jul '12)	(Aug '11-Jul '12)	(Aug '11-Jul '12)

Discussion of Results

In July 2012, Right Of Way (7,526 delays), Track Gangs (5,050 delays), and Over Crowding (3,999 delays) were the highest categories of delays, representing 66.3% of the total (24,999) delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jul '12</u>	<u>Jul '11</u>	<u>% Difference</u>
①	88.5%	90.6%	-2.1%
②	62.9%	70.7%	-7.8%
③	73.8%	80.0%	-6.2%
④	65.8%	74.8%	-9.0%
⑤	69.9%	73.0%	-3.1%
⑥	77.6%	84.7%	-7.1%
⑦	90.9%	91.7%	-0.8%
⑤ 42 St	N/A*	N/A*	
IRT	77.7%	82.6%	-4.9%
⑧	84.7%	88.9%	-4.2%
① ②	92.3%	95.8%	-3.5%
③	92.1%	95.3%	-3.2%
④	88.1%	89.3%	-1.2%
⑤	81.0%	83.0%	-2.0%
⑥	89.0%	86.9%	+2.1%
⑤ Fkln	98.9%	98.8%	+0.1%
⑦	89.1%	88.0%	+1.1%
BMT	89.2%	90.6%	-1.4%
①	84.3%	79.3%	+5.0%
⑤ Rock	97.0%	95.3%	+1.7%
③	91.4%	83.8%	+7.6%
④	87.5%	86.6%	+0.9%
⑤	81.4%	84.6%	-3.2%
⑥	72.9%	77.0%	-4.1%
⑦	91.3%	93.5%	-2.2%
IND	84.1%	84.2%	-0.1%
Systemwide	83.0%	85.5%	-2.5%

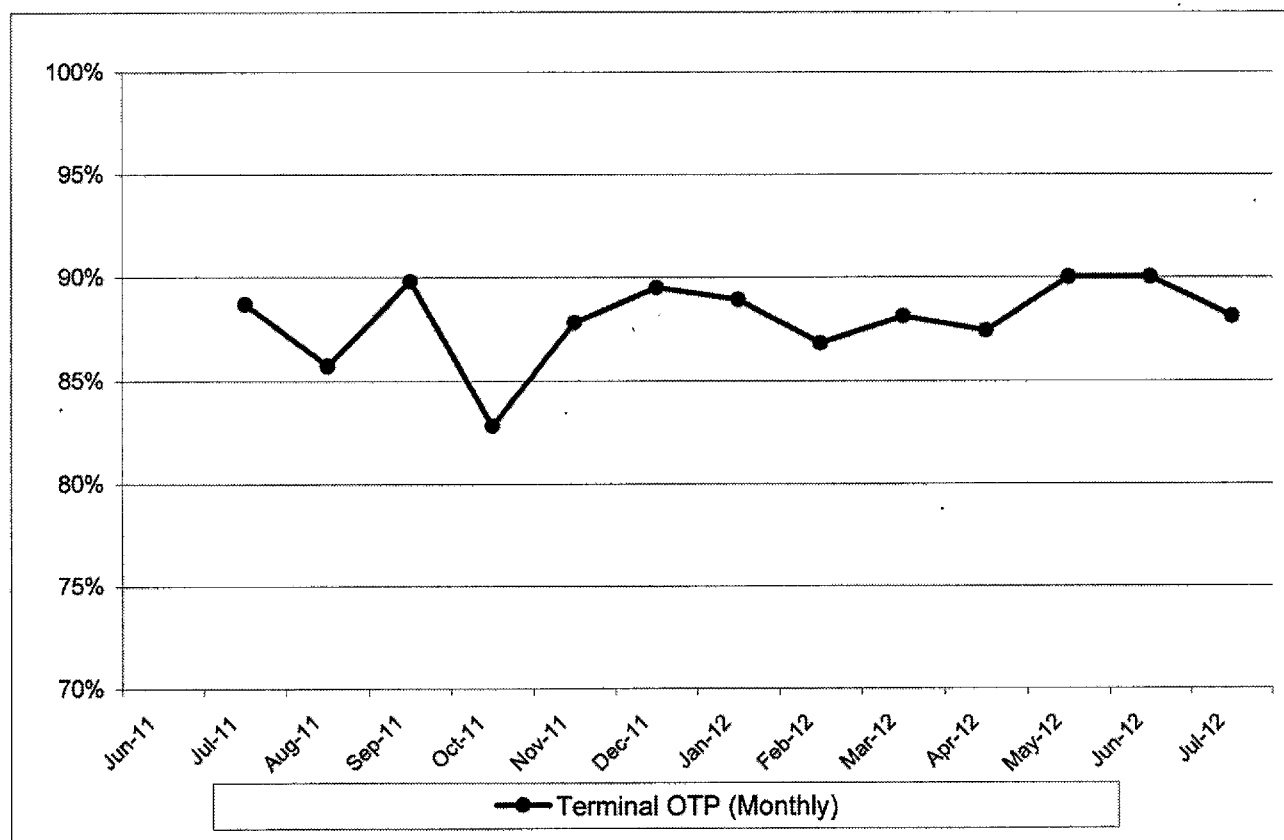
* Performance data unavailable due to ATS system software problem.

Weekday Terminal Delays **Systemwide Summary** **July 2012**

<u>Categories</u>	<u>Delays</u>
ROW Delays	7,526
Track Gangs	5,050
Over Crowding	3,999
Sick Customer	1,845
Car Equipment	1,533
Police	1,291
Work Equipment/G.O.	991
Fire	869
Unruly Customer	618
Infrastructure	428
Employee	354
External	283
Operational Diversions	168
Inclement Weather	45
Total Delays	24,999

* Total may differ slightly due to rounding.

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide	IRT	BMT	IND
<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>
Jul 2012: 88.1%	Jul 2012: 82.1%	Jul 2012: 96.1%	Jul 2012: 88.3%
Jul 2011: 88.7%	Jul 2011: 86.0%	Jul 2011: 91.8%	Jul 2011: 88.9%
12-Mon Avg: 87.9%	12-Mon Avg: 82.8%	12-Mon Avg: 93.2%	12-Mon Avg: 89.0%
(Aug '11-Jul '12)	(Aug '11-Jul '12)	(Aug '11-Jul '12)	(Aug '11-Jul '12)

Discussion of Results

In July 2012, Track Gangs (1,802 delays), Right Of Way (966 delays), and Over Crowding (905 delays) were the highest categories of delays, representing 61.8% of the total (5,946) delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jul '12</u>	<u>Jul '11</u>	<u>% Difference</u>
①	85.0%	90.6%	-5.6%
②	66.5%	91.4%	-24.9%
③	87.8%	90.0%	-2.2%
④	76.3%	68.6%	+7.7%
⑤	83.7%	85.2%	-1.5%
⑥	76.3%	78.4%	-2.1%
⑦	95.3%	93.0%	+2.3%
⑤ 42 St	N/A*	N/A*	
IRT	82.1%	86.0%	-3.9%
① ②	99.2%	99.0%	+0.2%
③	95.9%	97.7%	-1.8%
④	98.7%	98.9%	-0.2%
⑤	92.8%	74.7%	+18.1%
⑥	96.8%	92.3%	+4.5%
⑤ Fkln	99.9%	100.0%	-0.1%
⑦	94.1%	85.4%	+8.7%
BMT	96.1%	91.8%	+4.3%
①	85.3%	83.2%	+2.1%
⑤ Rock	97.7%	94.6%	+3.1%
③	86.2%	81.3%	+4.9%
④	93.5%	83.9%	+9.6%
⑤	88.2%	92.6%	-4.4%
⑥	76.5%	83.8%	-7.3%
⑦	97.4%	99.0%	-1.6%
IND	88.3%	88.9%	-0.6%
Systemwide	88.1%	88.7%	-0.6%

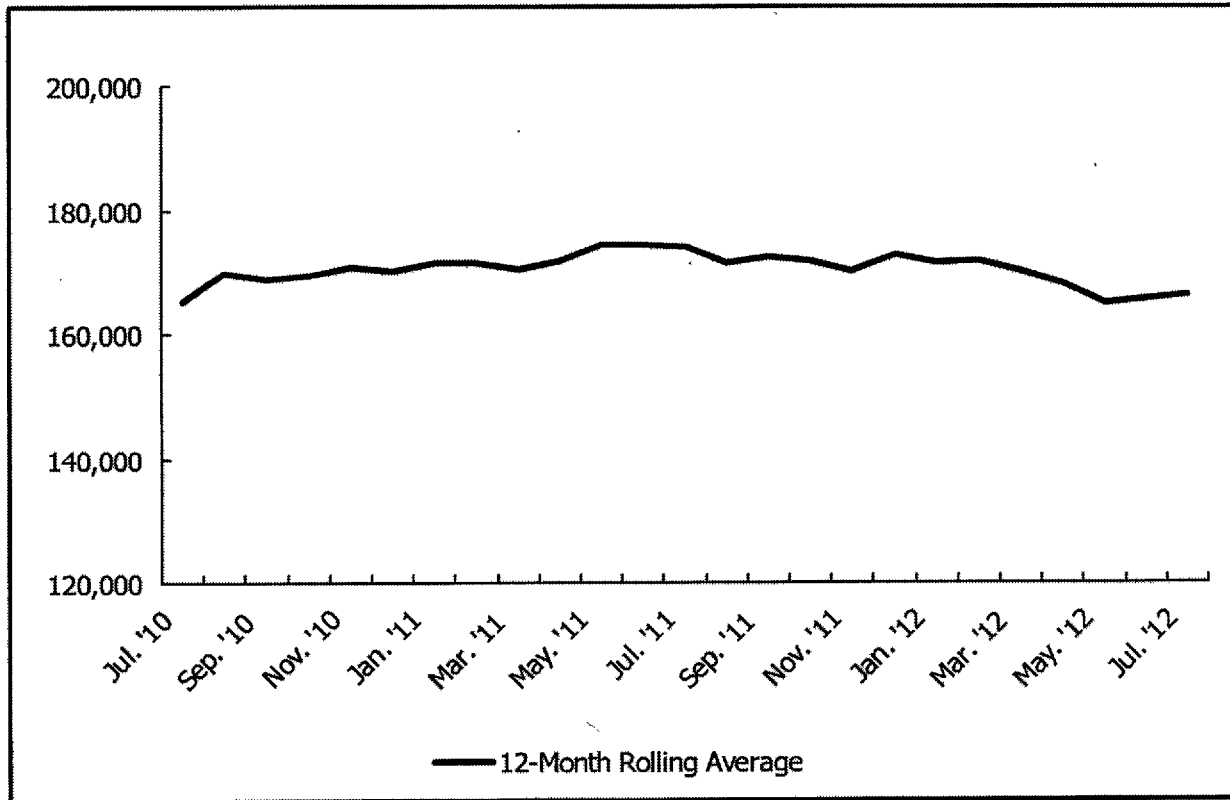
* Performance data unavailable due to ATS system software problem.

Weekend Terminal Delays Systemwide Summary July 2012

<u>Categories</u>	<u>Delays</u>
Track Gangs	1,802
ROW Delays	966
Over Crowding	905
Work Equipment/G.O.	656
Employee	475
Police	296
Unruly Customer	242
Sick Customer	235
Car Equipment	211
External	72
Operational Diversions	38
Fire	28
Inclement Weather	17
Infrastructure	2
<u>Total Delays</u>	<u>5,946</u>

* Total may differ slightly due to rounding.

Subway Mean Distance Between Failures



Definition

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

Monthly Results	12-Month Average	Annual Results
Jul 2012: 130,235	Aug 11-Jul 12: 166,229	2012 Goal: 168,000
Jul 2011: 123,972	Aug 10-Jul 11: 174,113	2011 Actual: 172,700
Jul 2010: 126,376	Aug 09-Jul 10: 165,355	2010 Actual: 170,217

Discussion of Results

MDBF in July 2012 increased 5.1% from July 2011. Over the past year, the MDBF 12-month average decreased 4.5%. With the R160 cars coming off the warranty during 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	July. '12	July. '11	% Change	July. '12	July. '11	% Change
R32	222	37,966	24,034	57.97%	66,434	57,254	16.03%
R42	50	137,228	45,309	202.87%	48,112	64,706	-25.65%
R46	752	52,444	67,041	-21.77%	80,861	88,751	-8.89%
R62	315	138,065	83,482	65.38%	193,090	171,062	12.88%
R62A	824	116,593	100,849	15.61%	127,068	127,166	-0.08%
R68	425	186,493	105,683	76.46%	135,188	127,641	5.91%
R68A	200	85,618	146,688	-41.63%	143,518	185,434	-22.60%
R142	1,030	165,595	171,298	-3.33%	213,258	239,814	-11.07%
R142A	590	104,073	118,033	-11.83%	113,754	138,206	-17.69%
R143	212	160,267	158,791	0.93%	207,254	169,562	22.23%
R160	1,662	529,501	605,789	-12.59%	636,038	696,605	-8.69%
Fleet	6,282	130,235	123,972	5.05%	166,229	174,113	-4.53%

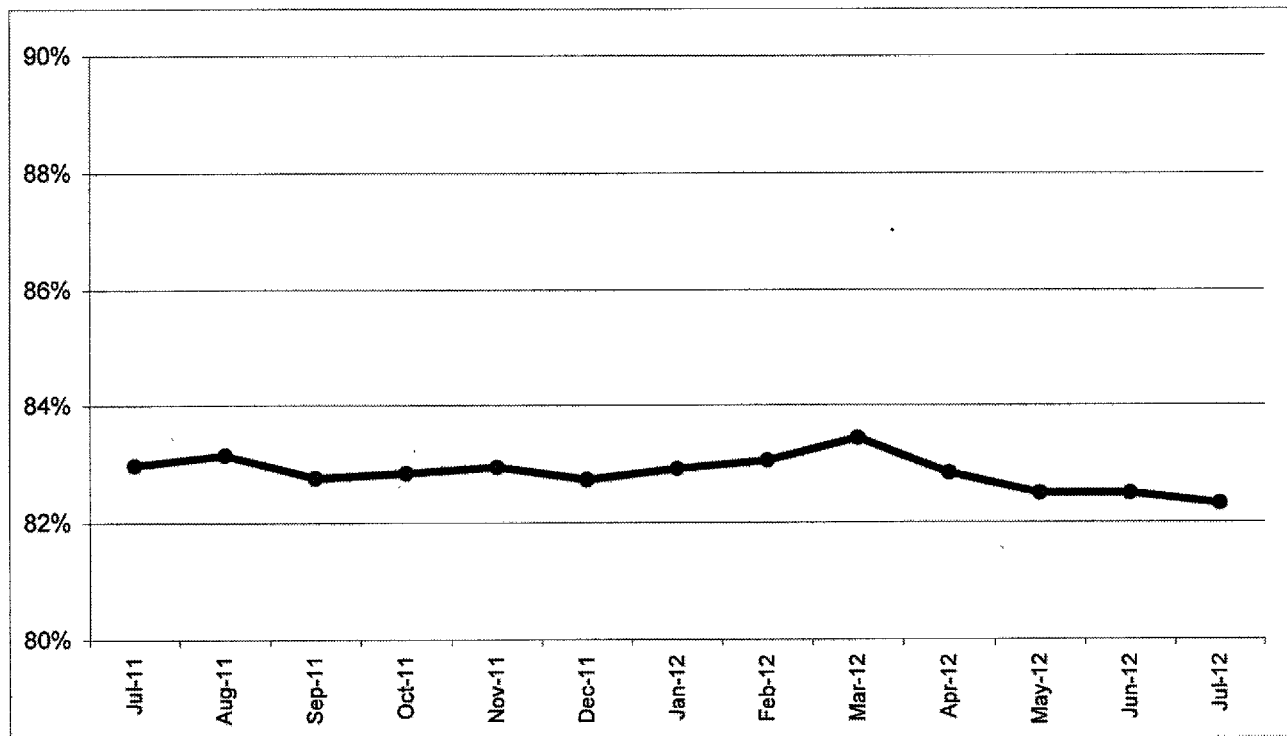
Chart 11

Car Reliability

Mean Distance Between Failures By Line (Miles)

Line	Fleet ¹	Monthly MDBF			12-Month Average MDBF		
		July 2011	July 2012	% Change	July 2011	July 2012	% Change
①	R62A	72,460	159,012	+119.4	95,432	107,849	+13.0
②	R142	176,171	142,128	-19.3	263,831	223,039	-15.5
③	R62	83,378	134,547	+61.4	174,540	192,011	+10.0
⑦	R62A	161,014	91,093	-43.4	201,644	176,920	-12.3
④	R142(67%); (R142A(33%))	144,307	163,306	+13.2	184,402	132,654	-28.1
⑤	R142	163,912	184,327	+12.5	214,548	249,297	+16.2
⑥	R142A	122,421	100,503	-17.9	144,405	125,527	-13.1
GC ⁵	R62A	22,807	N/A	N/A	313,130	20,666	-33.6
IRT		121,530	131,549	+8.2	166,381	154,392	-7.2
⑧	R68(19%); R68A(81%)	134,239	173,069	+28.9	152,113	133,031	-12.5
FS	R68	19,383	N/A	N/A	56,386	76,345	+35.4
N	R160	374,631	318,997	-14.9	477,302	455,613	-4.5
Q	R160(62%); R68A(38%)	457,076	694,156	+51.9	635,030	766,018	+20.6
JZ	R160(75%); R42(25%)	810,171	817,681	+0.9	367,230	388,960	+5.9
L	R143(86%); R160(14%)	188,383	179,746	-4.6	195,418	212,777	+8.9
M	R160	341,317	344,269	+0.9	711,901	511,873	-28.1
R	R46	41,336	48,098	+16.4	93,873	81,885	-12.8
BMT		143,876	163,703	+13.8	232,378	218,350	-6.0
A	R46	106,922	57,546	-46.2	96,869	79,589	-17.8
C	R32	26,583	37,506	+41.1	57,698	65,879	+14.2
D	R68	98,476	216,135	+119.5	131,974	150,949	+14.4
E	R160	554,715	832,806	+50.1	848,088	730,082	-13.9
F	R46(2%); R160(98%)	386,935	464,755	+20.1	712,677	586,832	-17.7
G	R46	275,129	46,444	-83.1	57,410	99,611	+73.5
RKWY ⁵	R46	34,075	79,190	+132.4	54,049	84,871	+57.0
IND		114,577	110,882	-3.2	153,694	152,788	-0.6
SOUTH		125,759	129,289	+2.8	180,280	176,125	-2.3
FLEET		123,971	130,235	+5.1	174,112	166,228	-4.5

Service - Key Performance Indicator (S-KPI)



S-KPI Definition

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

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

S-KPI Results

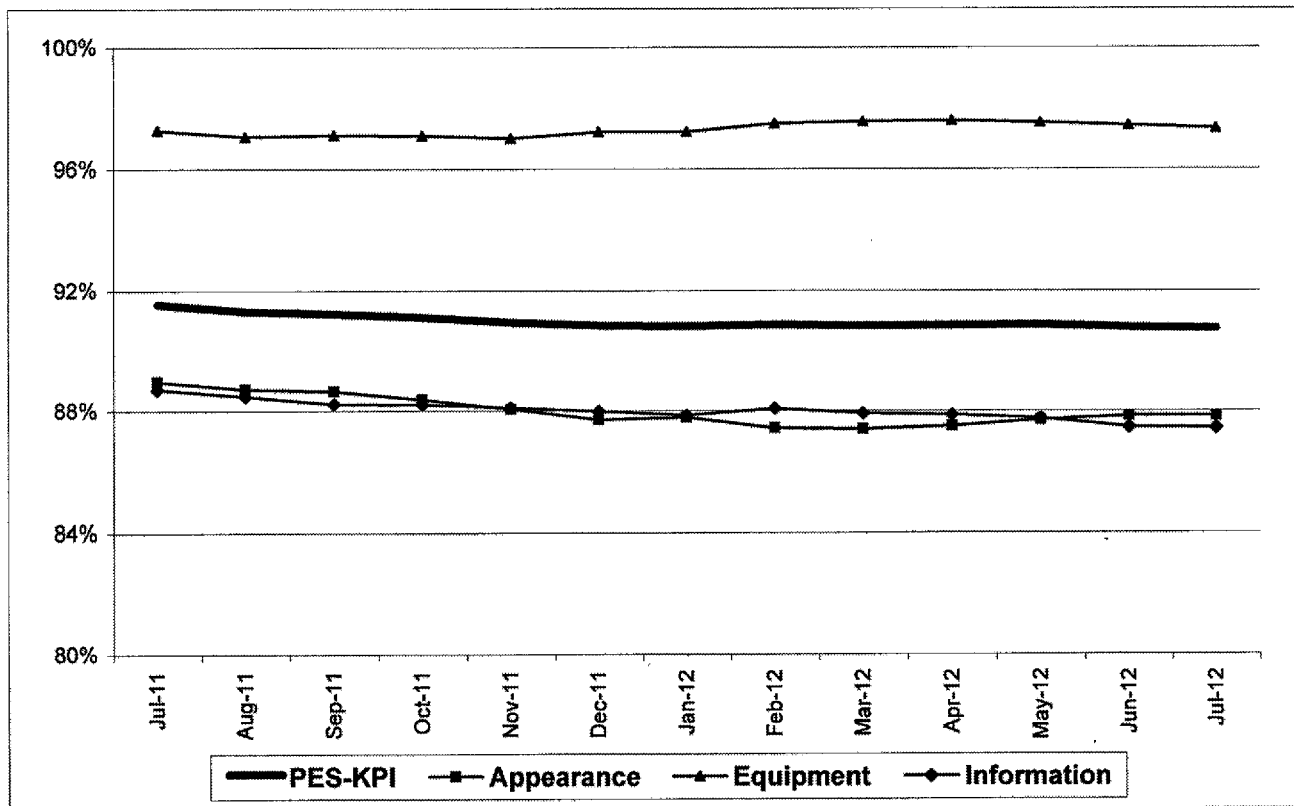
Systemwide Monthly Results	Goal
July 2012: 82.3%	2012 GOAL: 85.1%
July 2011: 83.0%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>July 2012</u>	<u>July 2011</u>	<u>% Difference</u>
①	83.2%	79.4%	+3.8%
②	73.7%	74.2%	-0.5%
③	79.3%	79.9%	-0.6%
④	73.0%	76.2%	-3.2%
⑤	75.2%	75.0%	+0.2%
⑥	77.8%	79.0%	-1.2%
⑦	83.1%	83.1%	+0.0%
⑤ 42nd	N/A*	N/A*	
IRT	78.9%	80.0%	-1.1%
⑧	80.4%	83.1%	-2.7%
⑨ ⑩	86.7%	89.2%	-2.5%
⑪	84.9%	86.7%	-1.8%
⑫	83.0%	84.6%	-1.6%
⑬	81.5%	80.4%	+1.1%
⑭	84.4%	82.7%	+1.7%
⑮ Fkln	91.8%	91.5%	+0.3%
⑯	78.0%	79.1%	-1.1%
BMT	85.4%	86.0%	-0.6%
⑰	73.6%	73.9%	-0.3%
⑱ Rock	89.9%	88.0%	+1.9%
⑲	78.3%	77.4%	+0.9%
⑳	82.2%	82.3%	-0.1%
㉑	78.0%	80.6%	-2.6%
㉒	76.2%	77.3%	-1.1%
㉓	83.6%	80.8%	+2.8%
IND	81.7%	82.7%	-1.0%
Systemwide	82.3%	83.0%	-0.7%

* Performance data unavailable due to ATS system software problem.

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



PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
July 2012:	90.7%	87.8%	97.3%	87.4%
July 2011:	91.5%	89.0%	97.3%	88.7%
% Difference:	-0.8%	-1.2%	+0.0%	-1.3%

PES-KPI - Subway Car

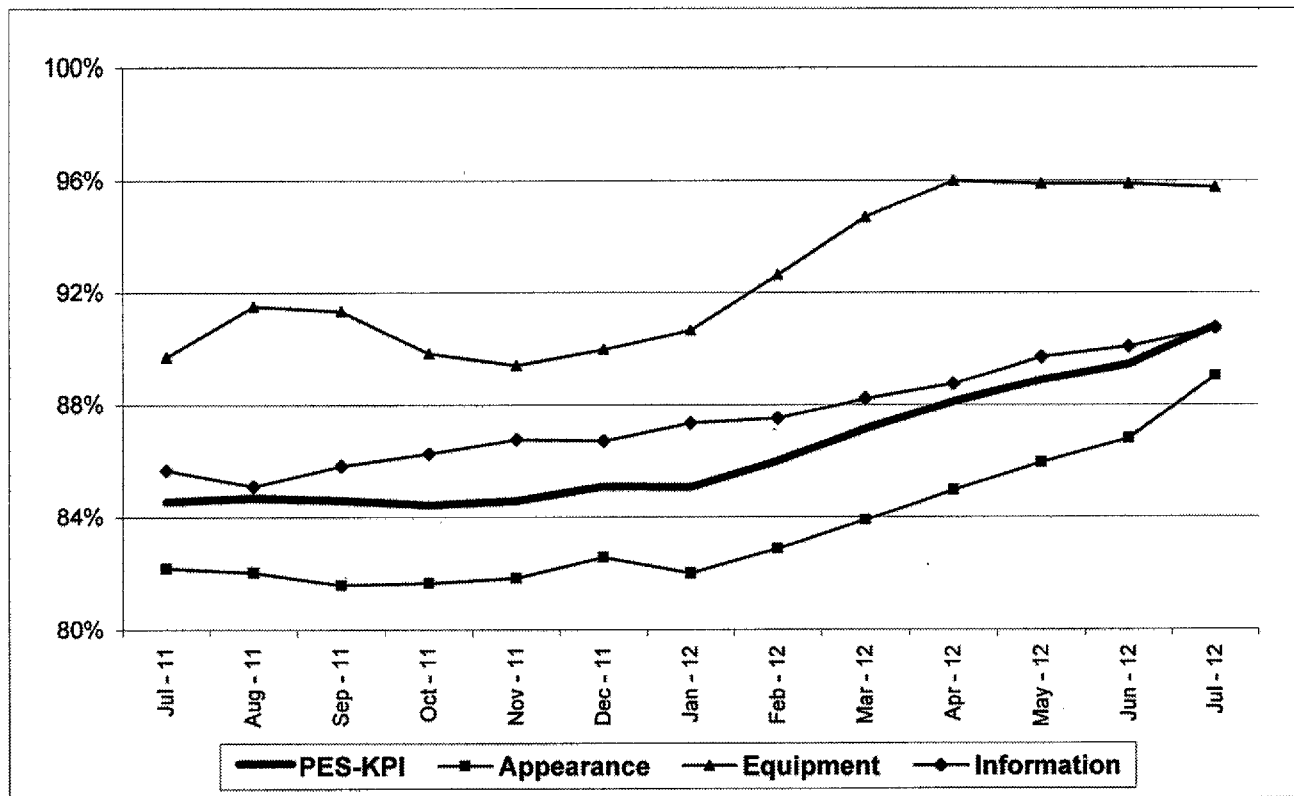
Line	July 2012:				July 2011:				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	92.8%	97.4%	97.2%	83.6%	94.4%	94.4%	97.3%	91.5%	-1.6%
②	96.9%	94.9%	98.3%	97.5%	94.5%	91.2%	96.6%	95.8%	+2.4%
③	92.0%	93.2%	97.5%	85.3%	94.7%	96.3%	92.6%	95.2%	-2.7%
④	97.2%	94.1%	98.9%	98.8%	96.5%	93.7%	96.9%	99.1%	+0.7%
⑤	95.7%	93.6%	96.0%	97.7%	95.9%	94.2%	96.2%	97.4%	-0.2%
⑥	95.7%	95.9%	92.9%	98.3%	95.4%	93.1%	94.6%	98.8%	+0.3%
⑦	94.5%	96.0%	96.8%	90.6%	93.6%	95.7%	94.4%	90.6%	+0.9%
⑤ 42nd	93.9%	99.0%	98.3%	84.2%	94.1%	99.3%	93.1%	89.7%	-0.2%
IRT	94.9%	95.3%	96.6%	92.7%	94.8%	94.1%	95.4%	95.0%	+0.1%
⑤	92.7%	88.1%	98.1%	92.1%	92.9%	93.4%	93.5%	91.9%	-0.2%
⑤ J/Z	95.0%	90.2%	97.3%	97.8%	95.9%	93.8%	96.2%	97.6%	-0.9%
⑤ L	96.5%	93.1%	97.2%	99.2%	98.0%	95.8%	99.9%	98.5%	-1.5%
⑤ M	96.2%	92.7%	98.2%	97.9%	97.9%	95.0%	99.6%	99.0%	-1.7%
⑤ N	95.6%	91.4%	96.5%	99.0%	97.1%	94.0%	98.8%	98.5%	-1.5%
⑤ Q	97.1%	93.3%	98.7%	99.3%	96.7%	96.3%	94.1%	99.7%	+0.4%
⑤ S Fkln	92.3%	91.0%	95.6%	90.3%	91.1%	91.4%	88.9%	92.9%	+1.2%
⑤ R	93.2%	91.1%	98.0%	90.5%	94.3%	94.9%	96.5%	91.5%	-1.1%
BMT	95.1%	91.5%	97.6%	96.4%	96.1%	94.7%	97.0%	96.6%	-1.0%
⑤ A	94.9%	93.2%	98.6%	92.7%	94.1%	92.2%	97.1%	93.2%	+0.8%
⑤ C	90.6%	86.3%	95.4%	90.3%	92.8%	91.4%	97.0%	90.0%	-2.2%
⑤ D	93.7%	90.4%	97.9%	93.0%	93.0%	92.5%	94.6%	91.8%	+0.7%
⑤ E	97.2%	95.4%	97.9%	98.5%	96.7%	94.1%	96.8%	99.2%	+0.5%
⑤ F	95.8%	91.8%	97.3%	98.4%	97.3%	94.7%	98.1%	99.1%	-1.5%
⑤ G	96.4%	96.5%	98.7%	93.8%	94.5%	93.9%	96.6%	93.0%	+1.9%
IND	94.8%	92.1%	97.6%	94.7%	94.8%	93.2%	96.8%	94.4%	+0.0%
Systemwide	94.9%	93.1%	97.2%	94.5%	95.2%	94.0%	96.4%	95.4%	-0.3%

Chart 16

PES-KPI - Station

<u>Borough</u>	<u>July 2012:</u>				<u>July 2011:</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	85.7%	81.1%	97.8%	79.2%	83.2%	79.0%	97.4%	74.3%	+2.5%
Manhattan	86.5%	81.3%	97.1%	82.3%	88.2%	82.3%	98.3%	85.1%	-1.7%
Brooklyn	85.8%	83.6%	97.4%	77.1%	88.2%	86.2%	98.5%	80.4%	-2.4%
Queens	88.7%	86.4%	98.3%	82.0%	90.4%	88.5%	98.5%	84.8%	-1.7%
Systemwide	86.5%	83.0%	97.5%	80.1%	87.8%	84.3%	98.3%	81.9%	-1.3%

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.

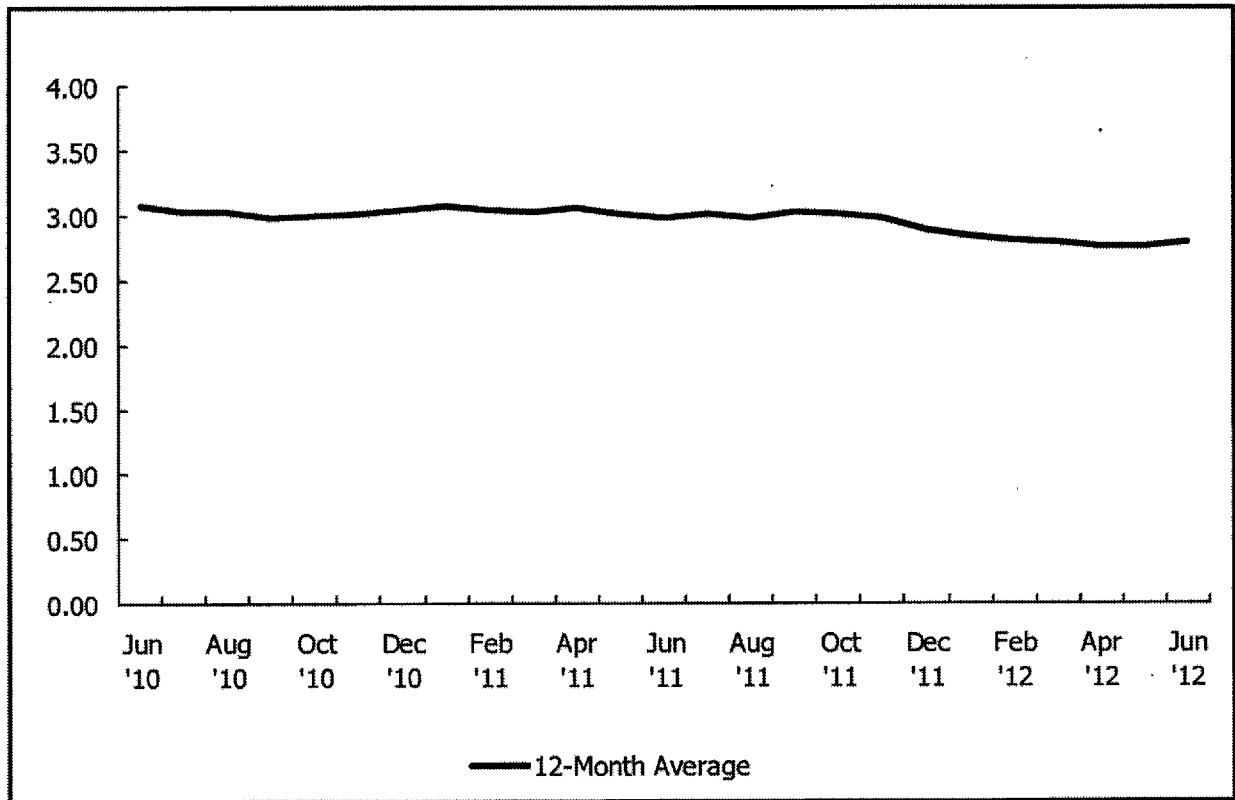
Weighting factors are based on customer concerns and management priorities. The results are based on a 12-month rolling sample methodology.

SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
July 2012:	90.8%	89.0%	95.8%	90.7%
July 2011:	84.6%	82.2%	89.7%	85.7%
% Difference:	+6.2%	+6.8%	+6.1%	+5.0%

Chart 18

Subway Customer Accidents/Million Customers



Definition

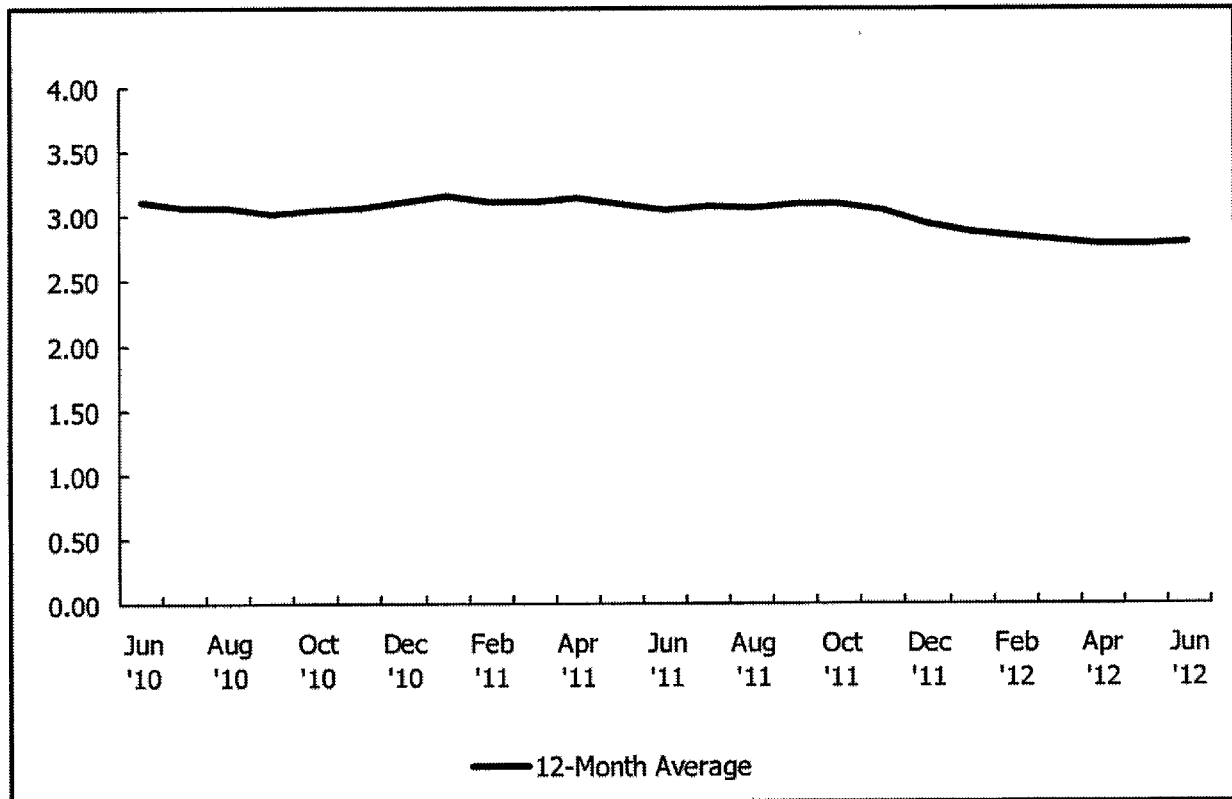
Any claimed accident to a subway customer within/on transit property. Does not include crime/assault statistics.

Monthly Results	12-Month Average	Annual Results
Jun 2012: 2.80	Jul 11 - Jun 12: 2.79	2012 YTD: 2.76
Jun 2011: 2.46	Jul 10 - Jun 11: 2.98	2011 Actual: 2.89
Jun 2010: 2.94	Jul 09 - Jun 10: 3.08	2010 Actual: 3.05

Discussion of Results: Overall accident rate decreased 6.4% in the 12-month period ending June '12 vs. the 12-month period ending June '11. Comparing June '12 to June '11, the monthly accident rate increased by 13.8% when comparing month over month.

Chart 19

Subway Customer Injuries/Million Customers



Definition

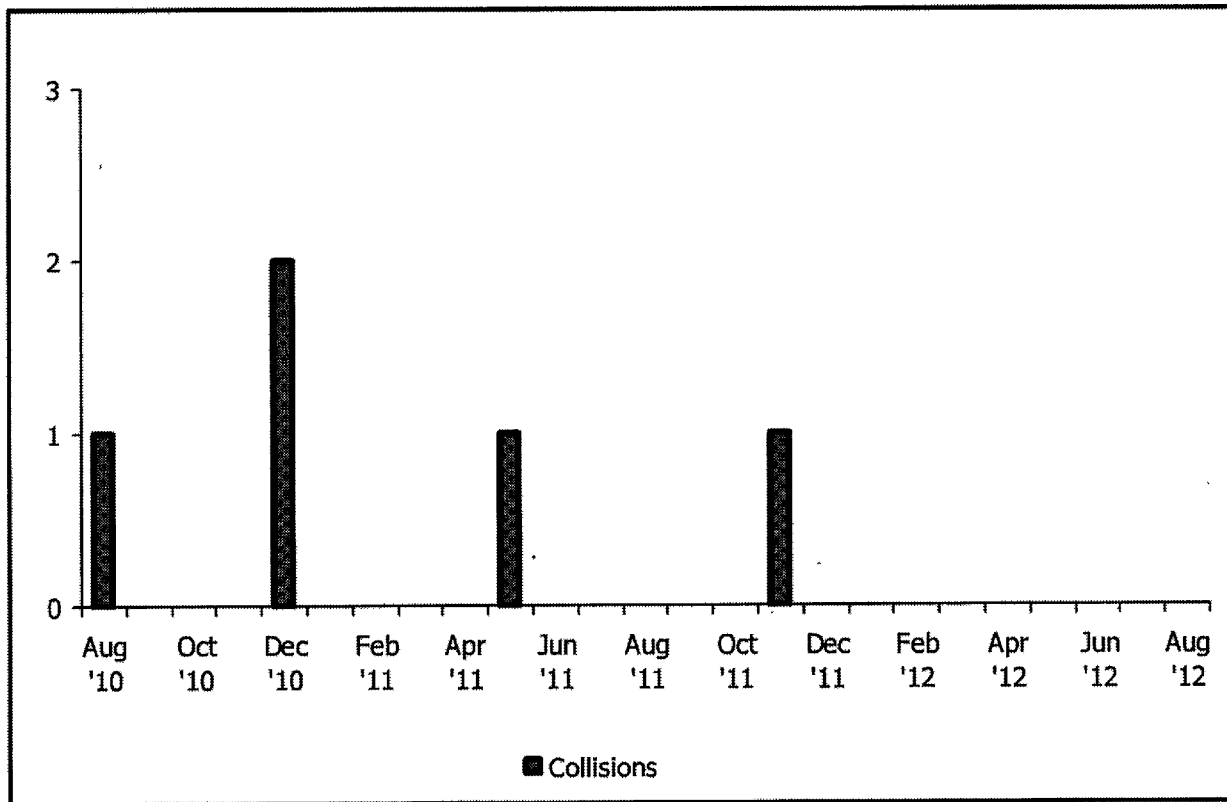
Any claimed physical damage or harm to a subway customer as a result of an incident within/on transit property. Does not include crime/assault statistics.

Monthly Results	12-Month Average	Annual Results
Jun 2012: 2.78	Jul 11 - Jun 12: 2.80	2012 YTD: 2.75
Jun 2011: 2.47	Jul 10 - Jun 11: 3.05	2011 Actual: 2.94
Jun 2010: 3.06	Jul 09 - Jun 10: 3.11	2010 Actual: 3.11

Discussion of Results: Overall injury rate is down 8.2% in the 12-month period ending June '12 vs. the 12-month period ending June '11. Comparing June '12 to June '11, the monthly injury rate increased by 12.6% 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

Aug 2012: 0

Aug 2011: 0

Aug 2010: 1

12-Month Total

Sep 11 - Aug 12: 1

Sep 10 - Aug 11: 3

Sep 09 - Aug 10: 1

Annual Results

2012 YTD: 0

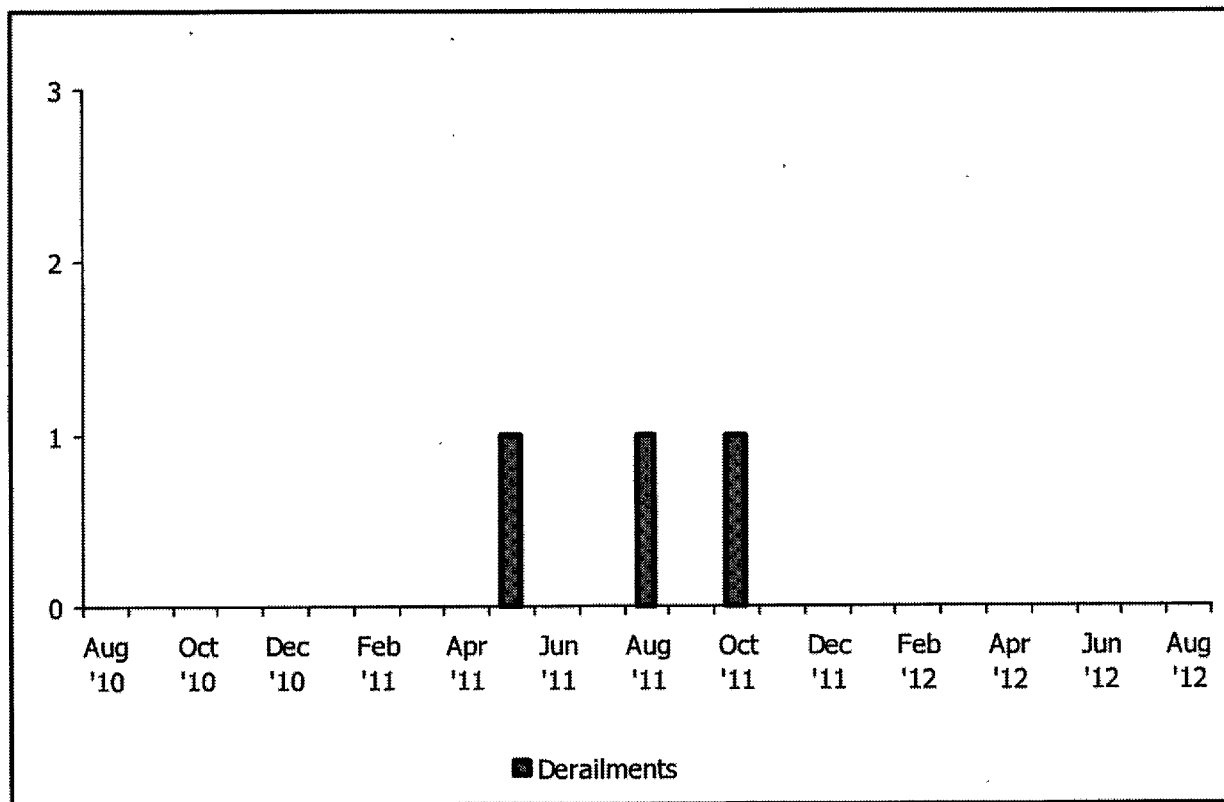
2011 Actual: 2

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

Aug 2012: 0

Aug 2011: 1

Aug 2010: 0

12-Month Total

Sep 11 - Aug 12: 1

Sep 10 - Aug 11: 2

Sep 09 - Aug 10: 2

Annual Results

2012 YTD: 0

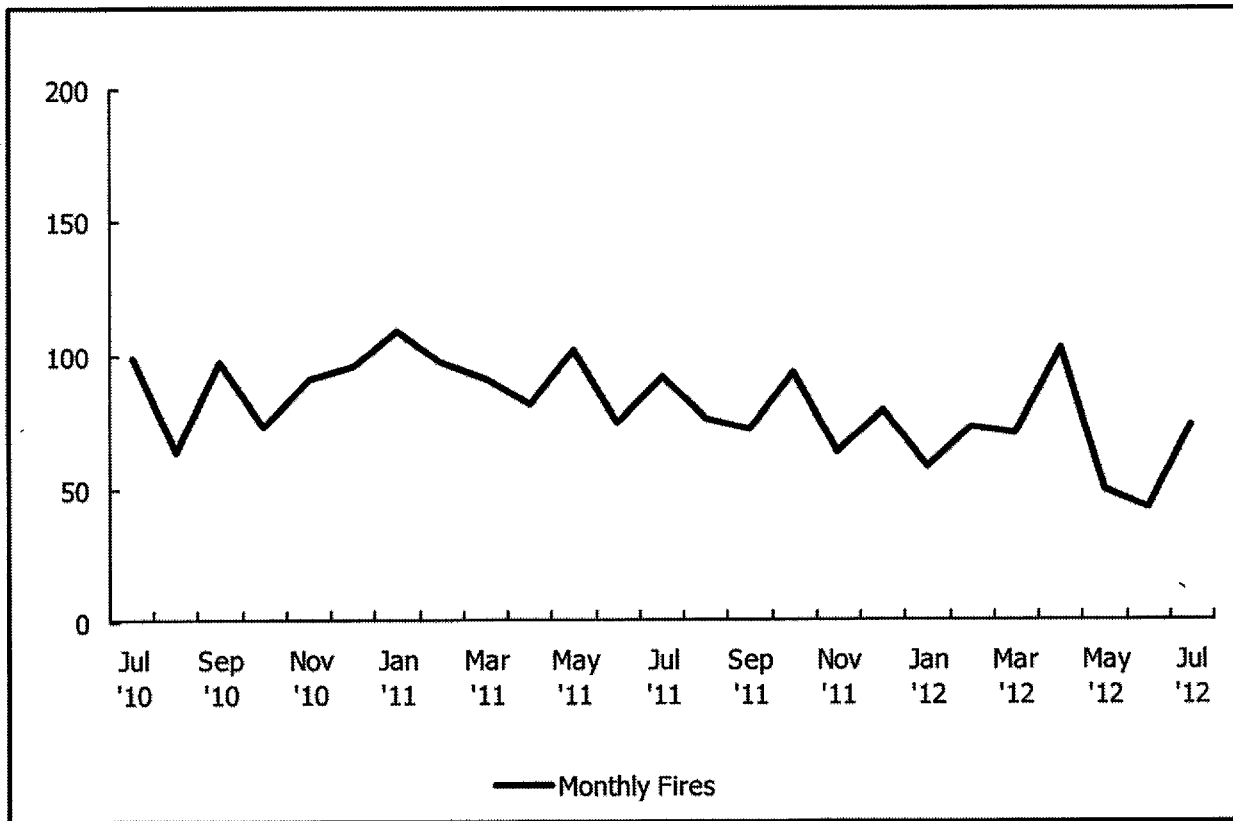
2011 Actual: 3

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

Jul 2012: 74

Jul 2011: 92

Jul 2010: 99

12-Month Total

Aug 11 - Jul 12: 856

Aug 10 - Jul 11: 1,069

Aug 09 - Jul 10: 1,120

Annual Results

2012 YTD: 472

2011 Actual: 1,032

2010 Actual: 1,097

Discussion of Results:

Fires for the month of July 2012 were 74 and 92 for fires in July 2011. Fires were down 19.9% for the 12-Month Total through July 2012 vs. July 2011. 100.0% (74) of all the fires in the month of July were in the "Low" and "Average" severity categories.

Chart 23

Subway Fires

Fire severity is classified as follows:

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

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

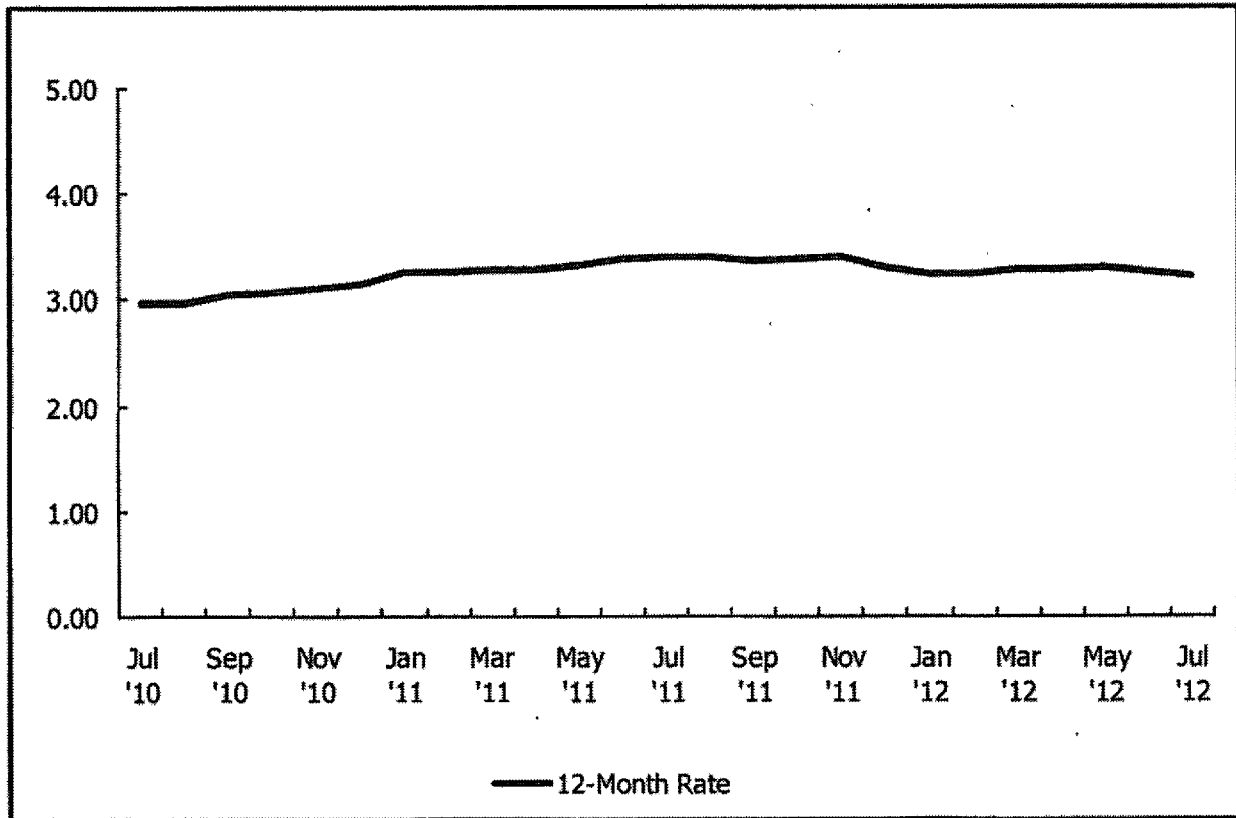
Low:	75.7%	Train:	12
Average:	24.3%	Right-of-way:	47
Above Average:	0.0%	Station:	14
High	0.0%	Other:	1
		Total:	74

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

Train:		Right-of-Way:		Station:	
Brake Shoes:	5	Debris:	23	Debris:	9
Gear Case:	2	Tie:	15	Electrical	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
Jul 2012: 3.38	Aug 11 – Jul 12: 3.23	2012 Goal: 3.15
Jul 2011: 3.73	Aug 10 – Jul 11: 3.40	2011 Actual 3.31
Jul 2010: 3.41	Aug 09 – Jul 10: 2.97	2010 Actual: 3.15

Discussion of Results: Overall accident rate decreased by 5.0% in the 12-month period ending Jul '12 vs. the 12-month period ending Jul '11. Comparing Jul '12 to Jul '11, the monthly accident rate decreased by 9.4%.

Chart 25



Police Department
City of New York

REPORT

CRIME STATISTICS JULY

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	67	71	-4	-5.6%
FELASSAULT	19	15	4	26.7%
BURGLARY	0	3	-3	-100.0%
GRLARCENY	133	145	-12	-8.3%
<u>TOTAL MAJOR FELONIES</u>	<u>219</u>	<u>234</u>	<u>-15</u>	<u>-6.4%</u>

During July the daily Robbery average decreased from 2.3 to 2.2

During July the daily Major Felony average decreased from 7.5 to 7.1

CRIME STATISTICS JANUARY THRU JULY

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	6	2	4	200.0%
ROBBERY	506	425	81	19.1%
FELASSAULT	114	121	-7	-5.8%
BURGLARY	18	3	15	500.0%
GRLARCENY	930	852	78	9.2%
<u>TOTAL MAJOR FELONIES</u>	<u>1574</u>	<u>1403</u>	<u>171</u>	<u>12.2%</u>

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

Year to date, the daily Major Felony average increased from 6.6 to 7.4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

REPORT

JULY ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	3713	3851	-138	-3.6%
TosArrest	1974	1746	228	13.1%
Summ	7207	7467	-260	-3.5%

JANUARY - JULY ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	30141	29031	1110	3.8%
TosArrest	16040	13521	2519	18.6%
Summ	57582	57629	-47	-0.1%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-JULY															
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Murder	2	1	4	1	1	0	1	2	3	2	2	2	1	1	0	0
Rape	1	10	0	4	1	0	2	2	3	3	0	2	1	0	2	6
Robbery	1206	1101	985	783	723	720	692	614	699	573	476	438	396	416	425	506
Assault	257	277	251	207	164	173	163	162	137	116	118	105	97	120	121	114
Burglary	21	10	5	5	29	11	3	5	1	1	1	5	1	2	3	18
GL	1921	1523	1367	1430	1295	1235	967	1057	1024	823	726	759	656	668	852	930
TOTAL MAJOR FELONIES	3408	2922	2612	2430	2213	2139	1828	1842	1867	1518	1323	1311	1152	1207	1403	1574
Major Fel Per Day	16.08	13.78	12.32	11.46	10.44	10.09	8.62	8.69	8.81	7.16	6.24	6.18	5.43	5.69	6.62	7.42

3.34

4. FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for July 2012 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	July Results		July Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Total Farebox Revenue	4.2	1.3	2,151.6	2,157.3	5.7	0.3
Nonreimb. Exp. before Dep./OPEB	(33.2)	(2.9)	4,185.0	4,205.4	(20.4)	(0.5)
Net Cash Deficit*	(13.5)	(9.8)	(1,324.8)	(1,382.2)	(57.3)	(4.3)

*Excludes Subsidies and Debt Service

July 2012 farebox revenue was \$315.5 million, \$4.2 million (1.3 percent) above forecast. Subway revenue was \$3.0 million (1.3 percent) above forecast, bus revenue was \$0.9 million (1.2 percent) below forecast, and paratransit revenue was \$0.2 million (14.3 percent) below forecast. Accrued fare media liability was \$2.3 million (49.4 percent) above forecast due to the timing of MetroCard expirations. Year-to-date farebox revenue was \$5.7 million (0.3 percent) above forecast: \$5.3 million (0.3 percent) above on subway, \$1.5 million (0.3 percent) below on bus, \$0.4 million (4.5 percent) below on paratransit, and \$2.3 million (7.1 percent) above for fare media liability. The July 2012 non-student average fare of \$1.639 decreased 1.5¢ from July 2011; the subway fare decreased 1.8¢, the local bus fare decreased 2.0¢, and the express bus fare increased 1.4¢.

Total ridership in July 2012 of 191.0 million was 0.4 percent (0.7 million trips) above forecast. Average weekday ridership in July 2012 was 7.2 million, an increase of 1.2 percent from July 2011. Average weekday ridership for the twelve months ending July 2012 was 7.5 million, an increase of 1.6 percent from the twelve months ending July 2011.

Nonreimbursable expenses before depreciation and OPEB in July were higher than forecast by \$33.2 million (2.9 percent). Labor expenses exceeded forecast by \$33.8 million (3.3 percent), due mainly to higher NYCERS accrued pension expenses, based on recent actuarial information. Overtime expenses were also above forecast. Non-labor expenses underran forecast by a net \$0.6 million (0.4 percent), including the favorable timing of expenses, benefitting several accounts, and underruns in paratransit service contracts and electric power. Professional service contract expenses were adversely impacted by the unfavorable timing of expenses. Year-to-date, nonreimbursable expenses were above forecast by \$20.4 million (0.5 percent). Labor expenses were higher by \$39.2 million (1.2 percent), due mostly to higher NYCERS accrued pension expenses and increased overtime requirements for vacancy/employee availability coverage and signals, track and bus maintenance. Non-labor expenses were less than forecast by \$18.8 million (2.0 percent), including the favorable timing of expenses, benefitting several accounts, and underruns in paratransit service contracts and electric power. Professional service contract expenses were adversely impacted by the unfavorable timing of expenses.

The net cash deficit for July year-to-date was \$1,382.2 million, unfavorable to forecast by \$57.3 million (4.3 percent), due mostly to the unfavorable timing of capital and fare reimbursements.

FINANCIAL RESULTS

Farebox Revenue

July 2012 Farebox Revenue - (\$ in millions)								
	July				July Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	230.0	233.0	3.0	1.3%	1,598.3	1,603.7	5.3	0.3%
Bus	75.2	74.3	(0.9)	(1.2%)	511.2	509.7	(1.5)	(0.3%)
Paratransit	1.5	1.2	(0.2)	(14.3%)	9.3	8.9	(0.4)	(4.5%)
Subtotal	306.6	308.5	1.9	0.6%	2,118.8	2,122.2	3.4	0.2%
Fare Media Liability	4.7	7.0	2.3	49.4%	32.8	35.1	2.3	7.1%
Total	311.3	315.5	4.2	1.3%	2,151.6	2,157.3	5.7	0.3%

Note: Totals may not add due to rounding

- Paratransit revenue was below forecast as various initiatives continued to reduce growth below historic rates.
- Fare media liability was above forecast due to the timing of MetroCard expirations.

Average Fare

July Non-Student Average Fare - \$				
	Preliminary		Change	
	2011	2012	Amount	Percent
Subway	1.735	1.717	(0.018)	(1.0%)
Local Bus	1.395	1.375	(0.020)	(1.4%)
Subway & Local Bus	1.639	1.624	(0.015)	(0.9%)
Express Bus	4.636	4.650	0.014	0.3%
Total	1.653	1.639	(0.015)	(0.9%)

- The slight decreases in subway and local bus fares were due to higher-than-normal pass fares in the third quarter of 2011 caused by weather-related ridership reductions.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the July average fare of \$1.08 in 2012 was 30¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of July, other operating revenue exceeded forecast by \$0.2 million (0.9 percent), due mostly to higher paratransit Urban Tax revenue, resulting from commercial property transactions. Year-to-date, other operating revenue was \$0.1 million (0.0 percent) higher than forecast, as higher paratransit Urban Tax revenue was essentially offset by lower advertising revenue.

Nonreimbursable Expenses

In the month of July, nonreimbursable expenses before depreciation and OPEB were higher than forecast by \$33.2 million (2.9 percent). Year-to-date, expenses exceeded forecast by \$20.4 million (0.5 percent). The major causes of these variances are reviewed below:

Labor expenses in the month overran forecast by \$33.8 million (3.3 percent), due mostly to higher NYCERS accrued pension expenses of \$26.0 million (3.9 percent), based on recent actuarial information. It is not expected that this overrun will impact cash results in 2012. Overtime expenses were also over by \$4.0 million (17.5 percent), due to additional requirements for vacancy/low employee availability coverage and signals, track and bus maintenance. The bus maintenance requirements were due mostly to excessive hot weather. Health & welfare expenses (including OPEB current expenses) were unfavorable by \$2.3 million (3.0 percent), due to the unfavorable timing of expenses. Year-to-date, labor expenses exceeded the forecast by \$39.2 million (1.2 percent), mostly attributable to higher pension expenses of \$28.6 million (3.4 percent), primarily caused by the NYCERS actuarial-driven expense increase. Overtime expenses were higher by \$8.7 million (5.0 percent), again represented by vacancy/low employee availability coverage and signals/track/bus maintenance requirements, along with unfavorable reclassification adjustments offset in payroll. Health & welfare expenses (including OPEB current expenses) were higher by \$3.8 million (0.7 percent), due to the unfavorable timing of expenses. Partly offsetting the above overruns were payroll underruns of \$4.2 million (0.3 percent), due mainly to vacancies and favorable accrual/reclassification adjustments, partly offset in overtime.

Non-labor expenses in the month underran forecast by a net \$0.6 million (0.4 percent). Materials & supplies expenses were favorable by \$2.9 million (12.3 percent), due mostly to the favorable timing of vehicle maintenance requirements. Paratransit service contracts underran by \$1.8 million (5.7 percent), largely from the diversion of higher cost primary trips to lower cost vouchers/taxis and lower completed trips. Maintenance contract expenses were under by \$1.4 million (9.4 percent), mostly from the favorable timing of painting and facility maintenance expenses and auto purchases, partly offset by the unfavorable timing of vehicle maintenance & repair expenses. Electric power expenses were favorable by \$1.4 million (4.6 percent), due largely to lower consumption and the favorable timing of expenses, partly offset by higher prices. Mostly offsetting the above favorable results was an overrun in professional service contract expenses of \$7.6 million (77.1 percent), primarily due to the unfavorable timing of expenses, including EDP-related maintenance, repair, consulting & software, and bond service. Year-to date, non-labor expenses were below forecast by \$18.8 million (2.0 percent), including the following:

- Fuel expenses were favorable by \$7.0 million (6.9 percent), mainly caused by the timing of receipt of 2011 CNG tax credits, favorable heating fuel accrual adjustments and lower prices, partly offset by higher consumption.
- Materials and supplies expenses were favorable by \$6.2 million (4.1 percent), represented mostly by the favorable timing of vehicle maintenance requirements and favorable inventory adjustments.

- Paratransit service contracts were below forecast by \$4.1 million (1.9 percent), due mainly to the diversion of higher cost primary trips to lower cost vouchers/taxis, lower completed trips and reduced call center activity and eligibility certifications.
- Maintenance contract expenses were favorable by \$3.4 million (3.9 percent), primarily from the favorable timing of painting and facility maintenance expenses, and auto purchases.
- Electric power expenses were under forecast by \$3.3 million (1.9 percent), due largely to lower consumption and the favorable timing of expenses, partly offset by higher prices.
- Other business expenses underran by \$1.0 million (2.5 percent), primarily caused by lower MVM debit/credit charges and stationery expenses.
- Professional service contract expenses overran forecast by \$4.0 million (5.6 percent), due to the unfavorable timing of EDP-related, office equipment-related and bond service expenses.
- Claims expenses exceeded forecast by \$2.1 million (3.8 percent), due mostly to higher claims payouts than anticipated.

Depreciation expenses year-to-date were higher than forecast by \$1.3 million (0.2 percent).

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$691.5 million of accrued expenses year-to-date, \$7.6 million (1.1 percent) higher than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for July year-to-date was \$1,382.2 million, unfavorable to forecast by \$57.3 million (4.3 percent), due mostly to the unfavorable timing of capital and fare reimbursements.

Inventory (see Inventory Note following)

Inventory at the end of July was \$204.9 million, \$11.9 million (6.2 percent) higher than the December 2011 balance of \$193.0 million, due largely to buildups in support of track replacement and subway/bus maintenance requirements.

Incumbents

There were 44,966 full-time paid incumbents at the end of July, 3 more than in June, and 50 less than in December 2011 (excluding 117 temporary December active incumbents).

RIDERSHIP RESULTS

July 2012 Ridership vs. Forecast - (millions)								
	July				July Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	135.5	137.1	1.6	1.2%	976.8	979.2	2.3	0.2%
Bus	53.9	53.1	(0.8)	(1.5%)	394.4	392.9	(1.5)	(0.4%)
Subtotal	189.4	190.2	0.8	0.4%	1,371.2	1,372.0	0.8	0.1%
Paratransit	0.9	0.8	(0.1)	(9.9%)	5.8	5.6	(0.2)	(3.0%)
Total	190.3	191.0	0.7	0.4%	1,377.0	1,377.6	0.6	0.0%

Notes: Totals may not add due to rounding.

- A portion of the underrun in bus ridership (0.2 million riders) was due to lower student ridership caused by a later-than-expected start to the summer session and fewer student trips per school day.
- The paratransit ridership underrun was due in part to initiatives that reduced the growth rate from the historic average.

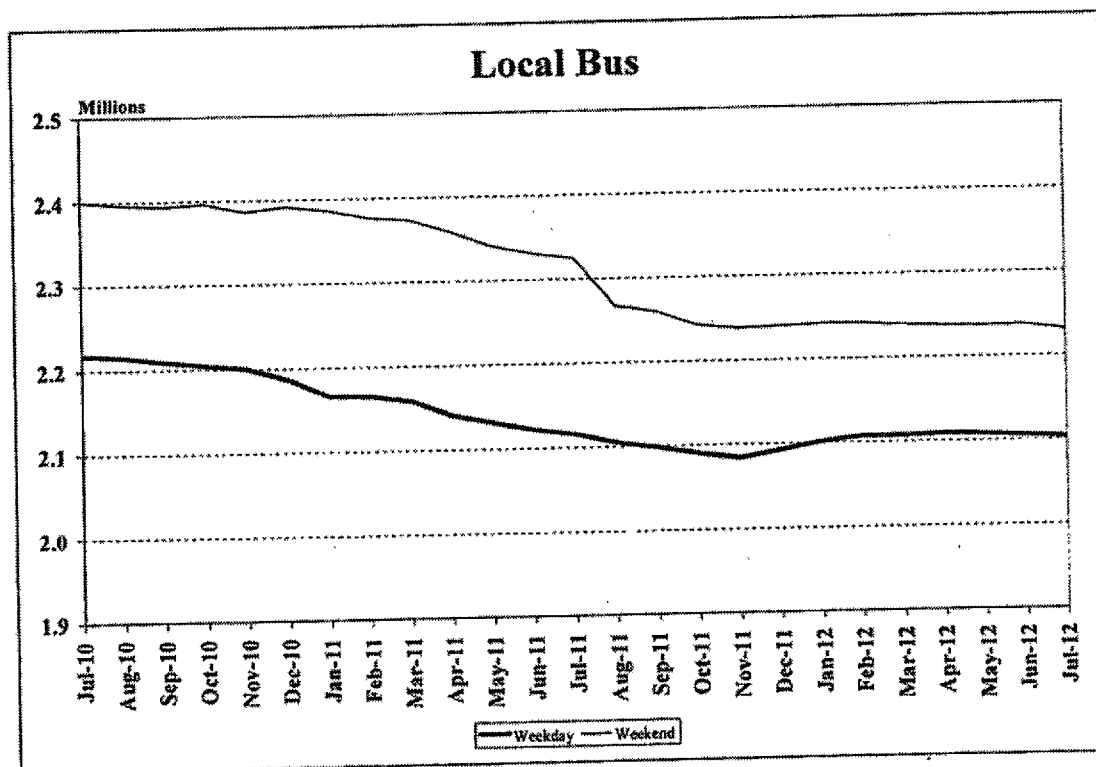
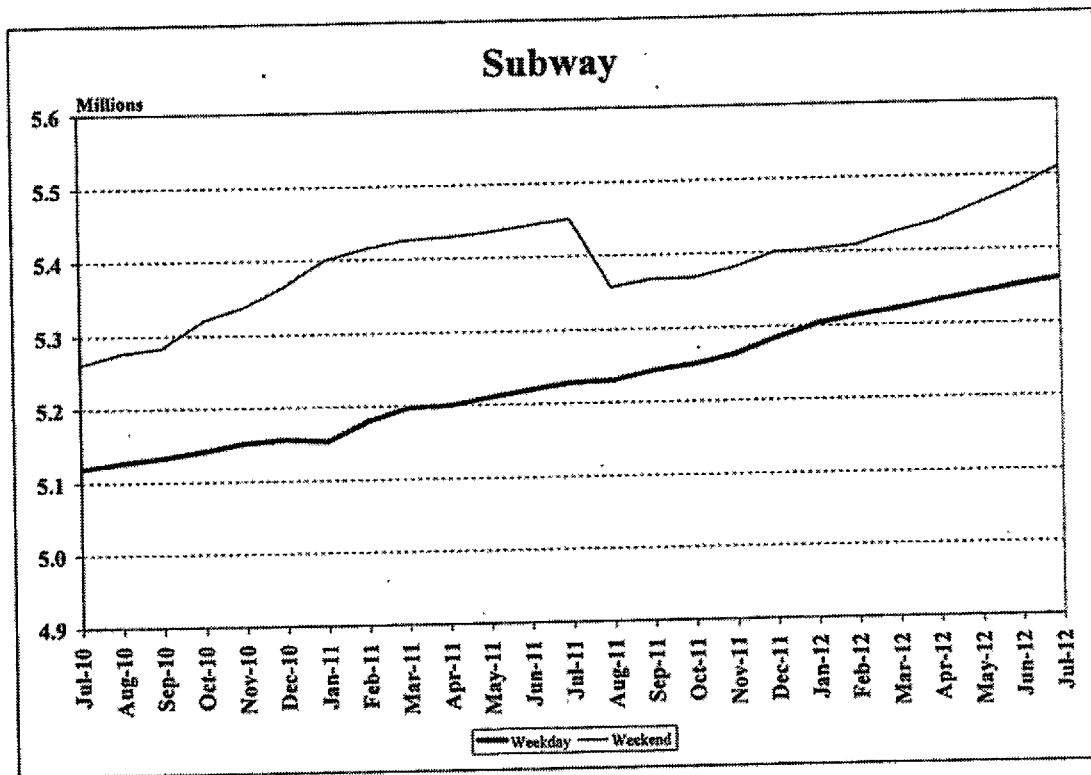
July Average Weekday and Weekend Ridership vs. Prior Year								
	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2011	2012	Amount	Percent	2011	2012	Amount	Percent
Subway	5,098	5,201	+103	+2.0%	5,343	5,602	+259	+4.9%
Local Bus	1,967	1,948	-19	-1.0%	2,348	2,280	-68	-2.9%
Express Bus	40	41	+1	+2.7%	8	10	+1	+18.0%
Paratransit	29	29	+1	+2.8%	30	32	+2	+7.4%
TOTAL	7,133	7,220	+86	+1.2%	7,729	7,924	+195	+2.5%
12-Month Rolling Average								
Subway	5,228	5,360	+132	+2.5%	5,451	5,510	+59	+1.1%
Local Bus	2,116	2,104	-13	-0.6%	2,325	2,230	-95	-4.1%
Express Bus	41	42	+1	+3.1%	9	10	+1	+6.8%
Paratransit	29	30	+1	+4.5%	31	32	+1	+2.6%
TOTAL	7,413	7,535	+122	+1.6%	7,816	7,782	-35	-0.4%

Notes: Totals may not add due to rounding. Percentages are based on unrounded figures.

- Average weekday and average weekend (average Saturday plus average Sunday) subway ridership were both the highest of any July in over forty-five years.
- The large weekend subway ridership increase continues a positive trend, aided by low ridership on one Sunday in July 2011 caused by rainy weather and the timing of July 4th.
- The large increase in weekend express bus ridership was due in part to operation of special event route X80 on one weekend in July 2012 compared to none in July 2011. In addition, MTA Staten Island Railway was partially suspended on one weekend in July 2012, diverting some riders to express buses.

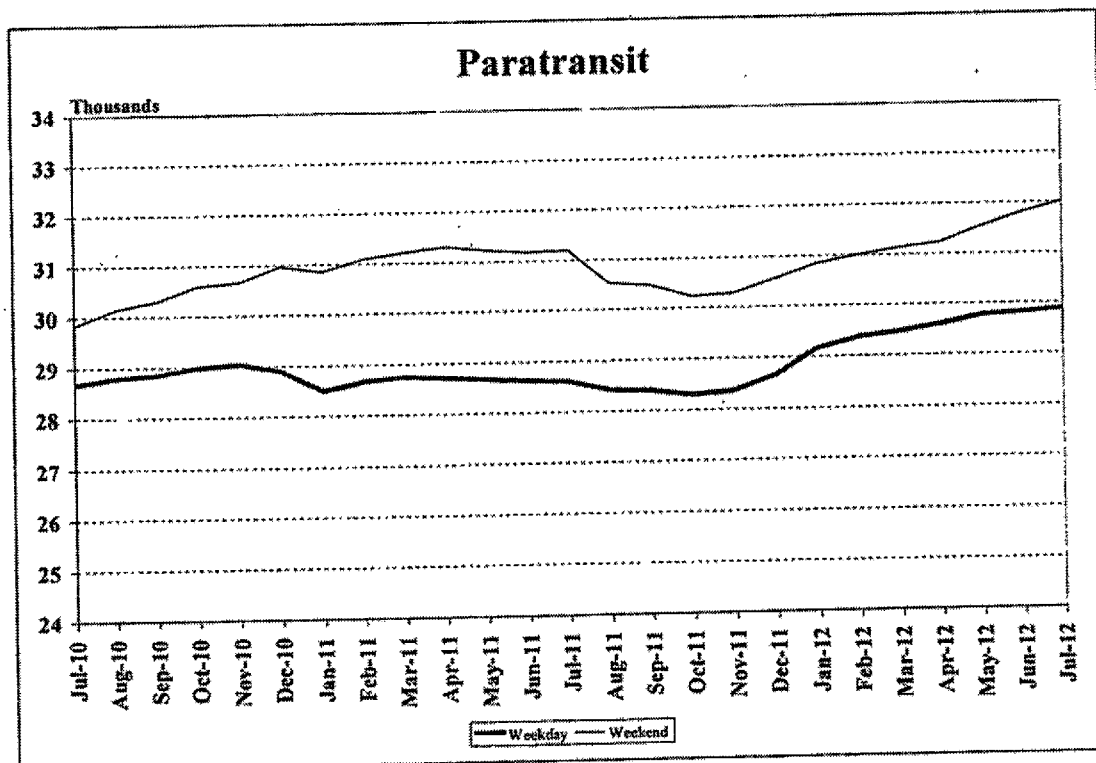
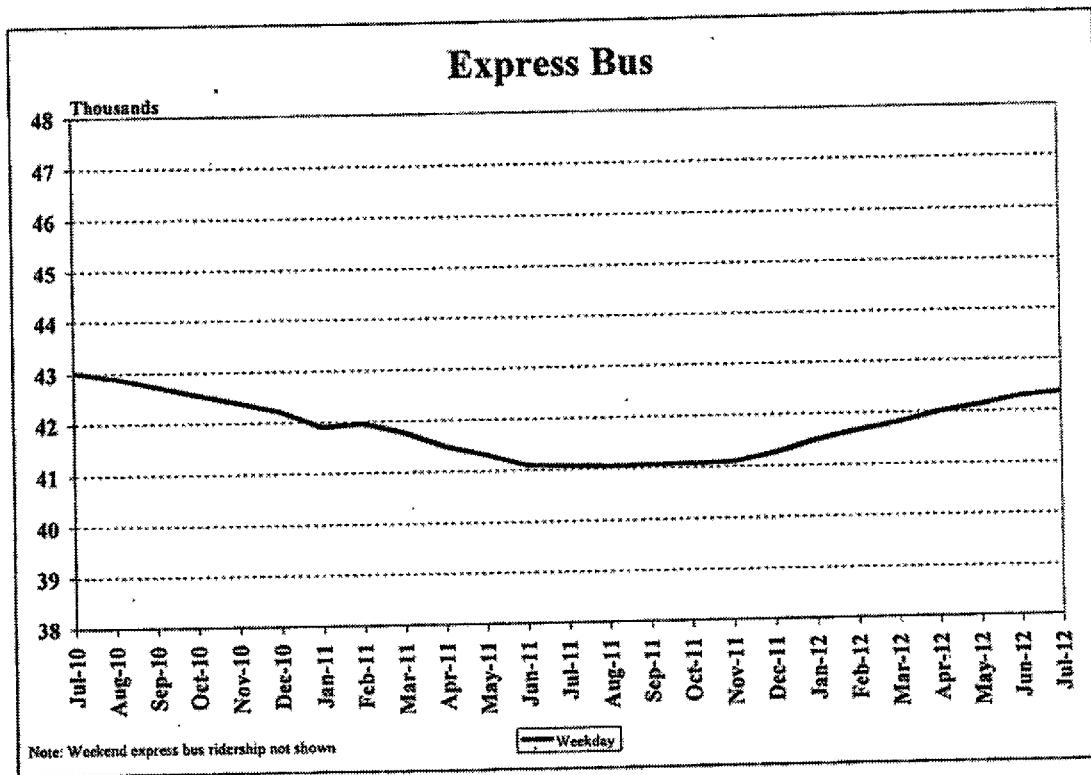
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From July 2011 to July 2012, average weekday ridership increased for every service except NYCT local buses and MTA express buses. The largest weekday increases were on NYCT paratransit (up 2.8 percent) and NYCT express buses (up 2.7 percent). The large weekend decrease on Staten Island Railway was due to construction that required a partial shutdown on one weekend in July 2012 (this likely also affected the weekend decrease on Staten Island Ferry and increase on NYCT express buses). Bridges and Tunnels traffic decreased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jul-11	Preliminary Jul-12	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,098	5,201	+2.0%	+2.5%
NYCT Local Bus	1,967	1,948	-1.0%	-0.6%
NYCT Express Bus	40	41	+2.7%	+3.1%
NYCT Paratransit	29	29	+2.8%	+4.5%
Staten Island Railway	14	14	+1.1%	+3.3%
MTA Local Bus	331	333	+0.6%	+1.5%
MTA Express Bus	34	34	-1.3%	-0.2%
Long Island Rail Road	300	300	+0.1%	+2.5%
Metro-North Railroad	281	283	+0.8%	+2.4%
Staten Island Ferry	74	74	+0.8%	+2.8%
PATH	261	265	+1.7%	+3.3%
<u>Average Weekend</u>				
NYCT Subway	5,343	5,602	+4.9%	+1.1%
NYCT Local Bus	2,348	2,280	-2.9%	-4.1%
NYCT Express Bus	8	10	+18.0%	+6.8%
NYCT Paratransit	30	32	+7.4%	+2.6%
Staten Island Railway	9	7	-26.7%	-3.7%
MTA Local Bus	363	369	+1.6%	-0.1%
MTA Express Bus	14	13	-8.8%	-5.3%
Long Island Rail Road	217	213	-2.0%	+2.4%
Metro-North Railroad	226	228	+0.6%	+3.4%
Staten Island Ferry	105	94	-10.5%	+1.1%
PATH	216	222	+2.9%	+1.7%

MTA Bridges and Tunnels (thousands)				
Average Weekday	854	829	-2.9%	-0.0%
Average Weekend	1,557	1,523	-2.2%	-3.2%

Note: Percentages are based on unrounded data.

Economy

From July 2011 to July 2012, New York City employment increased 1.5 percent (59,000 jobs). Private sector employment increased 2.2 percent (72,200 jobs) and government employment decreased 2.3 percent (13,200 jobs). The private sector increase would have been larger if not for the Con Edison strike, which reduced employment by approximately 8,500 workers. The sub-sector with the largest absolute and percentage increases was professional/business services (up 34,000 jobs or 5.6 percent). The private sub-sector with the largest absolute decrease was financial activities (down 1,400 jobs or 0.3 percent) and the private sub-sector with the largest percentage decrease was manufacturing (down 1.2 percent or 900 jobs).

The year-over-year employment increase in July 2012 was smaller than the earlier months of 2012, mostly due to a larger decrease in government employment. Government employment often increases in the summer due to temporary youth employment. As shown in the graph below, the increase in jobs from June to July was much smaller in 2012 than in 2011, resulting in a larger year-over-year employment decrease.

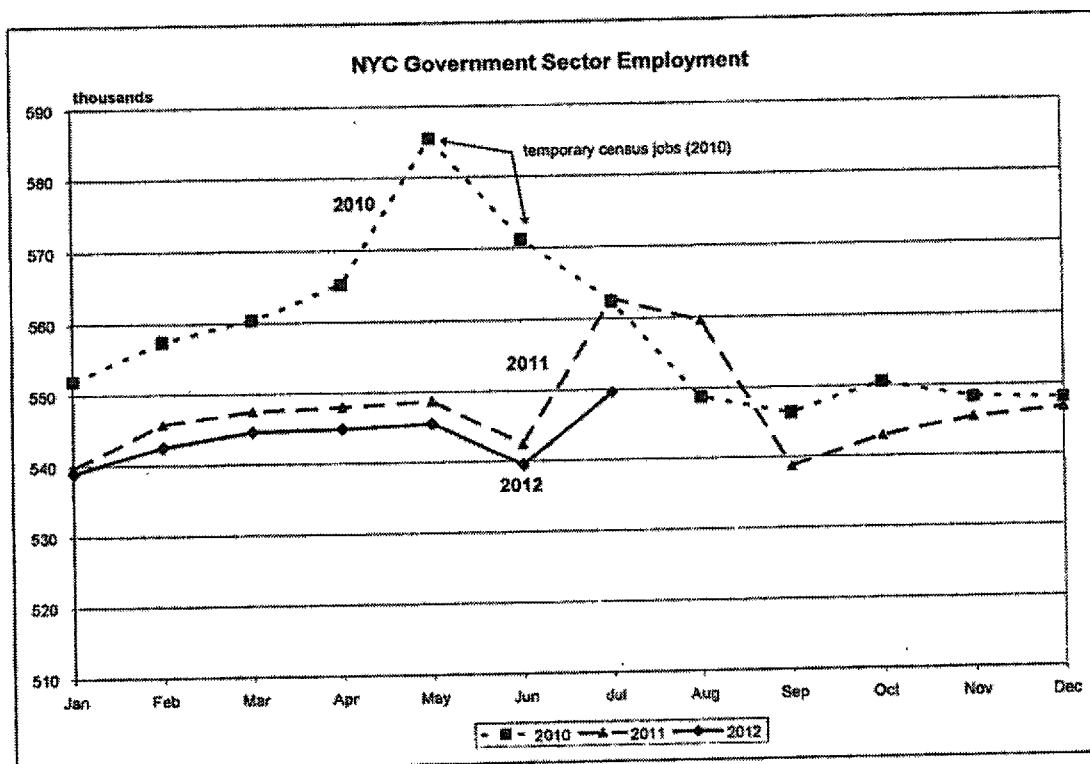


Table 1

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 July 2012
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$229,970	\$232,975	\$3,005	1.3	\$0,000	\$0,000	\$0,000	-	\$229,970	\$232,975	\$3,005	1.3
Bus	75,210	74,285	(0,925)	(1.2)	0,000	0,000	0,000	-	75,210	74,285	(0,925)	(1.2)
Paratransit	1,451	1,244	(0,207)	(14.3)	0,000	0,000	0,000	-	1,451	1,244	(0,207)	(14.3)
Fare Media Liability	4,685	7,000	2,315	49.4	0,000	0,000	0,000	-	4,685	7,000	2,315	49.4
Total Farebox Revenue	311,316	315,504	4,188	1.3	0,000	0,000	0,000	-	311,316	315,504	4,188	1.3
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue:												
Fare Reimbursement	2,909	2,909	0,000	0.0	0,000	0,000	0,000	-	2,909	2,909	0,000	0.0
Paratransit Reimbursement	10,995	11,234	0,239	2.2	0,000	0,000	0,000	-	10,995	11,234	0,239	2.2
Other	9,519	9,480	(0,039)	(0.4)	0,000	0,000	0,000	-	9,519	9,480	(0,039)	(0.4)
Total Other Operating Revenue	23,423	23,623	0,200	0.9	0,000	0,000	0,000	-	23,423	23,623	0,200	0.9
Capital and Other Reimbursements	0,000	0,000	0,000	-	86,115	92,843	6,728	7.8	86,115	92,843	6,728	7.8
Total Revenue	\$334,739	\$339,127	\$4,388	1.3	\$86,115	\$92,843	\$6,728	7.8	\$420,854	\$431,970	\$11,116	2.6
Expenses												
Labor:												
Payroll	243,081	243,439	(0,358)	(0.1)	28,922	26,252	2,670	9.2	272,003	269,691	2,312	0.8
Overtime	23,080	27,111	(4,031)	(17.5)	5,156	6,683	(1,527)	(29.6)	28,236	33,794	(5,558)	(19.7)
Total Salaries & Wages	266,161	270,550	(4,389)	(1.6)	34,078	32,935	1,143	3.4	300,239	303,485	(3,246)	(1.1)
Health and Welfare	48,394	52,735	(4,341)	(9.0)	1,943	2,297	(0,354)	(18.2)	50,337	55,032	(4,695)	(9.3)
OP&B Current Payment	27,373	25,371	2,002	7.3	0,000	0,000	0,000	-	27,373	25,371	2,002	7.3
Pensions	653,797	689,835	(26,038)	(3.9)	17,677	24,057	(6,380)	(36.1)	681,474	713,892	(32,418)	(4.8)
Other Fringe Benefits	24,713	26,474	(1,761)	(7.1)	8,372	7,957	0,415	5.0	33,085	34,431	(1,346)	(4.1)
Total Fringe Benefits	754,277	794,415	(30,138)	(3.9)	27,982	34,311	(6,319)	(22.6)	792,269	828,726	(36,457)	(4.6)
Reimbursable Overhead	(15,004)	(15,760)	0,756	-5.0	15,004	15,760	(0,756)	(5.0)	0,000	0,000	0,000	-
Total Labor Expenses	\$1,015,434	\$1,049,205	(\$33,771)	(3.3)	\$77,074	\$83,006	(\$5,932)	(7.7)	\$1,092,508	\$1,132,211	(\$39,703)	(3.6)
Non-Labor:												
Electric Power	29,617	28,257	1,360	4.6	0,020	0,030	(0,010)	(50.0)	29,637	28,287	1,350	4.6
Fuel	12,410	12,273	0,137	1.1	0,002	0,002	0,000	0.0	12,412	12,275	0,137	1.1
Insurance	4,290	4,318	(0,028)	(0.7)	0,000	0,000	0,000	-	4,290	4,318	(0,028)	(0.7)
Claims	7,917	7,919	(0,002)	(0.0)	0,000	0,000	0,000	-	7,917	7,919	(0,002)	(0.0)
Paratransit Service Contracts	31,569	29,758	1,811	5.7	0,000	0,000	0,000	-	31,569	29,758	1,811	5.7
Misc. and Other Operating Contracts	15,043	13,635	1,408	9.4	2,433	2,362	0,071	2.9	17,476	15,997	1,479	8.5
Professional Service Contracts	9,792	17,344	(7,552)	(77.1)	1,356	4,155	(2,799)	(206.4)	11,148	21,499	(10,351)	(92.9)
Materials & Supplies	23,977	21,030	2,947	12.3	4,937	3,183	1,754	35.5	28,914	24,213	4,701	16.3
Other Business Expenses	5,520	5,016	0,504	9.1	0,293	0,105	0,188	64.2	5,813	5,121	0,692	11.9
Total Non-Labor Expenses	\$140,135	\$139,650	\$0,585	0.4	\$9,041	\$9,837	(\$0,796)	(8.8)	\$149,176	\$149,387	(\$0,211)	(0.1)
Other Expense Adjustments:												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$1,155,569	\$1,188,755	(\$33,186)	(2.9)	\$86,115	\$92,843	(\$6,728)	(7.8)	\$1,241,684	\$1,281,598	(\$39,914)	(3.2)
Depreciation	118,000	114,727	3,273	2.8	0,000	0,000	0,000	-	118,000	114,727	3,273	2.8
OPEB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$1,273,569	\$1,303,482	(\$29,913)	(2.3)	\$86,115	\$92,843	(\$6,728)	(7.8)	\$1,359,684	\$1,396,325	(\$36,641)	(2.7)
Net Surplus/(Deficit)	(\$938,830)	(\$964,355)	(\$25,525)	(2.7)	\$0,000	\$0,000	\$0,000	-	(\$938,830)	(\$964,355)	(\$25,525)	(2.7)

NOTE: Totals may not add due to rounding.

Table 2

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
July 2012 Year-to-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$1,598,328	\$1,603,665	\$5,337	0.3	\$0,000	\$0,000	\$0,000	-	\$1,598,328	\$1,603,665	\$5,337	0.3
Bus	511,207	509,686	(1,521)	(0.3)	0,000	0,000	0,000	-	511,207	509,686	(1,521)	(0.3)
Paratransit	9,292	8,672	(6,200)	(6.7)	0,000	0,000	0,000	-	9,292	8,672	(6,200)	(6.7)
Fare Media Liability	32,795	35,110	2,315	7.1	0,000	0,000	0,000	-	32,795	35,110	2,315	7.1
Total Farebox Revenue	2,151,622	2,157,333	5,711	0.3	0,000	0,000	0,000	-	2,151,622	2,157,333	5,711	0.3
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue:												
Fare Reimbursement	51,133	51,132	(0,001)	(0.0)	0,000	0,000	0,000	-	51,133	51,132	(0,001)	(0.0)
Paratransit Reimbursement	76,667	77,120	453	0.6	0,000	0,000	0,000	-	76,667	77,120	453	0.6
Other	65,395	65,018	(377)	(0.6)	0,000	0,000	0,000	-	65,395	65,018	(377)	(0.6)
Total Other Operating Revenue	193,195	193,270	75	0.0	0,000	0,000	0,000	-	193,195	193,270	75	0.0
Capital and Other Reimbursements	0,000	0,000	0,000	-	507,516	522,128	14,610	2.9	507,516	522,128	14,610	2.9
Total Revenue	\$2,344,817	\$2,350,603	\$5,786	0.2	\$507,516	\$522,128	\$14,610	2.9	\$2,852,335	\$2,872,731	\$20,396	0.7
Expenses												
Labor:												
Payroll	1,663,911	1,659,706	4,205	0.3	200,239	198,560	1,679	0.8	1,864,150	1,858,266	5,884	0.3
Overtime	173,791	182,444	8,653	(5.0)	44,204	46,089	1,885	(4.3)	217,995	228,533	10,538	(4.8)
Total Salaries & Wages	1,837,702	1,842,150	4,448	(0.2)	244,443	244,649	206	(0.1)	2,082,145	2,086,799	4,654	(0.2)
Health and Welfare	348,297	348,382	85	(0.0)	11,283	12,408	1,125	(10.0)	359,580	360,788	1,208	(0.3)
OPEB Current Payment	174,657	178,360	3,703	(2.1)	0,000	0,000	0,000	-	174,657	178,360	3,703	(2.1)
Pensions	848,641	877,209	28,568	(3.4)	18,157	31,297	13,140	(72.4)	866,798	908,506	41,708	(4.8)
Other Fringe Benefits	166,799	168,191	1,392	(0.8)	58,505	58,920	415	(0.7)	225,304	227,111	1,807	(0.8)
Total Fringe Benefits	1,538,394	1,572,142	33,748	(2.2)	87,945	102,623	14,678	(16.7)	1,626,339	1,674,755	48,426	(3.0)
Reimbursable Overhead	(116,020)	(115,018)	1,002	(0.9)	116,020	115,016	1,004	0.9	0,000	0,000	0,000	-
Total Labor Expenses	\$3,260,076	\$3,289,276	\$29,200	(1.2)	\$448,408	\$462,288	\$13,880	(3.1)	\$3,708,484	\$3,761,564	\$53,080	(1.4)
Non-Labor:												
Electric Power	174,554	171,256	3,298	1.9	0,147	0,159	0,012	(8.2)	174,701	171,415	3,286	1.9
Fuel	102,693	95,656	7,037	6.9	0,014	0,013	0,001	7.1	102,707	95,669	7,038	6.9
Insurance	31,343	31,399	56	(0.2)	0,000	0,000	0,000	-	31,343	31,399	56	(0.2)
Claims	55,433	57,554	2,121	(3.8)	0,000	0,000	0,000	-	55,433	57,554	2,121	(3.8)
Paratransit Service Contracts	214,188	210,105	4,083	1.9	0,000	0,515	0,515	-	214,188	210,620	3,568	1.7
Misc. and Other Operating Contracts	88,694	85,256	3,438	3.9	18,285	19,714	1,429	(7.6)	106,969	104,970	1,999	1.9
Professional Service Contracts	70,968	74,937	3,971	(5.6)	8,557	10,486	1,929	(22.5)	79,523	85,423	5,900	(7.4)
Materials & Supplies	149,155	142,980	6,175	4.1	31,593	28,610	2,983	9.2	180,658	171,590	9,068	5.0
Other Business Expenses	37,905	36,950	955	2.5	0,604	0,343	0,261	43.2	38,509	37,293	1,216	3.2
Total Non-Labor Expenses	\$924,921	\$906,093	\$18,828	2.0	\$59,110	\$59,840	(\$730)	(1.2)	\$984,031	\$965,933	\$18,098	1.8
Other Expense Adjustments:												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$4,184,997	\$4,205,369	(\$20,372)	(0.5)	\$507,516	\$522,128	(\$14,610)	(2.9)	\$4,692,515	\$4,727,497	(\$34,982)	(0.7)
Depreciation	790,750	792,039	(1,289)	(0.2)	0,000	0,000	0,000	-	790,750	792,039	(1,289)	(0.2)
OPEB Account	683,815	691,461	(7,646)	(1.1)	0,000	0,000	0,000	-	683,815	691,461	(7,646)	(1.1)
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$5,659,562	\$5,688,869	(\$29,307)	(0.5)	\$507,516	\$522,128	(\$14,610)	(2.9)	\$6,167,080	\$6,210,997	(\$43,917)	(0.7)
Net Surplus/(Deficit)	(\$3,314,745)	(\$3,338,266)	(\$23,521)	(0.7)	\$0,000	\$0,000	\$0,000	-	(\$3,314,745)	(\$3,338,266)	(\$23,521)	(0.7)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 2012
(\$ in millions)

4.12

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		Reason for Variance	YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance		
		\$	%		\$	%	
Payroll	NR				4.2	0.3	Mostly due to vacancies and favorable accrual/ reclassification (offset in overtime) adjustments, related to the recording of the recent ATU arbitration ruling
Overtime	NR	(4.0)	(17.5)	Additional requirements for vacancy/low employee availability coverage and signals, track and bus maintenance (due to excessive hot weather)	(8.7)	(5.0)	Additional requirements for vacancy/low employee availability coverage, signals, track and bus maintenance (due to excessive hot weather), and unfavorable classification adjustments offset in payroll
Health & Welfare (including OPEB Current Payment)	NR	(2.3)	(3.0)	Mainly the unfavorable timing of expenses	(3.8)	(0.7)	Mainly the unfavorable timing of expenses
Pension	NR	(26.0)	(3.9)	Mainly higher NYCERS accrued expenses, based upon recent actuarial information, applicable to NYCERS fiscal year ending June, 2013.	(28.6)	(3.4)	Mainly higher NYCERS accrued expenses, based upon recent actuarial information, applicable to NYCERS fiscal year ending June, 2013.
Other Fringe Benefits	NR	(1.8)	(7.1)	Primarily the unfavorable timing of Workers' Compensation costs and lower direct overhead credits, due to reduced reimbursable salaries and wages			
Electric Power	NR	1.4	4.6	Mainly due to lower consumption and the favorable timing of expenses, partly offset by higher prices	3.3	1.9	Mainly due to lower consumption and the favorable timing of expenses, partly offset by higher prices
Fuel	NR				7.0	6.9	Primarily due to the timing of receipt of 2011 CNG tax credits, favorable heating fuel accrual adjustments and lower prices, partly offset by higher consumption
Claims	NR				(2.1)	(3.8)	Higher claims payouts than anticipated
Paratransit Service Contracts	NR	1.8	5.7	Largely from the diversion of higher cost primary trips to lower cost vouchers/taxis, lower completed trips and reduced call center activity and eligibility certifications	4.1	1.9	Largely from the diversion of higher cost primary trips to lower cost vouchers/taxis, lower completed trips and reduced call center activity and eligibility certifications

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 2012
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		Reason for Variance	YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	1.4	9.4	Mostly the favorable timing of painting and facility maintenance expenses and auto purchases, partly offset by the unfavorable timing of vehicle maintenance & repair expenses	3.4	3.9	Mostly the favorable timing of painting and facility maintenance expenses, and auto purchases
Professional Service Contracts	NR	(7.6)	(77.1)	Primarily the unfavorable timing of expenses, including EDP maintenance, repair, consulting & software and bond service	(4.0)	(5.6)	Primarily the unfavorable timing of EDP-related expenses, office equipment-related expenses and bond service expenses
Materials & Supplies	NR	2.9	12.3	Mainly the favorable timing of vehicle maintenance requirements	6.2	4.1	Mainly the favorable timing of vehicle maintenance requirements and favorable inventory adjustments
Other Business Expenses	NR	0.5	9.1	Primarily lower MVM debit/credit card charges and stationery expenses	1.0	2.5	Primarily lower MVM debit/credit card charges and stationery expenses
Depreciation Expense	NR	3.3	2.8	The favorable timing of assets reaching beneficial use			
Other Post-Employment Benefits	NR				(7.6)	(1.1)	Higher accrued expenses, based on current actuarial information
Capital and Other Reimbursements	R	6.7	7.8	Higher accrued revenues, consistent with increased reimbursable expenses	14.6	2.9	Higher accrued revenues, consistent with increased reimbursable expenses
Payroll	R	2.7	9.2	Largely lower capital engineering and construction requirements			
Overtime	R	(1.5)	(29.6)	Mostly higher track work requirements	(1.9)	(4.3)	Mostly higher track work requirements
Health & Welfare	R	(0.4)	(18.2)	Unfavorable timing of expenses	(1.1)	(10.0)	Unfavorable timing of expenses
Pension	R	(6.4)	(36.1)	Higher NYCERS expenses, based on current actuarial information	(13.1)	(72.4)	Higher NYCERS expenses, based on current actuarial information

5.13

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 2012
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH				YEAR TO DATE			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Other Fringe Benefits	R	0.4	5.0	Mainly reduced direct overhead expenses, based on lower reimbursable salaries & wages					
Paratransit Service Contracts	R				(0.5)	n/a	Represents support for Automatic Vehicle Locator and Interactive Voice Response systems		
Maintenance Contracts	R				(1.4)	(7.8)	Mainly due to the unfavorable timing of safety equipment expenses		
Professional Service Contracts	R	(2.8)	over (100.0)	Mostly the unfavorable timing of Data Center, EDP repair and information technology-related expenses	(1.9)	(22.5)	Mostly the unfavorable timing of Data Center, EDP repair and information technology-related expenses		
Materials & Supplies	R	1.8	35.5	Primarily the favorable timing of non-vehicle maintenance requirements	2.9	9.2	Primarily the favorable timing of non-vehicle maintenance requirements		
Other Business Expenses	R	0.2	64.2	Underruns in miscellaneous accounts	0.3	43.2	Underruns in miscellaneous accounts		

Table 4

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
July 2012
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$306.561	\$321.924	\$15.363	5.0	\$2,149.425	\$2,162.637	\$13.212	0.6
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	6.312	0.000	(6.312)	(100.0)	71.391	51.313	(20.078)	(28.1)
Paratransit Reimbursement	2.071	2.368	0.297	14.3	89.168	89.351	0.183	0.2
Other	3.793	3.458	(0.335)	(8.8)	86.067	85.317	(0.750)	(0.9)
Total Other Operating Revenue	12.176	5.826	(6.350)	(52.2)	246.626	225.981	(20.645)	(8.4)
Capital and Other Reimbursements	106.754	54.540	(52.214)	(48.9)	510.497	441.933	(68.564)	(13.4)
Total Receipts	\$425.491	\$382.290	(\$43.201)	(10.2)	\$2,906.548	\$2,830.551	(\$75.997)	(2.6)
Expenditures								
Labor:								
Payroll	241.775	243.890	(2.115)	(0.9)	1,811.441	1,842.682	(31.241)	(1.7)
Overtime	25.341	30.459	(5.118)	(20.2)	248.538	222.366	26.172	10.5
Total Salaries & Wages	267.116	274.349	(7.233)	(2.7)	2,059.979	2,065.048	(5.069)	(0.2)
Health and Welfare	51.938	37.575	14.363	27.7	360.725	351.647	9.078	2.5
OPEB Current Payment	27.373	25.371	2.002	7.3	174.657	178.360	(3.703)	(2.1)
Pensions	25.551	19.119	6.432	25.2	428.856	431.702	(2.846)	(0.7)
Other Fringe Benefits	28.103	26.466	1.637	5.8	203.421	204.235	(0.814)	(0.4)
Total Fringe Benefits	132.965	108.531	24.434	18.4	1,167.659	1,165.944	1.715	0.1
GASB Account	2.541	2.518	0.023	0.9	20.392	20.369	0.023	0.1
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$402.622	\$385.398	\$17.224	4.3	\$3,248.030	\$3,251.361	(\$3.331)	(0.1)
Non-Labor:								
Electric Power	30.883	49.313	(18.430)	(59.7)	157.715	165.263	(7.548)	(4.8)
Fuel	12.411	17.798	(5.387)	(43.4)	93.353	95.732	(2.379)	(2.5)
Insurance	17.301	0.000	17.301	100.0	42.630	28.449	14.181	33.3
Claims	6.950	12.021	(5.071)	(73.0)	52.292	57.597	(5.305)	(10.1)
Paratransit Service Contracts	32.875	39.624	(6.749)	(20.5)	205.653	207.042	(1.389)	(0.7)
Misc. and Other Operating Contracts	16.323	(9.605)	25.928	158.8	123.446	103.749	19.697	16.0
Professional Service Contracts	11.147	12.189	(1.042)	(9.3)	79.325	83.084	(3.759)	(4.7)
Materials & Supplies	27.545	22.517	5.028	18.3	191.610	184.611	6.999	3.7
Other Business Expenditures	5.046	5.153	0.883	14.6	37.340	35.841	1.499	4.0
Total Non-Labor Expenditures	\$161.481	\$149.020	\$12.461	7.7	\$983.364	\$961.368	\$21.996	2.2
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	\$564.103	\$534.418	\$29.685	5.3	\$4,231.394	\$4,212.729	\$18.665	0.4
Net Surplus/(Deficit)	(\$138.612)	(\$152.128)	(\$13.516)	(9.8)	(\$1,324.846)	(\$1,382.178)	(\$57.332)	(4.3)

NOTE: Totals may not add due to rounding.

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
July 2012
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	15.4	5.0	Mainly the favorable timing of the counting and depositing of receipts	13.2	0.6	Mainly the favorable timing of the counting and depositing of receipts
Other Operating Receipts	(6.4)	(52.2)	Primarily the unfavorable timing of student fare reimbursements	(20.6)	(8.4)	Primarily the unfavorable timing of elderly and student fare reimbursements
Capital and Other Reimbursements	(52.2)	(48.9)	Mostly the unfavorable timing of reimbursements	(68.6)	(13.4)	Mostly the unfavorable timing of reimbursements
Health & Welfare (including OPEB Current Payment)	16.4	20.7	Largely the favorable timing of payments			
Pensions	6.4	25.2	Mainly the favorable timing of payments			
Other Fringe Benefits	1.6	5.8	Mostly the favorable timing of Workers' Compensation payments			
Electric Power	(18.4)	(59.7)	Primarily accumulated reclassification adjustments of facility power payments inadvertently recorded in maintenance contracts	(7.5)	(4.8)	Primarily the unfavorable timing of payments
Fuel	(5.4)	(43.4)	Largely the unfavorable timing of payments	(2.4)	(2.5)	Largely the unfavorable timing of payments, partly offset by the favorable timing of receipt of CNG tax credits
Insurance	17.3	100.0	The favorable timing of payments	14.2	33.3	The favorable timing of payments
Claims	(5.1)	(73.0)	Higher claims payouts than anticipated	(5.3)	(10.1)	Higher claims payouts than anticipated
Paratransit Service Contracts	(6.7)	(20.5)	The unfavorable timing of payments			
Maintenance Contracts	25.9	over 100.0	Primarily accumulated reclassification adjustments of facility power payments to electric power	19.7	16.0	Largely the favorable timing of payments
Professional Service Contracts	(1.0)	(9.3)	Primarily the unfavorable timing of expenses, including EDP maintenance, repair, consulting & software and bond service, partly offset by the favorable timing of payments	(3.8)	(4.7)	Primarily the unfavorable timing of EDP-related expenses, office equipment-related expenses and bond service expenses
Materials & Supplies	5.0	18.3	Mainly the favorable timing of vehicle and non-vehicle maintenance requirements	7.0	3.7	Mostly the favorable timing of vehicle and non-vehicle maintenance requirements
Other Business Expenses	0.9	14.6	Mainly lower MVM debit/credit card charges and stationery expenses	1.5	4.0	Mainly lower MVM debit/credit card charges and stationery expenses

Table 6

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
 July 2012
 (\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$4,755)	\$6,420	\$11,175	235.0	(\$2,197)	\$5,304	\$7,501	341.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	3,403	(2,909)	(6,312)	(185.5)	20,258	0.181	(20,077)	(99.1)
Paratransit Reimbursement	(8,924)	(8,868)	0.056	0.6	12,501	12,231	(0,270)	(2.2)
Other	(5,726)	(6,022)	(0,296)	(5.2)	20,672	20,299	(0,373)	(1.8)
Total Other Operating Revenue	(11,247)	(17,797)	(6,550)	(58.2)	53,431	32,711	(20,720)	(38.8)
Capital and Other Reimbursements	20,639	(38,303)	(58,942)	(285.6)	2,979	(80,195)	(83,174)	-
Total Receipts	\$4,637	(\$48,680)	(\$54,317)	-	\$54,213	(\$42,180)	(\$96,393)	(177.8)
Expenditures								
Labor:								
Labor:								
Payroll	30,228	25,801	(4,427)	(14.6)	52,709	15,584	(37,125)	(70.4)
Overtime	2,895	3,335	0,440	15.2	(30,543)	6,167	36,710	120.2
Total Salaries & Wages	33,123	29,136	(3,987)	(12.0)	22,166	21,751	(0,415)	(1.9)
Health and Welfare	(1,601)	17,457	19,058	-	(1,145)	9,141	10,286	898.3
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	655,923	694,773	38,850	5.9	437,942	476,804	38,862	8.9
Other Fringe Benefits	4,982	7,965	2,983	59.9	21,883	22,876	0,993	4.5
Total Fringe Benefits	659,304	720,195	60,891	9.2	458,680	508,821	50,141	10.9
GASB Account	(2,541)	(2,518)	0,023	0.9	(20,392)	(20,369)	0,023	0.1
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$689,888	\$746,813	\$56,927	8.3	\$488,454	\$510,203	\$49,749	10.8
Non-Labor:								
Electric Power	(1,246)	(21,026)	(19,780)	-	16,986	6,152	(10,834)	(63.8)
Fuel	0.001	(5,523)	(5,524)	-	9,354	(0,083)	(9,417)	(100.7)
Insurance	(13,011)	4,318	17,329	133.2	(11,287)	2,950	14,237	126.1
Claims	0.967	(4,102)	(5,069)	(524.2)	3,141	(0,043)	(3,184)	(101.4)
Paratransit Service Contracts	(1,306)	(9,866)	(8,560)	(655.4)	8,635	3,578	(4,957)	(58.1)
Misc. and Other Operating Contracts	1,153	25,602	24,449	-	(16,477)	1,221	17,698	107.4
Professional Service Contracts	0.001	9,310	9,309	-	0.198	2,339	2,141	-
Materials & Supplies	1,369	1,696	0,327	23.9	(10,952)	(13,021)	(2,069)	(18.9)
Other Business Expenses	(0,233)	(0,042)	0,191	82.0	1,169	1,452	0,283	24.2
Total Non-Labor Expenditures	(\$12,305)	\$0,367	\$12,672	103.0	\$0,667	\$4,565	\$3,898	584.4
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	\$677,581	\$747,180	\$69,599	10.3	\$489,121	\$514,768	\$53,647	11.6
Depreciation	118,000	114,727	(3,273)	(2.8)	790,750	792,039	1,289	0.2
OPEB Account	0.000	0.000	0.000	-	683,815	681,481	(2,334)	(0.3)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$795,581	\$861,907	\$66,326	8.3	\$1,935,686	\$1,998,268	\$62,582	3.2
Total Cash Conversion Adjustments	\$800,218	\$812,227	\$12,009	1.5	\$1,989,899	\$1,956,088	(\$33,811)	(1.7)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
July 2012

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./(Unfav.)</u>	<u>Explanation</u>
Administration:				
Office of the President	29	32	(3)	
Law	266	254	12	
Office of the EVP	41	39	2	
Human Resources	239	281	(42)	
Office of Management and Budget	39	38	1	
Capital Planning & Budget	31	31	0	
Corporate Communications	251	244	7	
AFC Program Management & Sales	54	51	3	
Technology & Information Services	441	445	(4)	
Non-Departmental	84	-	84	
Labor Relations	96	89	7	
Materiel	237	236	1	
Controller	130	140	(10)	
Total Administration	1,938	1,880	58	
Operations				
Subways Service Delivery	7,416	7,232	184	
Subways Operations Support/Admin.	313	324	(11)	
Subways Stations	2,692	2,661	31	
Sub-total Subways	10,421	10,217	204	
Buses	10,255	10,331	(76)	
Paratransit	172	154	18	
Operations Planning	395	380	15	
Revenue Control	421	382	39	
Total Operations	21,664	21,464	200	
Maintenance				
Subways Operations Support/Admin.	163	161	2	
Subways Engineering	313	301	12	
Subways Car Equipment	4,118	4,119	(1)	
Subways Infrastructure	1,664	1,636	28	
Subways Stations	3,554	3,502	52	
Subways Track	2,730	2,651	79	
Subways Power	624	623	1	
Subways Signals	1,417	1,374	43	
Subways Electronic Maintenance	1,379	1,312	67	
Sub-total Subways	15,962	15,679	283	
Buses	3,730	3,680	50	
Revenue Control	150	137	13	
Supply Logistics	557	552	5	
System Safety	88	84	4	
Total Maintenance	20,487	20,132	355	
Engineering/Capital				
Capital Program Management	1,218	1,211	7	
Total Engineering/Capital	1,218	1,211	7	
Public Safety				
Security	504	483	21	
Total Public Safety	504	483	21	
Total Positions	45,811	45,170	641	
Non-Reimbursable	41,275	41,164	111	
Reimbursable	4,536	4,006	530 (est)	
Total Full-Time	45,652	44,966	686	
Total Full-Time Equivalents	159	204	(45)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
July 2012

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance	Explanation
			Fav./(Unfav)	
Administration:				
Managers/Supervisors	639	587	52	
Professional, Technical, Clerical	1,184	1,272	(88)	
Operational Hourlies	115	21	94	
Total Administration	1,938	1,880	58	
Operations				
Managers/Supervisors	2,521	2,407	114	
Professional, Technical, Clerical	378	374	4	
Operational Hourlies	18,765	18,683	82	
Total Operations	21,664	21,464	200	
Maintenance				
Managers/Supervisors	3,743	3,619	124	
Professional, Technical, Clerical	1,027	964	63	
Operational Hourlies	15,717	15,549	168	
Total Maintenance	20,487	20,132	355	
Engineering/Capital				
Managers/Supervisors	272	259	13	
Professional, Technical, Clerical	944	950	(6)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,211	7	
Public Safety				
Managers/Supervisors	129	123	6	
Professional, Technical, Clerical	32	30	2	
Operational Hourlies	343	330	13	
Total Public Safety	504	483	21	
Total Positions				
Managers/Supervisors	7,304	6,995	309	
Professional, Technical, Clerical	3,565	3,590	(25)	
Operational Hourlies	34,942	34,585	357	
Total Positions	45,811	45,170	641	

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

	<u>7/31/12</u>	<u>7/31/11</u>
<u>Operating Inventory</u>		
Gross Inventory	\$272.567	\$277.795
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(67.200)	(64.100)
Net Inventory	\$204.867	\$213.195

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

	July						July Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	0	\$9.3	0	\$8.7	0	\$0.8 8.1%	0	\$65.8	0	\$65.7	0	\$0.1 .2%
<u>Unscheduled Service</u>	0	\$5.9	0	\$7.6	0	(\$1.5) (24.0%)	0	\$39.4	0	\$43.5	0	(\$4.1) (10.5%)
Programmatic/Routine Maintenance	0	\$6.9	0	\$8.5	0	(\$1.6) (23.1%)	0	\$54.3	0	\$58.0	0	(\$3.8) (6.9%)
Unscheduled Maintenance	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	0	\$1.6	0	(\$1.6) 0.0%	0	\$7.7	0	\$10.5	0	(2.8) (35.8%)
<u>Weather Emergencies</u>	0	\$0.0	0	\$0.0	0	\$0.0 #DIV/0!	0	\$2.0	0	\$1.8	0	\$0.2 10.0%
<u>Safety/Security/Law Enforcement</u>	0	\$0.2	0	\$0.3	0	(\$0.0) (10.1%)	0	\$1.4	0	\$1.5	0	(\$0.1) (8.6%)
<u>Other</u>	0	\$0.7	0	\$0.3	0	(\$0.1) (21.6%)	0	\$3.2	0	\$1.3	0	\$1.9 58.4%
Subtotal	0	\$23.0	0	\$27.1	0	(\$4.1) (17.9%)	0	\$173.8	0	\$182.4	0	(\$8.6) (5.0%)
REIMBURSABLE OVERTIME		\$5.2		\$6.7	0	(\$1.5) (28.8%)		\$44.2	0	\$46.1	0	(\$1.9) (4.3%)
TOTAL OVERTIME	0	\$28.2	0	\$33.8	0	(\$5.6) (19.9%)	0	\$218.0	0	\$228.5	0	(\$10.5) (4.8%)

Totals may not add due to rounding. Due to transfer of payroll reporting to BSC, data source to determine hours by category is not available. As a result, hours are not included.

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

* Exceeds 100%

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

	July			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	0	\$0.8 (18.9%)	Primarily favorable due to vacancies and lower than scheduled bus service.	0	\$0.1 (1.2%)	
<u>Unscheduled Service</u>	0	(\$1.5) 38.7%	Primarily due to bus traffic delays, diversions and extra bus trips.	0	(\$4.1) 48.1%	Unfavorable due to reclassification adjustments (offset in Payroll), related to the recording of the recent ATU arbitration ruling, as well as bus traffic delays, diversions and extra bus trips.
<u>Programmatic/Routine Maintenance</u>	0	(\$1.6) 39.7%	Mainly due to signals, track and bus maintenance requirements.	0	(\$3.8) 43.8%	Mainly due to signals, track and bus maintenance requirements. Unfavorable variance primarily due to maintenance and inspection backlogs in Signal; Buses maintenance efforts to improve fleet reliability and reverse negative MDBF trend; and hot weather-related bus maintenance.
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	0	(\$1.6) 40.4%	Mainly due to vacancy / absentee coverage in train operators, conductors, and station maintainers.	0	(\$2.8) 32.1%	Mainly due to vacancy / absentee coverage in train operators, conductors, station agents, station maintainers, bus operators and bus dispatchers.
<u>Weather Emergencies</u>	0	\$0.0 0%		0	\$0.2 -2.3%	
<u>Safety/Security/Law Enforcement</u>	0	(\$0.0) 0.6%		0	(\$0.1) 1.4%	
<u>Other</u>		(\$0.1) 1.6%		0	\$1.9 (21.9%)	
Subtotal	0	(\$4.0) 72.9%		0	(\$8.6) 81.9%	
REIMBURSABLE OVERTIME	0	(\$1.5) 27.1%		0	(\$1.9) 18.1%	
TOTAL OVERTIME	0	(\$5.5)		0	(\$10.5)	

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>	Program Maintenance work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance 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.



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for June 2012 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	June Results		June Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Pre Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Total Farebox Revenue	1.5	0.5	1,840.3	1,841.8	1.5	0.1
Nonreimb. Exp. before Dep./OPEB	12.8	2.3	3,029.4	3,016.6	12.8	0.4
Net Cash Deficit*	(43.8)	(12.5)	(1,186.2)	(1,230.1)	(43.8)	(3.7)

*Excludes Subsidies and Debt Service

June 2012 farebox revenue was \$314.2 million, \$1.5 million (0.5 percent) above forecast. Subway revenue was \$2.3 million (1.0 percent) above forecast, bus revenue was \$0.6 million (0.8 percent) below forecast, and paratransit revenue was \$0.2 million (14.3 percent) below forecast. Since the forecast includes actual results through May, year-to-date dollar variances were the same as for the month of June. The June 2012 non-student average fare of \$1.637 increased 0.3¢ from June 2011; the subway fare increased 0.2¢, the local bus fare decreased 0.2¢, and the express bus fare decreased 1.1¢.

Total ridership in June 2012 of 198.5 million was less than 0.1 percent (0.1 million trips) below forecast. Average weekday ridership in June 2012 was 7.6 million, an increase of 1.1 percent from June 2011. Average weekday ridership for the twelve months ending June 2012 was 7.5 million, an increase of 1.6 percent from the twelve months ending June 2011.

Nonreimbursable expenses before depreciation and OPEB in June were below forecast by \$12.8 million (2.3 percent).

- **Labor expenses** exceeded forecast by \$5.4 million (1.3 percent). Excluding offsetting classification adjustments between overtime and payroll, this labor overrun was due mainly to higher overtime requirements, involving employee availability/vacancy coverage and bus maintenance (excessive hot weather), and the unfavorable timing of pension/health & welfare expenses, partly offset by payroll underruns, mainly from vacancies, partly offset by higher earned employee separation payments.
- **Non-labor expenses** were below forecast by \$18.2 million (13.0 percent), including underruns in: fuel (mostly timing of receipt of CNG tax credits); professional service contracts (mainly timing of EDP/bond service expenses); materials & supplies (largely timing of revenue vehicle maintenance expenses); paratransit service contracts (diversion to lower cost trips, lower completed trips); maintenance contracts (timing) and electric power expenses (lower consumption/timing).

Since the forecast includes actual results through May, year-to-date dollar expense variances were the same as for the month of June.

The net cash deficit for June was \$393.9 million, unfavorable to forecast by \$43.8 million (12.5 percent), due mostly to the unfavorable timing of capital and student fare reimbursements.

FINANCIAL RESULTS

Farebox Revenue

June 2012 Farebox Revenue - (\$ in millions)								
	June				June Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	232.6	234.9	2.3	1.0%	1,368.4	1,370.7	2.3	0.2%
Bus	74.0	73.4	(0.6)	(0.8%)	436.0	435.4	(0.6)	(0.1%)
Paratransit	1.5	1.3	(0.2)	(14.3%)	7.8	7.6	(0.2)	(2.7%)
Subtotal	308.0	309.5	1.5	0.5%	1,812.2	1,813.7	1.5	0.1%
Fare Media Liability	4.7	4.7	0.0	0.0%	28.1	28.1	0.0	0.0%
Total	312.7	314.2	1.5	0.5%	1,840.3	1,841.8	1.5	0.1%

Note: Totals may not add due to rounding.

- Since the forecast includes actual results through May, year-to-date dollar variances were the same as for the month of June.
- Paratransit revenue was below forecast as various initiatives continued to reduce growth below historic rates.

Average Fare

June Non-Student Average Fare - \$				
	2011	Preliminary 2012	Change	
			Amount	Percent
Subway	1.713	1.715	0.002	0.1%
Local Bus	1.370	1.369	(0.002)	(0.1%)
Subway & Local Bus	1.619	1.622	0.003	0.2%
Express Bus	4.621	4.610	(0.011)	(0.2%)
Total	1.634	1.637	0.003	0.2%

- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the June average fare of \$1.08 in 2012 was 29¢ lower than the average fare of \$1.37 in 1996.
- The total average fare increased by more than the individual modes due to a higher ratio of subway rides in June 2012 than in June 2011.

Other Operating Revenue

In the month of June, other operating revenues were below forecast by \$0.1 million (0.5 percent), mostly due to lower advertising revenue, partly offset by higher paratransit urban tax revenue. Year-to-date dollar variances were the same as the month of June.

Nonreimbursable Expenses

In June, nonreimbursable expenses before depreciation and OPEB were below forecast by \$12.8 million (2.3 percent). Since the forecast includes actual results through May, June year-to-date dollar expense variances were the same as the month of June. The major causes of the favorable June variance from forecast are reviewed below:

Labor expenses in the month of June were higher than forecast by \$5.4 million (1.3 percent), including the following:

- Overtime expenses exceeded forecast by \$4.6 million (20.2 percent), due primarily to a \$2.0 million reclassification adjustment (offset in payroll), related to the recording of the recent ATU arbitration ruling. The remaining unfavorable variance was due mostly to requirements for employee availability/vacancy coverage and bus maintenance, due to excessive hot weather.
- Higher pension expenses of \$2.5 million (2.6 percent) and health & welfare expenses (including OPEB current expense) of \$1.4 million (2.1 percent), resulting from the unfavorable timing of expenses.
- Payroll expenses underran forecast by \$4.6 million (2.0 percent), due to vacancies, a favorable reclassification adjustment (offset in overtime) and accrual adjustments related to the recording of the recent ATU arbitration ruling, partly offset by higher earned employee separation payments.

Non-labor expenses were below forecast in June by \$18.2 million (13.0 percent), including the following:

- Fuel expenses were favorable by \$6.9 million (53.8 percent), mainly caused by the timing of receipt of CNG tax credits and heating fuel accrual adjustments.
- Professional service contract expenses underran forecast by \$3.6 million (27.8 percent), due to the favorable timing of EDP maintenance & repair and bond service expenses.
- Materials and supplies expenses were favorable by \$3.2 million (14.8 percent), represented mostly by the favorable timing of revenue vehicle maintenance requirements and favorable inventory adjustments.
- Paratransit service contracts were below forecast by \$2.3 million (7.0 percent), due mainly to the diversion of higher cost primary trips to lower cost vouchers/taxis, lower completed trips and reduced call center activity and eligibility certifications.
- Maintenance contract expenses were favorable by \$2.0 million (13.4 percent), primarily from the favorable timing of painting, facility maintenance, and vehicle maintenance & repair expenses and auto purchases.
- Electric power expenses were under forecast by \$1.9 million (7.2 percent), due largely to lower consumption and the favorable timing of expenses, partly offset by higher prices.

- Claims expenses exceeded forecast by \$2.1 million (26.8 percent), due mostly to higher claims payouts than anticipated.

Depreciation expenses were higher than forecast in June by \$4.6 million (4.0 percent), due to the unfavorable the timing of expenses.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$343.2 million of accrued expenses in the month, \$7.6 million (2.3 percent) higher than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for June was \$393.9 million, unfavorable to forecast by \$43.8 million (12.5 percent), due mostly to the unfavorable timing of capital and student fare reimbursements.

Inventory (see Inventory Note following)

Inventory at the end of June was \$205.5 million, \$12.5 million (6.5 percent) higher than the December 2011 balance of \$193.0 million, due largely to buildups in support of track replacement and subway/bus maintenance requirements.

Incumbents

There were 44,963 full-time paid incumbents at the end of June, 51 less than in May (excluding 181 temporary active incumbents), and 53 less than in December 2011 (excluding 117 temporary December active incumbents).

RIDERSHIP RESULTS

June 2012 Ridership vs. Forecast - (millions)								
	June				June Year-to-Date			
	Forecast	Preliminary Actual	More/(Less)		Forecast	Preliminary Actual	More/(Less)	
			Amount	Percent			Amount	Percent
Subway	141.3	142.0	0.7	0.5%	841.3	842.0	0.7	0.1%
Bus	56.4	55.7	(0.7)	(1.3%)	340.5	339.8	(0.7)	(0.2%)
Subtotal	197.7	197.7	0.0	0.0%	1,181.8	1,181.8	0.0	0.0%
Paratransit	0.9	0.8	(0.1)	(9.9%)	4.9	4.8	(0.1)	(1.8%)
Total	198.6	198.5	(0.1)	(0.0%)	1,186.7	1,186.6	(0.1)	(0.0%)

Notes: Totals may not add due to rounding.

- There were two days (June 25 and 26) when most public schools were closed that had been forecast as school days. Excluding those two days, subway ridership was 0.7 percent above and bus ridership was 0.9 percent below forecast.
- The paratransit ridership underrun was due in part to initiatives that reduced the growth rate from the historic average.

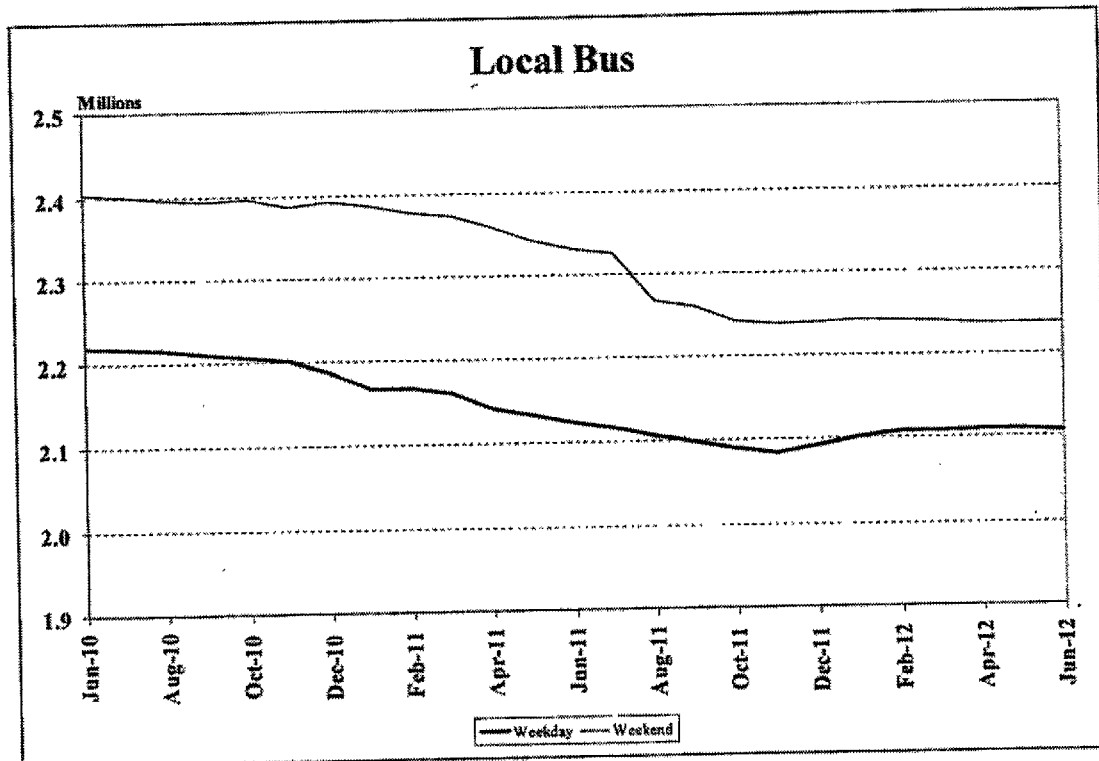
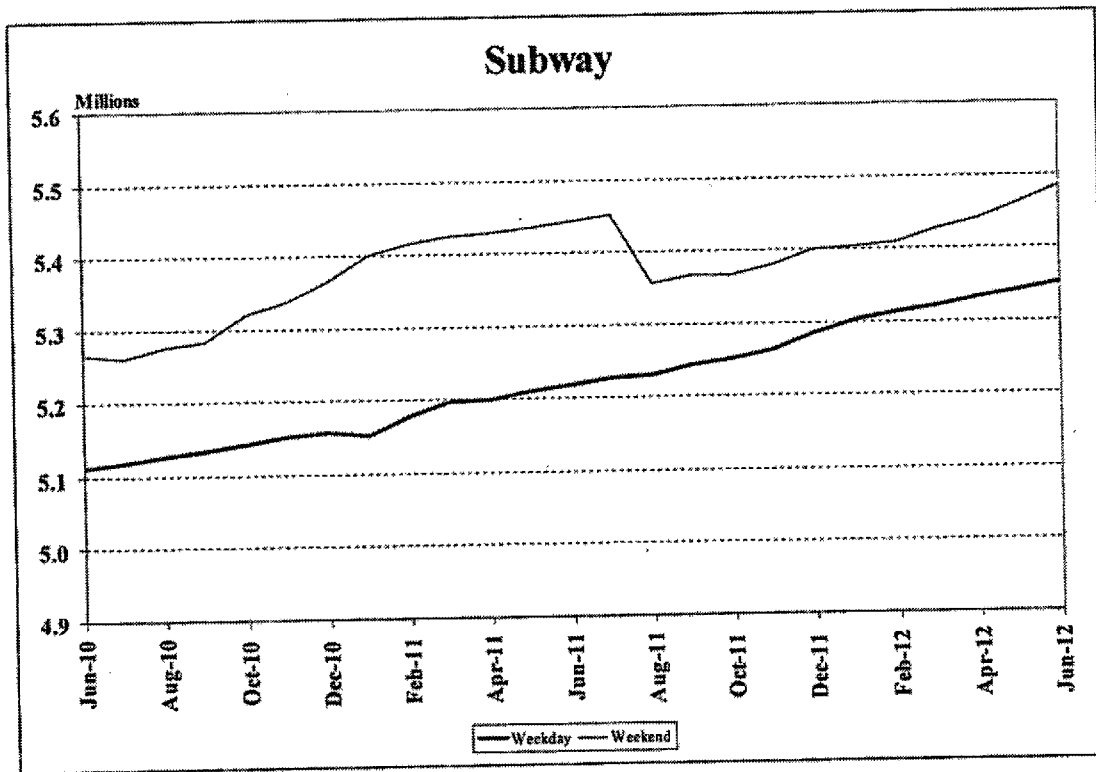
June Average Weekday and Weekend Ridership vs. Prior Year								
	Average Weekday (thousands)				Average Weekend (thousands)			
	2011	2012	Change		2011	2012	Change	
			Amount	Percent			Amount	Percent
Subway	5,355	5,475	+120	+2.2%	5,693	5,935	+242	+4.3%
Local Bus	2,120	2,090	-30	-1.4%	2,380	2,373	-7	-0.3%
Express Bus	41	43	+2	+4.4%	9	11	+2	+26.8%
Paratransit	30	30	+1	+1.7%	33	35	+3	+8.9%
TOTAL	7,546	7,639	+93	+1.2%	8,114	8,354	+240	+3.0%
12-Month Rolling Average								
Subway	5,219	5,352	+133	+2.6%	5,443	5,484	+41	+0.7%
Local Bus	2,123	2,106	-17	-0.8%	2,332	2,237	-95	-4.1%
Express Bus	41	42	+1	+2.9%	9	9	+1	+5.7%
Paratransit	29	30	+1	+4.2%	31	32	+1	+2.0%
TOTAL	7,411	7,530	+118	+1.6%	7,815	7,762	-54	-0.7%

Notes: Totals may not add due to rounding. Percentages are based on unrounded figures

- Weekday subway ridership was the highest of any June in over forty-five years.
- Weekend total ridership was the highest of any month in over forty-five years, and weekend subway ridership was the highest of any June in over forty-five years.
- The strong weekend ridership was due in part to high subway ridership on two Sundays with major parades in Manhattan: June 24 had over 2.8 million riders, the highest of any Sunday in over twenty-five years of available records, due in part to the Pride March; June 10 had 2.7 million riders, the fifth highest Sunday, due in part to the Puerto Rican Day Parade.
- The large increase in weekend express bus ridership was due in part to operation of special event route X80 on one weekend in June 2012 (the route did not run in June 2011). Excluding the X80, weekend express bus ridership increased 12.7 percent, continuing a trend of strong growth for weekend Staten Island express routes.

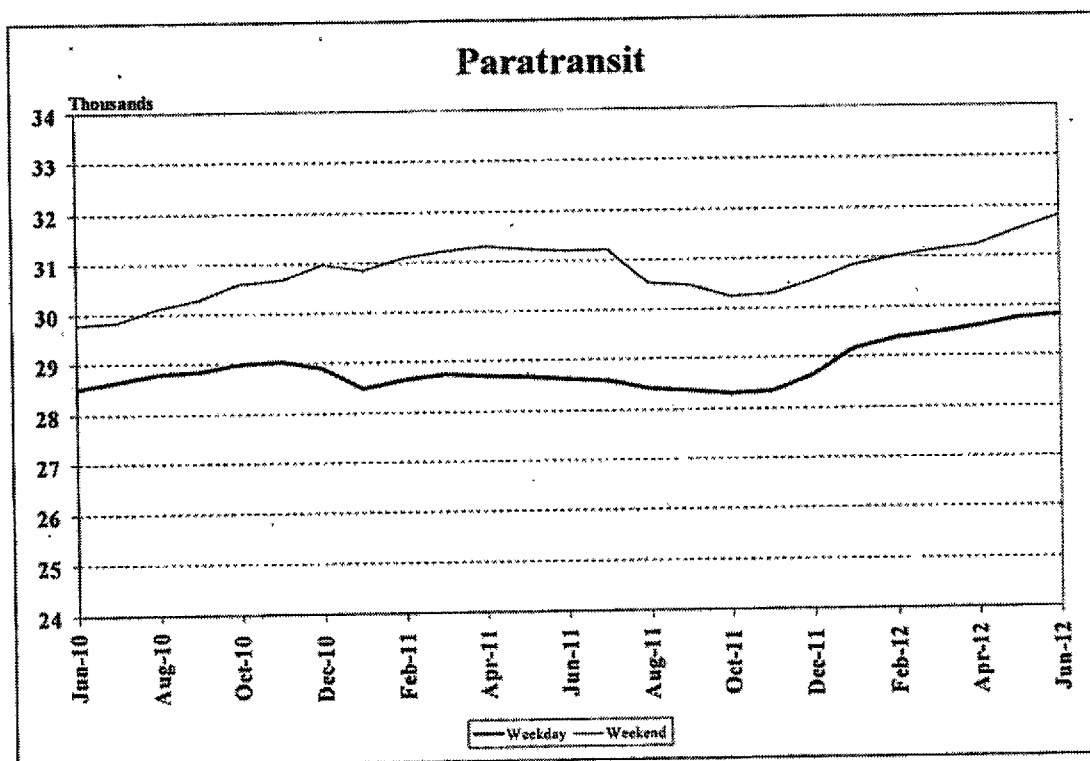
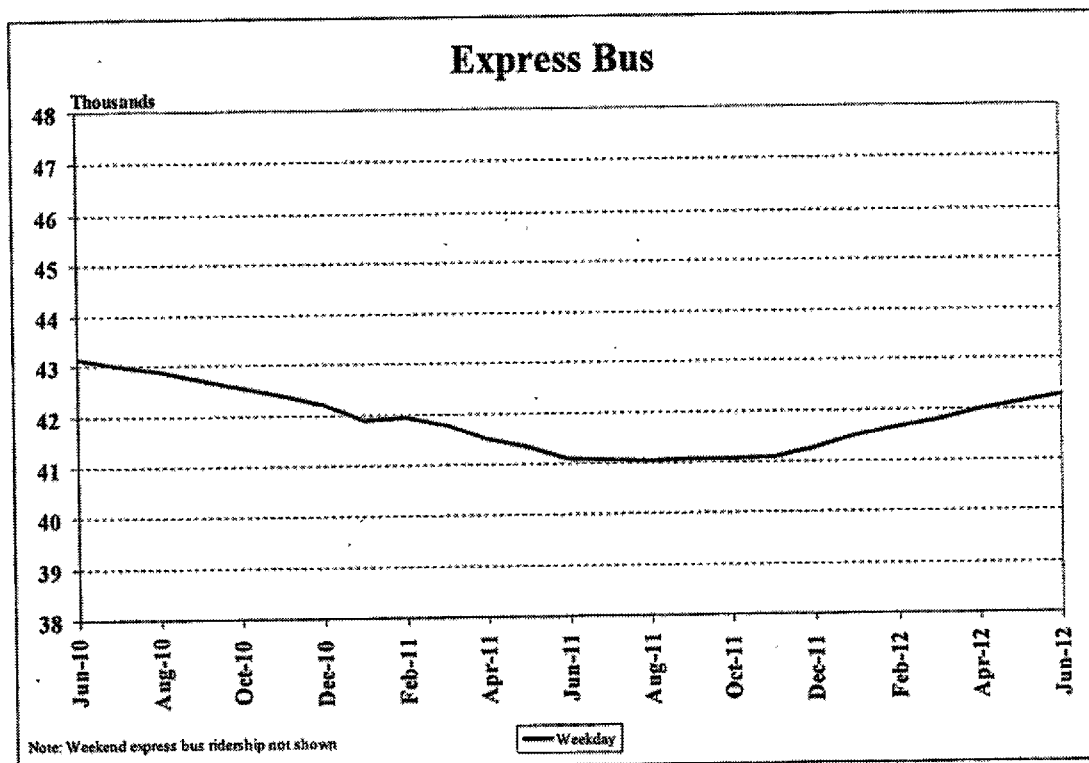
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

Average weekday ridership changes from June 2011 to June 2012 varied by agency and mode. The largest weekday increases were on NYCT express buses and the Long Island Rail Road (both up 4.4 percent). The largest weekday decrease was on NYCT local buses (down 1.5 percent). Most services had weekend increases, although Staten Island Railway had a 2.7 percent decrease, which may be related to weekend construction. Bridges and Tunnels traffic decreased on weekdays and increased on weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jun-11	Preliminary Jun-12	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,355	5,475	+2.2%	+2.6%
NYCT Local Bus	2,120	2,090	-1.4%	-0.8%
NYCT Express Bus	41	43	+4.4%	+2.9%
NYCT Paratransit	30	30	+1.7%	+4.2%
Staten Island Railway	17	16	-1.1%	+3.5%
MTA Local Bus	358	357	-0.2%	+1.4%
MTA Express Bus	34	35	+2.3%	-0.4%
Long Island Rail Road	288	300	+4.4%	+2.6%
Metro-North Railroad	285	290	+1.6%	+2.6%
Staten Island Ferry	72	72	-0.4%	+2.8%
PATH	266	265	-0.3%	+3.4%
<u>Average Weekend</u>				
NYCT Subway	5,693	5,935	+4.3%	+0.7%
NYCT Local Bus	2,380	2,373	-0.3%	-4.1%
NYCT Express Bus	9	11	+26.8%	+5.7%
NYCT Paratransit	33	35	+8.9%	+2.0%
Staten Island Railway	10	9	-2.6%	-0.8%
MTA Local Bus	366	380	+3.9%	-0.3%
MTA Express Bus	14	14	+0.9%	-3.8%
Long Island Rail Road	190	201	+5.9%	+3.0%
Metro-North Railroad	224	229	+2.1%	+3.9%
Staten Island Ferry	96	100	+4.0%	+3.1%
PATH	232	232	-0.3%	+1.8%

MTA Bridges and Tunnels (thousands)				
Average Weekday	856	854	-0.2%	+0.0%
Average Weekend	1,615	1,620	+0.3%	-3.1%

Note: Percentages are based on unrounded data.

Economy

From June 2011 to June 2012, New York City employment increased 2.0 percent (76,800 jobs). Private sector employment increased 2.5 percent (80,000 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 34,400 jobs or 5.7 percent). The only sub-sectors with decreases were construction (down 5,500 jobs or 4.9 percent) and manufacturing (down 1,100 jobs or 1.5 percent).

As shown on the graph below, New York City employment growth over the past eighteen months has been driven by private sector increases, which were partially offset by government employment decreases. After reaching a peak in the summer of 2011, the private sector increases stabilized near two percent in October 2011, although both May and June 2012 had larger increases (2.3 and 2.5 percent, respectively). The government decreases have also been stable, averaging approximately 0.6 percent for most of 2012.

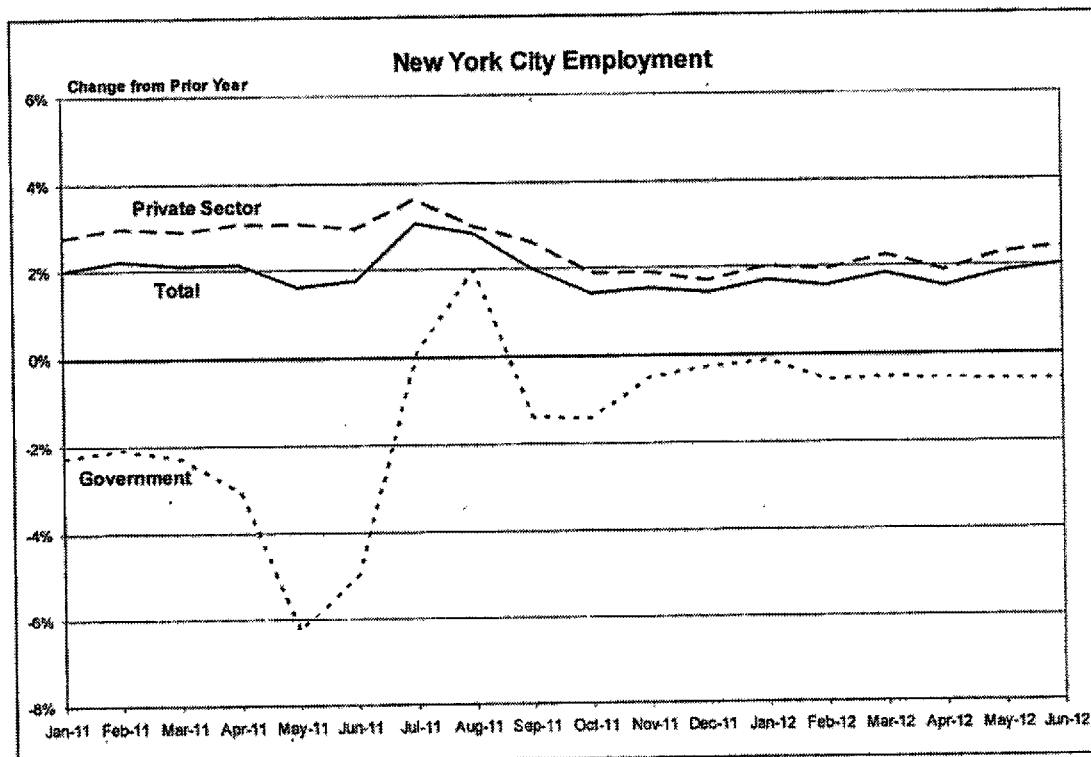


Table 1

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
June 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$232.562	\$234.894	\$2.332	1.0	\$0.000	\$0.000	\$0.000	-	\$232.562	\$234.894	\$2.332	1.0
Bus	73.966	73.370	(0.596)	(0.8)	0.000	0.000	0.000	-	73.966	73.370	(0.596)	(0.8)
Paratransit	1.490	1.277	(0.213)	(14.3)	0.000	0.000	0.000	-	1.490	1.277	(0.213)	(14.3)
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	312.703	314.226	1.523	0.5	0.000	0.000	0.000	-	312.703	314.226	1.523	0.5
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	6.580	6.579	(0.001)	(0.0)	0.000	0.000	0.000	-	6.580	6.579	(0.001)	(0.0)
Paratransit Reimbursement	10.995	11.209	0.214	1.9	0.000	0.000	0.000	-	10.995	11.209	0.214	1.9
Other	9.519	9.181	(0.338)	(3.6)	0.000	0.000	0.000	-	9.519	9.181	(0.338)	(3.6)
Total Other Operating Revenue	27.094	26.969	(0.125)	(0.5)	0.000	0.000	0.000	-	27.094	26.969	(0.125)	(0.5)
Capital and Other Reimbursements	0.000	0.000	0.000	-	78.928	88.810	7.882	10.0	78.928	88.810	7.882	10.0
Total Revenue	\$339.797	\$341.195	\$1.398	0.4	\$78.928	\$88.810	\$7.882	10.0	\$418.725	\$428.005	\$9.280	2.2
Expenses												
Labor:												
Payroll	229.241	224.678	4.563	2.0	32.298	33.289	(0.991)	(3.1)	261.539	257.967	3.572	1.4
Overtime	22.853	27.475	(4.622)	(20.2)	6.142	6.500	(0.358)	(5.8)	28.995	33.975	(4.980)	(17.2)
Total Salaries & Wages	252.094	252.153	(0.059)	(0.0)	38.440	39.789	(1.349)	(3.5)	290.534	291.942	(1.408)	(0.5)
Health and Welfare	47.978	43.721	4.255	8.9	1.885	2.655	(0.770)	(40.8)	49.861	46.376	3.485	7.0
OPEB Current Payment	22.155	27.860	(5.705)	(25.8)	0.000	0.000	0.000	-	22.155	27.860	(5.705)	(25.8)
Pensions	95.891	98.421	(2.530)	(2.6)	0.077	6.638	(6.761)	-	95.968	105.259	(9.291)	(9.7)
Other Fringe Benefits	27.833	27.465	0.368	1.3	9.918	10.745	(0.827)	(8.3)	37.751	38.210	(0.459)	(1.2)
Total Fringe Benefits	193.855	197.487	(3.612)	(1.9)	11.680	20.238	(8.558)	(70.4)	205.735	217.705	(11.970)	(5.8)
Reimbursable Overhead	(19.091)	(17.332)	(1.759)	(9.2)	19.091	17.332	1.759	9.2	0.000	0.000	0.000	-
Total Labor Expenses	\$426.858	\$432.288	(\$5.430)	(1.3)	\$68.411	\$77.359	(\$7.948)	(11.5)	\$498.269	\$509.647	(\$13.378)	(2.7)
Non-Labor:												
Electric Power	26.970	25.032	1.938	7.2	0.021	0.024	(0.003)	(14.3)	26.991	25.056	1.935	7.2
Fuel	12.829	5.928	6.901	53.8	0.002	0.001	0.001	50.0	12.831	5.929	6.902	53.8
Insurance	4.290	4.318	(0.028)	(0.7)	0.000	0.000	0.000	-	4.290	4.318	(0.028)	(0.7)
Claims	7.917	10.035	(2.118)	(26.8)	0.000	0.000	0.000	-	7.917	10.035	(2.118)	(26.8)
Paratransit Service Contracts	32.547	30.275	2.272	7.0	0.000	0.515	(0.515)	-	32.547	30.790	1.757	5.4
Misc. and Other Operating Contracts	15.112	13.092	2.020	13.4	2.639	4.139	(1.500)	(56.8)	17.751	17.231	0.520	2.9
Professional Service Contracts	12.902	9.321	3.581	27.8	1.430	0.559	0.871	60.9	14.332	9.880	4.452	31.1
Materials & Supplies	21.807	18.579	3.228	14.8	5.119	3.980	1.139	22.3	26.926	22.559	4.367	16.2
Other Business Expenses	5.528	5.077	0.451	8.2	0.306	0.233	0.073	23.9	5.834	5.310	0.524	9.0
Total Non-Labor Expenses	\$139.902	\$121.657	\$18.245	13.0	\$9.517	\$9.451	\$0.066	0.7	\$149.419	\$131.108	\$18.311	12.3
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$566.760	\$553.945	\$12.815	2.3	\$78.928	\$86.810	(\$7.882)	(10.0)	\$645.688	\$640.755	\$4.933	0.8
Depreciation	115.000	119.582	(4.582)	(4.0)	0.000	0.000	0.000	-	115.000	119.582	(4.582)	(4.0)
OPEB Account	335.568	343.214	(7.646)	(2.3)	0.000	0.000	0.000	-	335.568	343.214	(7.646)	(2.3)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$1,017.328	\$1,016.721	\$0.607	0.1	\$78.928	\$86.810	(\$7.882)	(10.0)	\$1,098.256	\$1,103.631	(\$7.275)	(0.7)
Net Surplus/(Deficit)	(\$677.531)	(\$675.526)	\$2.005	0.3	\$0.000	\$0.000	\$0.000	-	(\$677.531)	(\$675.526)	\$2.005	0.3

NOTE: Totals may not add due to rounding.

Table 2

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2012 Year-to-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$1,366,358	\$1,370,690	\$2,332	0.2	\$0,000	\$0,000	\$0,000	-	\$1,366,358	\$1,370,690	\$2,332	0.2
Bus	435,997	435,401	(0,596)	(0.1)	0,000	0,000	0,000	-	435,997	435,401	(0,596)	(0.1)
Paratransit	7,841	7,628	(0,213)	(2.7)	0,000	0,000	0,000	-	7,841	7,628	(0,213)	(2.7)
Fare Media Liability	28,110	28,110	0,000	0.0	0,000	0,000	0,000	-	28,110	28,110	0,000	0.0
Total Farebox Revenue	1,840,306	1,841,829	1,523	0.1	0,000	0,000	0,000	-	1,840,306	1,841,829	1,523	0.1
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue:												
Fare Reimbursement	48,224	48,223	(0,001)	(0.0)	0,000	0,000	0,000	-	48,224	48,223	(0,001)	(0.0)
Paratransit Reimbursement	65,672	65,686	0,214	0.3	0,000	0,000	0,000	-	65,672	65,686	0,214	0.3
Other	55,876	55,538	(0,338)	(0.6)	0,000	0,000	0,000	-	55,876	55,538	(0,338)	(0.6)
Total Other Operating Revenue	169,772	169,647	(0,125)	(0.1)	0,000	0,000	0,000	-	169,772	169,647	(0,125)	(0.1)
Capital and Other Reimbursements	0,000	0,000	0,000	-	421,403	429,285	7,882	1.9	421,403	429,285	7,882	1.9
Total Revenue	\$2,010,078	\$2,011,476	\$1,398	0.1	\$421,403	\$429,285	\$7,882	1.9	\$2,431,481	\$2,440,761	\$9,280	0.4
Expenses												
Labor:												
Payroll	1,420,830	1,416,267	4,563	0.3	171,317	172,308	(0,991)	(0.6)	1,592,147	1,588,575	3,572	0.2
Overtime	150,711	155,333	(4,622)	(3.1)	39,048	39,406	(0,358)	(0.9)	189,759	194,739	(4,980)	(2.6)
Total Salaries & Wages	1,571,541	1,571,600	(0,059)	(0.0)	210,365	211,714	(1,349)	(0.6)	1,781,906	1,783,314	(1,408)	(0.1)
Health and Welfare	299,902	295,647	4,255	1.4	9,339	10,109	(0,770)	(8.2)	309,241	305,756	3,485	1.1
OPEB Current Payment	147,284	152,989	(5,705)	(3.9)	0,000	0,000	0,000	-	147,284	152,989	(5,705)	(3.9)
Pensions	184,844	187,374	(2,530)	(1.4)	0,479	7,240	(6,761)	-	185,323	194,614	(9,291)	(5.0)
Other Fringe Benefits	142,085	141,717	0,368	0.3	50,136	50,963	(0,827)	(1.6)	192,221	192,680	(0,459)	(0.2)
Total Fringe Benefits	774,115	777,727	(3,612)	(0.5)	59,954	68,312	(8,358)	(13.9)	834,069	846,039	(11,970)	(1.4)
Reimbursable Overhead	(101,015)	(98,256)	(1,759)	(1.7)	101,015	99,256	1,759	1.7	0,000	0,000	0,000	-
Total Labor Expenses	\$2,244,641	\$2,250,071	(\$5,430)	(0.2)	\$371,334	\$379,282	(\$7,948)	(2.1)	\$2,615,975	\$2,629,353	(\$13,378)	(0.5)
Non-Labor												
Electric Power	144,937	142,999	1,938	1.3	0,126	0,129	(0,003)	(2.4)	145,063	143,128	1,935	1.3
Fuel	90,284	83,383	6,901	7.6	0,012	0,011	0,001	8.3	90,296	83,394	6,902	7.6
Insurance	27,053	27,081	(0,028)	(0.1)	0,000	0,000	0,000	-	27,053	27,081	(0,028)	(0.1)
Claims	47,517	49,635	(2,118)	(4.5)	0,000	0,000	0,000	-	47,517	49,635	(2,118)	(4.5)
Paratransit Service Contracts	182,619	180,347	2,272	1.2	0,000	0,515	(0,515)	-	182,619	180,862	1,757	1.0
Misc. and Other Operating Contracts	73,541	71,821	2,020	2.7	15,852	17,352	(1,500)	(9.5)	89,493	88,973	0,520	0.6
Professional Service Contracts	61,174	57,593	3,581	5.9	7,202	6,331	0,871	12.1	68,376	63,924	4,452	6.5
Materials & Supplies	125,178	121,950	3,228	2.6	26,566	25,427	1,139	4.3	151,744	147,377	4,367	2.9
Other Business Expenses	32,385	31,934	0,451	1.4	0,311	0,239	0,073	23.5	32,696	32,172	0,524	1.6
Total Non-Labor Expenses	\$784,788	\$766,543	\$18,245	2.3	\$50,069	\$50,093	\$0,066	0.1	\$834,857	\$818,548	\$16,311	2.2
Other Expense Adjustments:												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$3,029,429	\$3,016,614	\$12,815	0.4	\$421,403	\$429,285	(\$7,882)	(1.9)	\$3,450,832	\$3,446,899	\$4,933	0.1
Depreciation	572,750	577,312	(4,562)	(0.7)	0,000	0,000	0,000	-	572,750	577,312	(4,562)	(0.7)
OPEB Account	683,815	691,461	(7,646)	(1.1)	0,000	0,000	0,000	-	683,815	691,461	(7,646)	(1.1)
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$4,385,994	\$4,385,387	\$607	0.0	\$421,403	\$429,285	(\$7,882)	(1.9)	\$4,807,397	\$4,814,672	(\$7,275)	(0.2)
Net Surplus/(Deficit)	(\$2,375,916)	(\$2,373,911)	\$2,005	0.1	\$0,000	\$0,000	\$0,000	-	(\$2,375,916)	(\$2,373,911)	\$2,005	0.1

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 2012
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	NR	(0.1)	(0.5)	Primarily lower advertising revenues, mostly offset by higher paratransit urban tax revenues			Since the Mid-Year Forecast includes actual results through May, the June year-to-date dollar variances are the same as the month dollar variances.
Payroll	NR	4.6	2.0	Mostly due to vacancies and favorable accrual/reclassification (offset in overtime) adjustments, related to the recording of the recent ATU arbitration ruling, partly offset by higher earned employee separation payments			
Overtime	NR	(4.6)	(20.2)	Unfavorable reclassification adjustments (offset in payroll), related to the recording of the recent ATU arbitration ruling, and additional requirements for vacancy/availability coverage and bus maintenance, due to excessive hot weather			
Health & Welfare (including OPEB Current Payment)	NR	(1.4)	(2.1)	Mainly the unfavorable timing of expenses			
Pension	NR	(2.5)	(2.6)	The unfavorable timing of MaBSTOA and NYCERS pension costs			
Reimbursable Overhead	NR	(1.8)	(9.2)	Mostly due to an unfavorable capital project labor mix			
Electric Power	NR	1.9	7.2	Mainly due to lower consumption and the favorable timing of expenses, partly offset by higher prices			
Fuel	NR	6.9	53.8	Primarily due to the timing of receipt of 2011 CNG tax credits and favorable heating fuel accrual adjustments			
Claims	NR	(2.1)	(26.8)	Higher claims payouts than anticipated			

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 2012
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		Reason for Variance	YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance		
		\$	%		\$	%	
Paratransit Service Contracts	NR	2.3	7.0	Largely from the diversion of higher cost primary trips to lower cost vouchers/taxis, lower completed trips and reduced call center activity and eligibility certifications			Since the Mid-Year Forecast includes actual results through May, the June year-to-date dollar variances are the same as the month dollar variances.
Maintenance and Other Operating Contracts	NR	2.0	13.4	Mostly the favorable timing of painting, facility maintenance, and vehicle maintenance & repair expenses and auto purchases			
Professional Service Contracts	NR	3.6	27.8	Primarily the favorable timing of EDP maintenance & repair and bond service expenses			
Materials & Supplies	NR	3.2	14.8	Mainly the favorable timing of revenue vehicle maintenance requirements and favorable inventory adjustments			
Other Business Expenses	NR	0.5	8.2	Primarily lower MVM debit/credit card charges and stationery expenses			
Depreciation Expense	NR	(4.6)	(4.0)	The unfavorable timing of expenses			
Other Post-Employment Benefits	NR	(7.6)	(2.3)	Higher accrued expenses, based on current actuarial information			
Capital and Other Reimbursements	R	7.9	10.0	Higher accrued revenues, consistent with increased reimbursable expenses			
Payroll	R	(1.0)	(3.1)	Higher capital engineering and non-capital requirements, mostly offset by lower capital construction requirements			

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 2012
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Overtime	R	(0.4)	(5.8)	Mostly higher track work requirements	Since the Mid-Year Forecast includes actual results through May, the June year-to-date dollar variances are the same as the month dollar variances.		
Health & Welfare	R	(0.8)	(40.8)	Unfavorable timing of expenses			
Pension	R	(6.8)	over (100.0)	Higher NYCERS expenses, based on current actuarial information			
437 Other Fringe Benefits	R	(0.8)	(8.3)	Higher direct overhead expenses, based on higher reimbursable salaries & wages			
Paratransit Service Contracts	R	(0.5)	n/a	Represents support for Automatic Vehicle Locator and Interactive Voice Response systems			
Maintenance Contracts	R	(1.5)	(56.8)	Mainly due to the unfavorable timing of safety equipment expenses			
Professional Service Contracts	R	0.9	60.9	Mostly lower Data Center and information technology expenses			
Materials & Supplies	R	1.1	22.3	Primarily the favorable timing of non-vehicle maintenance requirements			

Table 4

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
June 2012
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$313.735	\$311.584	(\$2.151)	(0.7)	\$1,842.864	\$1,840.713	(\$2.151)	(0.1)
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	43.766	30.000	(13.766)	(31.5)	65.079	51.313	(13.766)	(21.2)
Paratransit Reimbursement	39.583	39.469	(0.114)	(0.3)	87.097	86.983	(0.114)	(0.1)
Other	3.793	3.378	(0.415)	(10.9)	82.274	81.859	(0.415)	(0.5)
Total Other Operating Revenue	87.142	72.847	(14.295)	(16.4)	234.450	220.155	(14.295)	(6.1)
Capital and Other Reimbursements	99.567	83.217	(16.350)	(16.4)	403.743	387.393	(16.350)	(4.0)
Total Receipts	\$500.444	\$467.648	(\$32.796)	(6.6)	\$2,481.057	\$2,448.261	(\$32.796)	(1.3)
Expenditures								
Labor:								
Payroll	285.507	314.633	(29.126)	(10.2)	1,569.866	1,598.792	(29.126)	(1.9)
Overtime	31.290	0.000	31.290	100.0	223.197	191.907	31.290	14.0
Total Salaries & Wages	316.797	314.633	2.164	0.7	1,792.863	1,790.699	2.164	0.1
Health and Welfare	26.962	32.247	(5.285)	(19.6)	308.787	314.072	(5.285)	(1.7)
OPEB Current Payment	22.155	27.860	(5.705)	(25.8)	147.284	152.989	(5.705)	(3.9)
Pensions	314.189	323.466	(9.277)	(3.0)	403.306	412.583	(9.277)	(2.3)
Other Fringe Benefits	29.754	32.208	(2.452)	(8.2)	175.317	177.769	(2.452)	(1.4)
Total Fringe Benefits	393.060	415.779	(22.719)	(5.8)	1,034.694	1,057.413	(22.719)	(2.2)
GASB Account	3.397	3.397	0.000	0.0	17.851	17.851	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$713.254	\$733.809	(\$20.555)	(2.9)	\$2,845.408	\$2,865.963	(\$20.555)	(0.7)
Non-Labor:								
Electric Power	28.237	17.355	10.882	38.5	126.832	115.950	10.882	8.6
Fuel	2.564	(0.444)	3.008	117.3	80.942	77.934	3.008	3.7
Insurance	4.824	7.744	(3.120)	(67.5)	25.329	28.449	(3.120)	(12.3)
Claims	6.950	7.183	(0.233)	(3.4)	45.343	45.576	(0.233)	(0.5)
Paratransit Service Contracts	33.853	28.493	5.360	15.8	172.778	167.418	5.360	3.1
Mtce. and Other Operating Contracts	16.598	22.829	(6.231)	(37.5)	107.123	113.354	(6.231)	(5.8)
Professional Service Contracts	12.832	15.550	(2.718)	(21.2)	68.177	70.895	(2.718)	(4.0)
Materials & Supplies	25.555	23.584	1.971	7.7	154.065	162.094	1.971	1.2
Other Business Expenditures	6.067	5.451	0.616	10.2	31.294	30.678	0.616	2.0
Total Non-Labor Expenditures	\$137.280	\$127.745	\$9.535	6.9	\$821.883	\$812.348	\$9.535	1.2
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	\$850.534	\$861.554	(\$11.020)	(1.3)	\$3,667.291	\$3,678.311	(\$11.020)	(0.3)
Net Surplus/(Deficit)	(\$350.090)	(\$393.906)	(\$43.816)	(12.5)	(\$1,186.234)	(\$1,230.050)	(\$43.816)	(3.7)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
June 2012
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(2.2)	(0.7)	Mainly the unfavorable timing of the counting and depositing of receipts			
Other Operating Receipts	(14.3)	(16.4)	Primarily the unfavorable timing of fare reimbursements			
Capital and Other Reimbursements	(16.4)	(16.4)	Mostly the unfavorable timing of reimbursements			
Health & Welfare (including OPEB Current Payment)	(11.0)	(22.4)	Largely the unfavorable timing of payments			
Pensions	(9.3)	(3.0)	Mainly the unfavorable timing of NYCERS payments			
Other Fringe Benefits	(2.5)	(8.2)	Mostly the unfavorable timing of payments			
Electric Power	10.9	38.5	Primarily the favorable timing of payments			
Fuel	3.0	over 100.0	Largely the favorable timing of receipt of CNG tax credits			
Insurance	(3.1)	(67.5)	The unfavorable timing of payments			
Paratransit Service Contracts	5.4	15.8	Lower expenses and the favorable timing of payments			
Maintenance Contracts	(6.3)	(37.5)	Largely the unfavorable timing of payments			
Professional Service Contracts	(2.7)	(21.2)	Primarily the unfavorable timing of payments			
Materials & Supplies	2.0	7.7	Mostly the favorable timing of revenue vehicle maintenance requirements			
Other Business Expenses	0.6	10.2	Mainly lower MVM debit/credit card charges and stationery expenses			

Table 6

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
 June 2012
 (\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$1.032	(\$2.642)	(\$3.674)	(356.0)	\$2.558	(\$1.116)	(\$3.674)	(143.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	37.186	23.421	(13.765)	(37.0)	16.855	3.090	(13.765)	(81.7)
Paratransit Reimbursement	28.588	28.260	(0.328)	(1.1)	21.425	21.097	(0.328)	(1.5)
Other	(5.726)	(5.803)	(0.077)	(1.3)	26.398	26.321	(0.077)	(0.3)
Total Other Operating Revenue	60.048	45.878	(14.170)	(23.6)	64.678	50.508	(14.170)	(21.9)
Capital and Other Reimbursements	20.639	(3.593)	(24.232)	(117.4)	(17.660)	(41.892)	(24.232)	(137.2)
Total Receipts	\$81.719	\$38.643	(\$42.076)	(51.5)	\$49.576	\$7.500	(\$42.076)	(84.9)
Expenditures								
Labor:								
Payroll	(23.968)	(56.666)	(32.698)	(136.4)	22.481	(10.217)	(32.698)	(145.4)
Overtime	(2.295)	33.975	36.270	-	(33.438)	2.832	36.270	108.5
Total Salaries & Wages	(26.263)	(22.691)	3.572	13.6	(10.957)	(7.385)	3.572	32.6
Health and Welfare	22.899	14.129	(8.770)	(38.3)	0.454	(8.316)	(8.770)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(218.221)	(218.207)	0.014	0.0	(217.983)	(217.969)	0.014	0.0
Other Fringe Benefits	7.997	6.004	(1.993)	(24.9)	16.904	14.911	(1.993)	(11.8)
Total Fringe Benefits	(187.325)	(198.074)	(10.749)	(5.7)	(200.625)	(211.374)	(10.749)	(5.4)
GASB Account	(3.397)	(3.397)	0.000	0.0	(17.851)	(17.851)	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$216.985)	(\$224.162)	(\$7.177)	(3.3)	(\$229.433)	(\$236.610)	(\$7.177)	(3.1)
Non-Labor:								
Electric Power	(1.246)	7.701	8.947	718.1	18.231	27.178	8.947	49.1
Fuel	10.267	6.373	(3.894)	(37.9)	9.354	5.460	(3.894)	(41.6)
Insurance	(0.334)	(3.426)	(3.092)	-	1.724	(1.368)	(3.092)	(179.4)
Claims	0.967	2.852	1.885	194.9	2.174	4.059	1.885	86.7
Paratransit Service Contracts	(1.306)	2.297	3.603	275.9	9.841	13.444	3.603	36.6
Misc. and Other Operating Contracts	1.153	(5.598)	(6.751)	(585.5)	(17.630)	(24.381)	(6.751)	(38.3)
Professional Service Contracts	1.500	(5.670)	(7.170)	(478.0)	0.199	(6.971)	(7.170)	-
Materials & Supplies	1.371	(1.025)	(2.396)	(174.8)	(12.321)	(14.717)	(2.396)	(19.4)
Other Business Expenses	(0.233)	(0.141)	0.092	39.5	1.402	1.494	0.092	6.6
Total Non-Labor Expenditures	\$12.139	\$3.383	(\$8.776)	(72.3)	\$12.974	\$4.198	(\$8.776)	(67.6)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	(\$204.846)	(\$220.799)	(\$15.953)	(7.8)	(\$216.459)	(\$232.412)	(\$15.953)	(7.4)
Depreciation	115.000	119.562	4.562	4.0	672.750	677.312	4.562	0.7
OPEB Account	335.668	343.214	7.646	2.3	683.815	691.461	7.646	1.1
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$246.722	\$241.977	(\$3.745)	(1.5)	\$1,140.106	\$1,136.361	(\$3.745)	(0.3)
Total Cash Conversion Adjustments	\$327.441	\$281.620	(\$45.821)	(14.0)	\$1,189.682	\$1,143.861	(\$45.821)	(3.9)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
June 2012

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./(Unfav)</u>	<u>Explanation</u>
Administration:				
Office of the President	29	31	(2)	
Law	265	254	11	
Office of the EVP	41	39	2	
Human Resources	288	287	1	
Office of Management and Budget	39	37	2	
Capital Planning & Budget	31	29	2	
Corporate Communications	251	246	5	
AFC Program Management & Sales	54	51	3	
Technology & Information Services	453	451	2	
Non-Departmental	84	-	84	
Labor Relations	96	94	2	
Materiel	237	235	2	
Controller	140	149	(9)	
Total Administration	2,008	1,903	105	
Operations				
Subways Service Delivery	7,435	7,233	202	
Subways Operations Support/Admin.	313	310	3	
Subways Stations	2,692	2,673	19	
Sub-total Subways	10,440	10,216	224	
Buses	10,340	10,278	62	
Paratransit	172	153	19	
Operations Planning	393	379	14	
Revenue Control	421	382	39	
Total Operations	21,766	21,408	358	
Maintenance				
Subways Operations Support/Admin.	163	164	(1)	
Subways Engineering	309	303	6	
Subways Car Equipment	4,103	4,123	(20)	
Subways Infrastructure	1,685	1,638	47	
Subways Stations	3,554	3,495	59	
Subways Track	2,700	2,689	11	
Subways Power	624	630	(6)	
Subways Signals	1,367	1,352	15	
Subways Electronic Maintenance	1,388	1,320	68	
Sub-total Subways	15,893	15,714	179	
Buses	3,706	3,667	39	
Revenue Control	137	137	0	
Supply Logistics	557	553	4	
System Safety	88	86	2	
Total Maintenance	20,381	20,157	224	
Engineering/Capital				
Capital Program Management	1,218	1,214	4	
Total Engineering/Capital	1,218	1,214	4	
Public Safety				
Security	504	492	12	
Total Public Safety	504	492	12	
Total Positions	45,877	45,174	703	
Non-Reimbursable	41,243	40,557	686	
Reimbursable	4,634	4,617	17	
Total Full-Time	45,719	44,963	756	
Total Full-Time Equivalents	158	211	(53)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
June 2012

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./Unfav)	Explanation
Administration:				
Managers/Supervisors	639	590	49	
Professional, Technical, Clerical	1,253	1,288	(35)	
Operational Hourlies	116	25	91	
Total Administration	2,008	1,903	105	
Operations				
Managers/Supervisors	2,521	2,432	89	
Professional, Technical, Clerical	376	370	6	
Operational Hourlies	18,869	18,606	263	
Total Operations	21,766	21,408	358	
Maintenance				
Managers/Supervisors	3,732	3,613	119	
Professional, Technical, Clerical	1,024	973	51	
Operational Hourlies	15,625	15,571	54	
Total Maintenance	20,381	20,157	224	
Engineering/Capital				
Managers/Supervisors	272	257	15	
Professional, Technical, Clerical	944	955	(11)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,214	4	
Public Safety				
Managers/Supervisors	129	126	3	
Professional, Technical, Clerical	32	30	2	
Operational Hourlies	343	336	7	
Total Public Safety	504	492	12	
Total Positions				
Managers/Supervisors	7,293	7,018	275	
Professional, Technical, Clerical	3,629	3,616	13	
Operational Hourlies	34,955	34,540	415	
Total Positions	45,877	45,174	703	

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

	<u>6/30/12</u>	<u>6/30/11</u>
<u>Operating Inventory</u>		
Gross Inventory	\$272.880	\$277.386
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(66.900)	(63.800)
Net Inventory	\$205.480	\$213.086

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

	June					June Year-to-Date				
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)
	Hours	\$	Hours	\$	Hours \$	Hours	\$	Hours	\$	Hours \$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	334,804	\$9.9	353,098	\$10.5	(18,494) (5.5%) (\$0.6) (6.6%)	1,936,615	\$56.3	1,919,116	\$57.0	17,499 .9% (\$0.7) (1.2%)
<u>Unscheduled Service</u>	196,723	\$6.0	275,955	\$7.5	(79,232) (40.3%) (\$1.5) (25.4%)	1,218,698	\$33.2	1,315,587	\$35.9	(96,889) (8.0%) (\$2.7) (8.0%)
Programmatic/Routine Maintenance	213,757	\$6.0	296,893	\$7.9	(83,136) (38.9%) (\$1.9) (31.3%)	1,580,025	\$47.3	1,624,140	\$49.5	(44,115) (2.8%) (\$2.2) (4.6%)
Unscheduled Maintenance	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%
Vacancy/Absentee Coverage	0	\$0.0	24,333	\$1.1	(24,333) 0.0% (1.1) 0.0%	162,207	\$7.7	186,540	\$8.8	(24,333) (15.0%) (1.1) (14.7%)
Weather Emergencies	682	\$0.0	487	\$0.0	195 28.6% \$0.0 24.7%	58,738	\$2.0	58,517	\$1.8	221 .4% \$0.2 10.0%
Safety/Security/Law Enforcement	9,383	\$0.3	10,289	\$0.3	(906) (9.7%) (\$0.0) (4.7%)	52,644	\$1.2	53,449	\$1.3	(805) (1.5%) (\$0.1) (8.3%)
Other	15,170	\$0.7	5,506	\$0.1	9,664 63.7% \$0.6 85.6%	69,266	\$2.9	34,148	\$1.0	35,118 50.7% \$1.9 65.8%
Subtotal	770,319	\$22.9	968,561	\$27.5	(196,242) (25.5%) (\$4.6) (20.1%)	5,078,194	\$150.7	5,191,497	\$155.3	(113,303) (2.2%) (\$4.6) (3.0%)
REIMBURSABLE OVERTIME	179,841	\$6.1	207,211	\$6.6	(27,370) (15.2%) (\$0.4) (5.8%)	1,161,138	\$39.0	1,115,925	\$39.4	45,213 3.9% (\$0.4) (0.9%)
TOTAL OVERTIME	950,160	\$29.0	1,173,772	\$34.0	(223,612) (23.5%) (\$5.0) (17.1%)	6,239,332	\$189.8	6,307,422	\$194.7	(68,090) (1.1%) (\$4.9) (2.6%)

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 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	(18,494) 9.4%	(\$0.6) 14.1%		17,499 (15.4%)	(\$0.7) 14.4%	Primarily favorable due to lower than scheduled service operated in Buses
Unscheduled Service	(79,232) 40.4%	(\$1.5) 33.1%	Unfavorable due to reclassification adjustments (offset in Payroll), related to the recording of the recent ATU arbitration ruling.	(96,889) 65.5%	(\$2.7) 58.1%	
Programmatic/Routine Maintenance	(83,136) 42.4%	(\$1.9) 41.1%	Primarily due to excessive hot weather bus maintenance efforts.	(44,115) 38.5%	(\$2.2) 47.4%	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 hot weather-related bus maintenance.
Unscheduled Maintenance	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
Vacancy/Absentee Coverage	(24,333) 12.4%	(1.1) 24.6%	Mainly due to vacancy / absentee coverage in train operators, station agents, station maintainers, bus operators and bus dispatchers.	(24,333) 21.5%	(1.1) 24.7%	Mainly due to vacancy / absentee coverage in train operators, station agents, station maintainers, bus operators and bus dispatchers.
Weather Emergencies	195 (0.1%)	\$0.0 (0.1%)		221 -0.2%	\$0.2 -4.4%	
Safety/Security/Law Enforcement	(906) 0.5%	(\$0.0) 0.3%		(805) 0.7%	(\$0.1) 2.1%	
Other	9,664 (4.9%)	\$0.6 (13.0%)		35,118 (31.0%)	\$1.9 (42.4%)	
Subtotal:	(198,242) 87.8%	(\$4.6) 92.8%		(113,303) 166.4%	(\$4.6) 92.7%	
REIMBURSABLE OVERTIME	(27,370) 12.2%	(\$0.4) 7.2%		45,213 (66.4%)	(\$0.4) 7.3%	
TOTAL OVERTIME:	(223,612)	(\$5.0)		(68,090)	(\$4.9)	

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 Routine Maintenance 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.

Report



Staten Island Railway

FINANCIAL AND RIDERSHIP REPORT

July 2012

(All data are preliminary and subject to audit)

In the month of July, operating revenue was \$0.5 million, \$0.1 million (14.1 percent) below the Mid-Year Forecast (forecast), due primarily to the unfavorable timing of student fare reimbursements and lower farebox revenue as shuttle buses replaced trains between Grasmere and Saint George, due to construction work. Year to date, operating revenue was \$4.6 million, \$0.1 million (1.1 percent) below forecast.

July 2012 average weekday ridership was 13,968, 1.1 percent (147 riders) below July 2011. Average weekday ridership for the twelve months ending July 2012 was 16,275, 3.3 percent (514 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 forecast in July by \$0.6 million (18.1 percent). Labor expenses underran forecast by a net \$0.1 million (5.7 percent), due mostly to the favorable timing of labor contract resolution and vacancy savings, partly offset by higher overtime vacancy coverage requirements and the unfavorable timing of pension expenses. Non-labor expenses were favorable by \$0.5 million (40.5 percent), due largely to the favorable timing of materials & supplies and maintenance contract expenses and underruns in energy costs. Year-to-date, non-reimbursable expenses were below forecast by \$1.1 million (5.3 percent), due primarily to the same factors affecting the month results.

Depreciation expenses were \$5.3 million year-to-date, equal to forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$1.6 million year-to-date, equal to forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$15.9 million, \$0.4 million (2.4 percent) higher than forecast.

Table 1

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.484	0.460	(0.024)	(5.0)	-	-	-	-	0.484	0.460	0.024	(5.0)
Other Operating Revenue	0.141	0.077	(0.064)	(45.4)	-	-	-	-	0.141	0.077	0.064	(45.4)
Capital and Other Reimbursements	-	-	-	-	0.120	0.162	0.042	35.0	0.120	0.162	0.042	35.0
Total Revenue	\$ 0.625	\$0.537	\$ (0.088)	(14.1)	\$ 0.120	\$ 0.162	\$ 0.042	35.0	\$ 0.745	\$ 0.699	\$ (0.046)	(6.2)
Expenses												
Labor:												
Payroll	1.250	0.884	0.366	29.3	0.020	0.062	(0.042)	(210.0)	1.270	0.946	0.324	25.5
Overtime	\$ -	0.093	(0.093)	-	0.080	0.035	0.045	56.3	0.080	0.128	(0.048)	(60.0)
Total Salaries & Wages	\$ 1.250	\$ 0.977	\$ 0.273	21.8	\$ 0.100	\$ 0.097	\$ 0.003	3.0	\$ 1.350	\$ 1.074	\$ 0.276	20.4
Health and Welfare	0.352	0.381	(0.029)	(8.2)	0.066	0.020	0.046	69.7	0.418	0.401	0.017	4.1
OPEB Current Portion	0.056	0.056	-	0.0	-	-	-	-	0.056	0.056	-	0.0
Pensions	0.337	0.466	(0.129)	(38.3)	0.001	0.037	(0.036)	(3,600.0)	0.338	0.503	(0.165)	(48.8)
Other Fringe Benefits	0.032	0.032	-	0.0	0.002	0.008	(0.006)	(300.0)	0.034	0.040	(0.006)	(17.6)
Total Fringe Benefits	\$ 0.777	\$ 0.935	\$ (0.158)	(20.3)	\$ 0.069	\$ 0.065	\$ 0.004	5.8	\$ 0.846	\$ 1.000	\$ (0.154)	(18.2)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.027	\$ 1.912	\$ 0.115	5.7	\$ 0.169	\$ 0.162	\$ 0.007	4.1	\$ 2.196	\$ 2.074	\$ 0.122	5.6
Non-Labor:												
Electric Power	0.442	0.358	0.084	19.0	-	-	-	-	0.442	0.358	0.084	19.0
Fuel	0.050	0.012	0.038	76.0	-	-	-	-	0.050	0.012	0.038	76.0
Insurance	0.021	0.021	-	0.0	-	-	-	-	0.021	0.021	-	0.0
Claims	0.024	0.024	-	0.0	-	-	-	-	0.024	0.024	-	0.0
Paratransit Service Contracts	-	0.000	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.151	0.038	0.113	74.8	-	-	-	-	0.151	0.038	0.113	74.8
Professional Service Contracts	0.035	0.035	-	0.0	-	-	-	-	0.035	0.035	-	0.0
Materials & Supplies	0.397	0.177	0.220	55.4	(0.049)	-	(0.049)	(100.0)	0.348	0.177	0.171	49.1
Other Business Expenses	-	0.001	(0.001)	-	-	-	-	-	-	0.001	(0.001)	-
Total Non-Labor Expenses	\$ 1.120	\$ 0.666	\$ 0.454	40.5	\$ (0.049)	\$ -	\$ (0.049)	(100.0)	\$ 1.071	\$ 0.666	\$ 0.405	37.8
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 3.147	\$ 2.578	\$ 0.569	18.1	\$ 0.120	\$ 0.162	\$ (0.042)	(35.0)	\$ 3.267	\$ 2.740	\$ 0.527	16.1
Depreciation	0.741	0.741	-	0.0	-	-	-	-	0.741	0.741	-	0.0
Other Post Employment Benefits	0.150	0.150	-	0.0	-	-	-	-	0.150	0.150	-	0.0
Total Expenses	\$ 4.038	\$ 3.469	\$ 0.569	14.1	\$ 0.120	\$ 0.162	\$ (0.042)	(35.0)	\$ 4.158	\$ 3.631	\$ 0.527	12.7
Net Surplus/(Deficit)	\$ (3.413)	\$ (2.932)	\$ 0.481	14.1	\$ -	\$ -	\$ -	-	\$ (3.413)	\$ (2.932)	\$ 0.481	14.1

Table 2

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
 July 2012 Year-to-Date
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	3.253	3.220	(0.033)	(1.0)	-	-	-	-	3.253	3.220	(0.033)	(1.0)
Other Operating Revenue	1.364	1.346	(0.018)	(1.3)	-	-	-	-	1.364	1.346	(0.018)	(1.3)
Capital and Other Reimbursements	-	-	-	-	1.076	1.192	0.116	10.8	1.076	1.192	0.116	10.8
Total Revenue	\$ 4.617	\$ 4.566	\$ (0.051)	(1.1)	\$ 1.076	\$ 1.192	\$ 0.116	10.8	\$ 5.693	\$ 5.758	\$ 0.065	1.1
Expenses												
Labor:												
Payroll	8.374	7.720	0.654	7.8	0.189	0.280	(0.091)	(48.1)	8.563	8.000	0.563	6.6
Overtime	0.661	0.811	(0.150)	(22.7)	0.305	0.226	0.079	25.9	0.966	1.037	(0.071)	(7.3)
Total Salaries & Wages	\$ 9.035	\$ 8.531	\$ 0.504	5.6	\$ 0.494	\$ 0.506	\$ (0.012)	(2.4)	\$ 9.529	\$ 9.037	\$ 0.492	5.2
Health and Welfare	1.998	2.001	(0.003)	(0.2)	0.181	0.092	0.089	49.2	2.179	2.093	0.086	3.9
OPEB Current Portion	0.377	0.374	0.003	0.8	-	-	-	-	0.377	0.374	0.003	0.8
Pensions	3.113	3.364	(0.251)	(8.1)	0.089	0.168	(0.079)	(88.8)	3.202	3.532	(0.330)	(10.3)
Other Fringe Benefits	0.936	1.012	(0.076)	(8.1)	0.089	0.081	(0.012)	(17.4)	1.005	1.093	(0.088)	(8.8)
Total Fringe Benefits	\$ 6.424	\$ 6.751	\$ (0.327)	(5.1)	\$ 0.339	\$ 0.341	\$ (0.002)	(0.6)	\$ 6.763	\$ 7.092	\$ (0.329)	(4.9)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 15.459	\$ 15.282	\$ 0.177	1.1	\$ 0.833	\$ 0.847	\$ (0.014)	(1.7)	\$ 16.292	\$ 16.129	\$ 0.163	1.0
Non-Labor:												
Electric Power	2.685	2.468	0.217	8.1	-	-	-	-	2.685	2.468	0.217	8.1
Fuel	0.156	0.077	0.079	50.6	-	-	-	-	0.156	0.077	0.079	50.6
Insurance	0.152	0.153	(0.001)	(0.7)	-	-	-	-	0.152	0.153	(0.001)	(0.7)
Claims	0.156	0.155	0.001	0.6	-	-	-	-	0.156	0.155	0.001	0.6
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.878	0.747	0.131	14.9	-	-	-	-	0.878	0.747	0.131	14.9
Professional Service Contracts	0.245	0.245	-	0.0	-	-	-	-	0.245	0.245	-	0.0
Materials & Supplies	1.650	1.121	0.529	32.1	0.243	0.345	(0.102)	(42.0)	1.893	1.466	0.427	22.6
Other Business Expenses	0.002	0.002	-	0.0	-	-	-	-	0.002	0.002	-	0.0
Total Non-Labor Expenses	\$ 5.924	\$ 4.968	\$ 0.956	16.1	\$ 0.243	\$ 0.345	\$ (0.102)	(42.0)	\$ 6.167	\$ 5.313	\$ 0.854	13.8
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 21.383	\$ 20.250	\$ 1.133	5.3	\$ 1.076	\$ 1.192	\$ (0.116)	(10.8)	\$ 22.459	\$ 21.442	\$ 1.017	4.5
Depreciation	5.291	5.291	-	0.0	-	-	-	-	5.291	5.291	-	0.0
Other Post Employment Benefits	1.550	1.550	-	0.0	-	-	-	-	1.550	1.550	-	0.0
Total Expenses	\$ 28.224	\$ 27.091	\$ 1.133	4.0	\$ 1.076	\$ 1.192	\$ (0.116)	(10.8)	\$ 29.300	\$ 28.283	\$ 1.017	3.5
Net Surplus/(Deficit)	\$ (23.607)	\$ (22.525)	\$ 1.082	4.6	\$ -	\$ -	\$ -	-	\$ (23.607)	\$ (22.525)	\$ 1.082	4.6

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN- 2012 MID-YEAR FORECAST
EXPLANATIONS OF VARIANCES BETWEEN 2012 MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 2012
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	Non Reimb.	(0.054)	(45.4)%	Unfavorable timing of student fare reimbursements			
Payroll	Non Reimb.	0.366	29.3%	Timing of labor contract resolution and vacancy control savings	0.654	7.8%	Timing of labor contract resolution and vacancy control savings
Overtime	Non Reimb.	(0.093)	over (100.0)	Mostly vacancy coverage requirements and the timing of reclassification of project work to reimbursable expenses	(0.150)	(22.7)%	Mostly vacancy coverage requirements and the timing of reclassification of project work to reimbursable expenses
Health and Welfare	Non Reimb.	(0.029)	(8.2)%	Timing of expenses			
Pension	Non Reimb.	(0.129)	(38.3)%	Timing of expenses	(0.251)	(8.1)%	Timing of expenses
Other Fringe Benefits	Non Reimb.				(0.076)	(8.1)%	Mostly timing of expenses
Electric Power	Non Reimb.	0.084	19.0%	Mainly lower billings	0.217	8.1%	Mainly lower billings
Fuel	Non Reimb.	0.038	76.0%	Mostly lower non-revenue vehicle and diesel fuel usage	0.079	50.6%	Mostly lower non-revenue vehicle and diesel fuel usage
Mtce. And Other Operating Contracts	Non Reimb.	0.113	74.8%	Timing of expenses	0.131	14.9%	Timing of expenses
Materials and Supplies	Non Reimb.	0.220	55.4%	Timing of expenses	0.529	32.1%	Timing of expenses
Capital and Other Reimbursements	Reimb.	0.042	35.0%	Timing of Contractor requirements	0.116	10.8%	Timing of Contractor requirements
Payroll	Reimb.	(0.042)	over (100.0)	Timing of Contractor requirements	(0.091)	(48.2)%	Timing of Contractor requirements
Overtime	Reimb.	0.045	56.3%	Timing of Contractor requirements	0.079	25.9%	Timing of Contractor requirements
Health and Welfare	Reimb.	0.046	69.7%	Timing of Contractor requirements	0.089	49.2%	Timing of Contractor requirements
Pension	Reimb.	(0.036)	over (100.0)	Timing of Contractor requirements	(0.079)	(88.8)%	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	(0.006)	over (100.0)	Timing of Contractor requirements	(0.012)	(17.4)%	Timing of Contractor requirements

4.50

Table 4

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
July 2012
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.484	0.500	0.016	3.3	3.282	3.289	0.007	0.2
Other Operating Revenue	0.141	0.077	(0.064)	(45.4)	1.384	1.366	(0.018)	(1.3)
Capital and Other Reimbursements	0.314	-	(0.314)	(100.0)	0.816	0.188	(0.628)	(77.0)
Total Receipts	\$ 0.939	\$ 0.577	\$ (0.362)	(38.6)	\$ 5.482	\$ 4.843	\$ (0.639)	(11.7)
Expenditures								
Labor:								
Payroll	1.270	1.091	0.179	14.1	8.546	8.128	0.418	4.9
Overtime	0.094	0.124	(0.030)	(31.9)	0.896	0.968	(0.070)	(7.8)
Health and Welfare	0.423	0.401	0.022	5.2	2.153	2.057	0.096	4.5
OPEB Current Portion	0.056	0.056	-	0.0	0.377	0.374	0.003	0.8
Pensions	0.705	-	0.705	100.0	1.410	2.475	(1.065)	(75.5)
Other Fringe Benefits	0.164	0.072	0.092	56.1	0.989	0.838	0.151	15.3
GASB Account	0.049	0.049	-	0.0	0.098	0.049	0.049	50.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.761	\$ 1.793	\$ 0.968	35.1	\$ 14.469	\$ 14.887	\$ (0.418)	(2.9)
Non-Labor:								
Electric Power	0.489	0.358	0.131	26.8	2.779	2.468	0.311	11.2
Fuel	0.050	0.012	0.038	76.0	0.156	0.077	0.079	50.6
Insurance	0.035	0.021	0.014	40.0	0.085	0.129	(0.044)	(51.8)
Claims	0.038	0.024	0.014	36.8	0.217	0.165	0.052	24.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.161	0.064	0.097	60.2	0.828	0.703	0.125	15.1
Professional Service Contracts	0.064	0.010	0.054	84.4	0.246	0.189	0.057	23.2
Materials & Supplies	0.310	0.302	0.008	2.6	2.141	2.139	0.002	0.1
Other Business Expenditures	0.051	0.001	0.050	98.0	0.112	0.012	0.100	89.3
Total Non-Labor Expenditures	\$ 1.198	\$ 0.792	\$ 0.406	33.9	\$ 6.564	\$ 5.882	\$ 0.682	10.4
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 3.959	\$ 2.585	\$ 1.374	34.7	\$ 21.033	\$ 20.769	\$ 0.264	1.3
Operating Cash Deficit	\$ (3.020)	\$ (2.008)	\$ 1.012	33.5	\$ (15.551)	\$ (15.926)	\$ (0.375)	(2.4)

Table 5

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN 2012 MID-YEAR FORECAST AND ACTUAL CASH BASIS
July 2012
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Operating Revenue	(0.064)	(45.4%)	The unfavorable timing of student fare reimbursements			
Capital and Other Reimbursements	(0.314)	(100.0%)	The unfavorable timing of reimbursements	(0.628)	(77.0%)	Mostly the unfavorable timing of reimbursements
Payroll	0.179	14.1%	Timing/vacancy control savings	0.418	4.9%	Timing/vacancy control savings
Overtime	(0.030)	(31.8%)	Mainly vacancy coverage requirements	(0.070)	(7.8%)	Mainly vacancy coverage requirements
Health and Welfare	0.022	5.2%	Favorable timing of payments and vacancies	0.096	4.5%	Favorable timing of payments and vacancies
Pensions	0.705	100.0%	Favorable timing of payments	(1.065)	(75.5)%	Unfavorable timing of payments
Other Fringe Benefits	0.092	56.1%	Favorable timing of payments	0.151	15.3%	Favorable timing of payments
Electric Power	0.131	26.8%	Mainly lower billings	0.311	11.2%	Mainly lower billings
Fuel	0.038	76.0%	Mainly lower non-revenue vehicle and diesel fuel usage	0.079	50.6%	Mainly lower non-revenue vehicle and diesel fuel usage
Insurance	0.014	40.0%	The favorable timing of payments	(0.044)	(51.8)%	The unfavorable timing of payments
Claims	0.014	36.8%	The favorable timing of payments	0.052	24.0%	The favorable timing of payments
Maintenance Contracts	0.097	60.2%	Mostly the favorable timing of expenses	0.125	15.1%	Mostly the favorable timing of expenses
Professional Service Contracts	0.054	84.4%	Favorable timing of payments	0.057	23.2%	Favorable timing of payments
Other Business Expenses				0.100	89.3%	Favorable timing of payments

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
July 2012
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.000	0.040	0.040	-	0.029	0.069	0.040	137.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	0.000	0.000	-	0.020	0.020	0.000	0.0
Capital and Other Reimbursements	0.194	(0.162)	(0.356)	(183.5)	(0.260)	(1.004)	(0.744)	(286.2)
Total Receipts	\$0.194	(\$0.122)	(\$0.316)	(162.9)	(\$0.211)	(\$0.915)	(\$0.704)	(333.6)
Expenditures								
Labor:								
Labor:	0.000	(0.145)	(0.145)	-	0.017	(0.128)	(0.145)	(852.9)
Payroll	(0.014)	0.004	0.018	128.6	0.070	0.071	0.001	1.4
Overtime	(0.005)	0.000	0.005	100.0	0.026	0.036	0.010	38.5
Health and Welfare	0.000	0.000	0.000	-	0.000	0.000	0.000	-
OPEB Current Portion	(0.367)	0.503	0.870	237.1	1.792	1.057	(0.735)	(41.0)
Pensions	(0.130)	(0.032)	0.098	75.4	0.016	0.255	0.239	1,493.8
Other Fringe Benefits	(0.049)	(0.049)	0.000	0.0	(0.098)	(0.049)	0.049	50.0
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.565)	\$0.281	\$0.846	149.7	\$1.823	\$1.242	(\$0.581)	(31.9)
Total Labor Expenditures								
Non-Labor:	(0.047)	0.000	0.047	100.0	(0.094)	0.000	0.094	100.0
Electric Power	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Fuel	(0.014)	0.000	0.014	100.0	0.067	0.024	(0.043)	(64.2)
Insurance	(0.014)	0.000	0.014	100.0	(0.061)	(0.010)	0.051	83.6
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	(0.010)	(0.026)	(0.016)	-	0.050	0.044	(0.006)	(12.0)
Mtce. and Other Operating Contracts	(0.029)	0.025	0.054	186.2	(0.001)	0.056	0.057	5,700.0
Professional Service Contracts	0.038	(0.125)	(0.163)	(428.9)	(0.248)	(0.673)	(0.425)	(171.4)
Materials & Supplies	(0.051)	0.000	0.051	-	(0.110)	(0.010)	0.100	-
Other Business Expenditures	(0.127)	(0.126)	\$0.001	-	(\$0.397)	(\$0.569)	(\$0.172)	-
Total Non-Labor Expenditures								
Other Expenditures Adjustments:	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expenditures Adjustments								
Total Expenses before Depreciation and OPEB	(\$0.692)	\$0.155	\$0.847	122.4	\$1.426	\$0.673	(\$0.753)	(52.8)
Depreciation Adjustment	0.741	0.741	0.000	0.0	5.291	5.291	0.000	0.0
Other Post Employment Benefits	0.150	0.150	0.000	0.0	1.550	1.550	0.000	0.0
Total Expenditures	\$0.199	\$1.046	\$0.847	425.6	\$8.267	\$7.514	(\$0.753)	(9.1)
Total Cash Conversion Adjustments	\$0.393	\$0.924	\$0.531	135.1	\$8.056	\$6.599	(\$1.457)	(18.1)

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2012 MID-YEAR FORECAST VERSUS 2012 PRELIMINARY ACTUAL
(in millions)**

<u>Month of July</u>		<u>Variance</u>		<u>Explanation</u>
<u>Forecast</u>	<u>Actual</u>	<u>Amount</u>	<u>Percent</u>	
0.341	0.328	(0.013)	(3.9%)	Shuttle buses replaced trains between Grasmere and Saint George

<u>Year to Date</u>			
2.678	2.659	(0.019)	(0.7%)

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

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

	<u>Month of July</u>		<u>Variance</u>		<u>Explanation</u>
	<u>2011</u>	<u>2012</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.014	0.014	0.000	1.1%	
Average Weekend	0.009	0.007	(0.002)	(26.7%)	Shuttle buses replaced trains between Grasmere and Saint George
<u>12-Month Rolling Average</u>					
Average Weekday	0.016	0.016	0.001	3.3%	Continuing positive trend.
Average Weekend	0.009	0.008	(0.000)	(3.7%)	Shuttle buses replaced trains on multiple weekends

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

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
July 2012

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	14	12	2
General Office	9	8	1
Purchasing/Stores	6	6	0
Total Administration	29	26	3
Operations			
Transportation	91	93	(2)
Total Operations	91	93	(2)
Maintenance			
Mechanical	43	41	2
Electronics/Electrical	12	7	5
Power/Signals	26	25	1
Maintenance of Way	46	47	(1)
Infrastructure	25	26	(1)
Total Maintenance	152	146	6
Total Positions	272	265	7
Non-Reimbursable	269	262	7
Reimbursable	3	3	0
Total Full-Time	272	265	7
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
July 2012

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	13	3	
Professional, Technical, Clerical	13	13	0	
Operational Hourlies	0	0	0	
Total Administration	29	26	3	
Operations				
Managers/Supervisors	5	4	1	
Professional, Technical, Clerical	3	4	(1)	
Operational Hourlies	83	85	(2)	
Total Operations	91	93	(2)	
Maintenance				
Managers/Supervisors	7	7	0	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	142	138	4	
Total Maintenance	152	146	6	
Engineering/Capital				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
Total Engineering/Capital	0	0	0	
Public Safety				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
Total Public Safety	0	0	0	
Total Positions				
Managers/Supervisors	28	24	4	
Professional, Technical, Clerical	19	18	1	
Operational Hourlies	225	223	2	
Total Positions	272	265	7	



FINANCIAL AND RIDERSHIP REPORT

June 2012

(All data are preliminary and subject to audit)

In the month of June, operating revenue was \$0.7 million, less than \$0.1 million (5.9 percent) higher than the Mid-Year Forecast (forecast), due primarily to higher student fare reimbursements. Inasmuch as the forecast includes actual results through May, the June year-to-date results represent the same dollar variances from forecast as the month.

June 2012 average weekday ridership was 16,429, 1.1 percent (181 riders) below June 2011. Average weekday ridership for the twelve months ending June 2012 was 16,272, 3.5 percent (545 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 forecast in June by \$0.6 million (18.0 percent). Labor expenses underran forecast by a net \$0.1 million (3.1 percent), due mostly to the favorable timing of labor contract resolution and vacancy savings, partly offset by higher overtime vacancy coverage requirements. Non-labor expenses were less than forecast by \$0.5 million (44.8 percent), due largely to the favorable timing of materials & supplies and maintenance contract expenses and underruns in energy costs. As explained above, the June year-to-date results represent the same dollar variances from forecast as the month.

Depreciation expenses were \$0.7 million in the month, equal to forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$0.2 million of accrued expenses in June, equal to forecast.

The operating cash deficit (excluding subsidies) in June was \$4.4 million, \$1.4 million (46.7 percent) higher than forecast, due primarily to the unfavorable timing of pension payments.

Table 1

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
June 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.486	0.477	(0.009)	(1.9)	-	-	-	-	0.486	0.477	0.009	(1.9)
Other Operating Revenue	0.141	0.187	0.046	32.6	-	-	-	-	0.141	0.187	0.046	32.6
Capital and Other Reimbursements	-	-	-	-	0.120	0.194	0.074	61.7	0.120	0.194	0.074	61.7
Total Revenue	\$ 0.627	\$ 0.664	\$ 0.037	5.9	\$ 0.120	\$ 0.194	\$ 0.074	61.7	\$ 0.747	\$ 0.858	\$ 0.111	14.9
Expenses												
Labor:												
Payroll	1.200	0.912	0.288	24.0	0.020	0.069	(0.049)	(245.0)	1.220	0.981	0.239	19.6
Overtime	0.031	0.088	(0.057)	(183.9)	0.080	0.046	0.034	42.5	0.111	0.134	(0.023)	(20.7)
Total Salaries & Wages	\$ 1.231	\$ 1.000	\$ 0.231	18.8	\$ 0.100	\$ 0.115	\$ (0.015)	(15.0)	\$ 1.331	\$ 1.115	\$ 0.216	16.2
Health and Welfare	0.352	0.326	0.026	7.4	0.066	0.023	0.043	65.2	0.418	0.349	0.069	16.5
OPEB Current Portion	0.056	0.053	0.003	5.4	-	-	-	-	0.056	0.053	0.003	5.4
Pensions	0.337	0.459	(0.122)	(36.2)	0.001	0.044	(0.043)	(4,300.0)	0.338	0.503	(0.165)	(48.8)
Other Fringe Benefits	0.032	0.108	(0.076)	(237.5)	0.002	0.008	(0.006)	(300.0)	0.034	0.116	(0.082)	(241.2)
Total Fringe Benefits	\$ 0.777	\$ 0.946	\$ (0.169)	(21.8)	\$ 0.069	\$ 0.075	\$ (0.006)	(8.7)	\$ 0.846	\$ 1.021	\$ (0.175)	(20.7)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.008	\$ 1.946	\$ 0.062	3.1	\$ 0.169	\$ 0.190	\$ (0.021)	(12.4)	\$ 2.177	\$ 2.136	\$ 0.041	1.9
Non-Labor:												
Electric Power	0.442	0.309	0.133	30.1	-	-	-	-	0.442	0.309	0.133	30.1
Fuel	0.050	0.009	0.041	82.0	-	-	-	-	0.050	0.009	0.041	82.0
Insurance	0.021	0.022	(0.001)	(4.8)	-	-	-	-	0.021	0.022	(0.001)	(4.8)
Claims	0.024	0.023	0.001	4.2	-	-	-	-	0.024	0.023	0.001	4.2
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.151	0.133	0.018	11.9	-	-	-	-	0.151	0.133	0.018	11.9
Professional Service Contracts	0.035	0.035	-	0.0	-	-	-	-	0.035	0.035	-	0.0
Materials & Supplies	0.397	0.088	0.309	77.8	(0.049)	0.004	(0.053)	(108.2)	0.348	0.092	0.256	73.6
Other Business Expenses	0.001	-	0.001	100.0	-	-	-	-	0.001	-	0.001	100.0
Total Non-Labor Expenses	\$ 1.121	\$ 0.619	\$ 0.502	44.8	\$ (0.049)	\$ 0.004	\$ (0.053)	(108.2)	\$ 1.072	\$ 0.623	\$ 0.449	41.9
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 3.129	\$ 2.565	\$ 0.564	18.0	\$ 0.120	\$ 0.194	\$ (0.074)	(61.7)	\$ 3.249	\$ 2.759	\$ 0.490	15.1
Depreciation	0.741	0.741	-	0.0	-	-	-	-	0.741	0.741	-	0.0
Other Post Employment Benefits	0.150	0.150	-	0.0	-	-	-	-	0.150	0.150	-	0.0
Total Expenses	\$ 4.020	\$ 3.456	\$ 0.564	14.0	\$ 0.120	\$ 0.194	\$ (0.074)	(61.7)	\$ 4.140	\$ 3.650	\$ 0.490	11.8
Net Surplus/(Deficit)	\$ (3.393)	\$ (2.792)	\$ 0.601	17.7	\$ -	\$ -	\$ -	-	\$ (3.393)	\$ (2.792)	\$ 0.601	17.7

Table 2

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2012 Year-to-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	2.769	2.760	(0.009)	(0.3)	-	-	-	-	2.769	2.760	(0.009)	(0.3)
Other Operating Revenue	1.223	1.269	0.046	3.8	-	-	-	-	1.223	1.269	0.046	3.8
Capital and Other Reimbursements	-	-	-	-	0.956	1.030	0.074	7.7	0.956	1.030	0.074	7.7
Total Revenue	\$ 3.992	\$ 4.029	\$ 0.037	0.9	\$ 0.956	\$ 1.030	\$ 0.074	7.7	\$ 4.948	\$ 5.059	\$ 0.111	2.2
Expenses												
Labor:												
Payroll	7.124	6.836	0.288	4.0	0.169	0.218	(0.049)	(29.0)	7.293	7.054	0.239	3.3
Overtime	0.661	0.718	(0.057)	(8.6)	0.225	0.191	0.034	15.1	0.886	0.909	(0.023)	(2.6)
Total Salaries & Wages	\$ 7.785	\$ 7.554	\$ 0.231	3.0	\$ 0.394	\$ 0.409	\$ (0.015)	(3.8)	\$ 8.179	\$ 7.963	\$ 0.216	2.6
Health and Welfare	1.646	1.620	0.026	1.6	0.115	0.072	0.043	37.4	1.761	1.692	0.069	3.9
OPEB Current Portion	0.321	0.318	0.003	0.9	-	-	-	-	0.321	0.318	0.003	0.9
Pensions	2.776	2.898	(0.122)	(4.4)	0.088	0.131	(0.043)	(48.9)	2.864	3.029	(0.165)	(5.8)
Other Fringe Benefits	0.904	0.980	(0.076)	(8.4)	0.067	0.073	(0.006)	(9.0)	0.971	1.053	(0.082)	(8.4)
Total Fringe Benefits	\$ 5.647	\$ 5.816	\$ (0.169)	(3.0)	\$ 0.270	\$ 0.276	\$ (0.006)	(2.2)	\$ 5.917	\$ 6.092	\$ (0.175)	(3.0)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 13.432	\$ 13.370	\$ 0.062	0.5	\$ 0.664	\$ 0.685	\$ (0.021)	(3.2)	\$ 14.096	\$ 14.055	\$ 0.041	0.3
Non-Labor:												
Electric Power	2.243	2.110	0.133	5.9	-	-	-	-	2.243	2.110	0.133	5.9
Fuel	0.106	0.065	0.041	38.7	-	-	-	-	0.106	0.065	0.041	38.7
Insurance	0.131	0.132	(0.001)	(0.8)	-	-	-	-	0.131	0.132	(0.001)	(0.8)
Claims	0.132	0.131	0.001	0.8	-	-	-	-	0.132	0.131	0.001	0.8
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Misc. and Other Operating Contracts	0.727	0.709	0.018	2.5	-	-	-	-	0.727	0.709	0.018	2.5
Professional Service Contracts	0.210	0.210	-	0.0	-	-	-	-	0.210	0.210	-	0.0
Materials & Supplies	1.253	0.944	0.309	24.7	0.292	0.345	(0.053)	(18.2)	1.545	1.289	0.256	16.6
Other Business Expenses	0.002	0.001	0.001	50.0	-	-	-	-	0.002	0.001	0.001	50.0
Total Non-Labor Expenses	\$ 4.804	\$ 4.302	\$ 0.502	10.4	\$ 0.292	\$ 0.345	\$ (0.053)	(18.2)	\$ 5.096	\$ 4.647	\$ 0.449	8.8
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 18.236	\$ 17.672	\$ 0.564	3.1	\$ 0.956	\$ 1.030	\$ (0.074)	(7.7)	\$ 19.192	\$ 18.702	\$ 0.490	2.6
Depreciation	4.550	4.550	-	0.0	-	-	-	-	4.550	4.550	-	0.0
Other Post Employment Benefits	1.400	1.400	-	0.0	-	-	-	-	1.400	1.400	-	0.0
Total Expenses	\$ 24.186	\$ 23.622	\$ 0.564	2.3	\$ 0.956	\$ 1.030	\$ (0.074)	(7.7)	\$ 25.142	\$ 24.652	\$ 0.490	1.9
Net Surplus/(Deficit)	\$ (20.194)	\$ (19.593)	\$ 0.601	3.0	\$ -	\$ -	\$ -	-	\$ (20.194)	\$ (19.593)	\$ 0.601	3.0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN- 2012 MID-YEAR FORECAST
EXPLANATIONS OF VARIANCES BETWEEN 2012 MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 2012
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	Non Reimb.	0.046	32.6%	Mainly higher student fare reimbursements			
Payroll	Non Reimb.	0.288	24.0%	Timing of labor contract resolution and vacancy control savings			
Overtime	Non Reimb.	(0.057)	over (100.0)	Mostly vacancy coverage requirements and the timing of reclassification of project work to reimbursable expenses			
Health and Welfare	Non Reimb.	0.026	7.4%	Timing of expenses/vacancies			
Pension	Non Reimb.	(0.122)	(36.2%)	Timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.076)	over (100.0)	Mostly timing of expenses			
Electric Power	Non Reimb.	0.133	30.1%	Mainly lower billings			
Fuel	Non Reimb.	0.041	82.0%	Mostly lower non-revenue vehicle and diesel fuel usage			
Mtce. And Other Operating Contracts	Non Reimb.	0.018	11.9%	Timing of expenses			
Materials and Supplies	Non Reimb.	0.309	77.8%	Timing of expenses			
Capital and Other Reimbursements	Reimb.	0.074	61.7%	Timing of Contractor requirements			
Payroll	Reimb.	(0.049)	over (100.0)	Timing of Contractor requirements			
Overtime	Reimb.	0.034	42.5%	Timing of Contractor requirements			
Health and Welfare	Reimb.	0.043	65.2%	Timing of Contractor requirements			
Pension	Reimb.	(0.043)	over (100.0)	Timing of Contractor requirements			
Other Fringe Benefits	Reimb.	(0.006)	over (100.0)	Timing of Contractor requirements			

SINCE THE 2012 MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH

Table 4

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
June 2012
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.486	0.477	(0.009)	(1.9)	2.798	2.789	(0.009)	(0.3)
Other Operating Revenue	0.141	0.187	0.046	32.6	1.243	1.289	0.046	3.7
Capital and Other Reimbursements	0.314	-	(0.314)	(100.0)	0.502	0.188	(0.314)	(62.5)
Total Receipts	\$ 0.941	\$ 0.664	\$ (0.277)	(29.4)	\$ 4.543	\$ 4.266	\$ (0.277)	(6.1)
<u>Expenditures</u>								
Labor:								
Payroll	1.220	0.981	0.239	19.6	7.276	7.037	0.239	3.3
Overtime	0.094	0.134	(0.040)	(42.6)	0.802	0.842	(0.040)	(5.0)
Health and Welfare	0.423	0.349	0.074	17.5	1.730	1.656	0.074	4.3
OPEB Current Portion	0.056	0.053	0.003	5.4	0.321	0.318	0.003	0.9
Pensions	0.705	2.475	(1.770)	(251.1)	0.705	2.475	(1.770)	(251.1)
Other Fringe Benefits	0.164	0.105	0.059	36.0	0.825	0.766	0.059	7.2
GASB Account	0.049	-	0.049	100.0	0.049	-	0.049	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.711	\$ 4.097	\$ (1.386)	(51.1)	\$ 11.708	\$ 13.094	\$ (1.386)	(11.8)
Non-Labor:								
Electric Power	0.489	0.309	0.180	36.8	2.290	2.110	0.180	7.9
Fuel	0.050	0.009	0.041	82.0	0.106	0.065	0.041	38.7
Insurance	0.035	0.093	(0.058)	(165.7)	0.050	0.108	(0.058)	(116.0)
Claims	0.038	-	0.038	100.0	0.179	0.141	0.038	21.2
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.161	0.133	0.028	17.4	0.667	0.639	0.028	4.2
Professional Service Contracts	0.064	0.061	0.003	4.7	0.182	0.179	0.003	1.6
Materials & Supplies	0.310	0.316	(0.006)	(1.9)	1.831	1.837	(0.006)	(0.3)
Other Business Expenditures	0.051	0.001	0.050	98.0	0.061	0.011	0.050	82.0
Total Non-Labor Expenditures	\$ 1.198	\$ 0.922	\$ 0.276	23.0	\$ 5.366	\$ 5.090	\$ 0.276	5.1
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 3.909	\$ 5.019	\$ (1.110)	(28.4)	\$ 17.074	\$ 18.184	\$ (1.110)	(6.5)
Operating Cash Deficit	\$ (2.968)	\$ (4.355)	\$ (1.387)	(46.7)	\$ (12.531)	\$ (13.918)	\$ (1.387)	(11.1)

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN 2012 MID-YEAR FORECAST AND ACTUAL CASH BASIS
June 2012
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
SINCE THE 2012 MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH						
Other Operating Revenue	0.046	32.6%	Mainly higher student fare reimbursements			
Capital and Other Reimbursements	(0.314)	(100.0%)	Mostly the unfavorable timing of reimbursements			
Payroll	0.239	19.6%	Timing/vacancy control savings			
Overtime	(0.040)	(42.6%)	Mainly vacancy coverage requirements			
Health and Welfare	0.074	17.5%	Favorable timing of payments and expenses, and vacancies			
Pensions	(1.770)	over (100.0)	Unfavorable timing of payments			
Other Fringe Benefits	0.059	36.0%	Favorable timing of payments			
Electric Power	0.180	36.8%	Mainly lower billings			
Fuel	0.041	82.0%	Mainly lower non-revenue vehicle and diesel fuel usage			
Insurance	(0.058)	over (100.0)	The unfavorable timing of payments			
Claims	0.038	100.0%	The favorable timing of payments			
Maintenance Contracts	0.028	17.4%	Favorable timing of expenses and payments			

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
June 2012
(\$ in millions)

TABLE V

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.000	0.000	0.000	-	0.029	0.029	0.000	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	0.000	0.000	-	0.020	0.020	0.000	0.0
Capital and Other Reimbursements	0.194	(0.194)	(0.388)	(200.0)	(0.454)	(0.842)	(0.388)	(85.5)
Total Receipts	\$0.194	(\$0.194)	(\$0.388)	(200.0)	(\$0.405)	(\$0.793)	(\$0.388)	(95.8)
Expenditures								
Labor:								
Payroll	0.000	0.000	0.000	-	0.017	0.017	0.000	0.0
Overtime	0.017	0.000	(0.017)	(100.0)	0.084	0.067	(0.017)	(20.2)
Health and Welfare	(0.005)	0.000	0.005	100.0	0.031	0.036	0.005	16.1
OPEB Current Portion	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(0.367)	(1.972)	(1.605)	(437.3)	2.159	0.554	(1.605)	(74.3)
Other Fringe Benefits	(0.130)	0.011	0.141	108.5	0.146	0.287	0.141	96.6
GASB Account	(0.049)	0.000	0.049	100.0	(0.049)	0.000	0.049	100.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$0.534)	(\$1.961)	(\$1.427)	(267.2)	\$2.388	\$0.961	(\$1.427)	(59.8)
Non-Labor:								
Electric Power	(0.047)	0.000	0.047	100.0	(0.047)	0.000	0.047	100.0
Fuel	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Insurance	(0.014)	(0.071)	(0.057)	(407.1)	0.081	0.024	(0.057)	(70.4)
Claims	(0.014)	0.023	0.037	264.3	(0.047)	(0.010)	0.037	78.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	(0.010)	0.000	0.010	-	0.060	0.070	0.010	16.7
Professional Service Contracts	(0.029)	(0.026)	0.003	10.3	0.028	0.031	0.003	10.7
Materials & Supplies	0.038	(0.224)	(0.262)	(689.5)	(0.286)	(0.548)	(0.262)	(91.6)
Other Business Expenditures	(0.050)	(0.001)	0.049	-	(0.059)	(0.010)	0.049	-
Total Non-Labor Expenditures	(\$0.126)	(\$0.299)	(\$0.173)	-	(\$0.270)	(\$0.443)	(\$0.173)	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	(\$0.660)	(\$2.260)	(\$1.600)	(242.4)	\$2.118	\$0.518	(\$1.600)	(75.5)
Depreciation Adjustment	0.741	0.741	0.000	0.0	4.550	4.550	0.000	0.0
Other Post Employment Benefits	0.150	0.150	0.000	0.0	1.400	1.400	0.000	0.0
Total Expenditures	\$0.231	(\$1.369)	(\$1.600)	(692.6)	\$8.068	\$6.468	(\$1.600)	(19.8)
Total Cash Conversion Adjustments	\$0.425	(\$1.563)	(\$1.988)	(467.8)	\$7.663	\$5.675	(\$1.988)	(25.9)

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2012 MID-YEAR FORECAST VERSUS 2012 PRELIMINARY ACTUAL
(in millions)**

<u>Month of June</u>		<u>Variance</u>		<u>Explanation</u>
<u>Forecast</u>	<u>Actual</u>	<u>Amount</u>	<u>Percent</u>	
0.394	0.388	(0.006)	(1.5%)	

<u>Year to Date</u>			
2.337	2.331	(0.006)	(0.3%)

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

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

	<u>Month of June</u>		<u>Variance</u>		<u>Explanation</u>
	<u>2011</u>	<u>2012</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.017	0.016	(0.000)	(1.1%)	
Average Weekend	0.010	0.009	(0.000)	(2.7%)	
<u>12-Month Rolling Average</u>					
Average Weekday	0.016	0.016	0.001	3.5%	Continuing positive trend.
Average Weekend	0.009	0.009	(0.000)	(0.8%)	

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

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
June 2012

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	14	12	2
General Office	9	9	0
Purchasing/Stores	6	6	0
Total Administration	29	27	2
Operations			
Transportation	91	92	(1)
Total Operations	91	92	(1)
Maintenance			
Mechanical	43	41	2
Electronics/Electrical	12	7	5
Power/Signals	26	22	4
Maintenance of Way	46	47	(1)
Infrastructure	25	26	(1)
Total Maintenance	152	143	9
Total Positions	272	262	10
Non-Reimbursable	269	259	10
Reimbursable	3	3	0
Total Full-Time	272	262	10
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
June 2012

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	13	3	
Professional, Technical, Clerical	13	14	(1)	
Operational Hourlies	0	0	0	
Total Administration	29	27	2	
Operations				
Managers/Supervisors	5	4	1	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	83	85	(2)	
Total Operations	91	92	(1)	
Maintenance				
Managers/Supervisors	7	10	(3)	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	142	132	10	
Total Maintenance	152	143	9	
Engineering/Capital				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
Total Engineering/Capital	0	0	0	
Public Safety				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
Total Public Safety	0	0	0	
Total Positions				
Managers/Supervisors	28	27	1	
Professional, Technical, Clerical	19	18	1	
Operational Hourlies	225	217	8	
Total Positions	272	262	10	



New York City Transit

FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through July 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	\$67.9	\$48.4	71
Design Completions	63.1	27.5	44
Awards	1,813.5	1,599.1	88
Substantial Completions	2,089.1	1,612.3	77
Closeouts	3,248.2	665.9	21

During June and July, NYCT awarded projects totaling \$875.3 million, including:

- the purchase of 300 new R179 'B' Division subway cars;
- construction of a new ventilation plant at Mulry Square in Manhattan;
- the purchase of 54 new express buses;
- rehabilitation of components at the 149th Street-Grand Concourse Station on the White Plains Road and Jerome Lines in the Bronx; and
- installation of an ADA accessible elevator at the Dyckman Street Station on the Broadway-7th Avenue Line in Manhattan.

During the same period, NYCT substantially completed projects totaling \$297.9 million. The completions included:

- station rehabilitation work at seven elevated stations and segments of the elevated structure on the West End Line in Brooklyn;
- rehabilitation of the Jackson Avenue ventilation plant to serve tunnel sections of the Astoria, Queens Boulevard, and Crosstown Lines;
- the purchase of 90 40-foot low floor compressed natural gas (CNG) powered buses;
- platform replacement and enhanced accessibility at the 45th Road-Court House Square Station on the IRT Flushing Line in Queens; and
- copper cable replacement along the right of way in the under river Steinway Tube.

Also during June and July, NYCT started 13 design projects totaling \$11.2 million, completed 12 designs for \$12.8 million, and closed out 21 projects for \$554.2 million.

Capital Program Status
June-July 2012

During June and July, NYCT awarded projects totaling \$875.3 million, including the \$729.2 million purchase of 300 new R179 'B' Division subway cars needed for the replacement of its current 'B' Division fleet, as well as provide cars sufficient for service expansion. The new railcars are needed to replace 272 R32 and R42 'B' Division cars and to support NYCT's plans for providing trains for anticipated service increases on various 'B' Division lines, as well as the opening of the Second Avenue Subway Phase 1. The new railcar design will feature improved safety, reliability, customer amenities, optimized operational and performance efficiency, and reduced energy consumption.

NYCT awarded a \$60.9 million project to construct a new vent plant that will serve the IND 8th Avenue and IRT 7th Avenue Lines, located at Greenwich Street and 7th Avenue on NYCT property known as Mulry Square in Manhattan. 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.

NYCT committed \$33.4 million to purchase 54 buses to be operated on express bus routes. The new buses will replace over-aged buses that are being kept in service to meet demand. The buses are designed to operate in Authority revenue service for a minimum of 12 years and will provide increased reliability and passenger comfort. These buses will meet Environmental Protection Administration (EPA) emission standards as well as Americans with Disabilities Act (ADA) standards.

NYCT awarded a \$13.1 million project to reconstruct / rehabilitate the platform floors and platform edges, repair drainage, and paint the 149th Street-Grand Concourse Station on the White Plains Road and Jerome Lines in the Bronx.

NYCT also awarded a \$10.7 million project to provide an ADA compliant elevator from the control house to the southbound platform, an accessible ramp, and other ADA elements at the Dyckman Street Station on the Broadway-7th Avenue Line in Manhattan.

Also during June and July, NYCT substantially completed projects totaling \$297.9 million, including a \$130.7 million project that brought station elements at seven elevated stations and segments of the elevated structure on the West End Line in Brooklyn into a state of good repair, and provided full ADA accessibility at the Bay Parkway Station. Six stations: 71st Street, 79th Street, 18th Avenue, 20th Avenue, 25th Avenue and Bay 50th Street Stations received component repair work. The Bay Parkway Station, an ADA Key station, received extensive rehabilitation including the installation of three elevators with associated machine rooms. Line structure rehabilitation work included the repair of structural defects from 63rd Street to north of Stillwell Terminal, as identified as part of NYCT's on-going inspection program.

NYCT completed the \$71.0 million replacement of three undersized vent plants by constructing one larger plant at Jackson Avenue, between 44th Drive (Nott Avenue) and Dutchkills Street in Queens, to serve tunnel sections of the Astoria, Queens Boulevard, and Crosstown Lines. The project scope included installation of four new high-capacity fans with local control and fiber-optic connections for remote operation from the Rail Control Center and connection to Hydraulics Maintenance Center in Brooklyn for remote monitoring, and the installation of necessary sensors, recorders, and other equipment. The project was funded by stimulus monies from the American Recovery and Reinvestment Act.

NYCT also completed the \$46.3 million purchase of 90 40-foot low floor compressed natural gas (CNG) powered buses. The new buses replace those that have exceeded their useful life and provide increased reliability and customer comfort.

NYCT substantially completed a \$16.2 million project to replace the platforms and provide enhanced accessibility at the 45th Road-Court House Square Station on the IRT Flushing Line in Queens. The project scope included replacement of the existing platform slabs and windscreens, tactile warning strips and signage, and refurbishment of employee facilities. This work complements a separate project, completed in June 2011, which included installation of three elevators and a transfer stair.

NYCT also completed a \$13.9 million copper cable replacement project along the right of way in the under-river Steinway Tube. Copper cables that were in poor condition and not retired under the System Application Migration (SAM) project were replaced under this project. These cables are used to connect equipment to the nearest SONET/ATM node site.

Also during June and July, NYCT started 13 design projects totaling \$11.2 million, completed 12 designs for \$12.8 million, and closed out 21 projects for \$554.2 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the 21 projects that NYCT closed-out in June and July.

Projects Closed During June and July 2012
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay	
Asbestos Abatement: Data Network B Option	\$8.7	\$11.9	08/09	34	
Mother Clara Hale Soil Remediation	6.2	7.0	11/11	8	*
Yard Track Rehab at Concourse & 207 St / 8th Av	4.2	3.9	03/12	3	
Yard Switches - 38th St /W. End, Pitkin-8th Av/Fulton	3.9	3.8	03/12	3	
Jamaica Depot Roof Repairs, Phase 1 [Mentor]	0.9	0.9	03/12	3	
PA/CIS: Station Communications Rooms: 8 Locations	8.1	5.1	04/12	3	*
Line Structure Overcoat: Bronx Pk East - 241 St. WPR	35.5	36.1	05/12	2	*
Overcoating: 15 Bridges / Brighton	8.8	5.8	05/12	2	*
Continuous Welded Rail - 2011	6.6	13.9	04/12	2	
Track Force Account - 2011	35.0	35.0	04/12	2	
Yard Switches - 2011	1.1	1.8	04/12	2	
Yard Track - 2011	0.8	1.3	04/12	2	
Mainline Track Switches at 238th Street	8.5	8.0	06/12	0	
Mainline Track Switches - 2012 At Broadway-7th Ave	5.3	5.3	06/12	0	
Mainline Track Switches at Jamaica	4.4	2.7	06/12	0	
2007 Access Control/Detection System	13.1	12.5	06/12	0	
East 180 Street Circuit Breaker House	14.3	14.4	07/12	0	*
East 180 Street Interlocking / White Plains Road	271.0	299.8	07/12	0	*
Ventilation Facilities: 8 Locations / Archer Avenue	73.2	73.1	07/12	(1)	
South Ferry EPR #5 Relocation	1.6	1.6	07/12	(1)	
Overcoating: 27 Street - 41 Avenue / Astoria & FLS	13.7	10.5	08/12	(2)	

* July closeout, others closed out in June

Closeout for Asbestos Abatement: Data Network B Option was delayed 34 months in order to provide continued abatement support for the ATM Network – B Division project through its substantial completion.

Closeout for the Mother Clara Hale Soil Remediation project was delayed 8 months in order to complete the performance of a QA/QC program as required by the New York State Department of Environmental Conservation. The creation a subproject utilizing remaining funds to support remediation of off-site contamination at MCH Depot (beneath the depot's sidewalk) contributed to the delay.

Status of Fan Plants and Fans
(as of June 30, 2012)

<u>Fan Plants</u>	<u>June '11</u>	<u>June '12</u>	<u>More/(Less)</u>
All	193	192	(1)
Operable	181	181	0
Inoperable	12	11	(1)
Reduced Capacity	0	0	0

<u>Fan Units</u>	<u>June '11</u>	<u>June '12</u>	<u>More/(Less)</u>
All	402	401	(1)
Operable	377	384	8
Inoperable	25	17	(8)
Reduced Capacity	0	0	0

Inoperable Fan Plants and Fans
(as of June 30, 2012)

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	4	4
MOW / Hydraulics	1	4
Warranty Work, Test Section	6	9
Repair or MTA-CC		
Total	11	17

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

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

July

Design Starts	\$19.5	11	\$8.0	10	41.1	90.9
Design Completions	22.4	11	9.5	8	42.3	72.7
Construction Awards	27.1	5	52.8	10	195.0	200.0
Substantial Completions	60.3	5	212.8	12	352.8	240.0
Closeouts	561.6	14	368.1	6	65.6	42.9

2012 Year-To-Date

Design Starts	\$67.9	40	\$48.4	49	71.3	122.5
Design Completions	63.1	52	27.5	28	43.6	53.8
Construction Awards	1,813.5	79	1,599.1	90	88.2	113.9
Substantial Completions	2,089.1	120	1,612.3	75	77.2	62.5
Closeouts	3,248.2	88	665.9	37	20.5	42.0

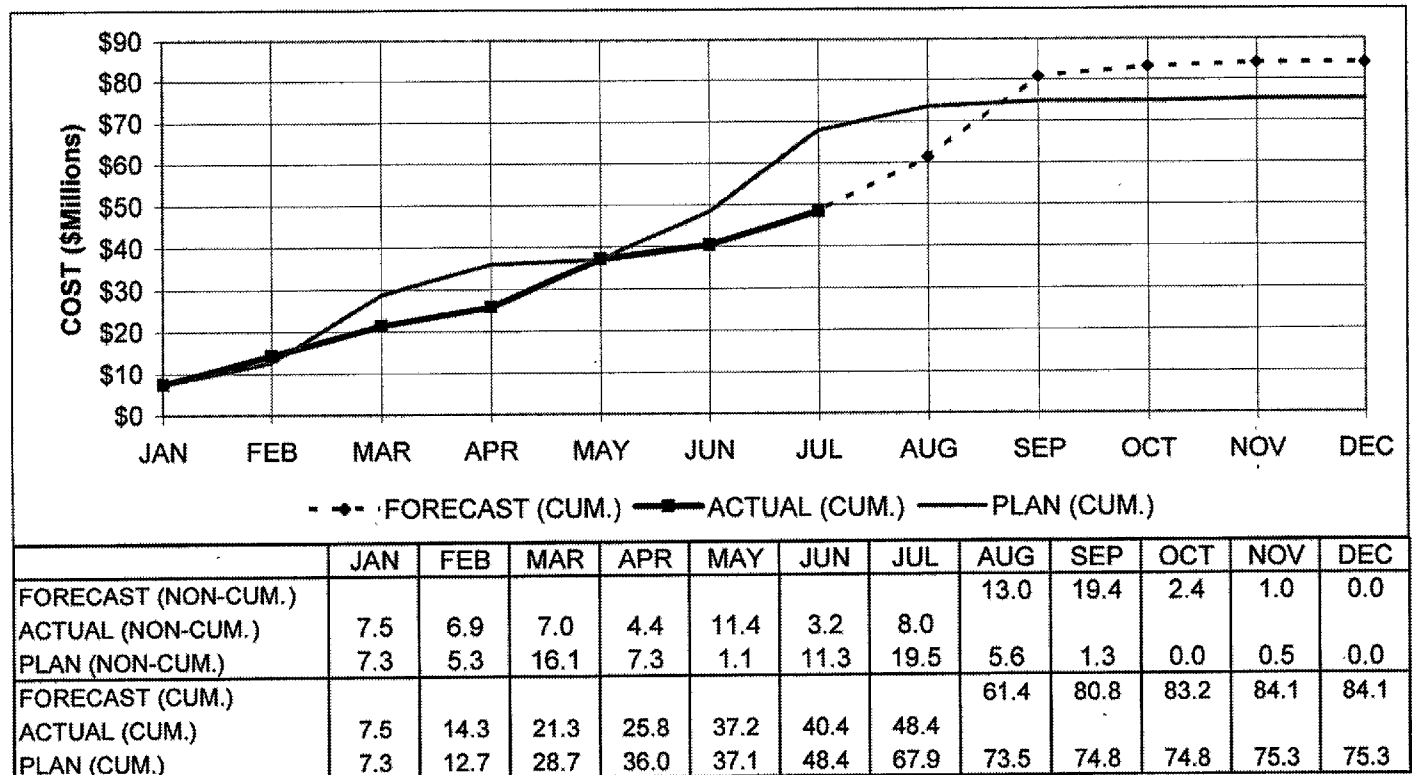
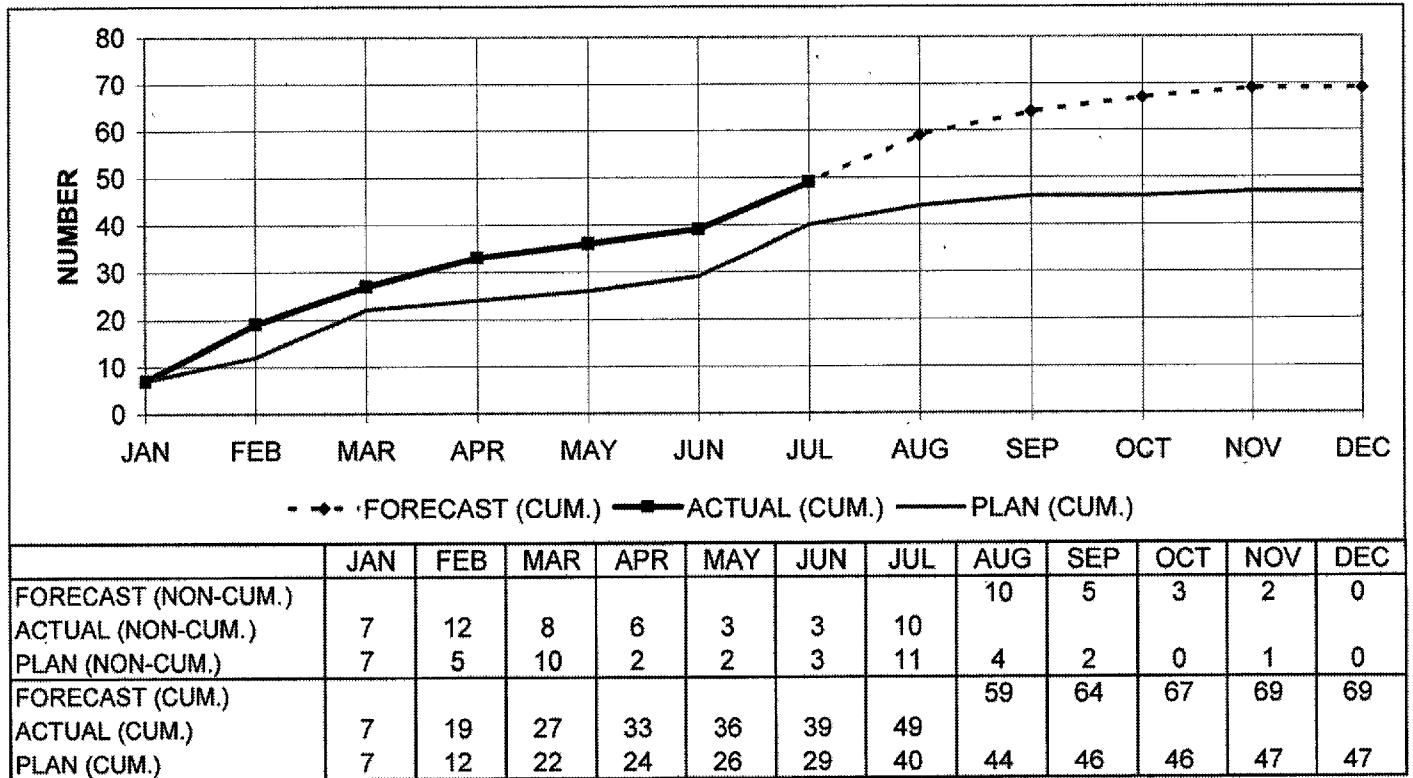
2012 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$75.3	47	\$84.1	69	111.7	146.8
Design Completions	119.7	92	103.3	91	86.3	98.9
Construction Awards	3,854.2	127	3,419.7	135	88.7	106.3
Substantial Completions	2,962.0	184	2,814.6	161	95.0	87.5
Closeouts	4,915.5	178	4,240.9	135	86.3	75.8

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

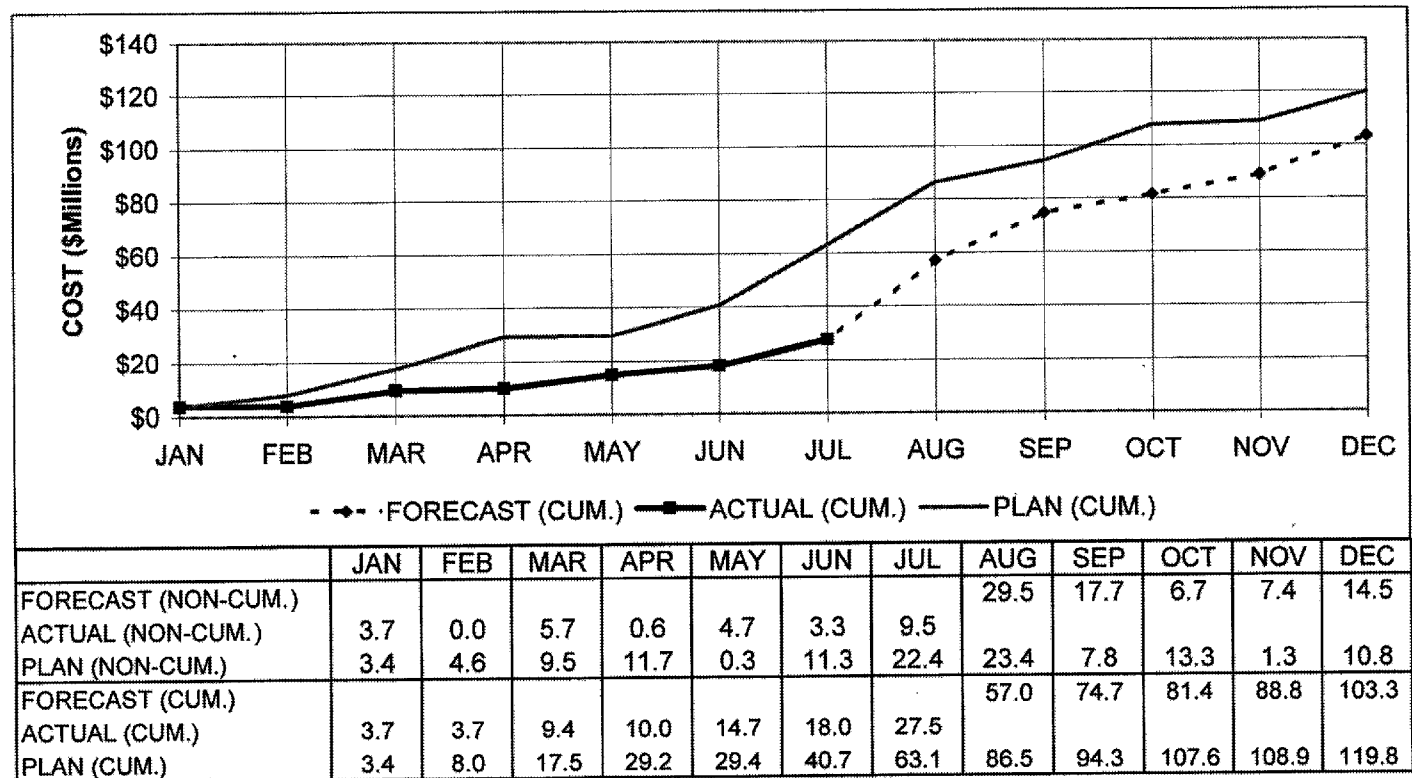
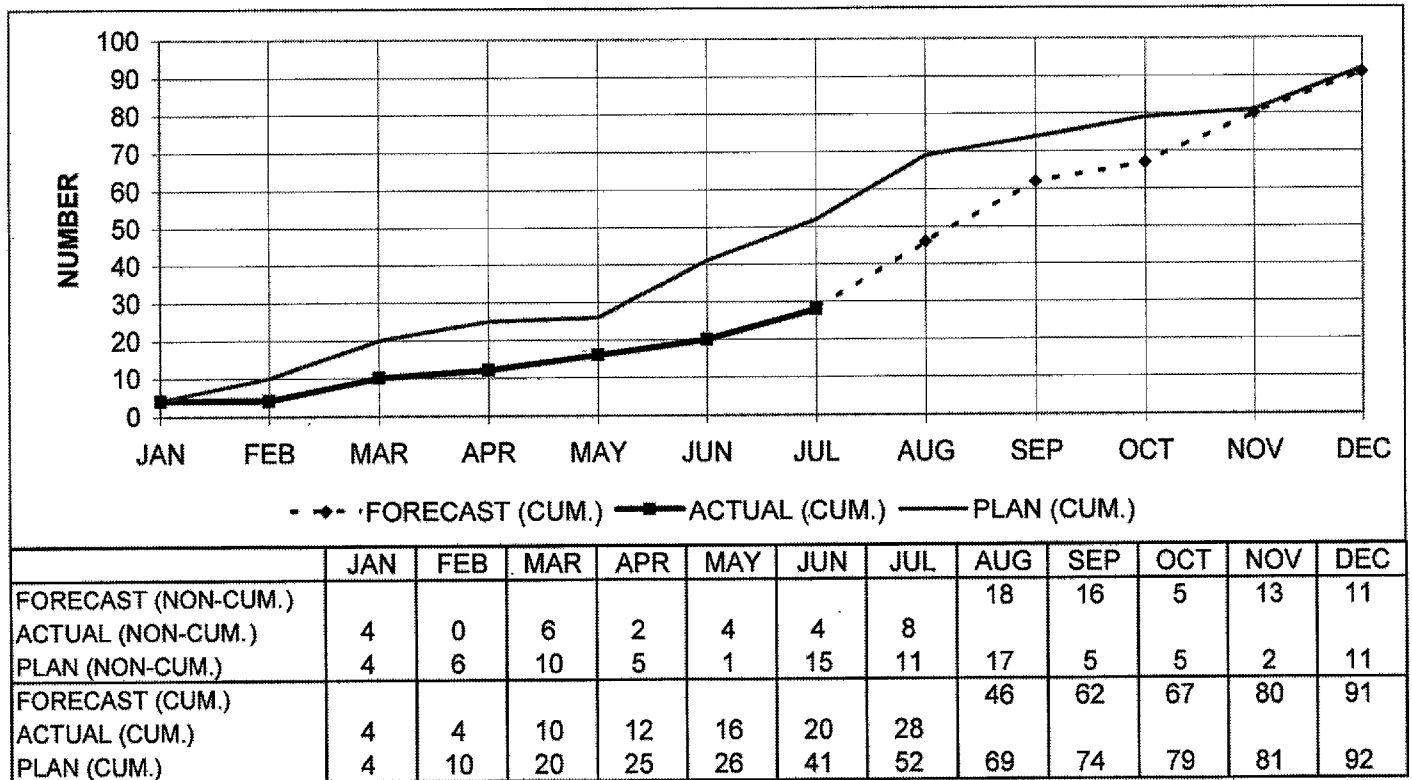
2012 Design Starts Charts

As of July 2012



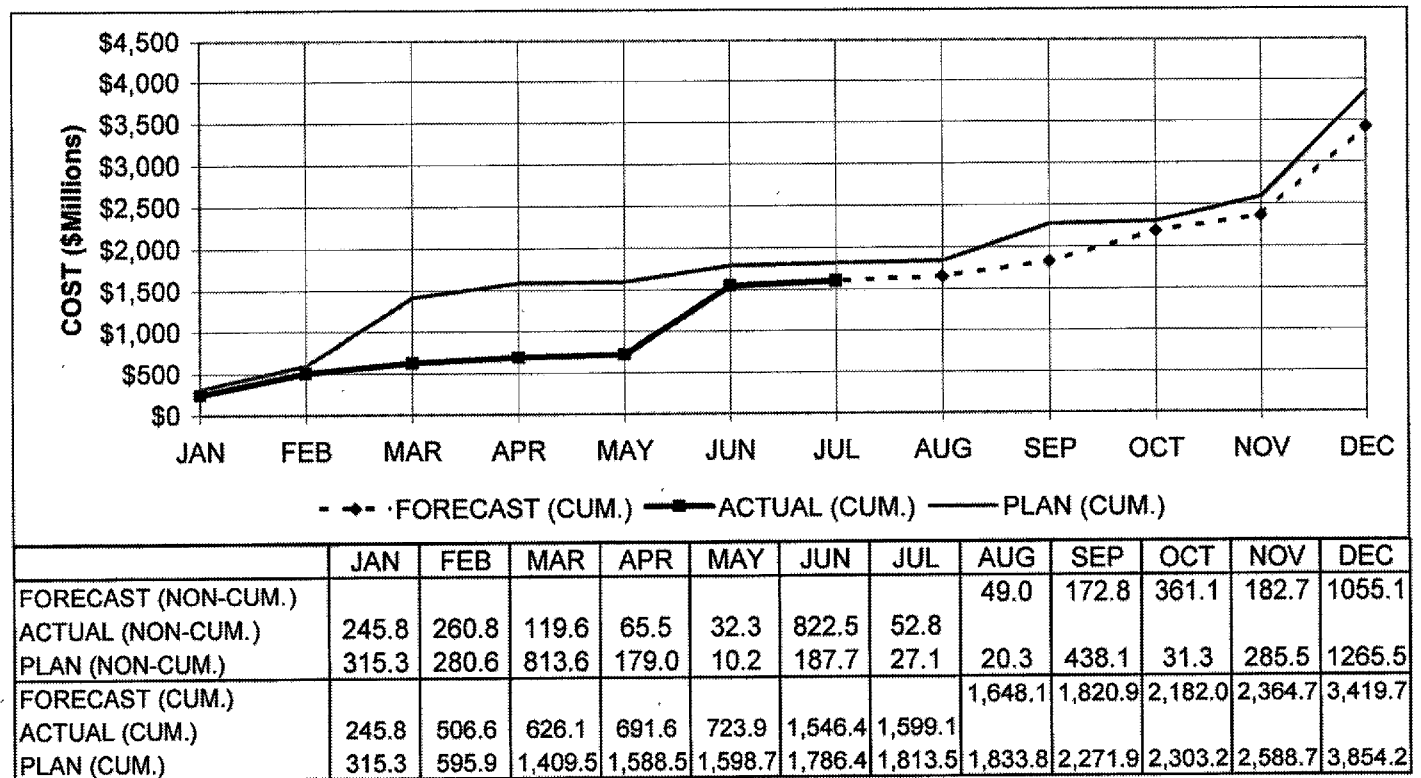
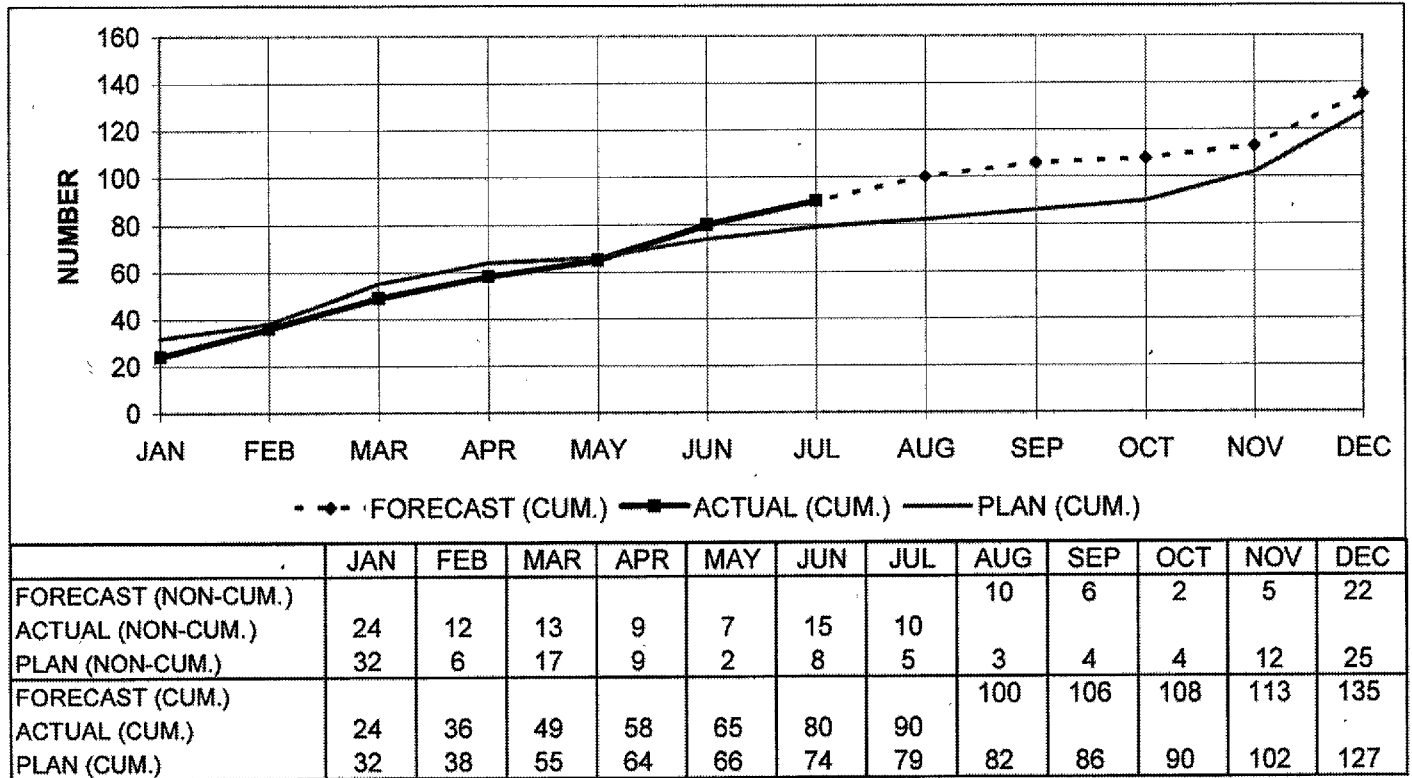
2012 Design Completions Charts

As of July 2012



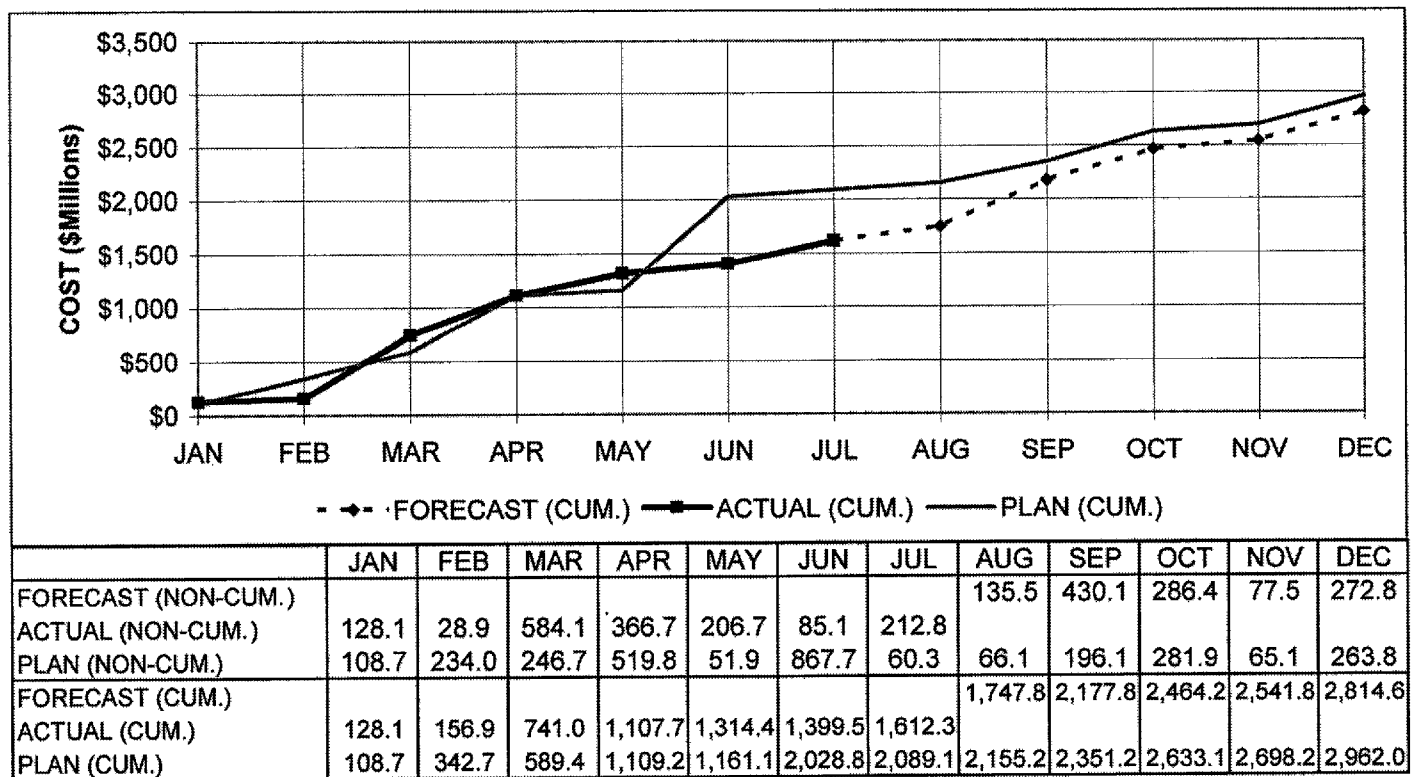
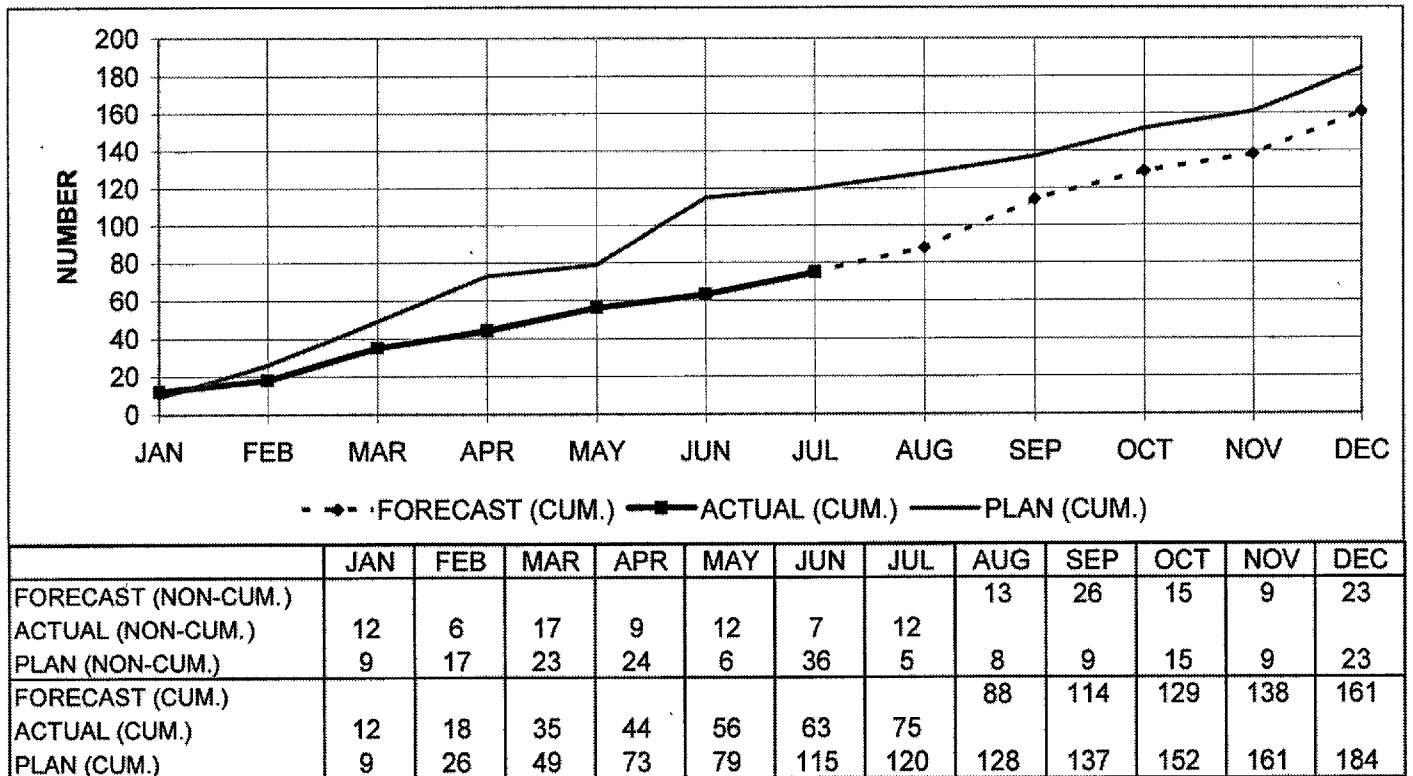
2012 Awards Charts

As of July 2012



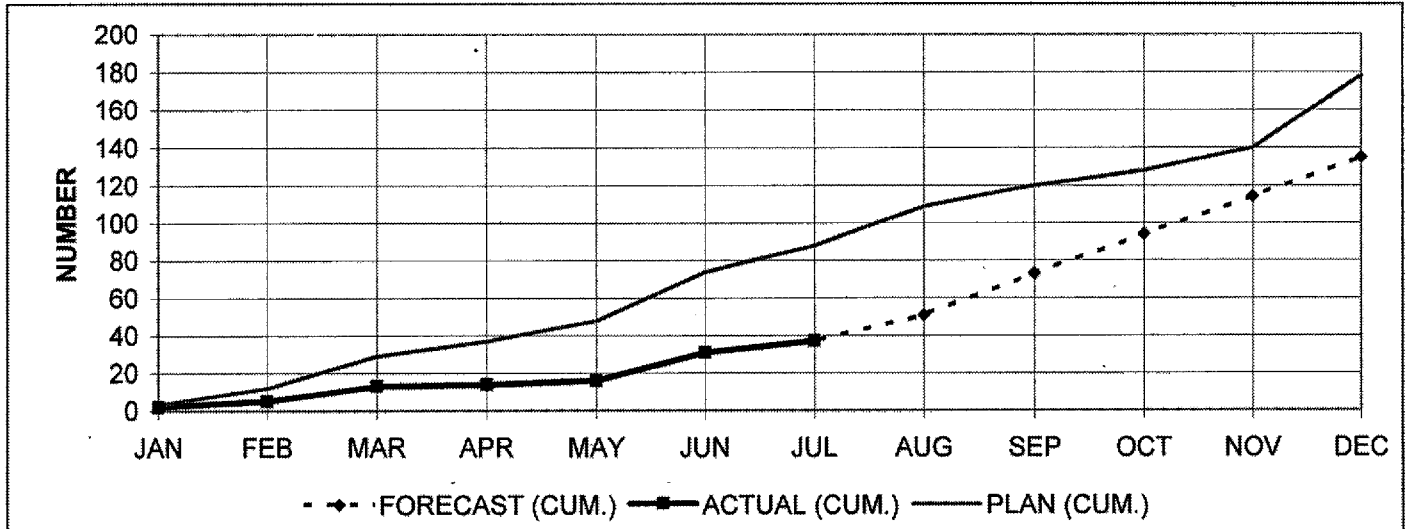
2012 Substantial Completions Charts

As of July 2012

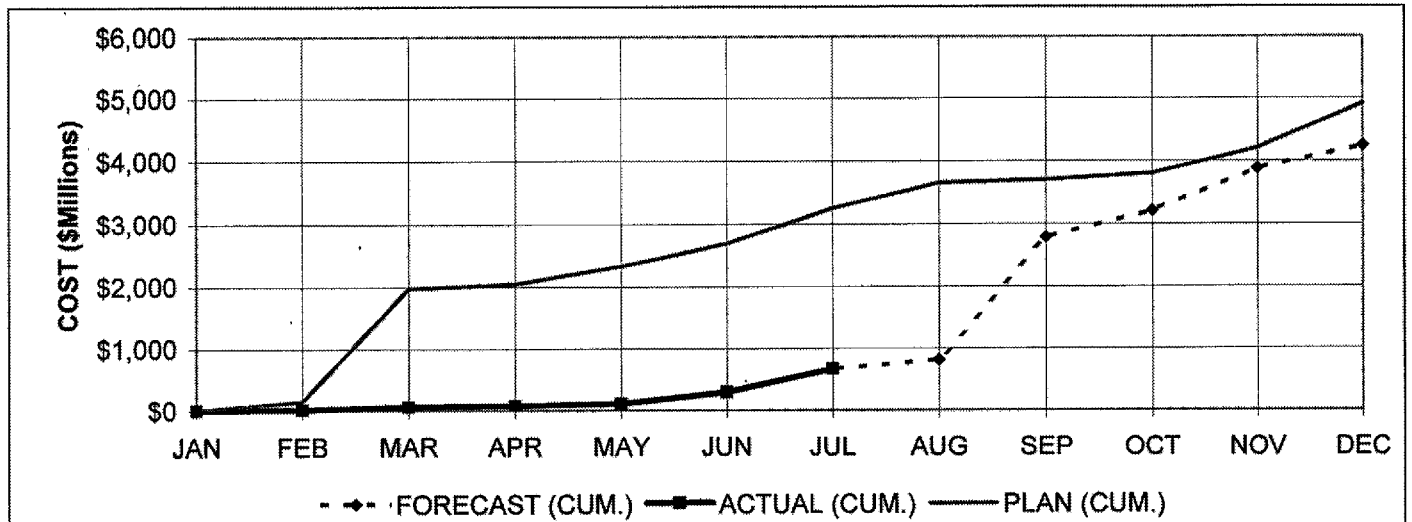


2012 Closeouts Charts

As of July 2012



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								14	22	21	20	21
ACTUAL (NON-CUM.)	2	3	8	1	2	15	6					
PLAN (NON-CUM.)	3	9	17	8	11	26	14	21	11	8	12	38
FORECAST (CUM.)								51	73	94	114	135
ACTUAL (CUM.)	2	5	13	14	16	31	37					
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.)								151.4	1967.2	419.6	673.7	363.1
ACTUAL (NON-CUM.)	4.4	10.1	46.2	14.2	36.9	186.1	368.1					
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.)								817.3	2,784.4	3,204.1	3,877.8	4,240.9
ACTUAL (CUM.)	4.4	14.5	60.6	74.8	111.7	297.8	665.9					
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

MTA New York City Transit
INVENTORY REPORT
Second Quarter 2012

I. Actual Inventory Activity

Total inventory at the end of the second quarter was \$294.4M, \$15.8M higher than the beginning balance of \$278.6M. During the second quarter, total inventory increased by \$2.4M.

Second quarter details by department:

- Buses – drew down \$1.2M. Year-to-date inventory impact was \$2.4M in buildup (receipts exceeding issues).
- Car Equipment – built up \$0.2M. Year-to-date inventory impact was \$6.5M in buildup.
- M of W (Maintenance of Way) – drew down \$0.4M. Year-to-date inventory impact was \$1.4M in buildup.
- Other – built up \$1.6M. Year-to-date inventory impact was \$0.4M in buildup.

Year-to-date, total inventory increased by \$15.8M, with a buildup of \$10.8M. Total adjustments included:

- an increase of increase of \$2.1M in net difference between the turn-in and issue of rebuilt units valued at 50% of average unit price
- an increase of \$1.8M in the amount of right-of-way inventory (working stock)
- an increase of \$1.7M due to the return of Buses parts previously loaned to a vendor
- a decrease of \$0.8M due to the removal of excess/obsolete material

II. Year-to-date Actuals: Current Year vs. Last Year

Total inventory increased by \$15.8M this year, with receipts exceeding issues by \$10.8M this year, compared to \$2.7M last year.

- Buses – inventory built up \$2.4M this year compared to \$2.0M last year.
- Car Equipment – inventory built up \$6.5M this year compared to \$2.0M last year. The higher level of buildup this year was due to the issue budget being \$24.0M higher than last year.
- M of W – inventory built up \$1.4M this year compared to a drawdown (receipts lower than issues) of \$1.0M last year.

MTA New York City Transit

- Track (TRK) – inventory drew down \$0.3M this year compared to a buildup of \$3.2M last year.
 - Infrastructure (INF) – inventory built up \$0.1M this year compared to \$0.5M last year.
 - Elevators & Escalators (EAE) – inventory built up \$0.5M. EAE is now a separate division within M of W. Last year, EAE was part of Infrastructure.
 - Electrical (ELE) – inventory built up \$1.1M this year compared to \$1.2M last year.
 - Electronics Maintenance Division (EMD) – inventory built up \$0.1M this year compared to a drawdown of \$5.9M last year.
- “Other” Department – inventory built up \$0.4M this year compared to a drawdown of \$0.3M last year.

III. 2012 Year End Budget Targets

The total year-end inventory target is \$275.4M, \$3.2M lower than the beginning balance of \$278.6M. The inventory target includes \$6.0M in expected deliveries of capital spare material, consisting of \$1.0M for the R160 trains and \$5.0M in AFC material. In addition, the inventory target consists of an excess/obsolete removal goal of \$5.0M, and an overall inventory impact of \$4.2M in drawdown.

Currently, the total year-end inventory is projected to be \$275.2M, \$3.4M lower than the beginning balance. The amount of expected deliveries of new capital spare parts is estimated to be \$6.0M. In addition, it is projected there will be a year-end drawdown of \$3.4M as detailed below:

- Buses has an inventory impact goal of \$1.5M in drawdown. Currently, Buses is projected to achieve its budgeted drawdown, with receipts and issues within budget.
- Car Equipment has an inventory impact goal of \$0.5M in drawdown. Currently, Car Equipment is projected to achieve its budgeted drawdown, with receipts and issues within budget.
- M of W has an overall drawdown goal of \$2.2M that consists of \$1.2M in drawdown for EMD, \$0.6M in drawdown for EAE, and \$0.4M in drawdown for INF. Currently, TRK is projected to end the year with no buildup or drawdown. INF is projected to end the year with \$0.4M in drawdown. EAE and ELE are projected to end the year with no buildup or drawdown. EMD is projected to have a drawdown of \$1.0M. Overall, M of W is projected to end the year with \$1.4M in drawdown, with receipts and issues within budget.

MTA New York City Transit

- “Other” Department has an inventory impact goal of no buildup or drawdown. Currently, “Other” is projected to end the year with no buildup or drawdown, with receipts and issues within budget.

IV. Service Level

NYCT has a service level goal of 98.5% for fastmovers. During the second quarter this year, the service level was 98.4% for Buses and 97.5% for Car Equipment.

V. Turns: 12-Month Rolling Average

Overall inventory turns of 1.2 were slightly higher than the 1.1 turns for the same period last year.

**MTA Staten Island Railway
INVENTORY REPORT
Second Quarter 2012**

I. Actual Inventory Activity

Material forecasting for the current inventory reporting quarter has resulted in a year-to-date closing balance of \$2,245K and an associated inventory buildup amounting to \$112K.

II. Year-to-date Actuals: Current Year vs. Last Year

The prior year had a same period buildup of \$12K versus the current year's buildup of \$112K. The two categories which contributed to this buildup were M of W and Other.

III. 2012 Year-end Budget Target

The second quarter buildup was \$112K. The Railway expects to achieve its projected inventory drawdown of \$50K.

IV. Service Level Rate

Data collection methodology is not yet available.

V. Turns: 12 Month Rolling Average

Overall inventory turns of 0.46 increased slightly from the prior year's turns of 0.34 for the same period.

MTA New York City Transit
INVENTORY REPORT
Second Quarter 2012

\$ in millions

	Buses	Car Equipment	M of W ^(b)	Other ^(c)	Total
I. <u>Actual Inventory Activity</u>					
1. Opening Balance (1/01/12)	57.4	128.5	82.7	10.0	278.6
2. Receipts YTD	42.9	44.7	34.1	12.0	133.7
3. Issues YTD	40.5	38.3	32.6	11.5	122.9
4. Adjustments ^(a)	2.3	0.8	2.0	(0.1)	5.0
5. Closing Balance YTD (6/30/12)	62.1	135.9	86.1	10.3	294.4
6. Receipts More/(Less) than Issues	2.4	6.5	1.4	0.4	10.8
II. <u>Year-to-date Actuals: Current Year vs. Last Year</u>					
7. Opening Balance (1/01/11)	59.2	130.3	88.8	15.0	293.3
8. Closing Balance (6/30/11)	60.7	134.1	88.9	13.6	297.4
9. Receipts More/(Less) than Issues (6/30/11)	2.0	2.0	(1.0)	(0.3)	2.7
III. <u>2012 Year End Budget Targets</u>					
10. Budget Closing Balance (12/31/12)	54.9	126.5	84.0	10.0	275.4
11. Receipts More/(Less) than Issues (12/31/12)	(1.5)	(0.5)	(2.2)	0.0	(4.2)
IV. <u>Service Level Rate</u>					
12. Current Quarter Average Rate	98.4%	97.5%	N/A	N/A	
V. <u>Turns: 12 Month Rolling Average</u>					
13. Current: As of 6/30/12	1.7	0.9	1.1	2.1	1.2
14. Prior year: As of 6/30/11	1.6	0.9	1.1	1.3	1.1

^(a) Adjustments include inventory turn-ins, excess/obsolete removal, price adjustments, on-hand inventory adjustments, and net difference between the turn-in and issue of rebuilt units valued at 50% of AUP.

^(b) Inventory Table on the following page gives a breakdown of the divisions within M of W.

^(c) "Other" Department includes: Stations, Revenue, Administration and miscellaneous departments.

Note: Any discrepancy of \$0.1M is due to rounding.

MTA New York City Transit
M of W Divisions
INVENTORY REPORT
Second Quarter 2012

\$ in millions

	TRK	INF	EAE ^(a)	ELE	EMD	TOTAL
I. <u>Actual Inventory Activity</u>						
1. Opening Balance (1/01/12)	25.7	9.5	7.0	8.2	32.3	82.7
2. Receipts YTD	21.6	2.0	1.8	4.2	4.6	34.1
3. Issues YTD	21.8	1.8	1.3	3.1	4.5	32.6
4. Adjustments	(0.0)	(0.0)	(0.0)	1.6	0.4	2.0
5. Closing Balance YTD (6/30/12)	25.5	9.6	7.4	10.8	32.8	86.1
6. Receipts More/(Less) than Issues	(0.3)	0.1	0.5	1.1	0.1	1.4
II. <u>Year-to-date Actuals: Current Year vs. Last Year</u>						
7. Opening Balance (1/01/11)	23.7	15.2	N/A	8.4	41.6	88.8
8. Closing Balance (6/30/11)	27.3	15.2	N/A	10.5	36.0	88.9
9. Receipts More/(Less) than Issues (6/30/11)	3.2	0.5	N/A	1.2	(5.9)	(1.0)
III. <u>2012 Year End Budget Targets</u>						
10. Budget Closing Balance (12/31/12)	25.7	9.1	5.9	8.2	35.1	84.0
11. Receipts More/(Less) than Issues (12/31/12)	0.0	(0.4)	(0.6)	0.0	(1.2)	(2.2)
IV. <u>Service Level Rate</u>						
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A	N/A	N/A
V. <u>Turns: 12 Month Rolling Average</u>						
13. Current: As of 6/30/12	1.6	0.4	0.2	1.0	1.1	1.1
14. Prior year: As of 6/30/11	1.3	0.4	N/A	1.4	1.2	1.1

^(a) Under a recent reorganization, Elevators and Escalators (EAE) is now a separate division within Maintenance of Way. Previously, it was part of Infrastructure.

Note: Any discrepancy of \$0.1M is due to rounding.

MTA Staten Island Railway
INVENTORY REPORT
Second Quarter 2012

\$ in thousands

	Car Equipment	M of W	Other	Total
I. <u>Actual Inventory Activity</u>				
1. Opening Balance (1/01/12)	604	1,436	93	2,133
2. Receipts YTD	137	489	79	705
3. Issues YTD	163	419	11	593
4. Adjustments	0	0	0	0
5. Closing Balance YTD (6/30/12)	578	1,506	161	2,245
6. Receipts More/(Less) than Issues	(26)	70	68	112
II. <u>Year-to-date Actuals: Current Year vs. Last Year</u>				
7. Opening Balance (1/01/11)	640	1,337	88	2,065
8. Closing Balance (6/30/11)	647	1,342	88	2,077
9. Receipts More/(Less) than Issues (6/30/11)	7	5	0	12
III. <u>2012 Year End Budget Targets</u>				
10. Budget Closing Balance (12/31/12)	589	1,404	90	2,083
11. Receipts More/(Less) than Issues (12/31/12)	(15)	(32)	(3)	(50)
IV. <u>Service Level Rate</u>				
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A
V. <u>Turns: 12 Month Rolling Average</u>				
13. Current: As of 6/30/12	N/A	N/A	N/A	0.46
14. Prior year: As of 6/30/11	N/A	N/A	N/A	0.34

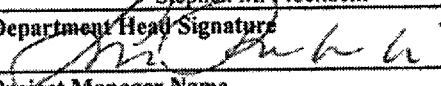
5. PROCUREMENTS






New York City Transit

PROCUREMENTS

The Procurement Agenda this month includes 18 actions for a proposed expenditure of \$33.9M.

Subject Request for Authorization to Award Various Procurements					
Department Materiel Division – NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	9/24/12			
2	Board	9/27/12			

September 13, 2012			
Department Law and Procurement - MTACC			
Department Head Name  Evan Eisland			
Department Head Signature 			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	Executive VP	X	Subways
X	Capital Prog. Management	X	Buses
	Law	X	Diversity/Civil Rights

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

PURPOSE:

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

DISCUSSION:

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

<u>Schedules Requiring Majority Vote:</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule F: Personal Service Contracts		1	\$.8 M
• Intergraph Corporation	\$.8 M		
Schedule G: Miscellaneous Service Contracts		1	\$ 3.5 M
• Brush Industries, Inc.	\$ 3.5 M		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts		1	\$ 1.8 M
• Bentley Systems, Inc.	\$ 1.8 M		
SUBTOTAL		3	\$ 6.1 M

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

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

Schedules Requiring Majority Vote

Schedule F: Personal Service Contracts	1	\$	5.9 M
Schedule G: Miscellaneous Service Contracts	1	\$.5 M
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$.8 M
	<u>3</u>	\$	<u>7.2 M</u>
SUBTOTAL			

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

Schedules Requiring Majority Vote

Schedule I: Modifications to Purchase and Public Works Contracts	1	\$.3 M
	<u>1</u>	\$	<u>.3 M</u>
SUBTOTAL			

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Two-Thirds Vote:

Schedule D: Ratification of Completed Procurement Actions	2	\$	12.1 M
---	---	----	--------

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	4	\$	2.2 M
	<u>6</u>	\$	<u>14.3 M</u>
SUBTOTAL			

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	5	\$	6.0 M
	<u>5</u>	\$	<u>6.0 M</u>
SUBTOTAL			
	<u>18</u>	\$	<u>33.9 M</u>
TOTAL			

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.

SEPTEMBER 2012

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

F. Personal Service Contracts

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

- | | | | |
|----|---|------------------|-------------------------------|
| 1. | Intergraph Corporation
Non-Competitive – Thirty-six month contract
Contract # 9637
Technical support of NYC Transit's T-MAP application. | \$795,375 (Est.) | <u>Staff Summary Attached</u> |
|----|---|------------------|-------------------------------|

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. | Brush Industries, Inc.
Non-Competitive – Three-year contract
RFQ #19245
Refurbishment of MetroCard station and turnstile swipe read/write head assemblies. | \$3,514,958 (Est.) | <u>Staff Summary Attached</u> |
|----|---|--------------------|-------------------------------|

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

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

- | | | | |
|----|---|--------------------|-------------------------------|
| 3. | Bentley Systems, Inc.
Non-Competitive – Five-year contract
Contract #07D9673.5
Modification to the contract for support services for Bentley application software, in order to extend the contract term and add Long Island Railroad requirements. | \$1,756,678 (Est.) | <u>Staff Summary Attached</u> |
|----|---|--------------------|-------------------------------|

SEPTEMBER 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

F. Personal Service Contracts

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

1. **Dvirka and Bartilucci Consulting Eng.** **\$5,900,000 (Est.)** *Staff Summary Attached*
Five Proposals/Low-Proposer – Three-year contract, with one-year option
Contract #CM-1043

Indefinite quantity consulting services contract for the Underground Storage Tank and Environmental Remediation Program.

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. **Dependable Repair, Inc.** **\$555,610 (Est.)**
Two Bids/Low Bidder – Four year contract
RFQ # 12552C

This estimated quantity contract requires the contractor to perform annual inspections and maintenance of five cable lugger pullers and ten aerial devices for the Department of Subways (DOS). The cable lugger pullers are truck mounted hydraulic equipment that provide all the necessary technology needed for transporting, removing and installing underground or overhead electric cable. The aerial devices are high-reach vehicles consisting of a telescopic boom with an articulated arm used to repair overhead cable and communication lines.

Dependable Repair, Inc.'s (Dependable) price is 37.3% lower than the second low bidder. When comparing like items from the previous contract to those under this bid, Dependable's bid price is 12.7% lower than the previous contract pricing. In addition, Dependable offered a unilateral price concession on its hourly rate for repair service from \$60 to \$55, which lowered its bid amount from \$578,010 to \$555,610, resulting in cost savings of \$22,400.

Dependable's price of \$555,610 was found to be fair and reasonable.

I. Modifications to Purchase and Public Work Contracts

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

3. **Granite Construction Northeast, Inc.** **\$769,000** *Staff Summary Attached*
Contract #A-35870.170

Modification to the contract for the Rehabilitation of Five Stations on the Brighton Line, in order to cover extra labor costs and perform additional work needed to accommodate a scheduled all-track shut-down.



SEPTEMBER 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

I. Modifications to Purchase and Public Work Contracts

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

**1. Scalamandre/Oliveira JV
Contract #C-26511.2**

\$290,000

Staff Summary Attached

Modification to the Site K contract for the construction of a ventilation building and reconstruction of 11th Avenue and West 36th Street for the No. 7 Line extension project, in order to perform changes to the utility work for the ventilation building.

SEPTEMBER 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

(Staff Summaries required for items requiring Board approval.) Note – in the following solicitations, NYC Transit attempted to secure a price reduction. No other substantive negotiations were held except as indicated for individual solicitations.

- | | | |
|---|---------------------|--------------------------------------|
| 1. Barbaro Electric Co., Inc.
Contract #C-52110 | \$11,910,250 | <u>Staff Summary Attached</u> |
| Furnish, install, and integrate an Electronic Security System for the 14 th Street/Union Square Station Complex. | | |
| 2. Lewis Bolt & Nut Company
Commodity # 01-84-0500
Immediate Operating Need | \$185,920 | <u>Staff Summary Attached</u> |
| Purchase of 56,000 standard strength screw spikes. | | |

Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board approval.)

- | | | |
|---|--------------------|--|
| 3. Saf-Gard Safety Shoe Company
Contract # 06L9586R.2 | \$223,231 | <u>Staff Summary Attached</u> |
| Modification to the contract for the furnishing, fitting and distributing of safety shoes, in order to extend the contract term by one-year. | | |
| TC Electric, LLC | | |
| 4. Contract # C-33850.1 | \$1,100,000 | <u>Staff Summaries Attached</u> |
| 5. Contract # C-33850.6 | \$410,000 | |
| Modifications to the contract for the rehabilitation of ducts in the Steinway Tube and the construction of two new circuit breaker houses in Queens, in order to expose 650 bolts, replace 250 bolts, replace 500 feet of lead caulking and perform a trial of an injectable water-proofing system. | | |
| 6. WDF, Inc.
Contract # A-36068.45 | \$539,500 | <u>Staff Summary Attached</u> |
| Modification to the contract for the rehabilitation of three stations on the Rockaway Park Line, in order to perform additional mezzanine slab repairs at Beach 90 th , 98 th and 105 th Street Stations. | | |

SEPTEMBER 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

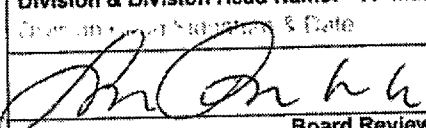



Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board approval.)

- | | | | |
|----|--|--------------------------|--------------------------------------|
| 1. | AECOM*Arup (JV)
Contract # CM-1188.79 | \$2,250,000 (NTE) | <u>Staff Summary Attached</u> |
| | Modification to the contract to provide design services for the Second Avenue Subway, in order to update the final design scope included in the bid documents for the construction of the 72 nd and 86 th Street Stations. | | |
| 2. | E.E. Cruz and Tully Construction Company, JV, LLC
Contract # C-26005.97 | \$279,000 | <u>Staff Summary Attached</u> |
| | Modification to the contract for civil, structural, and utility relocation for the Second Avenue Subway, 96th Street Station, in order to complete additional utility relocation work at Entrance No. 1. | | |
| 3. | Parsons Brinckerhoff, Inc.
Contract # CM-1338.8 | \$1,117,100 | <u>Staff Summary Attached</u> |
| | Modification to the contract for Consultant Construction Management Services for the Second Avenue Subway Project, Phase I, in order to perform air monitoring, dust, odor and public health evaluations. | | |
| 4. | Plaza Schiavone JV
Contract # A-36125.94 | \$1,300,000 | <u>Staff Summary Attached</u> |
| | Modification to the contract for the Fulton Center Enclosure, in order to perform changes to the interior glass walls. | | |
| 5. | SSK Constructors, JV
Contract #C-26007.28 | \$970,000 | <u>Staff Summary Attached</u> |
| | Modification to the contract for the construction of the Second Avenue Subway Route, 72nd Street Station, in order to perform North and South Crossover Cavern changes. | | |

Staff Summary

Item Number 1					
Division & Division Head Name: VP Materiel, Stephen Plochochi					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel 	5	EVP 		
2 X	Law	6	President 		
3 X	Budget/Operating	7			
4 X	TIS	8			

SUMMARY INFORMATION	
Vendor Name Intergraph Corp.	Req Number 9637
Description Support for T-MAP spatial database system	
Total Amount Estimated \$795,375	
Contract Term (including Options, if any) 36 Months (including 12 month option)	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
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: Ride of MTAHQ contract	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

To obtain approval from the Board to utilize a Metropolitan Transportation Authority (MTAHQ) contract to award a two year (October 1, 2012 – September 30, 2014) negotiated non-competitive personal service contract to Intergraph Corporation (Intergraph) to provide technical support to maintain the state of good repair and perform system enhancements to NYC Transit's T-MAP application, in the estimated amount of \$525,000 plus an option to extend the term for up to an additional 1 year (October 1, 2014 – September 30, 2015) in the estimated amount of \$270,375 for a combined total estimated amount of \$795,375. Award of the option will be subject to funding authorization and the approval of the Assistant Chief Procurement Officer.

II. DISCUSSION

Since February 2002, NYC Transit has utilized Intergraph's consulting services under four contracts. The sum of all four contracts totals \$1,342,434. These contracts were used in the development of a track mapping system that is capable of displaying the position of various features along the right of way, including emergency exits, fan plants, and pump rooms.

Intergraph provided technical support and assistance in the use of the database, performed system enhancements, onsite technical training for NYC Transit personnel, and support in the use of the Geographic Information System (GIS) software and technology.

Under this two year contract and one year option, Intergraph will continue to provide state of good repair maintenance for software, which includes direct technical assistance in upgrading T-MAP in response to changes in the technical environment, including changes to GIS software, Oracle database server operating system, as well as security and network changes. System enhancements will include items such as: user-friendly annotated maps; the ability to display schematic and corresponding geographical maps simultaneously; caching of maps for improved response time; improved handling of streets with multiple names; creation of a 'photolog' of tunnel images that are indexed to track stationing address; and expansion of the basemap to surrounding counties.

The T-MAP application allows users to create custom maps by choosing from a long list of NYC Transit specific features, including but not limited to, the following:

- The entire track network;
- Allowing users to create pushpins in order to annotate maps to show the current location of NYC Transit assets;
- The ability to display schematic and corresponding geographical maps simultaneously;
- An expansion of the basemap to include surrounding counties;
- Various station features including station outline, platforms, stairs, escalators, and elevators;
- High resolution aerial images and track videos;
- Basemap features that include waterways, streets, buildings, and parks;
- Subway and bus service routes.

Currently, there are approximately 540 T-MAP users. The Department of Subways and CPM are the largest groups of users that utilize T-MAP. Subways and CPM currently use T-MAP to predict which assets are vulnerable to flooding, plan conduit runs for under river tunnels, and to assess security measures of subway tunnels. There are also other users such as FDNY and the City of New York. The FDNY currently uses T-MAP's track and station data in their own applications for response planning and to provide real-time assistance to first responders, while the City of New York uses T-MAP data to study subway system vulnerability.

NYC Transit's Division of Technology and Information Services (TIS) has requested a new two year contract with Intergraph for continued support of the T-MAP application for the period October 1, 2012 through September 30, 2014 plus a one year option (October 1, 2014 through September 30, 2015). For this contract, NYC Transit will utilize MTAHQ's Contract No. 10185-0100. Article V.C of the All-Agency Guidelines for Procurement of Services allows for award of a contract without a competitive process, and hence allows for utilization of another agency's contract, when the services are available from one source only. The T-MAP application uses proprietary software licensed under exclusive legal right of Intergraph and no other firms are authorized to provide maintenance service or have the expertise needed to support this application. MTAHQ's contract is primarily for security software maintenance services and NYC Transit will utilize this contract for consulting services. As Intergraph does not currently have an NYS OGS contract as was used previously as a contract vehicle for their services, riding the MTAHQ contract is the most efficient manner presently available to NYC Transit to utilize for continued support of the T-Map application.

Intergraph's current labor rate for the four required titles: Project Manager, Transportation Consultant, System Architect, and Developer, reflect a 40% discount off the then-current OGS contract rate, which was negotiated and fixed for NYC Transit's prior contract, CMM-1517, in May 2007. Intergraph has agreed to continue to charge these same labor rates as in the previous contract for the two year base contract. For the one year option period, these rates can increase by 3% or the Producer Price Index, which ever is lower. Based on the foregoing, Procurement considers Intergraph's labor rates to be fair and reasonable. TIS concurs with this determination and recommends award.

Background search and review of documents submitted by Intergraph have disclosed no significant adverse information within the meaning of the All-Agency Responsibility Guidelines. Having evaluated all of the available facts, Procurement finds Intergraph responsible for award.

III. MWDBE INFORMATION

Based on the Scope of Work and lack of subcontracting opportunities, the MWDBE goals established are 0% MBE and 0% WBE for this contract.

IV. IMPACT ON FUNDING

Funds for the two year award are available in TIS' Operating Budget under General Ledger Account No. 711557, Responsibility Center No. 7526, Function No. 940 and Job No. 04715. Separate funding approval will be sought by TIS when requesting the exercise of the option.

V. ALTERNATIVES

Have NYC Transit personnel perform the work. NYC Transit lacks the expertise to perform this work, and therefore, requires assistance to perform the various processes.

Schedule G: Miscellaneous Service Contracts



New York City Transit

Item Number: 2

Vendor Name (& Location) Brush Industries, Inc. (Sunbury, PA)	
Description Refurbishment of MetroCard station and turnstile swipe read/write head assemblies	
Contract Term (including Options, if any) Three years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-Competitive	

Contract Number RFQ # 19245	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$3,514,958 (Est.)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Carmen Bianco	

Discussion:

The Department of Subways - Electronic Maintenance Division (EMD) has requested a new contract with Brush Industries, Inc. (Brush) to refurbish NYC Transit's MetroCard Station and Turnstile Swipe Read/Write head assemblies (SRW) that are used in the Automatic Fare Collection System. The refurbishment includes disassembly, cleaning and inspection of the roller block assemblies, replacing the old ceramic head blocks with new ceramic head blocks, replacing old ceramic coated base plates with new ceramic coated base plates (when required), installing new connectors, clamps, tubing and cable ties, reassembling SRWs and performing functional swipe tests to ensure that SRWs work properly.

The previous procurement, which the Board approved in September 2005, was the first contract for the refurbishment of this equipment. Like the last time, this work is required to prevent the erosion of SRW heads. Over time, the SRW wears down due to frequent swipes of MetroCards. NYC Transit has approximately 7,200 Swipe Read/Write and Read Only heads in the subway system and another 900 in inventory. Brush will refurbish approximately 8,100 SRWs over the three year term. The units refurbished under the previous contract were done in sufficient quantity to last until recently.

The All Agency Guidelines for the Procurement of Services do not require a competitive process when circumstances exist that make competition impracticable or inappropriate. In this case, the SRW magnetic heads as well as the ceramic coating design of the base plate are proprietary to Brush, the manufacturer of these swipe heads for Cubic. Consequently, there are no other firms that can provide the necessary refurbishment.

Brush submitted a proposal of \$3,663,940. Following negotiations, which included input from MTA Audit, Brush submitted a final price of \$3,514,958 resulting in a savings of \$148,982. Brush's pricing is firm for the three years. Based upon the aforementioned, the final price of \$3,514,958 is deemed fair and reasonable.

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 H: Modifications to Personal Service & Miscellaneous Contracts

Item Number: 3

Vendor Name (& Location)	
Bentley Systems, Inc. (Exton, PA)	
Description	
Support services for Bentley Application Software	
Contract Term (Including Options, if any)	
October 1, 2007 – September 30, 2012	
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: Modification	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Technology and Information Services, Sidney Gellineau	

Contract Number	AWO/Modification #
07D9673	5
Total Amount:	
	\$ 2,149,341
Prior Modifications:	
	\$ 468,954
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 2,618,295
This Request:	
NYCT: \$1,700,000	\$ 1,756,678
LIRR: \$56,678	(Est.)
% of This Request to Current Amount:	
	67.1%
% of Modifications (including This Request) to Original Amount:	
	103.5%

Discussion:

This request is to extend a negotiated non-competitive miscellaneous service contract with Bentley Systems, Incorporated (Bentley) for an additional five years from October 1, 2012 – September 30, 2017 in order to continue to provide support services for Bentley application software in the estimated amount of \$1,700,000 for NYC Transit. In conjunction with this modification, the Board is also asked to approve the addition of Long Island Railroad (LIRR) to this extension for five years of continued support services and the purchase of three additional licenses for their Bentley application software in the amount of \$56,678. The total combined estimated amount is \$1,756,678.

For over 27 years, NYC Transit departments, including Capital Program Management and the Departments of Subways and Buses, have used Bentley Computer Aided Design and Drafting (CADD) software, Microstation and other applications to create architectural and engineering design drawings. The CADD system uses Bentley application software to create and access archived drawings in electronic format from designated workstations. The current five year contract was approved by the Board in September 2007 and was awarded on October 1, 2007. NYC Transit currently has approximately 725 CADD workstations configured to use Bentley Microstation software to create and store drawings with approximately 700 designers trained in Microstation. Contractors and consultants that develop and submit drawings for NYC Transit review and all final as-built drawings are required to use Microstation software to ensure compatibility. Bentley owns the proprietary rights to the software and is the sole provider of support services. To select another software platform would be cost and time prohibitive given how long this software has been in use at NYC Transit.

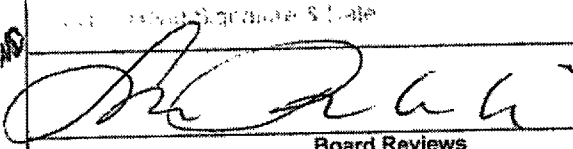



Under this extension, Bentley will provide software support, consulting and training under their Select level program, which includes a 24/7 Technical Support Group Help Desk to assist NYC Transit in resolving technical problems related to software, software updates and upgrades when they become available, and on-site beginner and professional level training in the features and tools of the software.

Bentley's initial proposal of \$2,076,437 reflected a 30% discount off the published list price for software support and was deemed unacceptable as compared to the current pricing. Following negotiations, NYC Transit and Bentley agreed to a final proposal amount of \$1,910,734, which is \$165,703 or 8% lower than their initial proposal and \$189,016 or 9% lower than the in-house estimate of \$2,099,750. This amount reflects a discount rate of 40% for years one and two and 35% for years three through five, which will be based on the 2011 published list price for all five years. Bentley also reduced their daily training and consulting rates by 5%, which are now less than the current rates and these rates will escalate each year by 3%. In addition, Bentley agreed that should NYC Transit purchase additional licenses, the discount rate will increase from the current 21% to 35% off the 2011 list price and the associated cost for support will be the same price as above. All these discounts are deeper than Bentley's standard earned volume discount under their GSA contract. NYC Transit's total cost of \$1,910,734 will be offset by under runs in the existing contract thereby resulting in a net cost of \$1,700,000 for this modification.

Due to their inclusion in this extension, LIRR will be receiving this same discount for five years of support for existing licenses and for the purchase of three STAAD Pro software licenses with associated support for \$56,678. As a result of this deeper discount, LIRR realized a savings of \$22,636. Based on the aforementioned comparisons, Procurement and LIRR find Bentley's combined final price of \$1,756,678 to be fair and reasonable.

Staff Summary



Item Number 1					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1 X	Law	5 X	System Safety		
2 X	Budget	6 	EVP		
3 X	Diversity & Civil Rights	7 	President, NYCT		
4 X	CPM	8	President, MTABC 		

SUMMARY INFORMATION	
Vendor Name Dvirka and Bartilucci Consulting Engineers	Contract Number CM-1043
Description Indefinite Quantity Consultant Services for the Underground Storage Tank & Environmental Remediation Program	
Total Amount \$5,900,000 (Estimated)	
Contract Term (including Options, if any) Thirty-six (36) months, with an option to extend for one additional year	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type Architectural and Engineering <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

To obtain Board approval to award a competitively solicited indefinite quantity consultant contract for the Underground Storage Tank (UST) program to Dvirka and Bartilucci Consulting Engineers (D&B), for a total estimated cost of \$5.9M. This is a joint procurement between New York City Transit (NYCT) and MTA Bus Company (MTABC). The NYCT portion will be valued at \$4.3M and the MTABC portion will be valued at \$1.6M. The contract duration will be 36 months with an unfunded option to extend for up to one additional year. Appropriate authorization will be sought at the time the option is exercised.

II. DISCUSSION

The contract is to engage the services of an environmental engineering consultant to provide services for the UST program, on a task order basis, which generally will be up to \$250K. One contract will be awarded, with a scope of work that applies to both NYCT and MTABC. As part of an agreement with the NYSDEC, the agencies have to continually test and monitor tanks. The goal of the UST Program is to investigate and remediate any contaminated soil and groundwater caused by petroleum spills, primarily from leaking USTs. The services will include remedial investigations of soil and water contamination and recommendations, remedial design, technical inspection, tank tightness testing and tank closures. These services will be performed at various NYCT and MTABC sites throughout NYC. There will be two separate price schedules in the contract, one for NYCT and one for MTABC. NYCT and MTABC will both manage their own task orders.

A two step Request for Proposal (RFP) was utilized for this procurement. In Step 1, as a result of the solicitation and advertisement, 16 Qualification Packages were submitted. Each package consisted of a customized qualification statement, a Federal SF330 form and a Schedule 'J' Responsibility Questionnaire. The selection committee reviewed the packages in accordance with the evaluation criteria of the RFP and selected the following six firms to receive the RFP and submit proposals: URS, TRC Engineers (TRC), Tetra Tech (Tetra), D&B, LIRO Engineers (LIRO) and Louis Berger (LB). The other ten submittals were not selected due to their inadequate staff resources and/or insufficient relevant experience.

On June 12, 2012, five proposals were received. Tetra, after further review of the requirements of this project, decided not to submit a proposal. Tetra determined that many of their key personnel were already engaged and Tetra did not have the capacity at this time to undertake a project of this magnitude.

Staff Summary

Page 2 of 2

The Selection Committee evaluated the remaining five technical proposals utilizing the evaluation criteria set forth in the RFP and all five consultants were invited to make oral presentations. After review of technical proposals and participation in the oral presentations the Selection Committee recommended that negotiations be conducted with three firms, URS, LIRO, and D&B. These three firms were selected for negotiations because they have extensive UST experience, including remedial investigation, remedial design, tank tightness testing, and tank closures. The firms not selected generally lacked sufficient relevant experience and qualified personnel in key areas of the scope to efficiently perform the work. Cost proposals for the three firms were opened, a detailed cost analysis was performed and a fully loaded average hourly rate was developed for each consultant, using estimated hours for various labor categories that were provided for evaluation purposes.

Negotiations were conducted and focused on hourly rates, overhead, fixed fee and out of pocket expenses. Best and Final Offers (BAFOs) were received from each firm and evaluated against NYCT/MTABC's in-house budget estimate based on hours distributed among various titles, overhead, and fixed fees. BAFOs were received in the following amounts, D&B \$5.35M, LIRO \$5.49M, and URS \$5.71M. The combined NYCT and MTABC budget estimate was \$5.9M. All three BAFOs were determined to be fair and reasonable, based on an analysis of the components of the initial and revised cost proposals, estimate and the competitive nature of the RFP. The rates for D&B represent an annualized increase of approximately 1.3% from the current contract.

The Selection Committee was reconvened and voted to award D&B the contract based on the technical evaluation and lower cost. While URS was slightly better technically, primarily because of the experience gained as incumbent for the past twenty years, D&B has extensive experience in remedial design services, a critical aspect of this project, and has completed numerous UST projects and petroleum spill investigation/remediation projects throughout the five boroughs of NYC, maintaining an excellent working relationship with NYDEC Region II Division of Environmental Remediation. D&B does not have past experience with NYCT, but it has worked extensively with LIRR over the past 24 years on similar projects. D&B has also worked for major public entities, environmental related government agencies and public authorities. All contacted references provided positive feedback.

A background investigation and materials submitted by D&B disclosed no "significant adverse information" within the meaning of the All Agency Responsibility Guidelines. D&B has been found fully responsible for award.

III. MWDBE INFORMATION

The goals for this project have been established at 10% Minority Business Enterprise (MBE) and 10% Women-owned Business Enterprise (WBE). D&B's compliance plan is being evaluated and award will not be made until the Department of Diversity and Civil Rights' (DDCR) approval is obtained. D&B has not had any NYCT contracts; however, it has achieved its previous MWDBE goals on previous MTA contracts.

IV. CAPITAL PROGRAM REPORTING

This contract has been reviewed for compliance with the requirements of the 1986 legislation applicable to Capital Contract Awards and necessary inputs have been secured from responsible functional departments.

V. IMPACT ON FUNDING

The cost of this contract will be funded with 100% MTA funds. One WAR certificate for \$4.3M will be issued for NYCT and one WAR certificate will be issued for MTA Bus Company for \$1.6M, prior to contract award.

VI. ALTERNATIVES

Perform the work using in-house personnel. At this time, NYCT and MTA Bus Company lack available staff to perform the specific tasks required.

Schedule I: Modifications to Purchase and Public Work Contracts



New York City Transit

Item Number: 3

Vendor Name (& Location)	
Granite Construction Northeast, Inc. (Tarrytown, NY)	
Description	
Rehabilitation of Five Stations – Brighton Line	
Contract Term (including Options, if any)	
October 30, 2008 – December 30, 2011	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
A-35870	170
Original Amount:	\$ 161,400,000
Prior Modifications:	\$ 8,822,305
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 170,222,305
This Request:	\$ 769,000
% of This Request to Current Amount:	0.4%
% of Modifications (including This Request) to Original Amount:	5.9%

Discussion:

This modification is for extra labor costs and additional work needed to accommodate a scheduled all-track shut-down.

This contract is for the rehabilitation of five outdoor stations on the Brighton Line in Brooklyn: Newkirk Avenue, Avenue H, Avenue J, Avenue M and Kings Highway. Improvements included: platform reconstruction; platform canopy replacement; track realignment; upgraded lighting, electrical, communications, mechanical, plumbing and storm drainage systems; new interior and exterior finishes and incorporation of Arts-for-Transit mosaic work; and ADA elevators at Kings Highway.

The Brighton Line has four tracks. The contract required work to be done in phases, so as to minimize customer inconvenience. In preparation for the phased work, the contractor rehabilitated Newkirk Avenue platforms and installed signal systems needed for the phased work. Then, under phase one, express service was suspended and southbound local service was diverted to an express track, allowing the contractor to rehabilitate all the southbound platforms at Avenue H, Avenue J, Avenue M and Kings Highway. Phase two reversed the process. Between the first and second phases, NYC Transit had to switch passenger service from one side to the other. The contract called for the switchover to occur during an all-track shut-down; this was scheduled for the weekend of September 10 – 12, 2010. Passengers were accommodated by bus service during the shut-down.

In summer 2010, it became apparent that the contractor would not be able to finish phase one on time. The contractor had been delayed by modifications that addressed field conditions discovered after existing station buildings were demolished in preparation for the construction of new station buildings on the existing foundations. To meet the switchover deadline of September 10, 2010, the contractor had to work nights and weekends at premium labor rates. Despite that effort, the contractor was unable to finish all phase one work by the deadline. Accordingly, the contractor had to construct temporary stairs and pedestrian walkways and barriers to southbound platforms that were safe for passenger use while the remaining phase one work was completed during phase two. Subsequently, the contractor submitted a request for \$3M for premium time labor in phase one; construction and removal of the temporary stairs and pedestrian walkways and barriers; and inefficiencies in performing the remaining phase one work during phase two. After protracted discussions with the contractor, the Construction Manager initiated this Mod. No. 170 in May 2012. The contractor's proposal was \$819,201; NYC Transit's estimate was \$736,240. Following negotiations, the lump sum of \$769,000 was agreed upon and found to be fair and reasonable. A savings of \$50,201 was achieved.

No extension of time to the contract is required; the contractor achieved substantial completion on time.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 1

Vendor Name (& Location) Scalamandre/Oliveira JV (Freeport, NY)	
Description Construction of a Ventilation Building and Reconstruction of 11 th Avenue and West 36 th Street at Site K – No. 7 Line Extension	
Contract Term (Including Options, if any) February 27, 2011 – February 27, 2013	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: HYDC	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Michael Horodniceanu	

Contract Number	AWO/Modification #
C-26511	2
Original Amount:	\$ 56,447,000
Prior Modifications:	\$ 1,085,025
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 57,532,025
This Request:	\$ 290,000
% of This Request to Current Amount:	0.5%
% of Modifications (including This Request) to Original Amount:	2.4%

Discussion:

This modification is for changes to the utility work for the Site "K" Ventilation Building.

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

Subsequent to the award of the contract, and as a result of reviews and comments by various entities, modifications were made to the Site "K" building plans that resulted in the issuance of revised drawings.

This modification addresses the additional costs associated with the implementation of changes to the property line manhole, per Con-Edison requirements; the Maintenance and Protection of Traffic (MPT) drawings, Traffic Signal drawings, and street lighting details per NYCDOT comments; and the joint detail along the West property line per Jacob Javits Convention Center and NYCDOT comments. These comments could not be incorporated into the bid documents because they were related to coordination with follow-on Contract No. C-26505, for finishes and systems, which was not awarded until the following year. This modification also includes several changes to the 360 foot retaining wall that are necessary due to differing site conditions. These changes include a 6-inch increase in the height of the wall, a 6-inch decrease in the height of the footer and an increase of 2 feet to the width of the footer. As a result of these changes, the amount of steel reinforcing bars, concrete and construction joints were increased and high-strength threaded anchors were removed. Revisions to signage/stripping drawings and the addition of a temporary asphalt sidewalk on West 36th Street were also made.

The contractor submitted a proposal in the lump sum amount of \$315,457; MTACC's estimate was \$289,011. Negotiations resulted in the agreed upon lump sum amount of \$290,000. Savings of \$25,457 were achieved. The final price was found to be fair and reasonable.

Schedule D: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) Barbaro Electric Co. Inc. (Hackensack, NJ)
Description Furnish, install and integrate an Electronic Security System for the 14 th Street/Union Square Station Complex
Contract Term (including Options, if any) Eighteen months
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 checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number C-52110	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
This request: \$11,910,250	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Discussion:

It is requested that the Board formally ratify the award of this contract to Barbaro Electric Company, Inc. to furnish, install, and integrate an Electronic Security System (ESS). The MTA Security Program is developing an integrated Inter-Agency Electronic Security System infrastructure to allow for commonality across all MTA agencies, as well as direct communication to the NYC Police Department (NYPD). The ESS is an infrastructure consisting of hardware and software that will integrate all NYC Transit legacy security subsystems as well as new applications onto a single platform.

Contract C-52110 is to furnish, install, and integrate an ESS at the 14th Street/Union Square Station Complex. The contractor will also install a new access control system to the relay and electrical distribution rooms, video cameras, switches, racks, and intercom systems. This contract has been awarded pursuant to an Emergency Declaration signed by all agency presidents in December 2002. This contract was solicited using a two-step selection process whereby interested bidders were evaluated and selected based on their technical experience and integrity. This pre-selection process afforded NYC Transit the ability to control the distribution of its security sensitive information and have competition for this procurement. Through this pre-selection process, 22 contractors were identified as possessing the capability to perform this work. All of the contractors were required to sign a non-disclosure agreement and have worked previously with NYC Transit.

Following advertisement, six bids were received. Barbaro Electric submitted the lowest bid of \$11,910,250. The price was found to be fair and reasonable. Barbaro has one ongoing NYC Transit construction contract as a prime and has completed multiple contracts as a subcontractor.

Barbaro Electric has not completed any MTA contract; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

Schedule D: Ratification of Completed Procurement Actions



Item Number: 2

Vendor Name (& Location) Lewis Bolt & Nut Company (Wayzata, MN)	
Description Purchase of 56,000 standard strength screw spikes	
Contract Term (including Options, if any) Immediate Use	
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Immediate Operating Need	

Contract Number Commodity #01-84-0500	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$185,920	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Carmen Bianco	

Discussion:

It is requested that the Board formally ratify the declaration of an Immediate Operating Need (ION) made by the Vice President, Materiel waiving formal competitive bidding pursuant to Public Authorities Law §1209 subsection 9(a) and approve the award made to Lewis Bolt & Nut Company (Lewis Bolt) for the purchase of a total of 56,000 screw spikes, 1" diameter by 5-1/8" long. This screw spike is critical in order to ensure the continuation of ongoing track maintenance and construction projects. It is a basic component of track design and attaches the rail plate to the tie.

Commencing in January 2012, Track's usage of this screw spike increased by approximately 77% due to a revision to Track's maintenance and construction standards, coupled with Track's more extensive utilization of weeknight and weekend track closures. This increased usage almost exhausted the inventory of the screw spikes by mid-February 2012. An estimated quantity contract existed with A&K Railroad Materials, Inc. (A&K) and, although an order was placed with A&K its contractual delivery lead-time was not able to meet the demand at that time and it was necessary to also proceed with this ION with Lewis Bolt.

In order to prevent a complete cessation of track work or create an inability to respond to emergency situations, it was imperative that a supply of screw spikes be obtained to cover the increase in demand. Time was of the essence in this purchase therefore, an informal competitive canvass was made of vendors and manufacturers (both foreign and domestic) who have supplied screw spikes to NYC Transit in the past. Consequently, only one manufacturer, Lewis Bolt, was able to supply the standard strength screw spike on an expedited basis. As opposed to the other two vendors solicited, Lewis Bolt produces this material domestically which eliminates approximately 40 days of shipping time and it was willing to disrupt its current production schedule in response to NYC Transit's urgent need. Lewis Bolt was selected because it offered the best combination of price and lead-time available under the circumstances.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

Vendor Name (& Location)	
Saf-Gard Safety Shoe Company (Lancaster, PA)	
Description	
Purchase and distribution of safety shoes	
Contract Term (including Options, if any)	
June 2, 2008 – June 1, 2012	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: Immediate Operating Need	
Requesting Dept/Div & Dept/Div Head Name:	
Division of Materiel, Stephen M. Plochochi	

Contract Number	AWO/Modification #
06L9586R	2
Original Amount: \$ 5,898,506	
Prior Modifications: \$ 35,910	
Prior Budgetary Increases: \$ 1,987,622	
Current Amount: \$ 7,922,038	
This Request: \$ 223,231	
% of This Request to Current Amount: 2.8%	
% of Modifications (Including This Request) to Original Amount: 0.4%	

Discussion:

It is requested that the Board formally ratify the declaration of an immediate operating need made by the Vice President, Materiel, waiving formal competitive bidding pursuant to Public Authorities Law §1209, subdivision 9(a) and approve this contract extension for one additional year from June 2, 2012 through June 1, 2013 to continue to furnish, fit and distribute safety shoes to various NYC Transit employees.

NYC Transit provides safety shoes to field employees working in various departments/divisions, such as MOW, Revenue, Supply Logistics, Car Equipment, Bus Maintenance, Stations and Rapid Transit Operations. Safety shoes are issued in order to minimize slips and falls and to prevent exposure to electrical hazards.

This contract extension became necessary to allow sufficient time to prepare a solicitation that combines both requirements for safety and work shoes to be coterminous, increase competition and secure better pricing, and allow for sufficient time after the receipt of bids to perform compliance audits of the participating factories; first article sampling and laboratory testing of shoes and post-award contract implementation. Given the long lead time associated with the manufacturing and shipping of shoes, in order to meet NYC Transit's needs for these safety related items, the only practical manner to acquire them was to modify the existing contract and extend its term for an additional year. Based on the projected contract balance available and forecast of need for the coming year, and additional \$223,231 is required.

The pricing of shoes under this extension reflects an average increase of 9.2% per pair. Saf-Gard provided documentation from its supplier, Hytest Safety Footwear that confirms an increase of their prices to Saf-Gard for the one year extension based on labor and material increases. Saf-Gard advised that the balance of the cost would cover its increases in overhead and distribution costs. Based on the aforementioned information, Saf-Gard's final price was found to be fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 4-5

Vendor Name (& Location)	
TC Electric, LLC (College Point, NY)	
Steinway Tube Duct Rehabilitation and Construction of Circuit Breaker Houses	
Contract Term (Including Options, if any)	
January 6, 2012 – January 5, 2015	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #s:
C-33850	1 and 6
Original Amount:	\$ 23,120,000
Prior Modifications:	\$ 59,225
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 23,179,225
This Request:	
Mod. 1: \$1,100,000 (Est.)	
Mod. 6: \$410,000	\$ 1,510,000
% of This Request to Current Amount:	6.5%
% of Modifications (including This Request) to Original Amount:	6.8%

Discussion:

These retroactive modifications are for water remediation measures. Water is infiltrating the Steinway Tube, which was constructed in 1907. One modification covers remedial work performed in the cast iron portions of the Tube. The other modification provides a trial of an injectable waterproofing system for the concrete horseshoe portions of the Tube.

This contract is for rehabilitation of ducts in the Steinway Tube and the construction of two new circuit breaker houses in Queens. The work encompasses two ducts that run from an electrical substation near Grand Central Station in Manhattan to the Vernon-Jackson Station in Queens. The work in the Steinway Tube includes the demolition of existing duct banks and installation of new ducts encased in concrete; repair of deteriorated concrete; and furnishing and installation of conduit and cable. The contract provides for the furnishing and installation of new communications and fiber optic cable in the conduit between Grand Central and Jackson Avenue. The contract also provides the construction of two circuit breaker houses with new equalizer circuit breakers and associated equipment at the Vernon-Jackson and Main Street Stations.

In December 2012, the Board approved the addition of this project to the 2012-2014 Capital Program. Although it was not part of the Capital Program, it was determined to be urgently needed because the deterioration of the electrical cables in the duct banks was causing power outages and creating train delays. It is critical that this work be closely coordinated with signal rehabilitation work being performed by another contractor, using diversions of service scheduled for that project.

Modification No. 1

Portions of the Tube are constructed of cast iron wall segments joined by flanges, which are bolted together and sealed with lead caulk and then covered with concrete. This retroactive modification provides for the replacement of bolts and the application of new lead caulking to stop water infiltration in the areas of the flanges which were hidden by the existing duct bank, but are now being uncovered as the existing duct bank is demolished. Before contract award, it was not known how many bolts or flanged joints were leaking, so the contract only requires the contractor to support inspection by NYC Transit engineers and consultants. This modification covers the additional work needed to expose an estimated total of 650 bolts and to replace an estimated total of 250 bolts, which may be leaking. The work also includes the replacement of an estimated 2,500 pounds of lead caulk. Finally, the work includes an estimated 45 square feet of concrete patching, to cover the few exposed bolts that would otherwise remain exposed after the new duct banks are installed. The contractor's proposal was \$1,593,487; NYC Transit's revised estimate was \$1,053,000. Negotiations resulted in agreed upon unit prices for the four items, resulting in estimated subtotals of \$718,250 for exposing bolts; \$123,500 for replacing bolts; \$242,500 for replacing lead caulk; and \$15,750 for concrete patching. The estimated total is \$1,100,000. The agreed upon unit prices and estimated total were found to be fair and reasonable. Savings of \$493,487 were achieved. The SVP/Chief Engineer signed a retroactive waiver and the contractor was directed to proceed effective April 2, 2012, to mitigate delay.

Modification No. 6

Portions of the Tube are constructed of concrete in a horseshoe cross-section. Water is infiltrating through the concrete walls in some locations. This retroactive modification is a trial of the Sovereign Hydroseal injectable waterproofing system for the concrete horseshoe portions of the Tube. The system is used to stop water leakage into or through underground and mining excavations, dam walls and foundations. The trial will provide waterproofing for a total of 150 linear feet of tunnel wall. On June 28, 2012, the SVP/Chief Engineer signed a retroactive waiver and the contractor was directed to proceed to mitigate delay. After preparations were completed, the injection work commenced on August 20, 2012. After the trial injections, the tunnel wall will be monitored. A different injectable waterproofing system by a different manufacturer may be tested under a separate modification; other than that, no other injectable waterproofing work is planned to be done under this contract. The contractor's proposal was \$543,609; NYC Transit's estimate was \$405,990. Negotiations resulted in an agreed upon lump sum price of \$410,000, which was found to be fair and reasonable. Savings of \$133,609 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 6

Vendor Name (& Location)	
WDF Inc. (Mount Vernon, NY)	
Rehabilitation of three stations – Rockaway Park Line	
Contract Term (including Options, if any)	
January 28, 2009 – February 28, 2011	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #:
A-36068	45
Original Amount:	\$ 39,387,000
Prior Modifications:	\$ 1,010,507
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 40,397,507
This Request:	\$ 539,500
% of This Request to Current Amount:	1.3%
% of Modifications (including This Request) to Original Amount:	3.9%

Discussion:

This retroactive modification is for additional mezzanine slab repairs at all three stations.

This contract is for the rehabilitation of three stations on the Rockaway Park Line: Beach 90th, 98th, and 105th Street Stations. The rehabilitation includes electrical, architectural, communications, structural and concrete work.

The contract calls for repairs to the concrete slab mezzanines at all three stations. The contract specified certain types of repairs and indicated approximate square footage to be repaired as part of the contract lump sum price.

After the contract was awarded, the contractor and NYC Transit conducted a joint survey which determined that the contractually specified repairs were inappropriate for certain locations and that fewer underside repairs would be needed. Accordingly, in May 2010, a net credit modification was negotiated which added unit prices for "top", "whole" and "bottom" slab repair. The modification added 430 square feet of "top" slab repairs and 480 square feet of "whole" slab repairs. The additional repairs subtotaled \$143,320. This was offset by a (\$165,000) credit for 1,500 square feet of deleted "bottom" repairs. Accordingly, the May 2010 modification was issued in the credit amount of (\$21,680).

After the May 2010 modification was issued and as the work progressed, removal of deteriorated concrete disclosed that additional square footage needed repairs. Also, in some locations "whole" slab repairs were needed, to facilitate the replacement of corroded structural steel by removing and replacing the surrounding concrete. The work under the subject retroactive modification is, in effect, a continuation of the repair work established under the May 2010 modification. When the square footage of repairs provided by the May 2010 modification was exceeded, the same repair work proceeded without interruption and without a retroactive waiver. The final, as-built additional quantities are covered by this retroactive modification. This retroactive modification provides the final, as-built quantities of additional repairs, beyond those covered by the May 2010 modification: 201 square feet of "top" slab repair; 2,075 square feet of "whole" slab repair; and 779 square feet of "bottom" slab repair.

The contractor's revised proposal was \$644,505; NYC Transit's estimate was \$513,136. During negotiations, the contractor agreed to use the unit prices established under the prior modification, even though they were two years old and labor costs have increased. Application of the 2010 unit prices resulted in the agreed lump sum of \$539,500 which was found to be fair and reasonable. Savings of \$105,500 were achieved.

On May 31, 2012 the contract was declared substantially complete. On May 30, 2012 the contractor submitted a claim for delay associated with this and other modifications. Extension of time and impact costs, if any, will be negotiated under a separate modification and submitted for separate approval.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location)	
AECOM*ARUP, JV (New York, NY)	
Design Services for the Second Avenue Subway Project	
Contract Term (including Options, if any)	
December 20, 2001 – December 19, 2013	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #:
CM-1188	79
Original Amount:	\$ 200,478,227
Option Amount:	\$ 150,400,897
Total Amount:	\$ 350,879,124
Prior Modifications:	\$ 39,484,573
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 390,363,697
This Request:	\$ 2,250,000 (NTE)
% of This Request to Current Amount:	0.6%
% of Modifications (Including This Request) to Total Amount:	11.9%

Discussion:

This retroactive modification is for additional design services to update Final Design Documents (FDD) for Contracts C-26011 (72nd Street Station Finishes) and C-26012 (86th Street Station Finishes).

This contract is for design services for the Second Avenue Subway (SAS). The base contract provided for preliminary engineering (PE) of the segment running from 125th Street to Midtown, PE of the segment running from Midtown to Lower Manhattan and support services during the construction phase for tunnel boring machine (TBM) activities. The contract also included three options for final design and construction support services for the civil/structural elements, systems, and stations. The SAS project is currently in the construction phase with eight of the planned ten contracts in place. The remaining two, Contracts C-26011 and C-26012 will be awarded in 2013. This modification pertains to the shortfall in FDD funding anticipated by MTACC after their re-evaluation of the effort required to finalize Contracts C-26011 and C-26012.

Modification No. 38, issued in March 2009, included \$4.5M to provide design hours to update FDD in the contract bid documents for the seven remaining SAS construction contracts which had not been awarded at that time. However, the funding was only enough to cover five of the contracts as several factors arose which caused greater than anticipated effort in preparing and revising design documents. The need for additional design hours resulted primarily from the need to make revisions to reflect changes in as-built conditions from prior contracts; changes in stipulations from utilities; transfer of work from cavern to finishes contracts; change the procurement method from an IFB to an RFP for the Systems and Finishes contract required greater technical support to review and evaluate the contractors' proposals and the bid process for the 96th Street Finishes contract generated substantially more questions than expected. These issues caused funds to be depleted sooner than expected. Therefore, this modification is needed to restore sufficient funding to complete the design for the two remaining contracts. To keep the design progressing, the MTACC President approved a retroactive waiver authorizing the consultant to proceed as of March 26, 2012.

The consultant BAFO consisting of retroactive and prospective work was \$2,250,000. The revised MTACC estimate was in the amount of \$2,250,000. The agreed to amount was found to be fair and reasonable. There were no changes to existing contract rates.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

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

Contract Number	AWO/Modification #:
C-26005	97
Original Amount:	\$ 303,863,700
Option 1 Amount:	\$ 17,526,300
Option 2 Amount:	\$ 3,610,000
Total Amount:	\$ 325,000,000
Prior Modifications:	\$ 5,794,462
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 330,794,462
This Request:	\$ 279,000
% of This Request to Current Amount:	0.1%
% of Modifications (including This Request) to Total Amount:	1.9%

Discussion:

This retroactive modification is for additional utility relocation work at Entrance No. 1.

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

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

The contract requires the breakout of approximately 120 linear feet of existing Empire City Subway (ECS) duct bank crossing the west side of 94th Street. This duct bank was found to be approximately seven feet deeper than what was shown in the contract documents. Test pit data obtained during the design phase, in this location, was inconclusive as far as the depth of the duct bank. This modification addresses the additional cost associated with the increased depth of the duct bank, including additional excavation, support of excavation and dewatering; additional trucking and backfill material; and removal of other existing electrical utilities to provide sufficient clearance for the ECS duct bank work. On May 16, 2012, retroactive approval was obtained from the MTACC President in order to avoid impact on the project schedule.

The contractor submitted a cost proposal in the amount of \$439,993; MTACC's revised estimate was \$271,566. Negotiations resulted in the agreed upon lump sum price of \$279,000, which is considered fair and reasonable. Savings of \$160,993 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

Vendor Name (& Location) Parsons Brinckerhoff, Inc (New York, NY)	
Description Consultant Construction Management Services for the Second Avenue Subway Project, Phase I	
Contract Term (Including Options, If any) May 31, 2007 – December 31, 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 CM-1338	AWO/Modification # 8
Original Amount: \$ 80,940,647	
Prior Modifications: \$ 0	
Prior Budgetary Increases: \$ 0	
Current Amount: \$ 80,940,647	
This Request: \$1,117,100	
% of This Request to Current Amount: 1.4%	
% of Modifications (Including This Request) to Original Amount: 1.4%	

Discussion:

This retroactive modification is to perform air monitoring, dust and odor testing and evaluations due to Second Avenue Subway (SAS) construction activities between 69th and 87th Streets and also formulating any necessary mitigation measures.

On May 31, 2007, the base contract for SAS Project Phase I CCM Services was awarded to Parsons Brinckerhoff, Inc., (PB). In June 2011, residents near the 72nd Street SAS construction area began to raise concerns about dust and odors released from the 72nd Street shaft. The consultant is required to review dust control measures and monitor air quality in accordance with guidelines from the NYS Department of Environmental Conservation (DEC) and the NYS Department of Health (DOH). In the event that threshold levels are exceeded, immediate action must be taken.

This modification includes establishment of an enhanced environmental monitoring program to measure emissions resulting from SAS construction activities with data collected at locations representative of prolonged (24 hours or more) public exposure. Sophisticated air monitoring equipment is required for the testing and this data will be compared to National Ambient Air Quality Standards (NAAQS).

The consultant submitted a proposal in the amount of \$1,230,400; \$812,000 for retroactive work and \$418,400 for prospective work. MTACC's estimate was \$1,109,060; \$769,455 for retroactive work and \$339,605 for prospective work. Of the retroactive work, MTACC was able to verify \$716,363 from supporting documentation supplied by the consultant.

Negotiations for the prospective work resulted in the agreed upon price of \$400,737, for a total agreed upon price of \$1,117,100, which is considered fair and reasonable. Savings of \$113,300 were achieved. There were no changes to existing contract rates.

In order to immediately address the concerns, the MTACC President approved a retroactive waiver and the consultant was directed to proceed with this work in August 2011.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 4

Vendor Name (& Location) Plaza Schiavone, JV (New York, NY)	
Description Fulton Street Transit Center Enclosure	
Contract Term (including Options, if any) August 5, 2010 – February 4, 2014	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number A-36125	AWO/Modification # 94
Original Amount:	\$ 175,988,000
Prior Modifications:	\$ 11,612,989
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 187,600,989
This Request:	
	\$1,300,000
% of This Request to Current Amount:	0.7%
% of Modifications (including This Request) to Original Amount:	7.3%

Discussion:

This retroactive modification is for changes to the double-glazed interior glass walls of the Fulton Street Transit Center (Fulton Center).

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

As a result of the reprogramming of the Fulton Center, revisions are required to the double-glazed interior glass walls which enclose the second and third floors inside the main pavilion. As the third floor was originally intended as office space for NYC Transit personnel, the design of the cladding on the glass walls included privacy features, primarily consisting of horizontal aluminum fins. The reprogramming of the area to retail space requires more visibility from the street level.

This modification includes the addition of a decorative pattern to the third floor glass facing the exterior perimeter of the pavilion in lieu of the installation of the aluminum privacy fins, a change to the second floor glass to match the pattern of the third floor glass and the reconfiguration of the interior glass wall construction, including the addition of new metal panels and a custom shaped architecturally exposed structural steel channel between the second and third floors. This modification also includes the installation of stainless steel handrails around the perimeter of the second floor. 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.

The contractor submitted a proposal in the amount of \$1,602,268; MTACC's revised estimate was \$1,240,512. Negotiations resulted in the agreed upon lump sum price of \$1,300,000, which is considered fair and reasonable. Savings of \$302,268 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 5

Vendor Name (& Location)	
SSK Constructors, JV (Secaucus, NJ)	
Second Avenue Subway – 72nd Street Station, Station Cavern Mining, Tunnels and Heavy Civil Structure	
Contract Term (Including Options, If any)	
October 1, 2010 – October 13, 2013	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #:
C-26007	28
Original Amount:	\$ 447,180,260
Prior Modifications:	\$ 2,982,875
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 450,163,135
This Request:	\$ 970,000
% of This Request to Current Amount:	0.2%
% of Modifications (including This Request) to Original Amount:	0.9%

Discussion:

This retroactive modification is for changes made to increase the height and width of the north and south crossover caverns at each end of the 72nd Street Station.

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

The contract requires the mining of the 72nd Street Station cavern and crossover caverns by means of drilling and blasting and specifies a mining sequence to address the close proximity of the concurrent excavation of the East Tunnel under Contract C-26002 (TBM). The West Tunnel was previously bored prior to the award of the 72nd Street contract. The TBM contractor expressed concerns about the rock conditions indicating that, at times, rock up to five feet in length has dislodged from the crown of the tunnel prior to installing steel supports. Additionally, during excavation of the cavern from drilling and blasting, SSK has experienced over break of up to four feet. In order to address these safety concerns and still maintain the final tunnel alignment, it was decided to shift the East TBM alignment an additional five feet within the limits of the north and south crossover caverns, and 72nd Street Main Station Cavern, this shift increases the theoretical distance between the two excavations and reduces the risk of SSK's drill and blast excavation breaching the TBM tunnel excavation. As a result, the dimensions of the crossover caverns were increased to accommodate this shift.

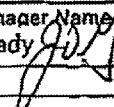
This modification will cover an increase in excavation, shotcrete, waterproofing, concrete, rock bolts and rebar quantities associated with enlarging the crossover caverns in order to accommodate the TBM shift in the Main Station Cavern. Excavation of the south crossover cavern lies on the critical path of the project schedule and contract work cannot continue without the start of this additional work. To avoid impact on the project schedule, MTACC's President approved a retroactive waiver on March 13, 2012, and the contractor was directed to proceed.


The contractor submitted a proposal in the amount of \$1,066,879; MTACC's estimate was \$959,915. Negotiations resulted in the agreed upon lump sum price of \$970,000, which is considered fair and reasonable. Savings of \$96,879 were achieved.

6. ACTION ITEM

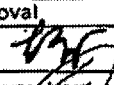
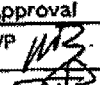
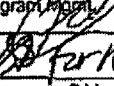
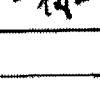
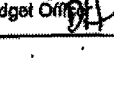
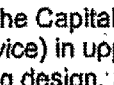
Staff Summary

Page 1

Subject New Capital Project: Portal and tunnel repairs on the Broadway-7 th Avenue Line
Department Capital Program Management
Department Head Name Frederick E. Smith
Department Head Signature
Project Manager Name John O'Grady 

Date August 16, 2012
Vendor Name TBD
Contract Number(s) C44508
Contract Manager Name Alok Saha 
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Committee	9/24	X		
2	Finance Committee	9/24	X		
3	MTA Board	9/27	X		

Internal Approvals			
Order	Approval	Order	Approval
1	SVP Subways 	5	Executive VP 
2	SVP Capital Program Mgmt 	6	President 
3	Director, OMB 		
4	Chief Capital Budget Officer 		

Purpose: To obtain MTA Board approval to add a new structural repair project to the Capital Program. The scope of the project includes structural work along the Broadway-7th Avenue line ("1 Train" service) in upper Manhattan. The project has completed design, and the estimated cost of the work is \$15.2 million, including design, 3rd party construction, and all required support. Award of construction work is forecast for March 2013, but may be accelerated into the fourth quarter of 2012, necessitating this action.

Discussion: This project will repair 2 tunnel portals, associated abutments and approximately 0.6 miles of subway tunnel in two sections on the Broadway-7th Avenue line in the borough of Manhattan. The limits of this project are south of the 122 Street portal to the LaSalle St abutment and south of the 145 Street station to the 133 Street abutment, inclusive of the 135 Street portal.

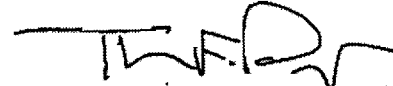
Conditions warrant an acceleration of this repair work; in addition this window will coincide with other planned work on the line, minimizing service disruption. Specifically, the 100-year-old structure requires water remedy and repair/replacement of structural steel as well as concrete repair and repair of walls and abutments. This structural damage is the result of water infiltration through the portal and ventilators built into the structure. In 2010, as a precaution, the heavy granite lintels that make up the decorative protective walls around the 122 Street portal were removed and street traffic barriers were put in place to reduce load and vibration on the structure.

Impact on Funding: 2010-2014 Capital Program funds are available through program savings. This is the result of good bids on recently awarded work.

Alternatives: The alternative is to respond to the continued deterioration of the steel and concrete in this area with operating maintenance resources to stabilize the tunnel structure as further degradation continues. In this alternative, NYCT would incur unplanned maintenance costs and continue the use of street barricades. Higher capital costs may well be incurred later as structural elements deteriorate further.

Recommendation: That the MTA Board approve the addition of this structural repair project, estimated at \$15.2 million, to the 2010-2014 Capital Program.

APPROVED FOR SUBMISSION TO THE BOARD


 Thomas F. Prendergast, President

 Date 9/4/12



Staff Summary

Page 1 of 2

Subject Installation of Help Points (HP) and Passenger Station Local Area Network (PSLAN)
Department Capital Program Management
Department Head Name Frederick E. Smith
Department Head Signature
Program Officer Name Mark Bienstock

Date September 4, 2012
Vendor Name
Contract Number Various
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Committee	9/24	X		
2	Finance Committee	9/24	X		
3	MTA Board	9/27	X		

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

Purpose:

The purpose of this staff summary is to obtain MTA Board approval to add two new projects to the 2010-2014 Capital Program:

1. To install Help Points (HP) in selected subway stations; and
2. To install Passenger Station Local Area Network (PSLAN) infrastructure in selected subway stations, which will support the rollout both of Help Points (HP) and the New Fare Payment System (NFPS).

Discussion:

Help Points are highly visible intercom devices allowing customers to speak directly to NYCT employees for travel information and emergency assistance. HP is a next-generation intercom device, designed to replace the existing Customer Assistance Intercoms (CAI) that are currently deployed in stations systemwide. HP offers superior visibility, connection times, and audio quality, compared to the existing CAI devices. HP has been pilot tested successfully at two stations (Brooklyn Bridge-City Hall and 23rd St. on the Lexington Ave. line); a second pilot is currently underway at two additional stations (Rector St. on the Broadway-7th Ave. line and Burnside Ave. on the Jerome line).

Passenger Station Local Area Network (PSLAN) is a digital communications network providing connectivity for advanced-technology devices situated in various areas of a passenger station, including fare control areas and station platforms. PSLAN will connect these devices to the existing Synchronous Optical Network (SONET), which is the fiber optic backbone network linking all NYCT stations to the Rail Control Center and other central facilities. Essentially, SONET is the communications "highway" throughout the NYCT system, while PSLAN will serve as the "local" information pathways within each station. Various applications will utilize PSLAN as a shared information pathway. Initial applications to be deployed over the next few years include Help Points (discussed above) as well as the New Fare Payment System, which will consist of contactless "tap-and-go" fare payment technology to replace the MetroCard system. A pilot is currently underway to install PSLAN at four stations (1st Av and Bedford Av on the Canarsie line, and the Delancey St / Essex St complex).

PSLAN is being designed to be able to handle a range of in-station applications. As new applications are deployed, they can be easily hooked into the PSLAN, greatly simplifying future installations. In addition to HP and NFPS, the applications envisioned to use PSLAN in the future include:

- CCTV cameras
- Customer information devices, such as interactive kiosks and signs
- Station agent communications
- Wayside-to-railcar communications

Staff Summary



New York City Transit

In the 2010-14 capital program, it is planned that HP and PSLAN will be deployed as follows:

- PSLAN installed at 97 stations, including "full" systems (serving station platforms and fare control areas) at 85 stations and "partial" systems (serving fare control areas only) at 12 stations. These 97 stations encompass the busiest stations in the system, handling more than 50% of all subway ridership;
- HP installed at all 85 stations receiving full PSLAN, with the HP devices utilizing the PSLAN infrastructure;
- HP installed at an additional 17 stations *without* PSLAN, as a pilot of wireless network technologies to be utilized where PSLAN infrastructure is not available.

These counts include the various HP and PSLAN pilot locations (listed above), which are being completed utilizing \$10 million in existing funding in the 2010-14 capital program. Installation of PSLAN at 24 of the 97 stations is being performed under various projects under the MTA Security Program and MTA Capital Construction, including 19 stations under IESS projects and 5 stations under Fulton Center (FC). Likewise, installation of HP at 5 of the 85 stations is being performed under FC.

Note that NFPS is planned to be deployed systemwide, not just at the 97 stations receiving PSLAN. Likewise, further rollout of HP to the balance of the system is planned for inclusion in a future capital program. At stations where PSLAN is not installed, HP and NFPS communications will be handled via other means, including wireless and/or cellular technology. From a customer's perspective, HP and NFPS will operate seamlessly regardless of whether the station has a PSLAN or other technology.

Alternatives:

The alternative to HP installation is to continue operating the existing CAI devices. However, HP offers superior visibility, connection times, and audio quality, thereby improving safety, security, and the customer travel experience.

An alternative to PSLAN is to handle all HP and NFPS communications via wireless and/or cellular technology. However, PSLAN offers a number of "behind the scenes" benefits which make it the most robust solution for high-volume stations. Compared to wireless and cellular alternatives, PSLAN offers faster, more reliable, and higher-bandwidth communications.

Another alternative to PSLAN would be to network each application separately. While this may be cheaper initially, PSLAN will consolidate wiring (eliminating multiple conduit runs) and maintenance, making future application deployments less expensive.

Impact on Funding:

The estimate for deploying HP and PSLAN in the 2010-2014 Capital Program is \$100 million, including \$40 million for HP and \$60 million for PSLAN. This amount excludes the cost of HP and PSLAN work that is being performed by under MTA Security and MTA Capital Construction projects because such work is already funded under the respective projects. The capital program already funded \$10 million for HP and PSLAN pilot initiatives. The additional \$90 million for this initiative will utilize \$32 million from the NFPS project and \$58 million from savings and efficiencies that NYCT has experienced.

Recommendation:

It is recommended that the MTA Board approve the addition of two capital projects, estimated at a total of \$90 million, to install Help Points and PSLAN infrastructure at selected subway stations.

APPROVED FOR SUBMISSION TO THE BOARD


Thomas F. Prendergast
President


Date

The legal name of MTA New York City Transit is New York City Transit Authority

7. SERVICE CHANGES

Report



SERVICE CHANGES:

**NYC TRANSIT COMMITTEE NOTIFICATION
MTA BUS OPERATIONS COMMITTEE
NOTIFICATION:
REROUTE M60 BUSES AT 23rd AVENUE AND
ASTORIA BOULEVARD IN JACKSON HEIGHTS**

Service Issue

The eastbound M60 currently operates in Jackson Heights via Astoria Boulevard, 82nd Street, and 23rd Avenue. Department of Buses supervision and Operations Planning staff agree that the left turn from Astoria Boulevard onto 82nd Street is difficult for operators, as there is no protected left-turn phase.

Recommendation

Modify the eastbound route path of the M60 so that it travels directly onto 23rd Avenue from Astoria Boulevard, avoiding the difficult left turn from Astoria Boulevard onto 82nd Street.

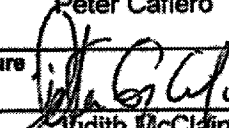
Budget Impact

There is no additional cost associated with this change.

Implementation Date






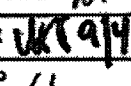


September 2012.

Staff Summary

Subject	Reroute M60 Buses at 23 rd Avenue and Astoria Boulevard in Jackson Heights
Department	Operations Planning
Department Head Name	Peter Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	September 6, 2012
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose

To obtain Presidential approval for and to inform the NYC Transit Committee and the MTA Bus Operations Committee of a recommendation to modify the eastbound route path of the M60 in Jackson Heights, Queens in order to avoid a difficult turning movement.

Discussion

The eastbound M60 currently operates in Jackson Heights via Astoria Boulevard, 82nd Street, and 23rd Avenue. Department of Buses supervision and Operations Planning staff agree that the left turn from Astoria Boulevard onto 82nd Street is difficult for operators, as there is no protected left-turn phase.

In order to avoid the difficult turning movement from Astoria Boulevard onto 82nd Street, it is recommended that eastbound La Guardia Airport bound M60 buses bear left directly onto 23rd Avenue from Astoria Boulevard at the intersection with 79th Street, three blocks west of the abovementioned intersection. Buses would proceed on 23rd Avenue and would return to their current route path at 82nd Street. No M60 bus stops would be affected by this reroute. The bus stop on 82nd Street, far side, Astoria Boulevard was eliminated in August 2012, and is 450 feet from the bus stop on 23rd Avenue, far side, 82nd Street.

Recommendation

Modify the eastbound route path of the M60 so that it travels directly onto 23rd Avenue from Astoria Boulevard, avoiding the difficult left turn from Astoria Boulevard onto 82nd Street.

Alternatives

1. *Do Nothing*: A difficult turn from Astoria Boulevard onto 82nd Street will continue.

Budget Impact

There is no additional cost associated with this change.

Implementation Date

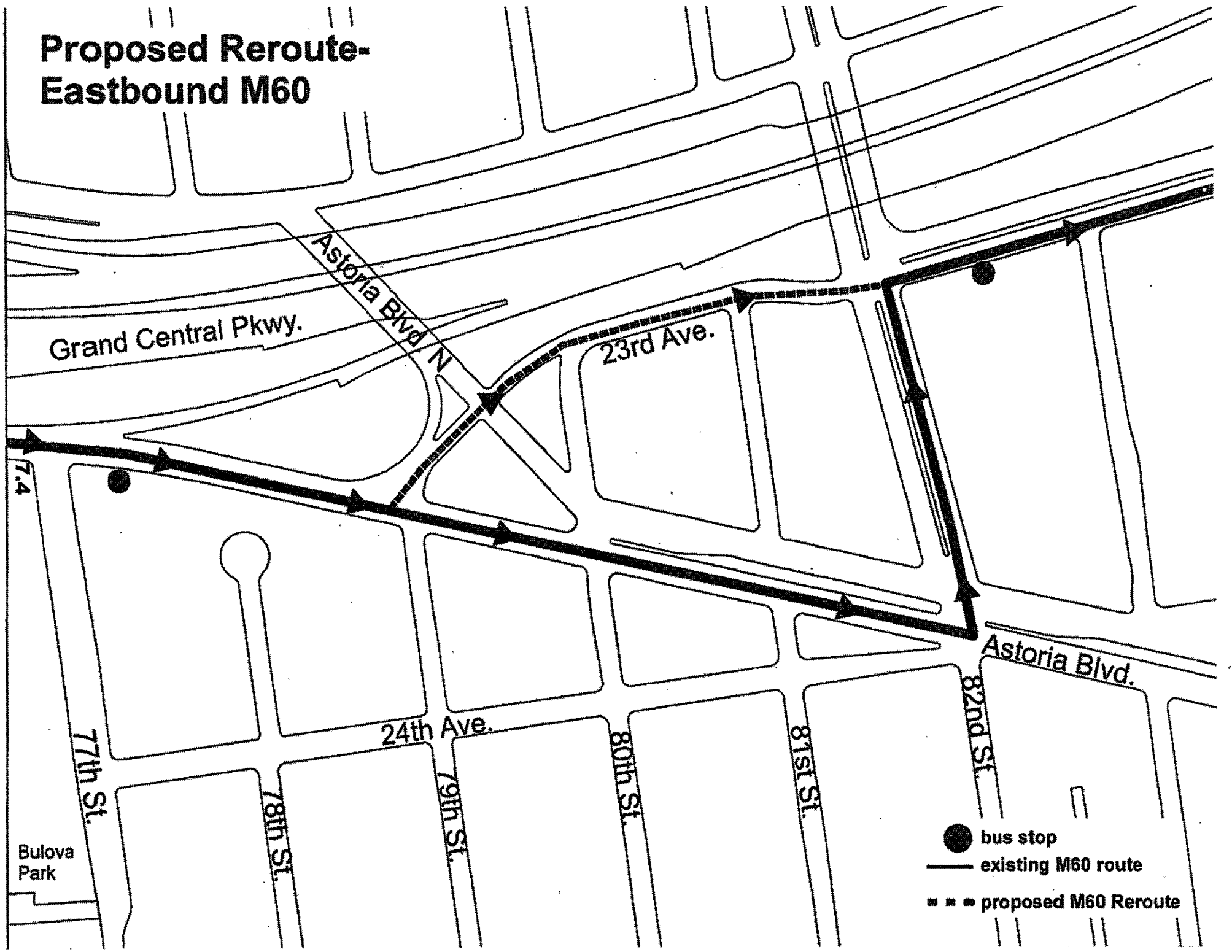
September 2012.

Approved:



Thomas F. Prendergast
President

Proposed Reroute- Eastbound M60



8. SPECIAL REPORTS & PRESENTATIONS



**SPECIAL REPORTS AND PRESENTATIONS: NYC TRANSIT 2012 MID-YEAR
FORECAST MONTHLY ALLOCATION**

Monthly allocation of MTA New York City Transit's 2012 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2012 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
<u>Farebox Revenue:</u>													
Subway	\$217,221	\$215,992	\$236,987	\$226,291	\$239,305	\$232,562	\$229,970	\$230,903	\$222,801	\$244,653	\$229,299	\$225,805	\$2,751,789
Bus	68,297	69,581	75,284	71,998	75,871	73,955	75,210	76,256	75,828	80,335	73,806	72,477	889,909
Paratransit	1,221	1,222	1,306	1,265	1,337	1,490	1,451	1,524	1,451	1,638	1,515	1,422	16,842
Fare Media Liability	<u>4,685</u>	<u>4,685</u>	<u>4,685</u>	<u>4,685</u>	<u>4,685</u>	<u>4,685</u>	<u>4,685</u>	<u>4,685</u>	<u>4,685</u>	<u>4,685</u>	<u>4,685</u>	<u>4,685</u>	<u>55,221</u>
Farebox Revenue	\$291,424	\$291,480	\$319,262	\$304,239	\$321,198	\$312,703	\$311,316	\$313,368	\$304,765	\$331,311	\$309,305	\$304,380	\$3,714,761
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	7,721	7,473	9,556	7,353	9,541	6,580	2,909	2,173	6,090	9,463	8,223	6,934	84,016
Paratransit Reimbursement	11,078	10,852	11,124	10,804	10,819	10,995	10,995	10,995	10,996	10,996	10,996	10,997	131,647
Other	<u>8,212</u>	<u>9,125</u>	<u>9,623</u>	<u>10,285</u>	<u>9,112</u>	<u>9,519</u>	<u>9,519</u>	<u>9,519</u>	<u>9,519</u>	<u>9,519</u>	<u>9,519</u>	<u>9,540</u>	<u>113,011</u>
Other Operating Revenue	\$27,011	\$27,450	\$30,303	\$28,442	\$29,472	\$27,094	\$23,423	\$22,687	\$26,605	\$29,978	\$28,738	\$27,471	\$328,674
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$318,435	\$318,930	\$349,565	\$332,681	\$350,670	\$339,797	\$334,739	\$338,055	\$331,370	\$361,289	\$338,043	\$331,861	\$4,043,435
Operating Expenses													
<u>Labor:</u>													
Payroll	242,695	231,796	231,467	229,601	255,830	229,241	243,081	242,664	229,018	243,164	248,502	248,761	2,875,999
Overtime	<u>28,172</u>	<u>24,283</u>	<u>24,064</u>	<u>24,651</u>	<u>26,688</u>	<u>22,853</u>	<u>23,080</u>	<u>23,450</u>	<u>22,007</u>	<u>21,293</u>	<u>19,923</u>	<u>19,153</u>	<u>279,818</u>
Total Salaries & Wages	271,067	256,079	255,531	254,252	282,518	252,094	266,161	266,114	251,025	264,447	268,425	267,904	3,155,817
Health and Welfare	48,412	46,757	47,481	49,376	59,900	47,976	48,394	48,802	48,578	47,879	47,863	45,681	587,099
OPEB Current Payment	24,533	24,901	24,544	24,314	26,837	22,165	27,373	27,372	27,372	27,373	27,372	29,803	313,949
Pensions	15,758	15,759	19,320	29,056	9,060	95,891	663,797	18,808	17,834	18,895	19,151	19,395	942,724
Other Fringe Benefits	<u>23,479</u>	<u>22,668</u>	<u>21,011</u>	<u>22,274</u>	<u>24,820</u>	<u>27,833</u>	<u>24,713</u>	<u>23,791</u>	<u>21,871</u>	<u>21,624</u>	<u>22,049</u>	<u>20,871</u>	<u>277,004</u>
Total Fringe Benefits	112,182	110,085	112,356	125,020	120,617	193,856	764,278	118,772	115,655	115,770	116,435	115,749	2,120,776
Reimbursable Overhead	<u>(14,700)</u>	<u>(16,121)</u>	<u>(20,139)</u>	<u>(15,811)</u>	<u>(15,153)</u>	<u>(19,091)</u>	<u>(15,004)</u>	<u>(15,172)</u>	<u>(18,230)</u>	<u>(15,479)</u>	<u>(15,271)</u>	<u>(18,598)</u>	<u>(198,769)</u>
Total Labor Expenses	\$368,549	\$350,043	\$347,746	\$363,461	\$387,982	\$428,859	\$1,015,434	\$369,715	\$348,450	\$364,739	\$369,589	\$365,055	\$5,077,624
<u>Non-Labor:</u>													
Electric Power	25,300	31,146	17,774	23,220	20,527	26,970	29,617	26,681	29,635	27,366	25,984	35,927	320,147
Fuel	15,253	15,005	18,973	13,925	14,299	12,829	12,410	12,355	9,426	12,850	13,179	14,452	164,954
Insurance	4,815	4,822	4,992	3,564	4,570	4,290	4,290	4,290	4,290	4,534	4,580	4,581	53,618
Claims	7,920	7,920	7,920	7,920	7,920	7,917	7,917	7,917	7,917	7,917	7,917	7,939	95,039
Paratransit Service Contracts	33,383	28,088	28,533	29,338	30,730	32,547	31,569	32,848	32,137	37,039	35,211	33,909	385,331
Misc. and Other Operating Contracts	10,151	13,142	11,886	12,361	10,989	15,112	15,043	15,327	16,248	18,572	18,632	7,088	164,549
Professional Service Contracts	10,290	7,850	12,291	5,820	12,021	12,902	9,792	9,693	11,174	11,907	12,671	15,344	131,756
Materials & Supplies	25,118	21,099	21,130	17,047	18,977	21,807	23,977	23,969	24,180	25,262	25,277	26,025	273,869
Other Business Expenses	4,737	4,728	5,451	6,245	5,696	5,528	5,520	5,493	5,441	6,365	6,178	6,450	67,852
Total Non-Labor Expenses	\$138,967	\$133,800	\$128,950	\$119,440	\$125,729	\$139,901	\$140,134	\$138,572	\$140,447	\$151,832	\$149,628	\$151,714	\$1,657,115
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	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	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation, OPEB	\$505,516	\$483,843	\$476,696	\$482,901	\$513,711	\$566,760	\$1,155,569	\$508,287	\$488,897	\$516,571	\$519,217	\$516,770	\$6,734,739
Depreciation	113,131	113,147	116,114	103,790	111,568	115,000	118,000	121,000	124,000	127,000	130,000	152,250	1,445,000
OPEB Obligation	0.000	0.000	348,247	0.000	0.000	335,568	0.000	0.000	335,568	0.000	0.000	335,568	1,354,951
Total Expenses	\$618,647	\$596,990	\$941,059	\$586,691	\$625,279	\$1,017,328	\$1,273,569	\$629,287	\$948,465	\$643,571	\$649,217	\$1,004,588	\$9,534,690
Net Surplus/(Deficit)	(\$300,212)	(\$278,060)	(\$591,494)	(\$254,010)	(\$274,609)	(\$677,531)	(\$938,830)	(\$293,232)	(\$617,095)	(\$282,282)	(\$311,174)	(\$672,727)	(\$5,491,255)

Notes:

- The NYCT 2012 Mid-Year Forecast has been adjusted to include the impacts of service and fare evasion initiatives, which were included below-the-baseline at the MTA level in the July 2012 Financial Plan
- January through May represents actual results

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2012 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	62.491	65.807	83.116	66.202	64.859	78.928	86.115	69.613	75.984	77.806	76.195	85.612	892.728
Total Revenue	\$62.491	\$65.807	\$83.116	\$66.202	\$64.859	\$78.928	\$86.115	\$69.613	\$75.984	\$77.806	\$76.195	\$85.612	\$892.728
Expenses													
Labor													
Payroll	26.385	26.694	32.948	26.940	25.052	32.298	28.922	29.480	30.953	34.756	33.848	36.432	365.487
Overtime	5.327	6.614	8.089	6.844	6.032	6.142	5.156	5.156	6.242	2.819	2.813	3.877	65.108
Total Salaries & Wages	31.712	33.308	41.037	33.784	32.084	38.440	34.078	34.636	37.195	37.573	36.660	40.309	430.595
Health and Welfare	1.655	1.454	1.476	1.456	1.413	1.885	1.943	1.943	1.943	2.587	2.587	2.587	22.931
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.082	0.078	0.081	0.078	0.083	0.077	17.677	0.077	0.077	0.077	0.077	0.063	18.530
Other Fringe Benefits	7.187	7.801	9.968	8.001	7.261	9.917	8.371	8.521	9.480	10.302	10.090	11.294	108.193
Total Fringe Benefits	8.924	9.333	11.525	9.535	8.757	11.880	27.992	10.542	11.501	12.966	12.755	13.944	149.654
Reimbursable Overhead	14.700	16.121	20.139	15.811	15.153	19.091	15.004	15.172	18.230	15.479	15.271	18.598	198.769
Total Labor Expenses	\$65.336	\$68.762	\$72.701	\$59.130	\$56.994	\$69.411	\$77.074	\$60.329	\$66.925	\$66.018	\$64.486	\$72.851	\$779.018
Non-Labor													
Electric Power	0.019	0.021	0.020	0.021	0.024	0.021	0.020	0.021	0.020	0.021	0.020	0.022	0.252
Fuel	0.003	0.002	0.001	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.001	0.022
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Misc. and Other Operating Contracts	2.012	3.511	2.799	2.519	2.372	2.639	2.433	2.565	2.454	2.761	2.909	2.803	31.778
Professional Service Contracts	0.357	(0.930)	2.037	1.652	2.656	1.430	1.356	1.397	1.388	2.383	2.342	2.947	19.015
Materials & Supplies	4.554	4.142	5.412	3.905	3.434	5.119	4.937	5.007	4.889	6.504	6.320	6.860	61.083
Other Business Expenses	0.210	0.299	0.146	(1.027)	0.377	0.306	0.292	0.292	0.305	0.116	0.116	0.128	1.560
Total Non-Labor Expenses	\$7.165	\$7.045	\$10.415	\$7.072	\$8.865	\$9.517	\$9.040	\$9.284	\$9.069	\$11.788	\$11.709	\$12.761	\$113.710
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	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	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation, OPEB	\$62.491	\$65.807	\$83.116	\$66.202	\$64.859	\$78.928	\$86.115	\$69.613	\$75.984	\$77.806	\$76.195	\$85.612	\$892.728
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$62.491	\$65.807	\$83.116	\$66.202	\$64.859	\$78.928	\$86.115	\$69.613	\$75.984	\$77.806	\$76.195	\$85.612	\$892.728
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

Notes:

-The NYCT 2012 Mid-Year Forecast has been adjusted to include the impacts of service and fare evasion initiatives, which were included below-the-baseline at the MTA level in the July 2012 Financial Plan
- January through May represents actual results

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2012 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE													Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Revenue													
Farebox Revenue:													
Subway	\$217.221	\$215.992	\$236.987	\$226.291	\$239.305	\$232.582	\$229.970	\$230.903	\$222.801	\$244.653	\$229.299	\$225.805	\$2,751.789
Bus	68.297	69.581	76.284	71.998	75.871	73.966	75.210	76.256	75.828	80.335	73.806	72.477	889.909
Paratransit	1.221	1.222	1.306	1.265	1.337	1.490	1.451	1.524	1.451	1.638	1.515	1.422	16.842
Fare Media Liability	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	4.685	56.221
Farebox Revenue	\$291.424	\$291.480	\$319.262	\$304.239	\$321.198	\$312.703	\$311.316	\$313.368	\$304.765	\$331.311	\$309.305	\$304.390	\$3,714.781
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:													
Fare Reimbursement	7.721	7.473	9.556	7.353	9.541	6.580	2.909	2.173	6.090	9.463	8.223	6.934	84.016
Paratransit Reimbursement	11.078	10.852	11.124	10.804	10.819	10.995	10.995	10.995	10.996	10.996	10.996	10.997	131.647
Other	8.212	9.125	9.623	10.285	9.112	9.519	9.519	9.519	9.519	9.519	9.519	9.540	113.011
Other Operating Revenue	\$27.011	\$27.450	\$30.303	\$28.442	\$29.472	\$27.094	\$23.423	\$22.687	\$28.605	\$29.978	\$28.738	\$27.471	\$328.674
Capital and Other Reimbursements	62.491	65.807	83.116	86.202	64.859	78.928	86.115	69.813	75.984	77.806	76.195	85.612	892.728
Total Revenue	\$380.926	\$384.737	\$432.681	\$398.883	\$415.529	\$418.725	\$420.854	\$405.668	\$407.354	\$439.095	\$414.238	\$417.473	\$4,936.163
Expenses													
Labor:													
Payroll	269.280	268.490	264.415	258.541	281.882	281.539	272.003	272.123	259.970	277.910	282.149	285.183	3,241.488
Overtime	33.498	30.897	32.153	31.495	32.720	28.995	28.236	28.807	28.249	24.110	22.738	23.030	344.726
Total Salaries & Wages	302.779	299.387	296.568	288.036	314.602	290.534	300.239	300.730	288.219	302.020	304.885	308.213	3,586.212
Health and Welfare	50.067	48.211	48.957	50.832	61.313	49.862	50.338	50.745	50.521	50.466	50.450	48.267	610.030
OPEB Current Payment	24.533	24.901	24.544	24.314	26.837	22.155	27.373	27.372	27.372	27.373	27.372	29.803	313.949
Pensions	15.840	15.837	19.401	29.134	9.143	95.969	681.475	18.885	17.912	18.972	19.229	19.458	961.254
Other Fringe Benefits	30.666	30.469	30.979	30.275	32.081	37.750	33.084	32.312	31.351	31.926	32.140	32.165	385.197
Total Fringe Benefits	121.106	119.418	123.881	134.555	129.374	205.736	792.270	129.314	127.156	128.737	129.190	129.693	2,270.430
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$423.885	\$408.805	\$420.449	\$422.591	\$443.976	\$496.270	\$1,092.509	\$430.045	\$416.376	\$430.767	\$434.075	\$437.906	\$5,856.642
Non-Labor:													
Electric Power	25.319	31.167	17.794	23.241	20.551	26.991	29.637	26.703	29.655	27.387	26.004	35.949	320.399
Fuel	15.256	15.007	18.974	13.927	14.301	12.831	12.411	12.356	9.427	12.852	13.181	14.453	164.976
Insurance	4.815	4.822	4.992	3.564	4.570	4.290	4.290	4.290	4.290	4.534	4.580	4.581	53.618
Claims	7.820	7.920	7.920	7.920	7.920	7.917	7.917	7.917	7.917	7.917	7.917	7.939	95.039
Paratransit Service Contracts	33.383	28.088	28.533	29.338	30.730	32.547	31.569	32.848	32.137	37.039	35.211	33.909	385.331
Mtce. and Other Operating Contracts	12.163	16.653	14.685	14.880	13.361	17.751	17.476	17.891	18.700	21.334	21.541	9.891	196.327
Professional Service Contracts	10.647	6.920	14.328	7.472	14.677	14.332	11.147	11.090	12.563	14.291	15.013	18.291	150.771
Materials & Supplies	29.672	25.241	26.542	20.952	22.411	26.925	28.914	28.976	29.070	31.767	31.597	32.885	334.952
Other Business Expenses	4.947	5.027	5.597	5.218	6.073	5.834	6.812	5.786	5.746	6.501	6.294	6.577	69.412
Total Non-Labor Expenses	\$144.122	\$140.845	\$139.365	\$126.612	\$134.594	\$149.418	\$149.175	\$147.856	\$149.506	\$163.620	\$161.336	\$164.476	\$1,770.825
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	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	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation, OPEB	\$568.007	\$549.650	\$559.814	\$549.103	\$578.570	\$645.688	\$1,241.683	\$577.901	\$564.881	\$594.377	\$595.412	\$602.382	\$7,627.467
Depreciation	113.131	113.147	116.114	103.790	111.588	115.000	118.000	121.000	124.000	127.000	130.000	152.250	1,445.000
OPEB Obligation	0.000	0.000	348.247	0.000	0.000	335.568	0.000	0.000	335.568	0.000	0.000	335.568	1,354.951
Total Expenses	\$681.138	\$662.797	\$1,024.175	\$652.893	\$690.158	\$1,096.256	\$1,359.683	\$698.901	\$1,024.449	\$721.377	\$725.412	\$1,090.200	\$10,427.418
Net Surplus/(Deficit)	(\$300.212)	(\$278.060)	(\$591.494)	(\$254.010)	(\$274.609)	(\$677.531)	(\$938.830)	(\$293.232)	(\$617.095)	(\$282.282)	(\$311.174)	(\$672.727)	(\$5,491.255)

Notes:

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- January through May represents actual results

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2012 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$302.000	\$287.459	\$315.898	\$292.397	\$331.375	\$313.735	\$306.581	\$318.098	\$302.349	\$335.477	\$305.258	\$302.685	\$3,713.292
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	15.000	0.000	0.000	0.000	6.313	43.766	6.312	0.000	0.000	6.313	0.000	21.312	99.016
Paratransit Reimbursement	2.100	2.250	1.998	38.207	1.959	38.583	2.071	2.071	33.855	2.071	2.071	2.072	131.308
Other	64.600	3.286	3.199	3.541	3.855	3.793	3.793	3.793	3.793	3.793	3.793	12.772	114.011
Other Operating Revenue	\$81.700	\$5.536	\$5.197	\$42.748	\$12.127	\$87.142	\$12.176	\$5.864	\$37.648	\$12.177	\$5.864	\$36.156	\$344.335
Capital and Other Reimbursements	27.500	75.572	27.324	71.807	101.973	99.567	106.754	90.252	96.623	96.445	96.835	108.252	998.904
Total Receipts	\$411.200	\$368.567	\$348.419	\$406.952	\$445.475	\$500.444	\$425.491	\$414.214	\$436.620	\$446.089	\$407.957	\$445.083	\$5,056.531
Expenditures													
<u>Labor:</u>													
Payroll	243.392	235.496	349.690	234.313	221.268	285.507	241.775	354.993	238.517	299.475	307.616	257.374	3,269.415
Overtime	30.408	31.877	41.581	29.466	58.575	31.280	25.341	36.543	26.195	26.175	25.175	(14.930)	347.696
Total Salaries & Wages	273.800	267.373	391.271	263.779	279.843	316.787	267.116	391.537	264.712	325.649	332.790	242.444	3,617.111
Health and Welfare	52.867	71.060	49.446	58.056	50.396	26.962	51.938	50.745	50.521	51.702	50.450	36.326	600.470
OPEB Current Payment	24.533	24.901	24.544	24.314	26.837	22.155	27.373	27.372	27.372	27.373	27.372	29.803	313.949
Pensions	15.600	15.953	19.122	29.121	9.121	314.189	25.551	18.885	17.912	105.084	19.229	358.597	948.563
Other Fringe Benefits	28.900	25.446	36.549	27.752	26.916	29.754	28.103	36.811	27.105	31.258	31.826	27.721	358.141
Total Fringe Benefits	122.100	137.380	129.661	139.243	113.270	393.060	132.965	133.814	122.910	215.417	128.877	452.447	2,221.123
GASB Account	2.800	2.873	3.922	2.813	2.646	3.397	2.541	3.812	2.541	1.305	2.541	3.779	34.370
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$398.500	\$407.406	\$524.854	\$405.835	\$395.759	\$713.254	\$402.622	\$529.162	\$390.163	\$542.371	\$464.208	\$698.670	\$5,872.604
<u>Non-Labor:</u>													
Electric Power	16.300	22.573	27.404	16.263	16.055	28.237	30.883	27.949	30.901	28.633	27.251	50.949	323.399
Fuel	15.500	5.570	28.464	14.226	16.618	2.564	12.411	12.356	9.427	12.852	13.181	15.607	156.776
Insurance	11.400	(0.032)	2.463	3.277	3.597	4.624	17.301	(0.117)	10.469	0.127	0.127	14.931	68.167
Claims	8.500	10.799	7.707	7.586	3.801	6.950	6.950	6.950	6.950	6.950	6.950	6.975	87.096
Paratransit Service Contracts	25.100	26.542	32.986	23.844	30.453	33.653	32.875	34.155	33.444	38.346	36.518	35.216	383.331
Mtca. and Other Operating Contracts	27.900	30.024	(1.077)	18.241	15.437	16.598	16.323	16.737	17.546	20.180	20.387	8.737	207.034
Professional Service Contracts	4.800	4.977	18.271	16.830	10.667	12.832	11.147	11.090	11.063	14.291	15.013	13.990	144.771
Materials & Supplies	34.100	32.953	23.884	25.232	22.341	25.555	27.544	27.606	27.700	30.397	30.227	29.413	336.952
Other Business Expenditures	4.800	4.590	5.130	5.326	5.381	6.067	6.045	6.019	5.980	6.735	6.528	6.811	69.412
Total Non-Labor Expenditures	\$148.400	\$137.996	\$143.232	\$130.625	\$124.360	\$137.280	\$161.481	\$142.744	\$153.481	\$158.509	\$156.180	\$182.629	\$1,776.908
<u>Other Expenditure Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$546.900	\$545.402	\$668.086	\$536.260	\$520.109	\$850.534	\$564.102	\$671.907	\$543.643	\$700.880	\$620.388	\$881.300	\$7,649.512
Net Cash Deficit	(\$135.700)	(\$176.835)	(\$319.667)	(\$129.308)	(\$74.634)	(\$350.090)	(\$138.612)	(\$257.692)	(\$107.023)	(\$254.781)	(\$212.432)	(\$436.207)	(\$2,592.981)

Notes:

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- January through May represents actual results

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2012 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$10.576	(\$4.021)	(\$3.364)	(\$11.842)	\$10.177	\$1.032	(\$4.755)	\$4.730	(\$2.416)	\$4.166	(\$4.047)	(\$1.705)	(\$1.489)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:													
Fare Reimbursement	7.279	(7.473)	(9.556)	(7.353)	(3.228)	37.186	3.403	(2.173)	(6.090)	(3.150)	(8.223)	14.378	15.000
Paratransit Reimbursement	(8.978)	(8.602)	(9.126)	28.403	(8.860)	28.588	(8.924)	(8.924)	22.859	(8.925)	(8.925)	(8.925)	(0.339)
Other	56.388	(5.839)	(6.424)	(6.744)	(5.257)	(5.726)	(5.726)	(5.726)	(5.726)	(5.726)	(5.726)	3.232	1.000
Other Operating Revenue	\$54.689	(\$21.914)	(\$25.106)	\$14.306	(\$17.345)	\$60.048	(\$11.247)	(\$16.823)	\$11.043	(\$17.601)	(\$22.874)	\$8.688	\$16.661
Capital and Other Reimbursements	(34.991)	9.765	(55.792)	5.605	37.114	20.639	20.639	20.639	20.639	20.639	20.640	20.640	106.176
Total Receipt Adjustments	\$30.274	(\$16.170)	(\$84.262)	\$8.069	\$29.946	\$81.719	\$4.637	\$8.546	\$29.266	\$7.004	(\$8.281)	\$27.620	\$120.368
Expenditures													
Labor:													
Payroll	25.886	22.994	(85.275)	22.226	60.614	(23.968)	30.228	(82.870)	21.453	(21.584)	(25.466)	27.809	(27.829)
Overtime	3.091	(0.980)	(9.428)	2.029	(25.855)	(2.295)	2.895	(7.936)	2.055	(2.065)	(2.439)	37.960	(2.970)
Total Salaries & Wages	28.977	22.014	(94.703)	24.255	34.759	(26.263)	33.123	(90.806)	23.508	(23.629)	(27.905)	65.769	(30.899)
Health and Welfare	(2.800)	(22.849)	(0.489)	(7.224)	10.917	22.900	(1.600)	0.000	0.000	(1.236)	0.000	11.941	9.560
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.040	(0.116)	0.279	0.013	0.022	(218.220)	655.924	0.000	0.000	(86.112)	0.000	(339.139)	12.691
Other Fringe Benefits	1.766	5.023	(5.570)	2.523	5.165	7.998	4.981	(4.499)	4.246	0.668	0.314	4.444	27.056
Total Fringe Benefits	(0.994)	(17.942)	(5.780)	(4.688)	16.104	(187.324)	659.305	(4.499)	4.246	(85.680)	0.314	(322.754)	49.307
GASB Account	(2.600)	(2.673)	(3.922)	(2.613)	(2.646)	(3.397)	(2.541)	(3.812)	(2.541)	(1.305)	(2.541)	(3.779)	(34.370)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$25.385	\$1.399	(\$104.405)	\$16.956	\$48.217	(\$216.984)	\$689.887	(\$99.118)	\$25.212	(\$111.614)	(\$30.133)	(\$260.784)	(\$15.962)
Non-Labor:													
Electric Power	9.019	8.594	(9.610)	6.978	4.496	(1.246)	(1.246)	(1.246)	(1.246)	(1.246)	(1.247)	(15.000)	(3.000)
Fuel	(0.244)	9.437	(7.490)	(0.299)	(2.317)	10.267	0.000	0.000	0.000	0.000	0.000	(1.154)	8.200
Insurance	(8.585)	4.854	2.529	0.287	0.973	(0.334)	(13.011)	4.407	(6.179)	4.407	4.453	(10.350)	(14.549)
Claims	(0.680)	(2.879)	0.213	0.334	4.119	0.967	0.967	0.967	0.967	0.967	0.967	0.964	7.973
Paratransit Service Contracts	8.283	1.546	(4.483)	5.494	0.277	(1.306)	(1.306)	(1.307)	(1.307)	(1.307)	(1.307)	(1.307)	2.000
Misc. and Other Operating Contracts	(15.737)	(13.371)	15.762	(3.361)	(2.076)	1.153	1.153	1.154	1.154	1.154	1.154	1.154	(10.707)
Professional Service Contracts	5.847	1.943	(3.943)	(9.158)	4.010	1.500	0.000	0.000	1.500	0.000	0.000	4.301	6.000
Materials & Supplies	(4.428)	(7.712)	2.658	(4.280)	0.070	1.370	1.370	1.370	1.370	1.370	1.370	3.472	(2.000)
Other Business Expenditures	0.147	0.437	0.467	(0.108)	0.692	(0.233)	(0.233)	(0.233)	(0.234)	(0.234)	(0.234)	(0.234)	0.000
Total Non-Labor Expenditures	(\$4.278)	\$2.849	(\$3.867)	(\$4.113)	\$10.244	\$12.138	(\$12.306)	\$6.112	(\$3.975)	\$6.111	\$5.156	(\$18.154)	(\$6.083)
Other Expenditure Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	\$21.107	\$4.248	(\$108.272)	\$12.843	\$58.461	(\$204.846)	\$677.581	(\$94.006)	\$21.237	(\$106.503)	(\$24.977)	(\$278.918)	(\$22.045)
Total Cash Conversion Adj. before Depreciation, OPEB	\$51.381	(\$11.922)	(\$192.534)	\$20.912	\$68.407	(\$123.127)	\$682.218	(\$85.460)	\$50.503	(\$99.489)	(\$31.258)	(\$261.298)	\$98.323
Depreciation Adjustment	113.131	113.147	116.114	103.790	111.568	115.000	118.000	121.000	124.000	127.000	130.000	152.250	1,445.000
OPEB Obligation	0.000	0.000	348.247	0.000	0.000	335.568	0.000	0.000	335.568	0.000	0.000	335.568	1,354.951
Total Cash Conversion Adjustments	\$164.512	\$101.225	\$271.827	\$124.702	\$199.975	\$327.441	\$800.218	\$35.540	\$510.071	\$27.501	\$98.742	\$236.520	\$2,898.274

Notes:

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-January through May represents actual results

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2012 Mid-Year Forecast
Overtime Decomposition Allocation
(\$ in millions)

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Total Year
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	9.9	9.5	10.3	9.8	10.2	9.9	9.3	9.6	9.4	10.5	9.9	9.8	\$118.114
<u>Unscheduled Service</u>	5.1	5.5	5.7	5.9	6.0	6.0	5.9	5.9	5.9	6.1	5.4	5.1	\$68.443
<u>Programmatic/Routine Maintenance</u>	11.5	7.6	6.3	7.9	9.4	6.0	6.9	6.9	5.7	3.7	3.6	2.2	\$77.812
<u>Unscheduled Maintenance</u>	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	\$0.000
<u>Vacancy/Absentee Coverage</u>	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	\$0.000
<u>Weather Emergencies</u>	0.8	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.1	\$3.662
<u>Safety/Security/Law Enforcement</u>	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$3.062
<u>Other</u>	0.7	0.7	0.8	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	\$8.525
Sub-Total	\$28.172	\$24.283	\$24.064	\$24.651	\$26.688	\$22.853	\$23.080	\$23.450	\$22.007	\$21.293	\$19.923	\$19.153	\$279.617
REIMBURSABLE OVERTIME	\$5.327	\$6.614	\$8.089	\$8.844	\$6.032	\$6.142	\$5.156	\$5.156	\$6.242	\$2.816	\$2.813	\$3.877	\$65.108
TOTAL NR & R OVERTIME	\$33.499	\$30.897	\$32.153	\$31.495	\$32.720	\$28.995	\$28.236	\$28.606	\$28.249	\$24.109	\$22.736	\$23.030	\$344.725

Notes:

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MTA NEW YORK CITY TRANSIT
July Financial Plan - 2012 Mid-Year Forecast
Ridership/Traffic Volume (Utilization)
(In millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Ridership													
Subway	132.772	132.354	147.441	139.084	148.399	141.253	135.545	135.372	134.553	150.394	140.132	136.555	1,673.854
Bus	<u>53.239</u>	<u>53.947</u>	<u>60.753</u>	<u>55.797</u>	<u>60.350</u>	<u>56.420</u>	<u>53.888</u>	<u>53.760</u>	<u>57.623</u>	<u>63.619</u>	<u>57.980</u>	<u>55.958</u>	<u>683.334</u>
Subtotal	186.011	186.301	208.194	194.881	208.749	197.673	189.433	189.132	192.176	214.013	198.112	192.513	2,357.188
Paratransit*	0.757	0.761	0.848	0.802	0.852	0.886	0.863	0.907	0.863	0.975	0.901	0.846	10.261
Total Ridership	186.768	187.062	209.042	195.683	209.601	198.559	190.296	190.039	193.039	214.988	199.013	193.359	2,367.449
Farebox Revenue													
excluding fare media liability)													
Subway	217.221	215.992	236.987	226.291	239.305	232.562	229.970	230.903	222.801	244.653	229.299	225.805	2,751.789
Bus	<u>68.297</u>	<u>69.581</u>	<u>76.284</u>	<u>71.998</u>	<u>75.871</u>	<u>73.966</u>	<u>75.210</u>	<u>76.256</u>	<u>75.828</u>	<u>80.335</u>	<u>73.806</u>	<u>72.477</u>	<u>889.909</u>
Subtotal	285.518	285.573	313.271	298.289	315.176	306.528	305.180	307.159	298.629	324.988	303.105	298.282	3,641.698
Paratransit	1.221	1.222	1.306	1.265	1.337	1.490	1.451	1.524	1.451	1.638	1.515	1.422	16.842
Total Farebox Revenue	286.739	286.795	314.577	299.554	316.513	308.018	306.631	308.683	300.080	326.626	304.620	299.704	3,658.540

* Paratransit ridership includes guests and personal care attendants.

Notes:

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MTA NEW YORK CITY TRANSIT
July Financial Plan - 2012 Mid-Year Forecast
Total Positions By Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Office of the President	20	20	20	26	27	29	29	29	29	29	29	29
Law	249	258	258	257	258	265	268	268	266	266	266	266
Office of the EVP	37	39	38	39	39	41	41	41	41	41	41	41
Human Resources	296	299	300	298	295	288	239	239	239	239	239	184
Office of Management and Budget	36	37	36	36	37	39	39	39	39	39	39	39
Capital Planning & Budget	28	28	28	28	28	31	31	31	31	31	31	31
Corporate Communications	234	235	241	242	244	251	251	251	251	251	251	249
AFC Program Management & Sales	51	50	51	51	51	54	54	54	54	54	54	54
Technology & Information Services	419	418	415	430	453	453	441	441	444	444	444	436
Non-Departmental	-	-	-	-	-	84	84	84	84	84	84	84
Labor Relations	95	97	98	98	95	96	96	96	96	96	96	96
Material	235	233	235	239	239	237	237	238	238	238	238	238
Controller	150	148	148	149	148	140	130	130	130	130	130	121
Total Administration	1,860	1,862	1,866	1,891	1,912	2,008	1,938	1,939	1,942	1,942	1,942	1,868
Operations												
Subways Service Delivery	7,367	7,311	7,270	7,238	7,316	7,435	7,416	7,416	7,416	7,394	7,394	7,418
Subways Operation Support/Admin.	304	304	300	296	293	313	313	313	313	313	313	312
Subways Stations	2,659	2,645	2,623	2,640	2,712	2,692	2,692	2,692	2,692	2,674	2,674	2,685
Sub-total - Subways	10,330	10,260	10,193	10,174	10,321	10,440	10,421	10,421	10,421	10,381	10,381	10,415
Buses	10,270	10,268	10,228	10,267	10,385	10,340	10,255	10,255	10,356	10,315	10,315	10,304
Paratransit	157	159	155	154	154	172	172	172	172	172	172	170
Operations Planning	372	374	368	385	384	393	395	395	395	395	395	395
Revenue Control	391	391	390	389	389	421	421	421	421	421	421	421
Total Operations	21,520	21,462	21,334	21,369	21,633	21,766	21,664	21,664	21,765	21,684	21,684	21,705
Maintenance												
Subways Operations/Support/Admin.	166	162	169	167	168	163	163	163	163	163	163	162
Subways Engineering	301	300	301	297	297	309	313	313	313	313	311	311
Subways Car Equipment	4,016	4,010	4,060	4,059	4,085	4,103	4,118	4,118	4,118	4,118	4,118	4,118
Subways Infrastructure	1,304	1,294	1,296	1,298	1,294	1,331	1,290	1,290	1,290	1,292	1,292	1,292
Subways Elevators & Escalators	348	344	345	341	344	354	374	374	375	378	378	381
Subways Stations	3,494	3,480	3,473	3,478	3,534	3,554	3,554	3,554	3,554	3,542	3,542	3,540
Subways Track	2,682	2,665	2,667	2,666	2,673	2,700	2,730	2,730	2,730	2,730	2,730	2,730
Subways Power	636	630	631	633	634	624	624	624	608	608	596	596
Subways Signals	1,362	1,349	1,336	1,333	1,335	1,367	1,417	1,417	1,417	1,417	1,417	1,417
Subways Electronics Maintenance	1,353	1,350	1,361	1,337	1,326	1,388	1,379	1,379	1,379	1,379	1,379	1,379
Sub-total - Subways	15,860	15,564	15,639	15,609	15,888	15,893	15,962	15,962	15,947	15,940	15,926	15,926
Buses	3,696	3,690	3,654	3,672	3,677	3,706	3,730	3,730	3,731	3,731	3,731	3,731
Revenue Control	137	137	137	137	137	137	150	150	150	150	150	150
Supply Logistics	540	540	554	554	554	557	557	557	557	557	557	557
System Safety	87	86	85	85	86	88	88	88	88	88	88	88
Total Maintenance	20,120	20,037	20,069	20,057	20,142	20,381	20,487	20,487	20,473	20,466	20,452	20,452
Engineering/Capital												
Capital Program Management	1,242	1,237	1,231	1,226	1,221	1,218	1,218	1,218	1,218	1,218	1,218	1,218
Total Engineering/Capital	1,242	1,237	1,231	1,226	1,221	1,218	1,218	1,218	1,218	1,218	1,218	1,218
Public Safety												
Security	494	492	494	499	502	504	504	504	550	574	574	574
Total Public Safety	494	492	494	499	502	504	504	504	550	574	574	574
Total Baseline Positions	45,226	45,080	44,994	45,042	45,410	45,877	45,811	45,812	45,948	45,884	45,870	45,817
Non-Reimbursable	41,049	40,775	40,443	40,863	41,616	41,243	41,275	41,276	41,426	41,377	41,377	41,294
Reimbursable	4,177	4,305	4,551	4,179	3,794	4,634	4,536	4,536	4,522	4,507	4,493	4,523
Total Full-Time	45,033	44,881	44,795	44,825	45,193	45,719	45,652	45,653	45,789	45,725	45,711	45,658
Total Full-Time Equivalents	193	199	199	217	217	158	159	159	159	159	159	159

Notes:

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MTA NEW YORK CITY TRANSIT
July Financial Plan - 2012 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	581	582	583	589	588	639	639	640	640	640	640	629
Professional, Technical, Clerical	1,244	1,255	1,258	1,277	1,299	1,253	1,184	1,184	1,187	1,187	1,187	1,123
Operational Hourlies	25	25	25	25	25	116	115	115	115	115	115	116
Total Administration	1,850	1,862	1,866	1,891	1,912	2,008	1,938	1,939	1,942	1,942	1,942	1,868
Operations												
Managers/Supervisors	2,433	2,432	2,413	2,421	2,424	2,521	2,521	2,521	2,521	2,521	2,521	2,517
Professional, Technical, Clerical	384	382	374	374	372	376	378	378	378	378	378	379
Operational Hourlies	18,703	18,638	18,547	18,574	18,837	18,869	18,765	18,765	18,866	18,785	18,785	18,809
Total Operations	21,520	21,452	21,334	21,369	21,633	21,766	21,664	21,664	21,765	21,684	21,684	21,705
Maintenance												
Managers/Supervisors	3,606	3,585	3,586	3,610	3,626	3,732	3,743	3,743	3,741	3,744	3,742	3,883
Professional, Technical, Clerical	1,013	1,010	1,005	993	970	1,024	1,027	1,027	1,027	1,029	1,027	1,025
Operational Hourlies	15,501	15,442	15,478	15,454	15,546	15,625	15,717	15,717	15,705	15,693	15,683	15,544
Total Maintenance	20,120	20,037	20,069	20,057	20,142	20,381	20,487	20,487	20,473	20,466	20,452	20,452
Engineering/Capital												
Managers/Supervisors	262	260	256	256	256	272	272	272	272	272	272	272
Professional, Technical, Clerical	978	975	973	968	963	944	944	944	944	944	944	944
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering/Capital	1,242	1,237	1,231	1,226	1,221	1,218	1,218	1,218	1,218	1,218	1,218	1,218
Public Safety												
Managers/Supervisors	124	125	123	123	126	129	129	129	173	195	195	195
Professional, Technical, Clerical	31	31	31	31	30	32	32	32	34	36	36	36
Operational Hourlies	339	336	340	345	346	343	343	343	343	343	343	343
Total Public Safety	494	492	494	499	502	504	504	504	550	574	574	574
Total Positions												
Managers/Supervisors	7,006	6,984	6,961	6,999	7,020	7,293	7,304	7,305	7,347	7,372	7,370	7,496
Professional, Technical, Clerical	3,650	3,653	3,641	3,643	3,634	3,629	3,565	3,565	3,570	3,574	3,572	3,507
Operational Hourlies	34,570	34,443	34,392	34,400	34,756	34,955	34,942	34,942	35,031	34,938	34,928	34,814
Total Positions	45,226	45,080	44,994	45,042	45,410	45,877	45,811	45,812	45,948	45,884	45,870	45,817

Notes:

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Staten Island Railway

**SPECIAL REPORTS AND PRESENTATIONS: SIR 2012 MID-YEAR FORECAST
MONTHLY ALLOCATION**

Monthly allocation of MTA Staten Island Railway's 2012 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2012 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$0.432	\$0.443	\$0.482	\$0.447	\$0.479	\$0.486	\$0.484	\$0.490	\$0.463	\$0.517	\$0.474	\$0.427	\$5.024
Toll Revenue													
Other Operating Revenue	0.244	0.196	0.232	0.179	0.231	0.141	0.141	0.141	0.141	0.141	0.141	0.143	2.071
Capital and Other Reimbursements													
Total Revenue	\$0.676	\$0.639	\$0.714	\$0.626	\$0.710	\$0.627	\$0.625	\$0.631	\$0.604	\$0.658	\$0.615	\$0.570	\$7.695
Operating Expenses													
Labor:													
Payroll	\$1.270	\$1.086	\$1.209	\$1.209	\$1.150	\$1.200	\$1.250	\$1.280	\$1.200	\$1.250	\$1.200	\$3.435	16.709
Overtime	0.128	0.063	0.077	0.232	0.132	0.031	0.000	0.000	0.000	0.000	0.000	0.000	0.661
Health and Welfare	0.243	0.170	0.230	0.340	0.311	0.352	0.352	0.352	0.352	0.352	0.351	0.351	3.756
OPEB Current Payment	0.053	0.053	0.053	0.053	0.053	0.059	0.056	0.056	0.056	0.056	0.056	0.056	0.657
Pensions	0.477	0.484	0.485	0.503	0.480	0.337	0.337	0.337	0.337	0.337	0.337	0.339	4.800
Other Fringe Benefits	0.127	0.113	0.097	0.483	0.072	0.032	0.032	0.032	0.032	0.032	0.032	0.200	1.264
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$2.296	\$1.969	\$2.181	\$2.800	\$2.188	\$2.068	\$2.027	\$2.027	\$1.977	\$2.027	\$1.976	\$4.381	\$27.847
Non-Labor:													
Electric Power	\$0.420	\$0.347	\$0.339	\$0.397	\$0.298	\$0.442	\$0.442	\$0.442	\$0.442	\$0.442	\$0.442	\$0.444	\$4.897
Fuel	0.012	0.012	0.012	0.014	0.006	0.050	0.050	0.050	0.050	0.050	0.050	0.049	0.405
Insurance	0.022	0.022	0.022	0.022	0.022	0.021	0.021	0.021	0.021	0.021	0.022	0.022	0.259
Claims	0.023	0.023	0.023	0.023	0.016	0.024	0.024	0.024	0.024	0.024	0.024	0.023	0.275
Paratransit Service Contracts													0.000
Maintenance and Other Operating Contracts	0.070	0.096	0.074	0.130	0.208	0.151	0.151	0.151	0.151	0.151	0.151	0.151	1.633
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.033	0.418
Materials & Supplies	0.133	0.106	0.086	0.033	0.499	0.397	0.397	0.397	0.397	0.397	0.397	0.396	3.636
Other Business Expenses	0.000	0.000	0.000	0.001	0.000	0.001	0.000	0.001	0.000	0.001	0.000	0.001	0.005
Total Non-Labor Expenses	\$0.715	\$0.640	\$0.591	\$0.655	\$1.082	\$1.121	\$1.120	\$1.121	\$1.120	\$1.121	\$1.121	\$1.121	\$11.628
Other Expenses Adjustments:													
Other													\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$3.011	\$2.609	\$2.752	\$3.455	\$3.260	\$3.129	\$3.147	\$3.148	\$3.097	\$3.148	\$3.097	\$5.502	\$39.375
Depreciation	0.750	0.765	0.764	0.765	0.765	0.741	0.741	0.741	0.742	0.742	0.742	0.742	8.000
OPEB Obligation	0.250	0.250	0.250	0.250	0.250	0.150	0.150	0.150	0.150	0.150	0.150	0.150	2.300
Environmental Remediation													
Total Expenses	\$4.011	\$3.624	\$3.766	\$4.470	\$4.295	\$4.020	\$4.038	\$4.039	\$3.989	\$4.040	\$3.989	\$6.394	\$50.675
Net Surplus/(Deficit)	(\$3.335)	(\$2.985)	(\$3.052)	(\$3.844)	(\$3.585)	(\$3.393)	(\$3.413)	(\$3.408)	(\$3.385)	(\$3.382)	(\$3.374)	(\$5.824)	(\$42.980)

Note-January through May represents actual results

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2012 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE													Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Revenue													\$0.000
Farebox Revenue													
Toll Revenue													
Other Operating Revenue													
Capital and Other Reimbursements	0.222	0.081	0.088	0.040	0.425	0.120	0.120	0.120	0.120	0.120	0.119	0.117	1.672
Total Revenue	\$0.222	\$0.081	\$0.088	\$0.040	\$0.425	\$0.120	\$0.120	\$0.120	\$0.120	\$0.120	\$0.119	\$0.117	\$1.672
Expenses													
<u>Labor:</u>													
Payroll	\$0.068	\$0.020	\$0.015	\$0.008	\$0.038	\$0.020	\$0.020	\$0.020	\$0.020	\$0.020	\$0.020	\$0.019	\$0.288
Overtime	0.032	0.026	0.021	0.010	0.056	0.080	0.080	0.080	0.080	0.080	0.080	0.079	0.704
Health and Welfare	0.016	0.009	0.008	0.004	0.012	0.066	0.066	0.066	0.066	0.066	0.066	0.064	0.509
OPEB Current Payment													
Pensions	0.025	0.018	0.014	0.007	0.023	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.094
Other Fringe Benefits	0.019	0.004	0.008	0.010	0.026	0.002	0.002	0.002	0.002	0.002	0.001	0.001	0.077
Reimbursable Overhead													
Total Labor Expenses	\$0.160	\$0.077	\$0.064	\$0.039	\$0.155	\$0.189	\$0.189	\$0.189	\$0.189	\$0.189	\$0.186	\$0.184	\$1.672
<u>Non-Labor:</u>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance													
Claims													
Paratransit Service Contracts													
Maintenance and Other Operating Contracts													
Professional Service Contracts													
Materials & Supplies	0.062	0.004	0.004	0.001	0.270	(0.049)	(0.049)	(0.049)	(0.049)	(0.049)	(0.049)	(0.047)	0.000
Other Business Expenses													
Total Non-Labor Expenses	\$0.062	\$0.004	\$0.004	\$0.001	\$0.270	(\$0.049)	(\$0.049)	(\$0.049)	(\$0.049)	(\$0.049)	(\$0.049)	(\$0.047)	\$0.000
<u>Other Expenses Adjustments:</u>													
Other													
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.222	\$0.081	\$0.068	\$0.040	\$0.425	\$0.120	\$0.120	\$0.120	\$0.120	\$0.120	\$0.119	\$0.117	\$1.672
Depreciation													
Total Expenses	\$0.222	\$0.081	\$0.068	\$0.040	\$0.425	\$0.120	\$0.120	\$0.120	\$0.120	\$0.120	\$0.119	\$0.117	\$1.672
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

Note-January through May represents actual results

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2012 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue														
Farebox Revenue		\$0.432	\$0.443	\$0.482	\$0.447	\$0.479	\$0.486	\$0.484	\$0.490	\$0.463	\$0.517	\$0.474	\$0.427	\$5.624
Toll Revenue		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue		0.244	0.196	0.232	0.179	0.231	0.141	0.141	0.141	0.141	0.141	0.141	0.143	2.071
Capital and Other Reimbursements		0.222	0.081	0.088	0.040	0.425	0.120	0.120	0.120	0.120	0.120	0.119	0.117	1.672
Total Revenue		\$0.898	\$0.720	\$0.782	\$0.666	\$1.135	\$0.747	\$0.745	\$0.751	\$0.724	\$0.778	\$0.734	\$0.687	\$9.387
Expenses														
Labor:														
Payroll		\$1.338	\$1.106	\$1.224	\$1.217	\$1.188	\$1.220	\$1.270	\$1.270	\$1.220	\$1.270	\$1.220	\$1.454	\$16.997
Overtime		0.158	0.089	0.098	0.242	0.188	0.111	0.080	0.080	0.080	0.080	0.080	0.079	1.385
Health and Welfare		0.259	0.179	0.238	0.344	0.323	0.418	0.418	0.418	0.418	0.418	0.417	0.415	4.285
OPEB Current Payment		0.053	0.053	0.053	0.053	0.053	0.058	0.058	0.058	0.058	0.058	0.058	0.058	0.657
Pensions		0.502	0.502	0.509	0.510	0.503	0.338	0.338	0.338	0.338	0.338	0.338	0.340	4.894
Other Fringe Benefits		0.148	0.117	0.103	0.473	0.098	0.034	0.034	0.034	0.034	0.034	0.033	0.201	1.341
Reimbursable Overhead														
Total Labor Expenses		\$2.465	\$2.046	\$2.225	\$2.839	\$2.353	\$2.177	\$2.196	\$2.196	\$2.146	\$2.196	\$2.144	\$4.545	\$29.519
Non-Labor:														
Electric Power		\$0.420	\$0.347	\$0.339	\$0.397	\$0.298	\$0.442	\$0.442	\$0.442	\$0.442	\$0.442	\$0.442	\$0.444	\$4.897
Fuel		0.012	0.012	0.012	0.014	0.006	0.050	0.050	0.050	0.050	0.050	0.050	0.049	0.405
Insurance		0.022	0.022	0.022	0.022	0.022	0.021	0.021	0.021	0.021	0.021	0.022	0.022	0.259
Claims		0.023	0.023	0.023	0.023	0.016	0.024	0.024	0.024	0.024	0.024	0.024	0.023	0.275
Paratransit Service Contracts		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts		0.070	0.096	0.074	0.130	0.206	0.151	0.151	0.151	0.151	0.151	0.151	0.151	1.633
Professional Service Contracts		0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.033	0.418
Materials & Supplies		0.195	0.109	0.090	0.034	0.769	0.348	0.348	0.348	0.348	0.348	0.348	0.351	3.636
Other Business Expenses		0.000	0.000	0.000	0.001	0.000	0.001	0.000	0.001	0.000	0.001	0.000	0.001	0.005
Total Non-Labor Expenses		\$0.777	\$0.644	\$0.595	\$0.656	\$1.362	\$1.072	\$1.071	\$1.072	\$1.071	\$1.072	\$1.072	\$1.074	\$11.628
Other Expenses Adjustments:														
Other		\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.		\$3.233	\$2.690	\$2.820	\$3.495	\$3.705	\$3.249	\$3.287	\$3.288	\$3.217	\$3.288	\$3.216	\$5.619	\$41.047
Depreciation		\$0.750	\$0.765	\$0.764	\$0.785	\$0.765	\$0.741	\$0.741	\$0.741	\$0.742	\$0.742	\$0.742	\$0.742	\$9.000
OPEB Obligation		0.250	0.250	0.250	0.250	0.250	0.150	0.150	0.150	0.150	0.150	0.150	0.150	2.300
Environmental Remediation		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses		\$4.233	\$3.705	\$3.834	\$4.510	\$4.720	\$4.140	\$4.158	\$4.189	\$4.109	\$4.169	\$4.108	\$6.511	\$52.347
Net Surplus/(Deficit)		(\$3.335)	(\$2.985)	(\$3.052)	(\$3.844)	(\$3.585)	(\$3.393)	(\$3.413)	(\$3.408)	(\$3.385)	(\$3.382)	(\$3.374)	(\$6.824)	(\$42.980)

Note-January through May represents actual results

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2012 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.474	\$0.434	\$0.447	\$0.478	\$0.479	\$0.486	\$0.484	\$0.490	\$0.463	\$0.517	\$0.474	\$0.399	\$5.624
Vehicle Toll Revenue													0.000
Other Operating Revenue	0.244	0.212	0.232	0.181	0.233	0.141	0.141	0.141	0.141	0.141	0.141	0.123	2.071
Capital and Other Reimbursements				0.186	0.002	0.314	0.314	0.314	0.314	0.314	0.314	0.315	2.387
Total Receipts	\$0.718	\$0.646	\$0.679	\$0.645	\$0.714	\$0.941	\$0.939	\$0.945	\$0.918	\$0.972	\$0.929	\$0.836	\$10.082
Expenditures													
Labor													
Payroll	\$1.848	\$1.116	\$1.102	\$1.093	\$1.099	\$1.220	\$1.270	\$1.270	\$1.270	\$1.220	\$1.270	\$0.592	23.168
Overtime	0.184	0.094	0.080	0.172	0.178	0.094	0.094	0.094	0.094	0.094	0.094	0.093	1.365
Health and Welfare	0.257	0.249	0.248	0.258	0.295	0.423	0.423	0.423	0.423	0.423	0.423	0.420	4.285
OPEB Current Payment	0.053	0.053	0.053	0.053	0.053	0.056	0.056	0.056	0.056	0.056	0.056	0.056	0.657
Pensions	0.000	0.000	0.000	0.000	0.000	0.705	0.705	0.705	0.705	0.705	0.705	0.705	4.938
Other Fringe Benefits	0.165	0.118	0.117	0.123	0.138	0.164	0.164	0.164	0.164	0.164	0.165	0.165	1.812
GASB Account	0.000	0.000	0.000	0.000	0.000	0.049	0.049	0.049	0.050	0.050	0.050	0.050	0.347
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Labor Expenditures	\$2.305	\$1.630	\$1.590	\$1.699	\$1.763	\$2.711	\$2.761	\$2.761	\$2.762	\$2.712	\$2.763	\$11.083	\$36.550
Non-Labor													
Electric Power	\$0.420	\$0.347	\$0.339	\$0.397	\$0.298	\$0.489	\$0.489	\$0.489	\$0.489	\$0.489	\$0.469	\$0.492	\$5.227
Fuel	\$0.012	\$0.012	\$0.012	\$0.014	\$0.006	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.049	0.405
Insurance	-	-	-	-	0.015	0.035	0.035	0.035	0.035	0.035	0.035	0.034	0.259
Claims	0.018	-	0.027	0.073	0.023	0.038	0.038	0.038	0.038	0.038	0.038	0.037	0.406
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	0.059	0.097	0.072	0.072	0.206	0.161	0.161	0.161	0.161	0.161	0.161	0.161	1.633
Professional Service Contracts	0.010	0.010	0.010	0.078	0.010	0.064	0.064	0.064	0.064	0.064	0.065	0.065	0.568
Materials & Supplies	0.280	0.081	0.319	0.461	0.400	0.310	0.310	0.310	0.310	0.310	0.311	0.312	3.694
Other Business Expenses	0.003	-	0.003	0.003	0.001	0.051	0.051	0.051	0.051	0.051	0.052	0.052	0.369
Total Non-Labor Expenditures	\$0.782	\$0.547	\$0.782	\$1.098	\$0.959	\$1.198	\$1.198	\$1.198	\$1.198	\$1.198	\$1.201	\$1.202	\$12.551
Other Expenditure Adjustments:													\$0.000
Other													\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$3.087	\$2.177	\$2.382	\$2.797	\$2.722	\$3.909	\$3.959	\$3.959	\$3.960	\$3.910	\$3.964	\$12.285	\$49.111
Net Cash Deficit	(\$2.369)	(\$1.531)	(\$1.703)	(\$1.952)	(\$2.008)	(\$2.968)	(\$3.020)	(\$3.014)	(\$3.042)	(\$2.938)	(\$3.035)	(\$11.449)	(\$39.029)

Note-January through May represents actual results

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2012 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.042	(\$0.009)	(\$0.035)	\$0.031	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.029)	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.016	0.000	0.002	0.002	0.000	0.000	0.000	0.000	0.000	0.000	(0.020)	0.000
Capital and Other Reimbursements	(0.222)	(0.061)	(0.068)	0.146	(0.423)	0.194	0.194	0.194	0.194	0.194	0.195	0.198	0.715
Total Receipts	(\$0.180)	(\$0.074)	(\$0.103)	\$0.179	(\$0.421)	\$0.194	\$0.194	\$0.194	\$0.194	\$0.194	\$0.195	\$0.149	\$0.715
Expenditures													
Labor													
Payroll	(\$0.308)	(\$0.010)	\$0.122	\$0.124	\$0.089	\$0.000	\$0.000	\$0.000	(\$0.050)	\$0.050	(\$0.050)	(\$0.138)	(\$6.171)
Overtime	(0.026)	(0.005)	0.018	0.070	0.010	0.017	(0.014)	(0.014)	(0.014)	(0.014)	(0.014)	(0.014)	0.000
Health and Welfare	0.002	(0.070)	(0.010)	0.085	0.028	(0.005)	(0.005)	(0.005)	(0.005)	(0.005)	(0.005)	(0.005)	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.502	0.502	0.509	0.510	0.503	(0.367)	(0.367)	(0.367)	(0.367)	(0.367)	(0.367)	(0.367)	(0.471)
Other Fringe Benefits	(0.018)	(0.001)	(0.014)	0.350	(0.040)	(0.130)	(0.130)	(0.130)	(0.130)	(0.130)	(0.132)	0.035	(0.471)
GASB Account	0.000	0.000	0.000	0.000	0.000	(0.048)	(0.048)	(0.048)	(0.050)	(0.050)	(0.050)	(0.050)	(0.347)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.151	\$0.416	\$0.625	\$1.140	\$0.590	(\$0.534)	(\$0.565)	(\$0.568)	(\$0.616)	(\$0.616)	(\$0.619)	(\$6.538)	(\$7.031)
Non-Labor													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.047)	(\$0.047)	(\$0.047)	(\$0.047)	(\$0.047)	(\$0.047)	(\$0.048)	(\$0.330)
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.022	0.022	0.022	0.022	0.007	(0.014)	(0.014)	(0.014)	(0.014)	(0.014)	(0.013)	(0.012)	0.000
Claims	0.005	0.023	(0.004)	(0.050)	(0.007)	(0.014)	(0.014)	(0.014)	(0.014)	(0.014)	(0.014)	(0.014)	(0.131)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.011	(0.001)	0.002	0.058	0.000	(0.010)	(0.010)	(0.010)	(0.010)	(0.010)	(0.010)	(0.010)	(0.000)
Professional Service Contracts	0.025	0.025	0.025	(0.043)	0.025	(0.029)	(0.029)	(0.029)	(0.029)	(0.029)	(0.030)	(0.032)	(0.150)
Materials & Supplies	(0.065)	0.028	(0.229)	(0.427)	0.369	0.038	0.038	0.038	0.038	0.038	0.037	0.039	(0.058)
Other Business Expenditures	(0.003)	0.000	(0.003)	(0.002)	(0.001)	(0.050)	(0.051)	(0.050)	(0.051)	(0.050)	(0.052)	(0.051)	(0.364)
Total Non-Labor Expenditures	(\$0.005)	\$0.097	(\$0.187)	(\$0.442)	\$0.393	(\$0.128)	(\$0.127)	(\$0.126)	(\$0.127)	(\$0.126)	(\$0.129)	(\$0.128)	(\$1.033)
Other Expenditures Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$0.034)	\$0.419	\$0.335	\$0.877	\$0.562	(\$0.466)	(\$0.498)	(\$0.497)	(\$0.549)	(\$0.448)	(\$0.553)	(\$5.517)	(\$7.349)
Depreciation Adjustment	0.750	0.765	0.764	0.765	0.765	0.741	0.741	0.741	0.742	0.742	0.742	0.742	9.000
OPEB Obligation	0.250	0.250	0.250	0.250	0.250	0.150	0.150	0.150	0.150	0.150	0.150	0.150	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.966	\$1.454	\$1.349	\$1.892	\$1.577	\$0.426	\$0.393	\$0.394	\$0.343	\$0.444	\$0.339	(\$5.626)	\$3.951

Note-January through May represents actual results

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
RIDERSHIP/(UTILIZATION)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Ridership	0.386	0.369	0.413	0.365	0.410	0.394	0.341	0.342	0.382	0.453	0.407	0.360	4.622
Total Ridership	0.386	0.369	0.413	0.365	0.410	0.394	0.341	0.342	0.382	0.453	0.407	0.360	4.622

Note-January through May represents actual ridership results.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2012 Mid-Year Forecast
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive	12	12	12	12	13	14	14	14	14	14	14	14
General Office	8	8	8	8	9	9	9	9	9	9	9	8
Purchasing/Stores	7	7	7	7	6	6	6	6	6	6	6	6
Total Administration	27	27	27	27	28	29	29	29	29	29	29	28
Operations												
Transportation	92	90	90	94	94	91	91	91	91	91	91	91
Maintenance												
Mechanical	43	43	43	43	41	43	43	43	43	43	43	43
Electronics/Electrical*						12	12	12	12	12	12	12
Power/Signals	24	22	22	23	22	26	26	26	26	26	26	26
Maintenance of Way	46	46	45	45	44	46	46	46	46	46	46	46
Infrastructure*						25	25	25	25	25	25	25
Bridge and Buildings*	30	32	32	32	32							
Total Maintenance	143	143	142	143	139	152	152	152	152	152	152	152
Public Safety												
Police	0	0	0	0	0	0	0	0	0	0	0	0
Total Baseline Positions	262	260	259	264	261	272	272	272	272	272	272	271
Non-Reimbursable	259	257	256	261	258	269	269	269	269	269	269	268
Reimbursable	3	3	3	3	3	3	3	3	3	3	3	3
Total Full-Time	262	260	259	264	261	272	272	272	272	272	272	271
Total Full-Time-Equivalents												

*Departmental reclassifications were reflected in the Mid-Year Forecast, effective June 2012

Note-January through May actual incumbents reflect vacancies

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2012 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun*	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	13	13	13	13	13	16	16	16	16	16	16	16
Professional, Technical, Clerical	14	14	14	14	15	13	13	13	13	13	13	12
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	27	27	27	27	28	29	29	29	29	29	29	28
Operations												
Managers/Supervisors	6	6	6	8	8	5	5	5	5	5	5	5
Professional, Technical, Clerical	4	4	4	4	4	3	3	3	3	3	3	3
Operational Hourlies	82	80	80	82	82	83	83	83	83	83	83	83
Total Operations	92	90	90	94	94	91	91	91	91	91	91	91
Maintenance												
Managers/Supervisors	4	4	4	4	4	7	7	7	7	7	7	7
Professional, Technical, Clerical	2	2	2	3	3	3	3	3	3	3	3	3
Operational Hourlies	137	137	136	136	132	142	142	142	142	142	142	142
Total Maintenance	143	143	142	143	139	152	152	152	152	152	152	152
Engineering/Capital												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	-	-	-	-	-	-	-	-	-	-	-	-
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-	-	-	-	-	-	-
Total Baseline Positions												
Managers/Supervisors	23	23	23	25	25	28	28	28	28	28	28	28
Professional, Technical, Clerical	20	20	20	21	22	19	19	19	19	19	19	18
Operational Hourlies	219	217	216	218	214	225	225	225	225	225	225	226
Total Positions	262	260	259	264	261	272	272	272	272	272	272	271

*Occupational Group reclassifications were reflected in the Mid-Year Forecast, effective June 2012

Note-January through May actual incumbents reflect vacancies

SPECIAL REPORTS AND PRESENTATIONS:
MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>July 2011</u>	<u>July 2012*</u>	<u>Difference</u>
Cash	3.6%	3.4%	(0.2%)
Single-Ride Ticket	1.4%	1.3%	(0.2%)
Bonus Pay-Per-Ride	37.3%	37.7%	0.4%
Non-Bonus Pay-Per-Ride	10.8%	10.8%	(0.0%)
7-Day Farecard	16.9%	17.6%	0.7%
30-Day Farecard	<u>29.9%</u>	<u>29.2%</u>	(0.7%)
Total	100.0%	100.0%	

* Preliminary

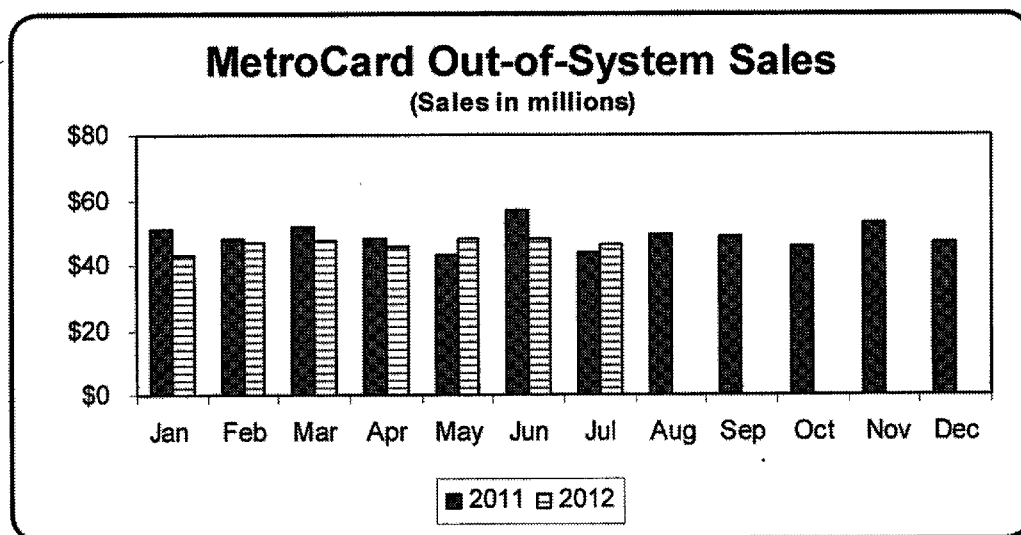
Note: Percentages may not add due to rounding.

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 July 2012 was 5,192, a 6.1 percent increase from the same period last year. The average value of a credit issued was \$62.00.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$46.4 million in July 2012, a 6.3 percent increase compared to July 2011. Year-to-date sales totaled \$325.3 million, a 5.1 percent decrease compared to the same period last year.



Retail Sales

There were 4,439 active out-of-system sales and distribution locations for MetroCards, generating \$26.1 million in sales revenue during July 2012.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 197,335 MetroCards valued at approximately \$14.4 million were made in July 2012 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$72.92. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 42,057 for July 2012, generating an additional \$4.4 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$138.9 million, a 6.2 percent decrease when compared to last year.

Mobile Sales Program

In July 2012, the Mobile Sales unit completed 211 site visits, of which 154 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$103,000 in revenue was generated. In July 2012, the Mobile Sales unit assisted and enabled 1,753 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as the Brooklyn Treatment & Graduate Apartment Programs (Brooklyn).

Reduced-Fare Program

During July 2012 enrollment in the Reduced-Fare Program increased by 7,607 new customers, while 3,652 customers left the program. The total number of customers in the program is 776,735. Seniors account for 626,917 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 149,818 customers. Of those, a total of 32,892 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Reduced-fare customers added approximately \$5.6 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In July 2012, the EasyPay Reduced Fare program enrollment totaled 117,514 accounts. During the month, EasyPay customers accounted for approximately 1.7 million subway and bus rides with \$1.4 million charged to their accounts. Each account averaged 26 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In July 2012, the EasyPay Xpress PPR program enrollment totaled 48,463 accounts. During this month, Xpress PPR customers accounted for approximately 903,000 subway, express bus and local bus rides with \$2.1 million charged to their accounts. Each account averaged 24 trips per month, with an average monthly bill of \$54.

EasyPay Xpress Unlimited Program

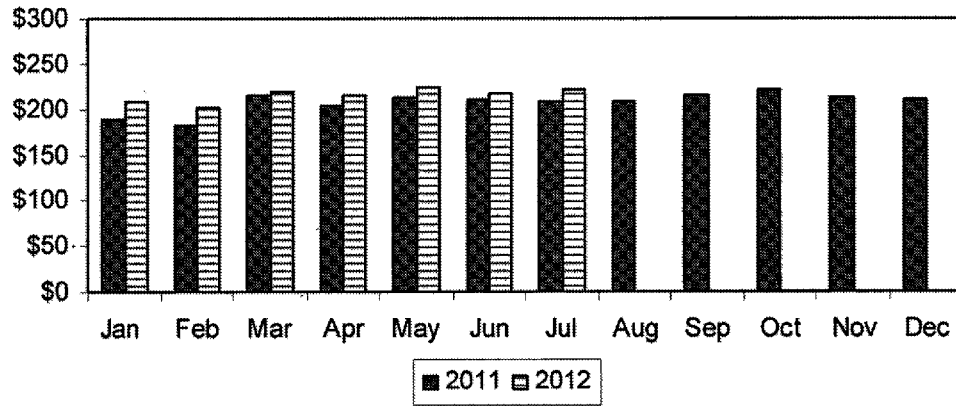
In July 2012, the EasyPay Xpress Unlimited program enrollment totaled 8,831 accounts. During this month, Xpress Unlimited customers accounted for approximately 405,000 subway and local bus rides with \$758,000 charged to their accounts. Each account averaged 51 trips per month with a fixed monthly bill of \$104.

In-System Automated Sales

Vending machine sales (MVMs & MEMs) during July 2012 totaled \$220.4 million, on a base of 15.9 million customer transactions. Year-to-date, the number of transactions at vending machines is 104.3 million, a 4.2% increase compared to the same period last year. During July 2012, MEMs accounted for 1,826,125 transactions resulting in \$42,702,756 in sales. Debit/credit card purchases account for 70.6 percent of total vending machine revenue, while cash purchases account for 29.4 percent. Debit/credit card transactions account for 42.9 percent of total vending machine transactions, while cash transactions account for 57.1 percent. The average credit sale is \$26.03, more than three times the average cash sale of \$7.10. The average debit sale is \$18.20.

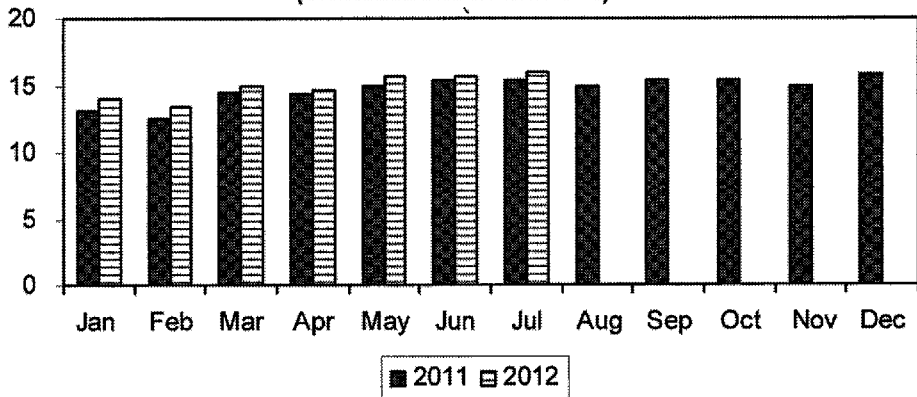
Vending Machine Sales

(Sales in millions)



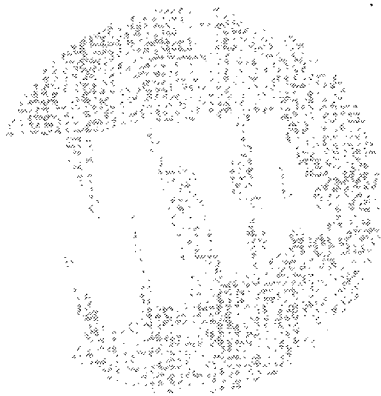
Vending Machine Transactions

(Transactions in millions)



Trash Can Free Station Pilot

September 13, 2012



Phase I

- Implemented Trash Can Free Station Pilot at 2 stations in October 2011:
 - 8 Street Station (R line)
 - Main Street Station (7 line)
- Purpose: Improve customer experience
 - Minimize exposed trash bags on stations
 - Control rodent population in the subway system
- Results: Mixed
 - Number of trash bags collected was reduced
 - No significant difference in amount of trash collected from track roadbed
 - No increase in station & track fires
 - Response from the press was mixed
 - Rodent population did not change noticeably



Phase II

- Phase II of Trash Can Free Station Pilot was implemented at 8 additional stations on September 2, 2012:
 - Bronx
 - 238 Street Station – 1 line
 - E. 143 Street Station – 6 line
 - Manhattan
 - 57 Street Station – F line
 - Rector Street Station – 1 line
 - Brooklyn
 - 7 Avenue Station – F/G lines
 - Brighton Beach Station – Q line
 - Queens
 - 111 Street Station – A line
 - 65 Street Station – M/R line



Phase II

- Phase II of Pilot is intended to gather more detailed information.
- Criteria:
 - Establish baseline at the selected stations by monitoring existing conditions for three months prior to start of Phase II and then monitor same during the 6 month pilot:
 - Trash collection (# of bags) from station
 - Trash collection (# of bags) from track bed
 - Station Cleanliness - PES weekly surveys
 - Rodent population
 - Station & track fires
 - Perform customer surveys (pre and post pilot)
 - Run pilot for 6 months
 - End of pilot
 - Analyze findings
 - Determine next steps



Marketing Campaign

Brighton Beach

Trash is a problem.

Be part of the solution.

- Trash attracts rodents
- No trash cans means no food for rodents
- We're removing the trash cans at this station as part of a six month pilot study
- Please take your trash with you.

Your help
will make this station cleaner and greener.

Visit mta.info to tell us what you think of
this pilot currently in effect at ten stations.



MTA New York City Transit

2012 Customer Satisfaction Survey

Subway

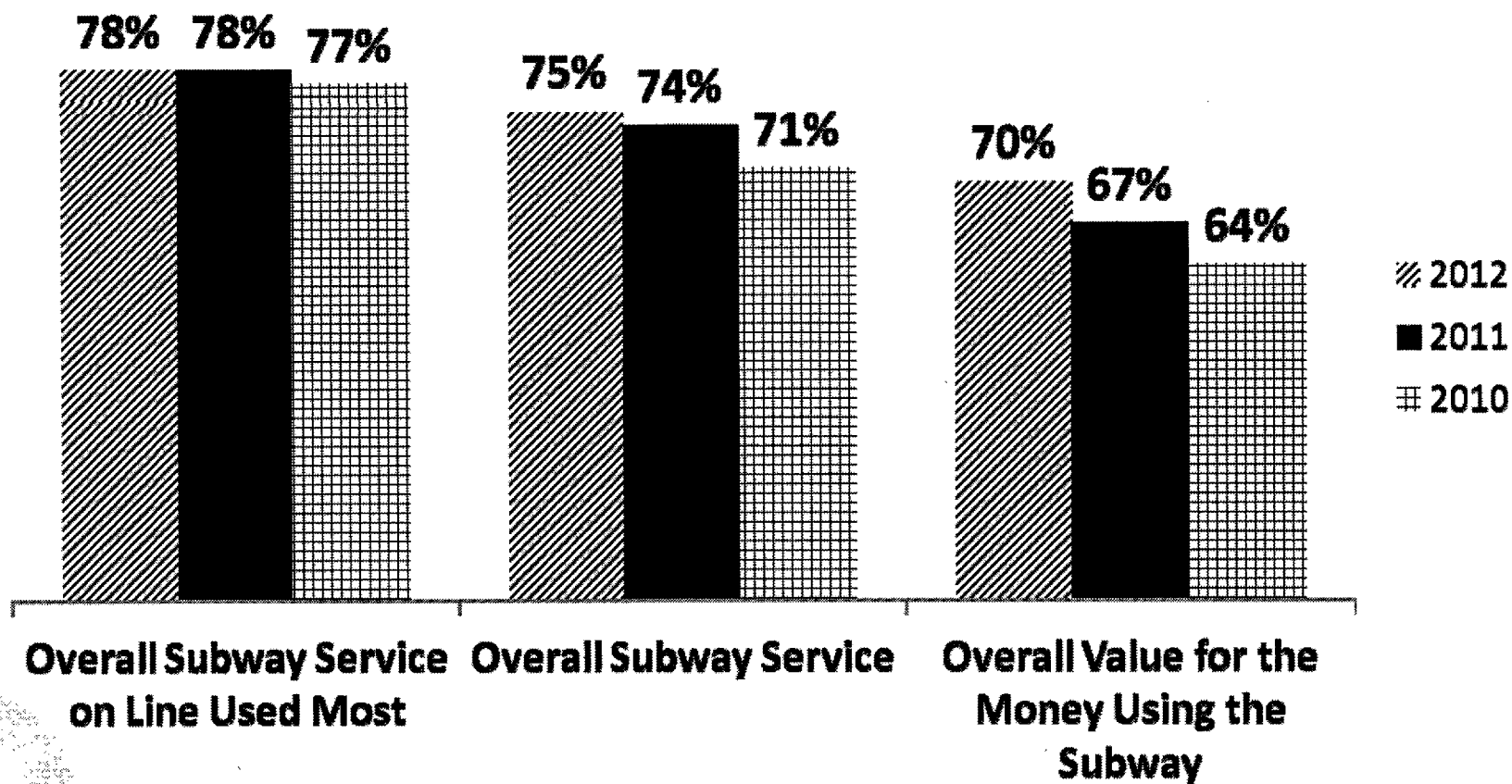


Methodology

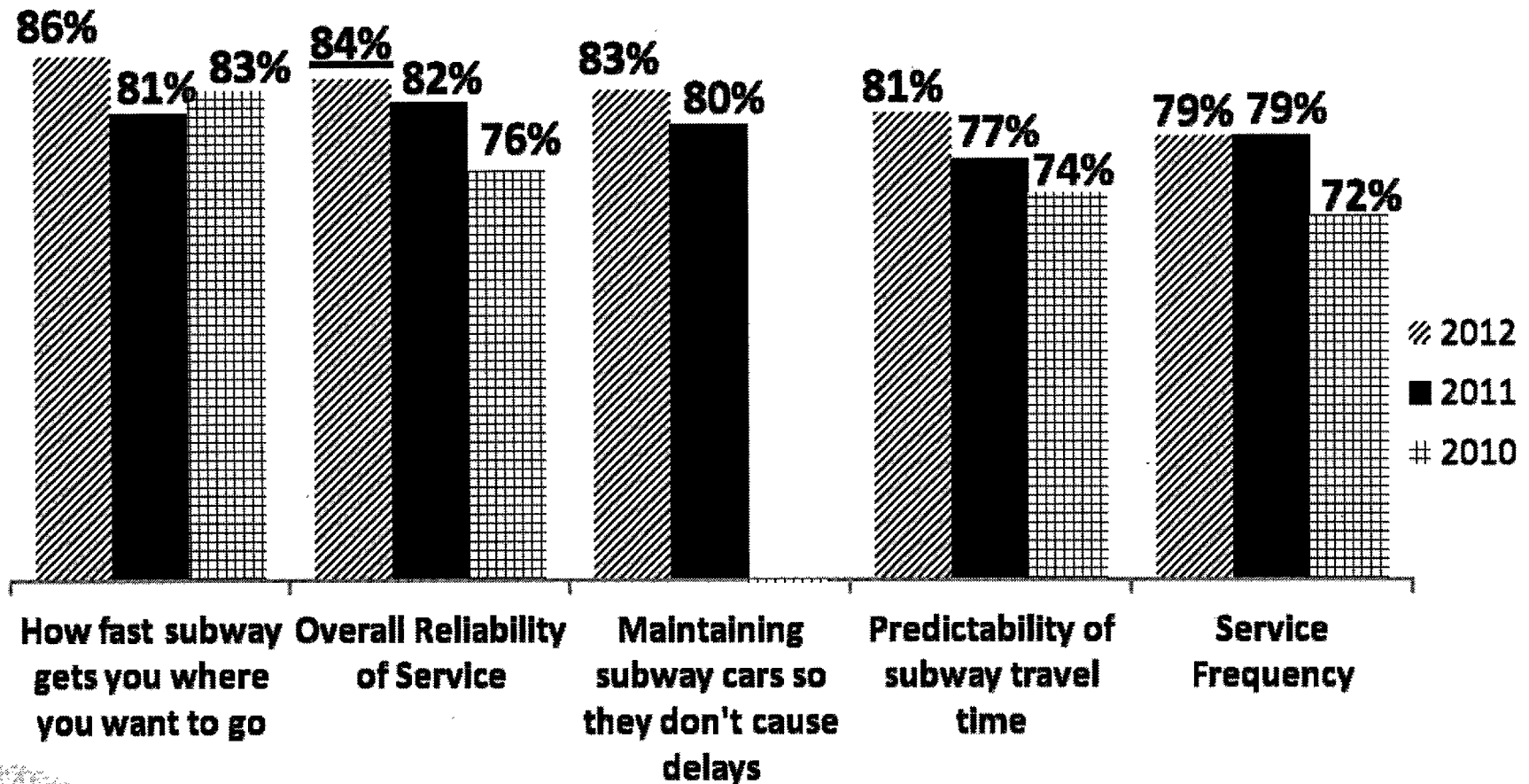
- Citywide Survey conducted by telephone
- Random landline and cell phone samples
- Interviewed 1829 persons
 - 1200 qualified for full survey: At least one subway and/or local bus trip in past 30 days
 - Other 629 asked only demographic questions for purpose of weighting results to latest census
- Survey averaged 27 minutes
- Margin of error: ± 3.8 percentage points



Subway Service Satisfaction Trend 2010-2012



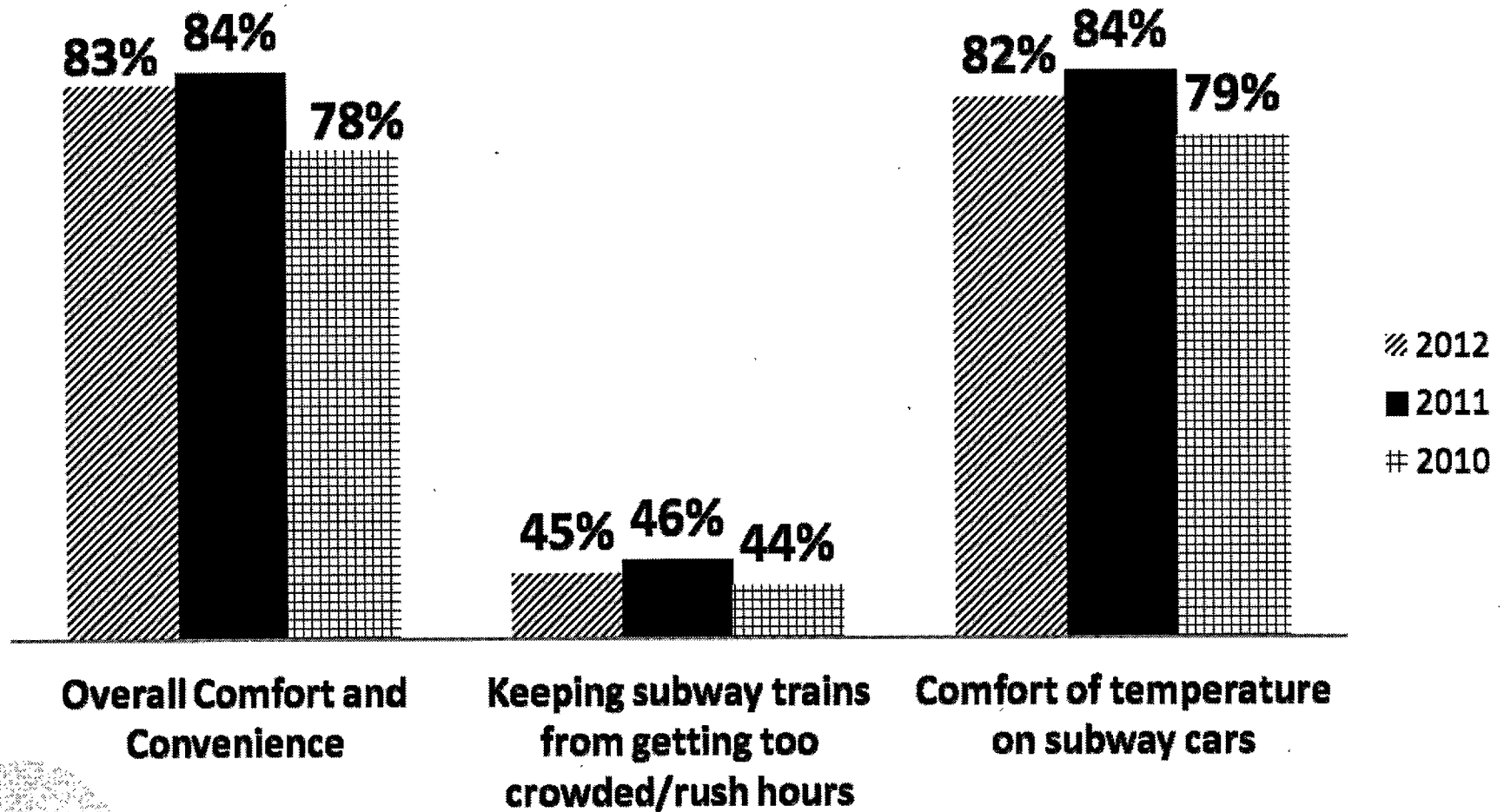
Customer Satisfaction with Basic Train Service Quality



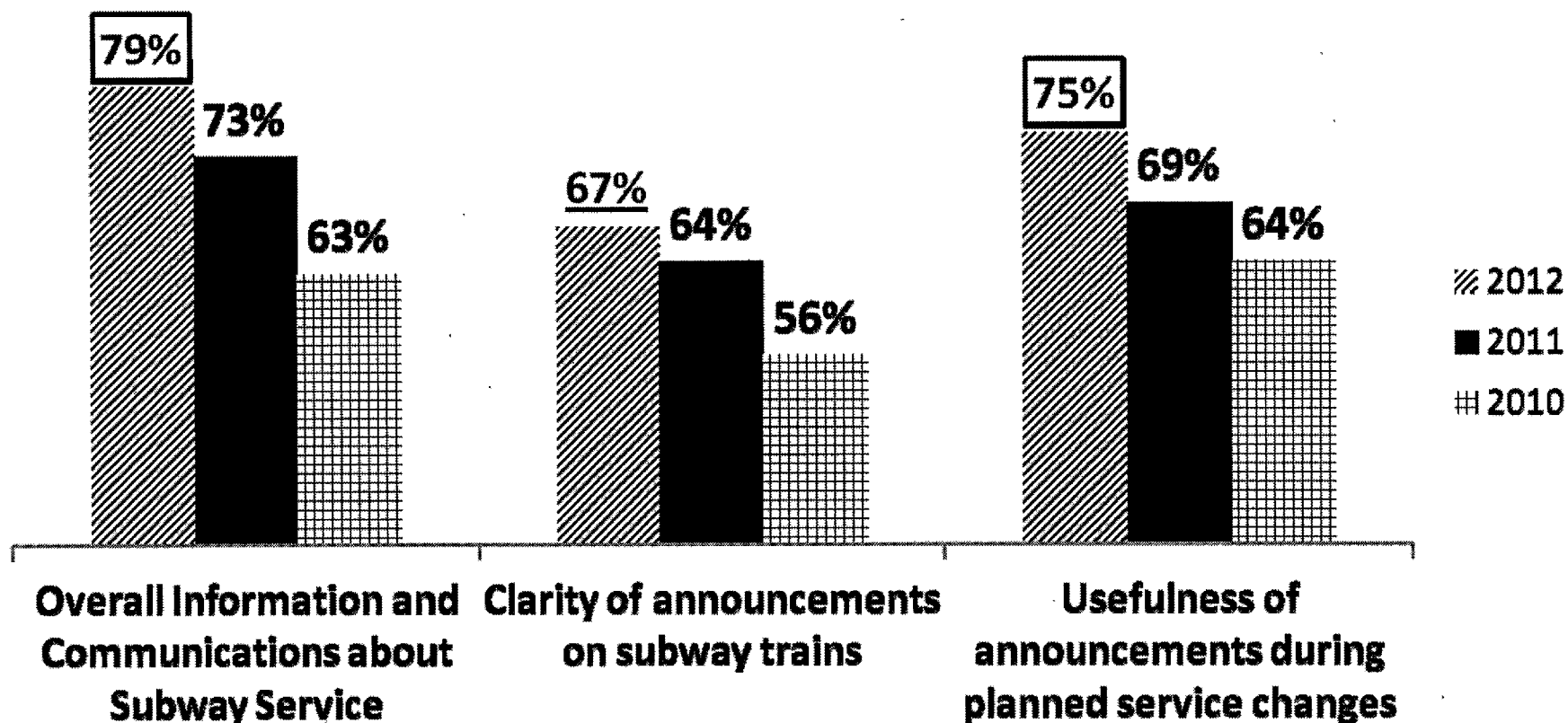
Underlined number indicates statistical increase in 2012 vs. 2010

Maintenance rating not asked in 2010

Overall Comfort and Convenience

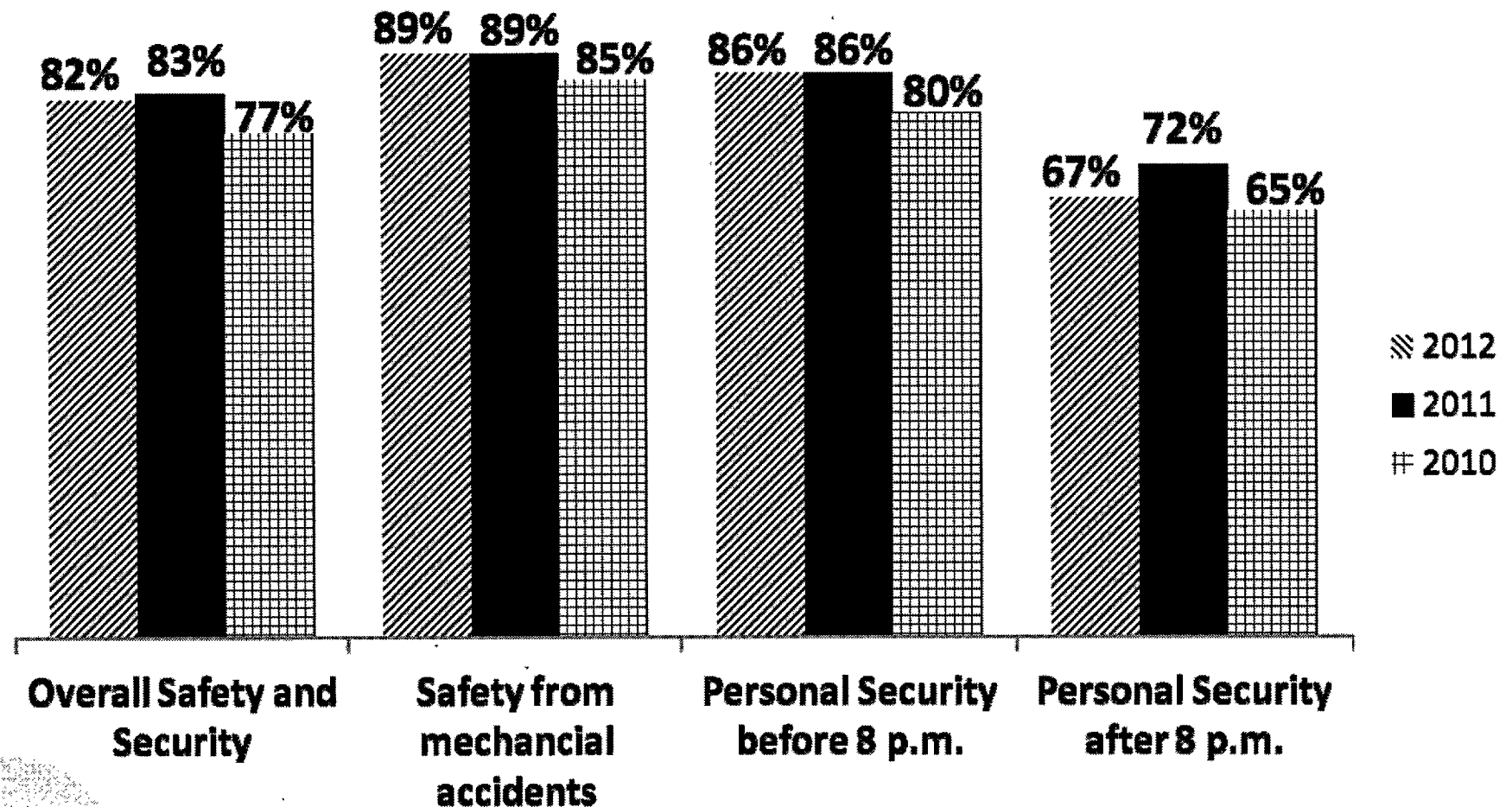


Overall Information and Communications

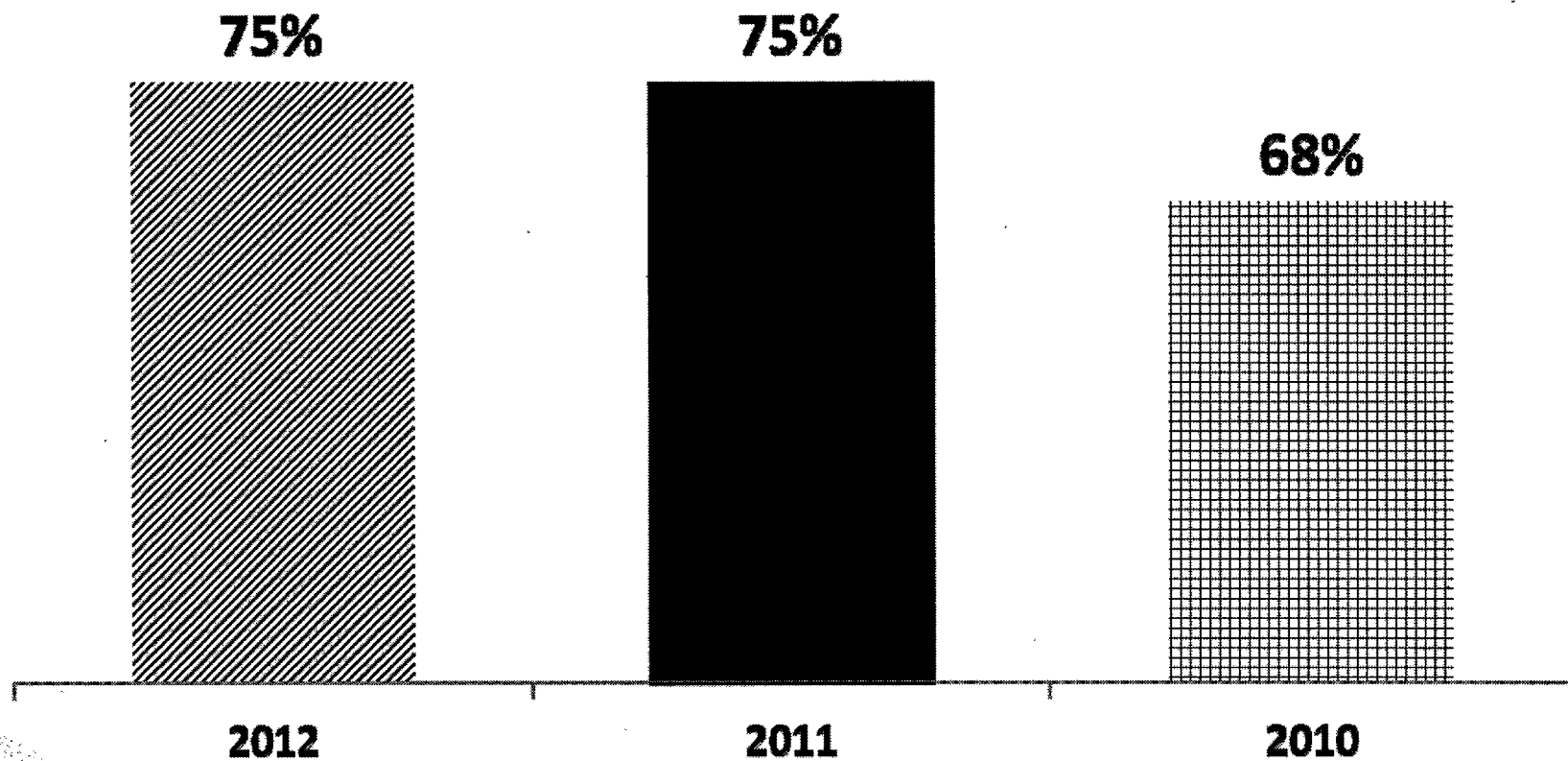


Boxed number indicates statistical increase in 2012 vs. 2011
Underlined number indicates statistical increase in 2012 vs. 2010

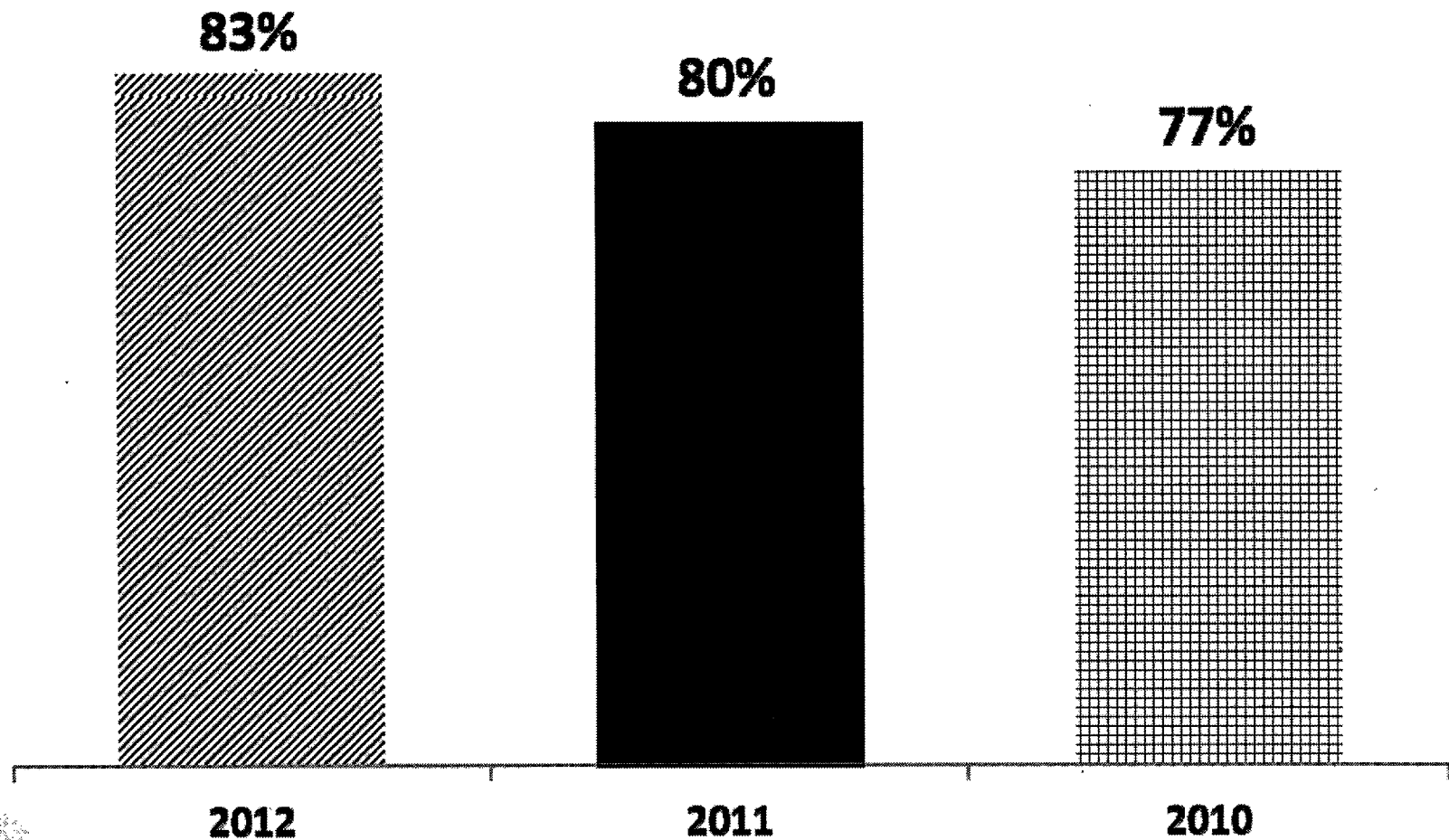
Overall Safety and Security In Subway



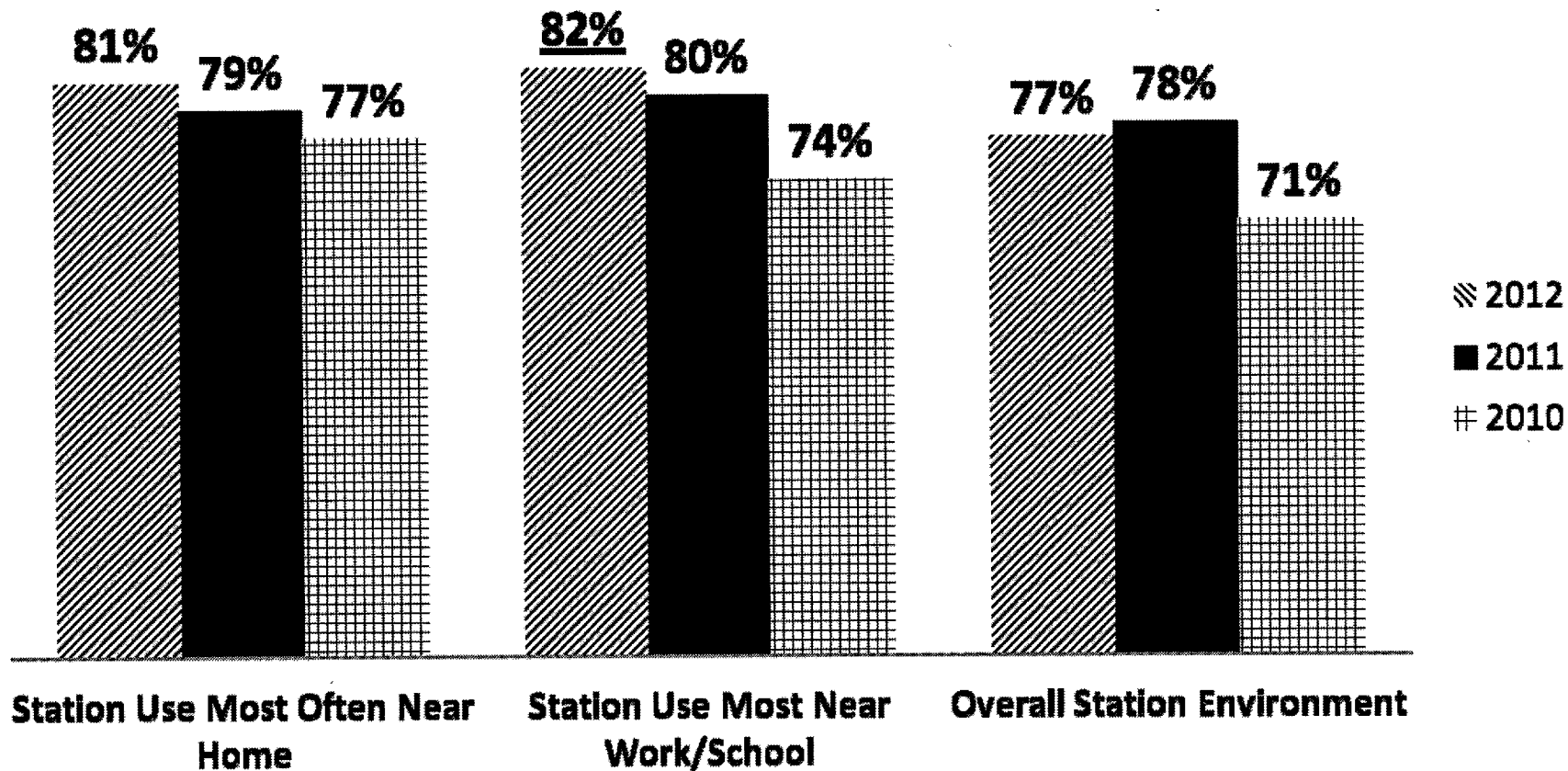
Subway Car Cleanliness



Overall Courtesy and Helpfulness of Subway Conductors

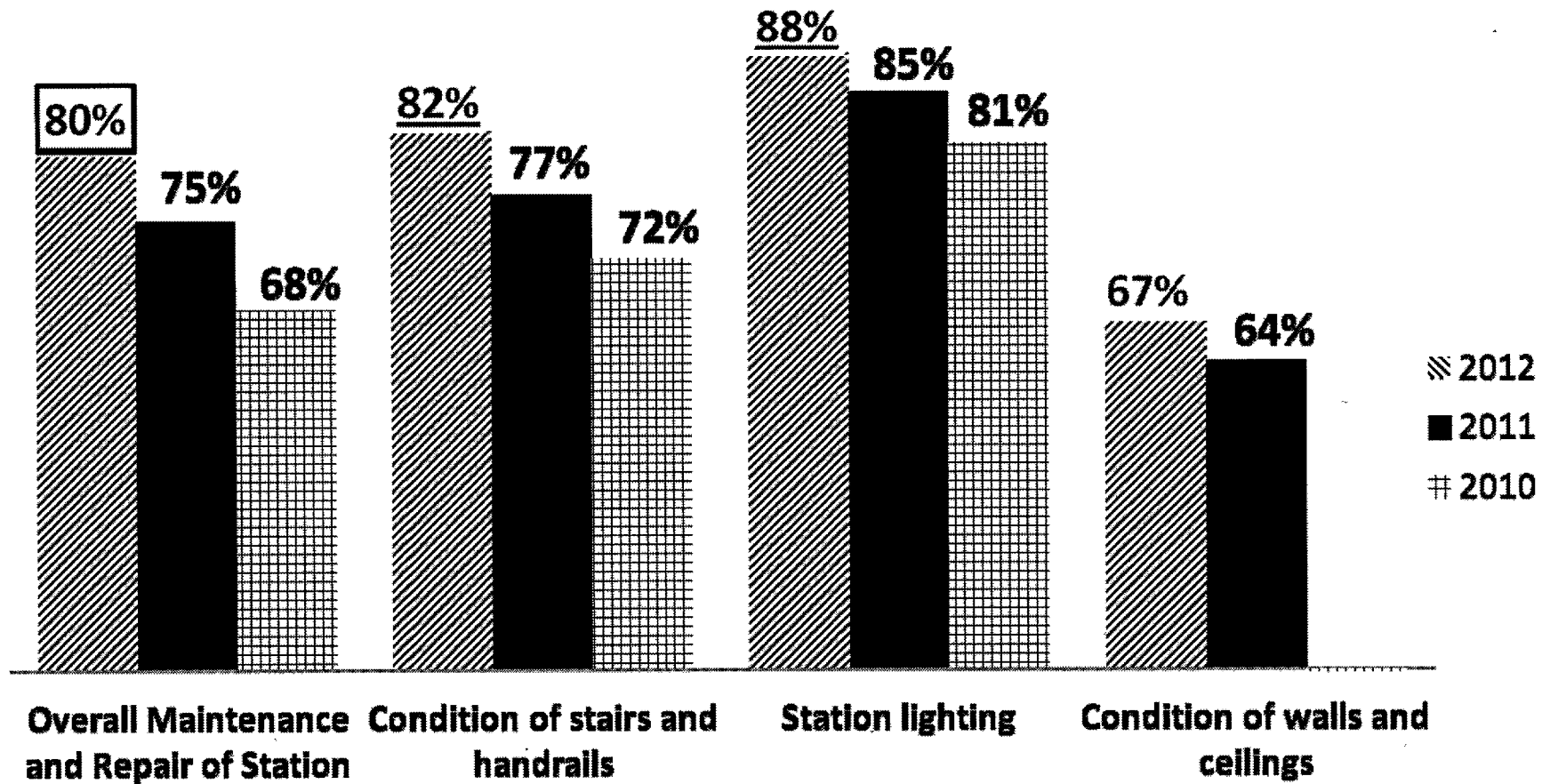


Overall Satisfaction With Stations



Underlined number indicates statistical increase in 2012 vs. 2010

Station Maintenance and Repair

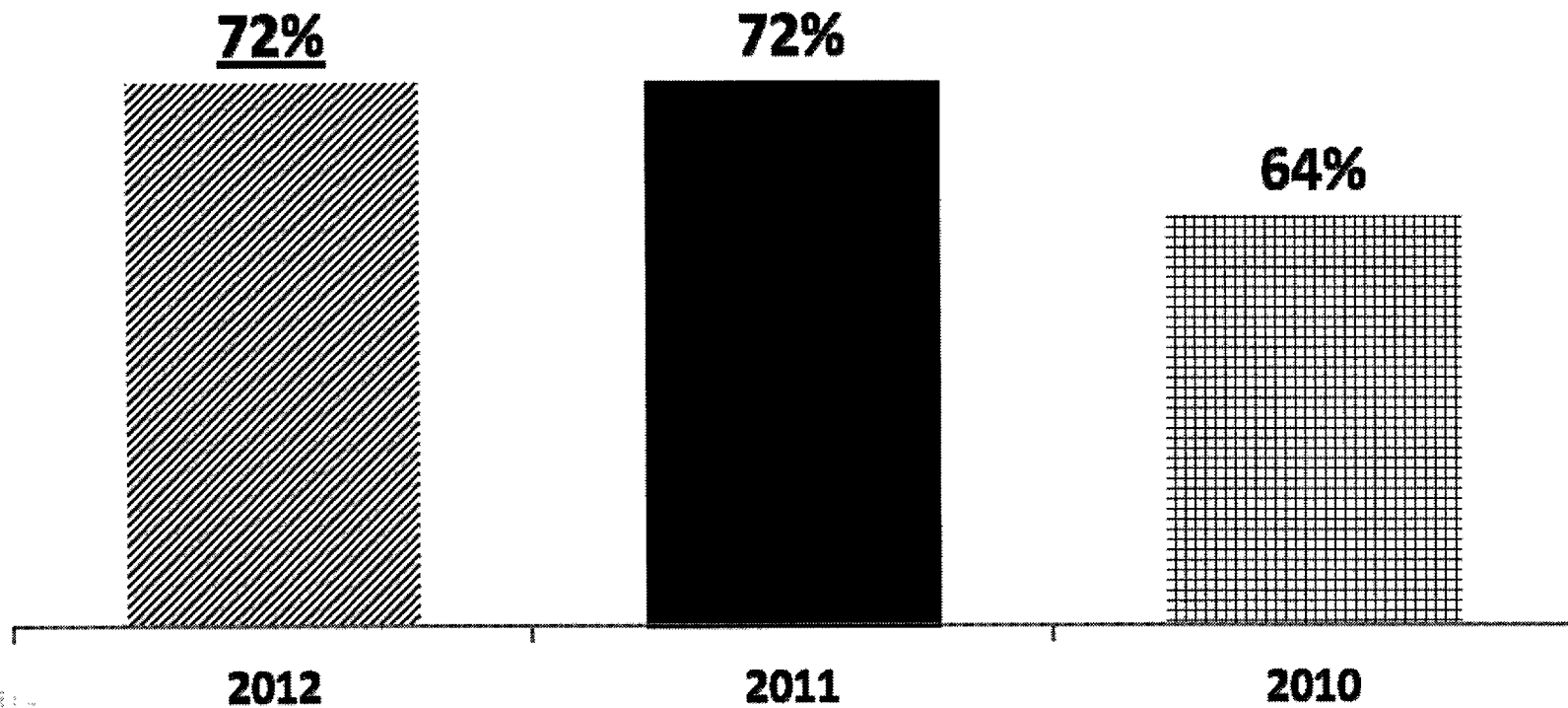


Boxed number indicates statistical increase in 2012 vs. 2011
Underlined number indicates statistical increase in 2012 vs. 2010

Walls and ceilings rating not asked in 2010

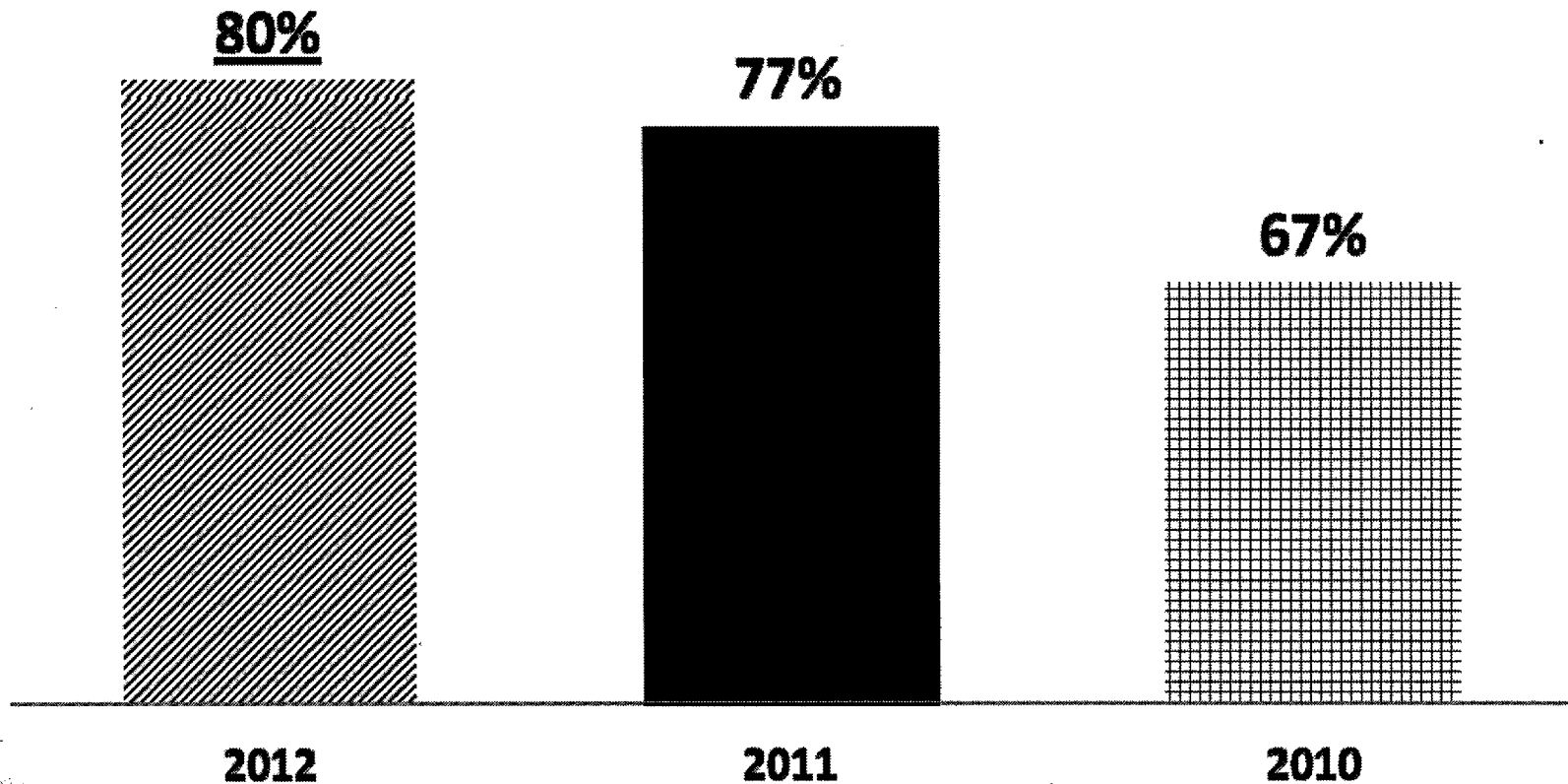
New York City Transit

Overall Station Cleanliness



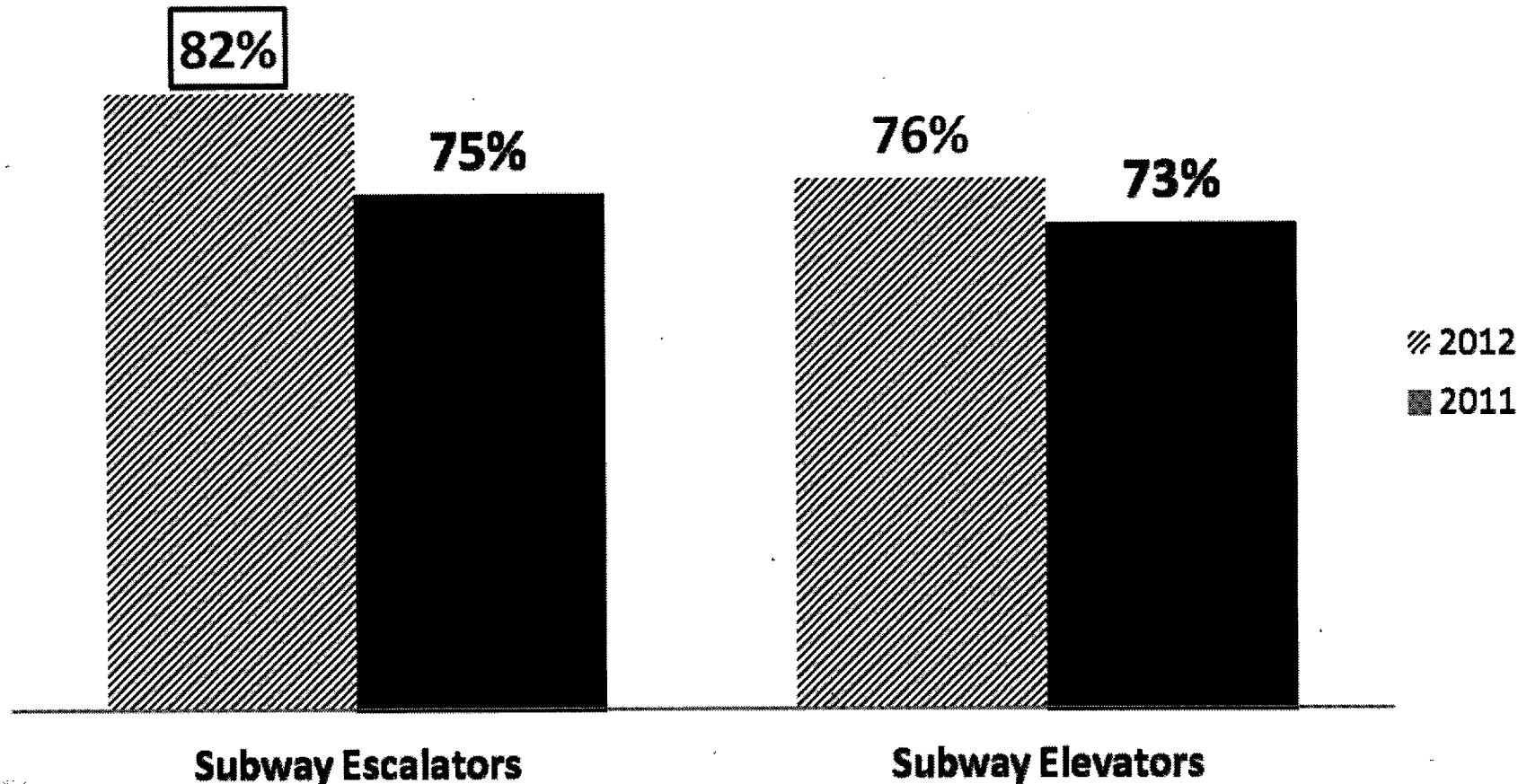
Underlined number indicates statistical increase in 2012 vs. 2010

Overall Availability of Information in Station



Underlined number indicates statistical increase in 2012 vs. 2010

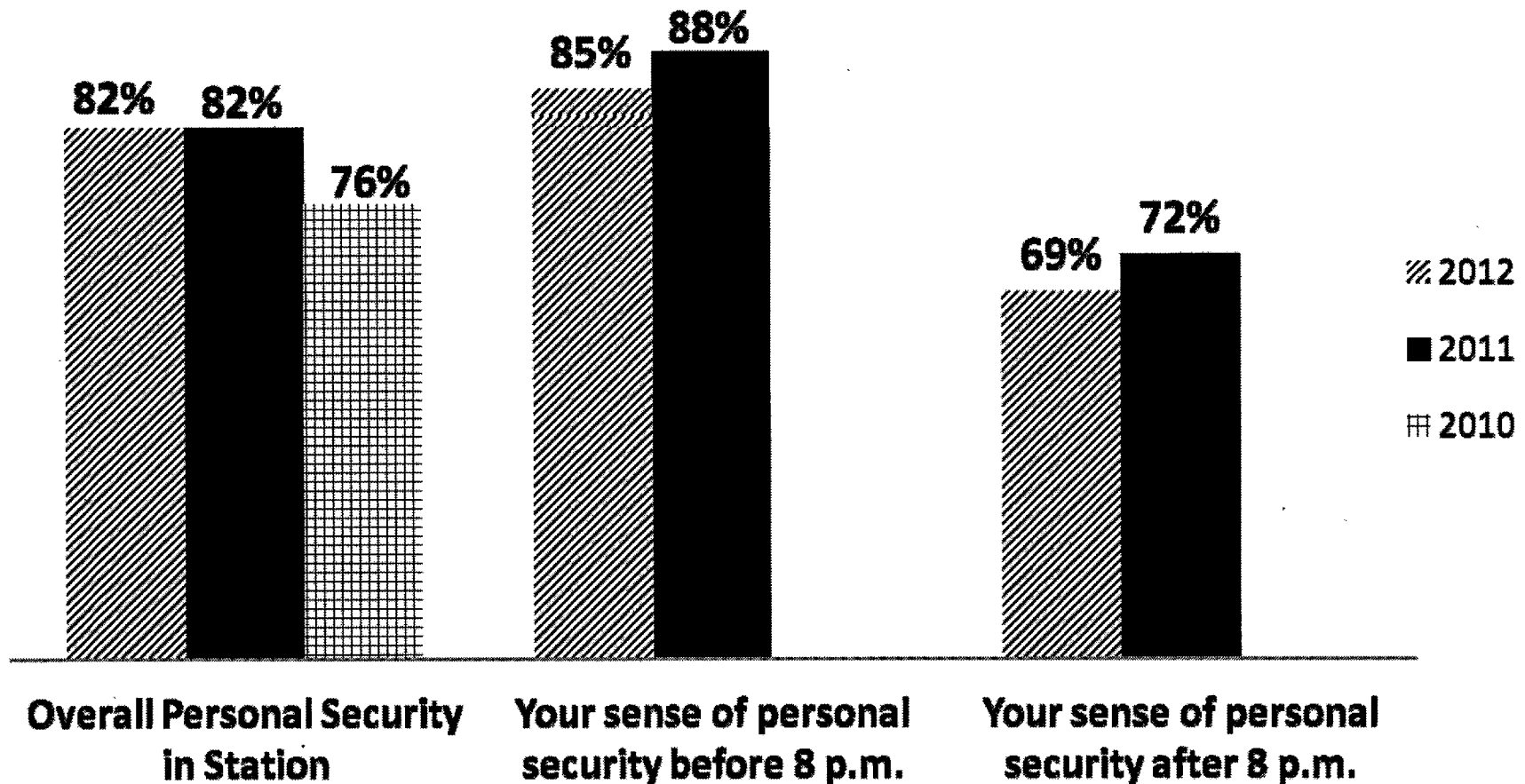
Escalators and Elevators



*Boxed number indicates statistical increase in 2012 vs. 2011
Attributes not Rated in 2010*

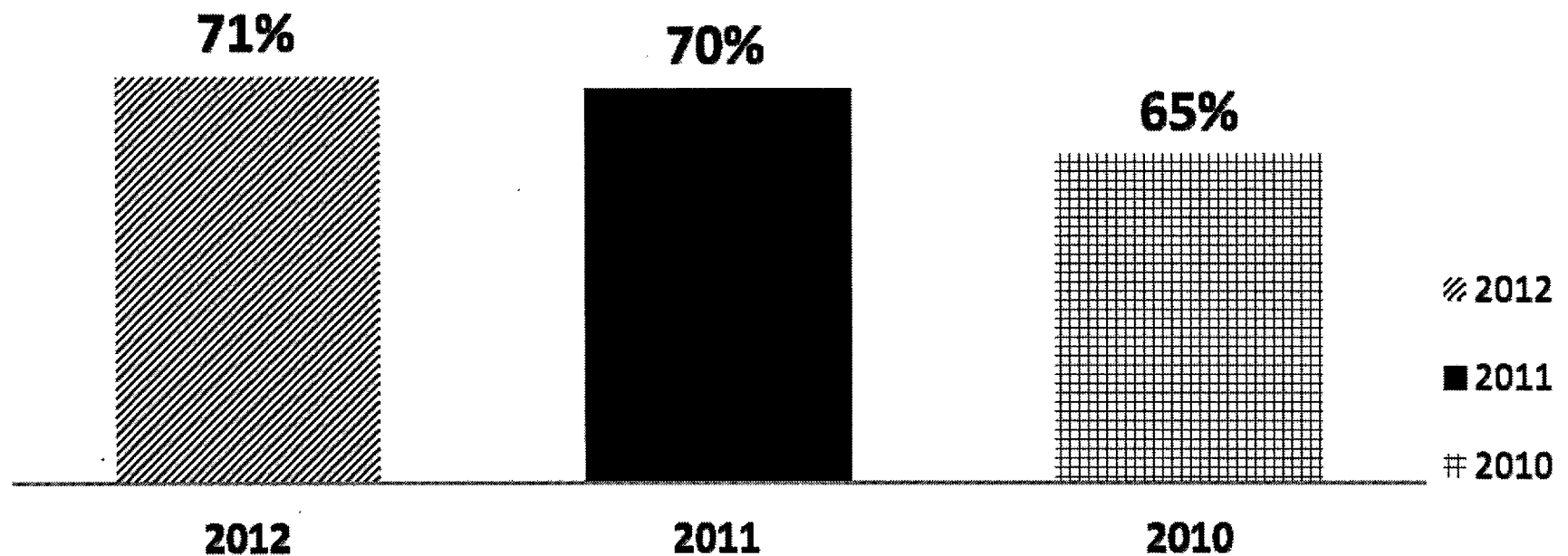
New York City Transit

Overall Personal Security in Stations



Time of day ratings not asked in 2010

Keeping Station Platforms from Getting too Crowded during Rush Hours



	TOTAL SATISFIED			2012	
	2010	2011	2012	Very	
	1082	1009	1018	Satisfied	Satisfied
	%	%	%	%	%
OVERALL SUBWAY SERVICE	71	74	75	16	59
OVERALL SUBWAY SERVICE ON LINE USE MOST	77	78	78	20	58
SERVICE FREQUENCY	72	79	79	20	59
OVERALL RELIABILITY OF SERVICE	76	82	84	23	61
The predictability of subway travel time	74	77	81	21	59
Maintaining subway cars so they do not break down and cause delays	NA	80	83	23	60
How fast the subway gets you where you want to go	83	81	86	27	59
OVERALL SAFETY AND SECURITY	77	83	82	18	64
Safety from mechanical accidents	85	89	89	33	56
Overall personal security in the subway BEFORE 8 p.m.	80	86	86	28	58
Overall personal security in the subway AFTER 8 p.m.	65	72	67	14	53
OVERALL INFORMATION AND COMMUNICATIONS ABOUT SUBWAY SERVICE	63	73	79	20	58
Knowing how long you have to wait for the next train to arrive	NA	68	72	31	41
Clarity of announcements on subway trains	56	64	67	21	46
Usefulness of announcements on trains during normal service	67	74	76	24	52
Usefulness of announcements on trains during unplanned delays	64	67	67	21	46
Usefulness of announcements on trains during planned service changes	NA	69	75	23	52

	TOTAL SATISFIED			2012	
	2010	2011	2012	Very	Satisfied
	1082	1009	1018	Satisfied	Satisfied
	%	%	%	%	%
OVERALL COMFORT AND CONVENIENCE OF USING THE SUBWAY	78	84	83	21	62
Keeping subway trains from getting too crowded during rush hours	44	46	45	6	39
Comfort of temperature on subway cars	79	84	82	27	55
OVERALL CLEANLINESS OF SUBWAY CARS	68	<u>75</u>	75	20	55
Keeping floors and seats clean	NA	68	71	19	51
Keeping subway car windows clean with no scratchiti	NA	77	74	23	50
Having no litter in subway cars	NA	67	69	16	53
Keeping graffiti off subway car walls	NA	82	82	30	52
OVERALL COURTESY AND HELPFULNESS OF SUBWAY CONDUCTORS	77	80	<u>83</u>	27	56
OVERALL VALUE FOR THE MONEY USING THE SUBWAY	64	67	<u>70</u>	23	47

Boxed numbers in 2012 column are statistically greater than corresponding number for 2011. Boxed numbers in 2011 column are statistically greater than corresponding number for 2012. Underlined numbers in 2011 column are statistically greater than corresponding number for 2010. Underlined numbers in 2012 column are statistically greater than corresponding number for 2010 when no statistical increase recorded from 2010 to 2011.

Order of Sets Randomized. Overall Station Environment Always Asked Last.	TOTAL SATISFIED			2012	
	2010	2011	2012	Very Satisfied	Satisfied
	1048	1006	1007		
	%	%	%		
STATION USE MOST OFTEN NEAR HOME	77	79	81	25	56
STATION USE MOST OFTEN NEAR WORK/SCHOOL	74	80	82	20	61
OVERALL STATION ENVIRONMENT	71	78	77	17	60
OVERALL STATION CLEANLINESS	64	72	72	21	52
Keeping station litter free	NA	73	75	21	54
Keeping station clean from dirt and grime	NA	67	67	18	49
Keeping graffiti off walls, signs, etc.	NA	78	82	27	55
OVERALL MAINTENANCE AND REPAIR OF STATION	68	75	80	20	60
Condition of stairs and handrails	72	77	82	27	55
Station lighting	81	85	88	30	58
Working condition of MetroCard vending machines	NA	81	82	29	53
Working condition of MetroCard swipe readers at turnstiles	NA	80	83	29	54
Condition of walls and ceilings	NA	64	67	17	50

	TOTAL SATISFIED			2012	
	2010	2011	2012	Very	
	1048	1006	1007	Satisfied	Satisfied
	%	%	%	%	%
OVERALL AVAILABILITY OF INFORMATION IN STATION	67	<u>77</u>	80	22	58
Signs directing you to exits and transfer locations	82	85	<u>87</u>	30	57
Clarity of announcements on station platforms	59	<u>67</u>	71	23	48
Information in station about unscheduled delays	56	<u>64</u>	67	17	50
Having large subway maps available throughout the station	NA	75	77	27	49
Information in station about planned service changes	69	<u>76</u>	78	22	55
OVERALL PERSONAL SECURITY IN STATION	76	<u>82</u>	82	20	61
Your sense of personal security in the station BEFORE 8 p.m.	NA	88	85	29	56
Your sense of personal security in the station AFTER 8 p.m.	NA	72	69	17	53
KEEPING STATION PLATFORMS FROM GETTING TOO CROWDED DURING RUSH HOURS	65	<u>70</u>	71	17	53
Countdown clocks	95	96	96	67	29
Escalators in subway	NA	75	82	30	52
Elevators in subway	NA	73	76	24	52
Courtesy and helpfulness of station agents	NA	81	85	37	48

9. STANDARD FOLLOW-UP REPORTS

Report



New York City Transit

STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, the Subway Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (subway car, station, Staten Island Railway (SIR) cars and SIR stations). The results for all PES indicators for First Half 2012 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Passenger Environment Survey

The Subway PES measures the environment of subway cars and stations from a customer-oriented perspective. It includes 55 indicators: 17 for subway cars, 17 for stations, 16 for SIR cars and five (5) for SIR stations.

Of the 55 indicators, 43 indicators remained unchanged, eight (8) indicators showed an improvement and four (4) indicators declined when comparing First Half 2012 and First Half 2011. For PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

Significant Indicator Improvements/Declines

Out of the 55 passenger environment indicators, eight (8) improved and four (4) declined when comparing the First Half 2012 to First Half 2011.

IMPROVEMENTS

	2011 1st Half	2012 1st Half	Net Change
Subway Cars			
Climate Control Conditions in Cars	92%	95%	+3%

Stations			
Litter Conditions in Stations - daytime (% none and light) includes Trackbed	62%	66%	+4%
<i>without Trackbed</i>	76%	81%	+5%
Floor and Seat Cleanliness Conditions in Stations - daytime (% none and light)	85%	88%	+3%

SIR Cars			
Cars with No Scratchtied Windows	81%	87%	+6%
Cars with Public Address Announcements	66%	81%	+15%
Climate Control Conditions in Cars	74%	97%	+23%

SIR Stations			
Litter Conditions in Stations (% none and light) includes Trackbed	53%	74%	+21%
<i>without Trackbed</i>	70%	90%	+20%
Floor and Seat Cleanliness Conditions in Stations (% none and light)	72%	90%	+18%

DECLINES

Subway Cars			
Cars with No Clouded Windows	96%	93%	-3%

Stations			
Floor and Seat Cleanliness Conditions in Stations - Early AM (% none and light)	94%	90%	-4%
Stations with Correct Passenger Information Center (PIC)	96%	92%	-4%
Station Public Telephones in Working Order	86%	58%	-28%

Passenger Environment Survey

Subway Car Results

The Subway Car PES consists of 17 indicators. 15 remained statistically unchanged while one (1) showed an increase and one (1) showed a decrease when comparing the 1st half 2012 to the 1st half 2011. The table below depicts the results for the 1st half of 2012 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

		2010		2011				2012	
		2nd Half		1st Half		2nd Half		1st Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Cleanliness and Appearance									
Litter Conditions in Cars	% None	91	58	90	61	92	67	94	67
Presence of Litter	% Light	6	35	8	32	6	25	5	26
See Chart 1	% Moderate	1	1	0	1	0	1	0	1
	% Heavy	2	6	2	6	2	7	1	6
Cleanliness of Car Floors and Seats	% None	96	89	94	88	91	84	97	89
Degree of Dirtiness	% Light	2	5	4	5	5	6	1	3
See Chart 2	% Moderate	0	0	0	1	2	3	0	1
	% Heavy	2	6	2	6	2	7	2	7
% Cars with No Interior Graffiti		99		98		97		98	
% Cars with No Exterior Graffiti		99		99		98		99	
% Cars with No Graffiti'd Windows		100		98		98		99	
% Cars with No Scratchitied Windows		85		89		82		90	
% Cars with No Clouded Windows		92		96		89		93	
% Cars with No Broken or Cracked Windows		100		100		100		99	

Customer Information

% Cars with All System Maps Correct/Legible	99	99	91	98
% Cars with All Signage Correct	98	99	99	99
% Cars with Public Address Announcements	87	91	90	89
Automated Announcements	99	99	99	99
Conductor Announcements	78	81	80	79

Functioning Equipment

% Cars with No Broken Door Panels	99	100	99	99
Lighting Conditions in Cars ¹	99	98	99	100
Climate Control Conditions in Cars ²	93	92	95	95

Operations

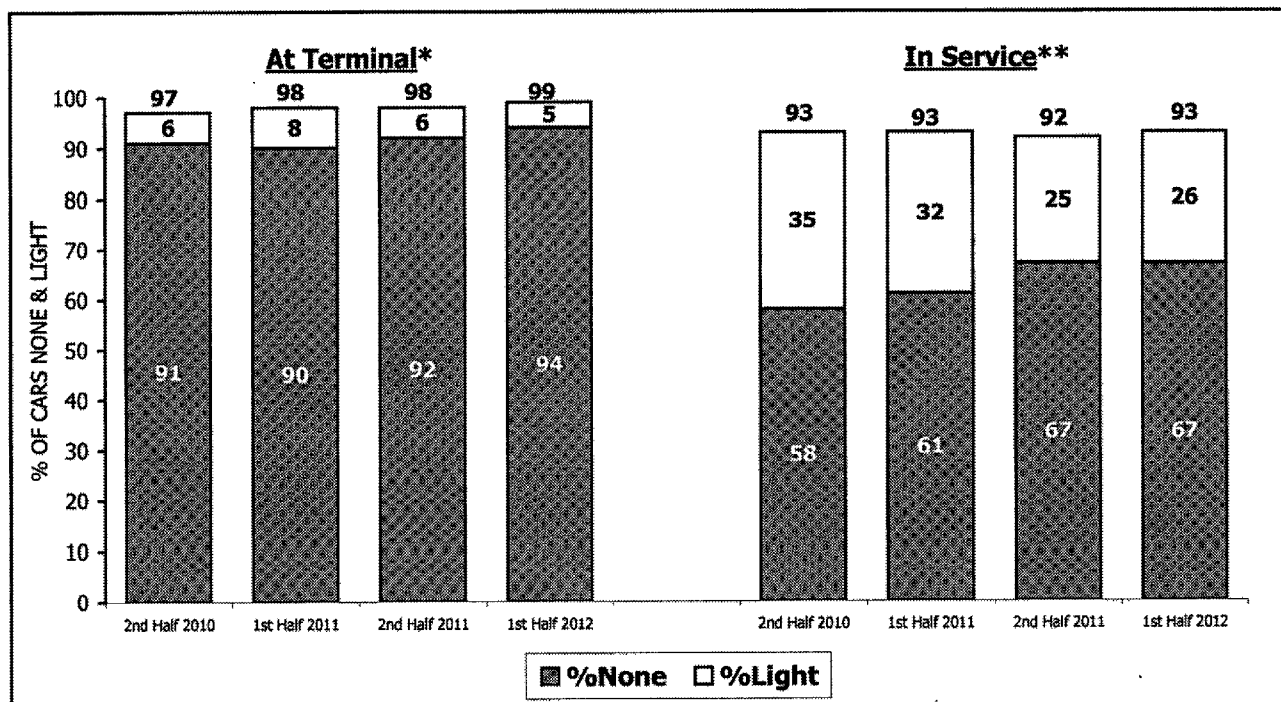
% Conductors in Proper Uniform	100	99	100	99
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¹% cars with at least 90% of lights on.

²% cars with average interior temperature between 58°F and 78°F.

Passenger Environment Survey

Litter Conditions in Subway Cars



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2012 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

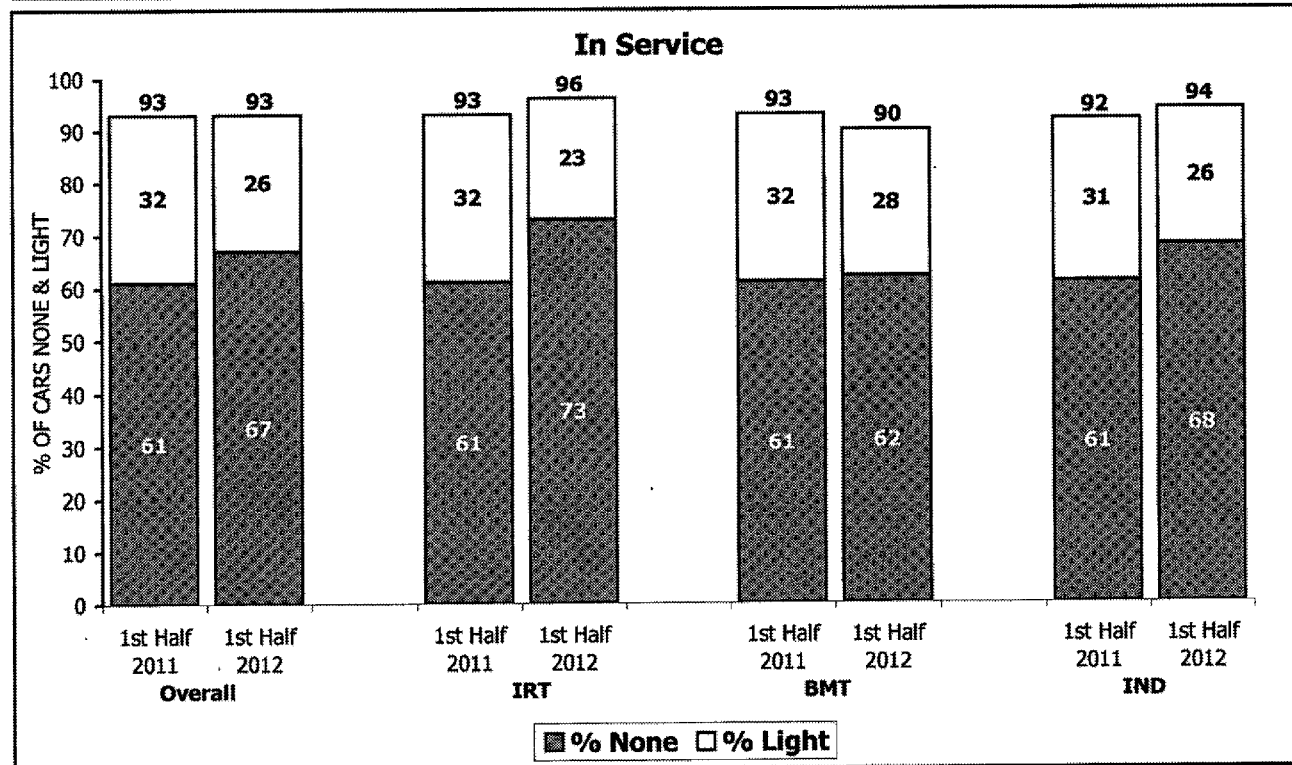
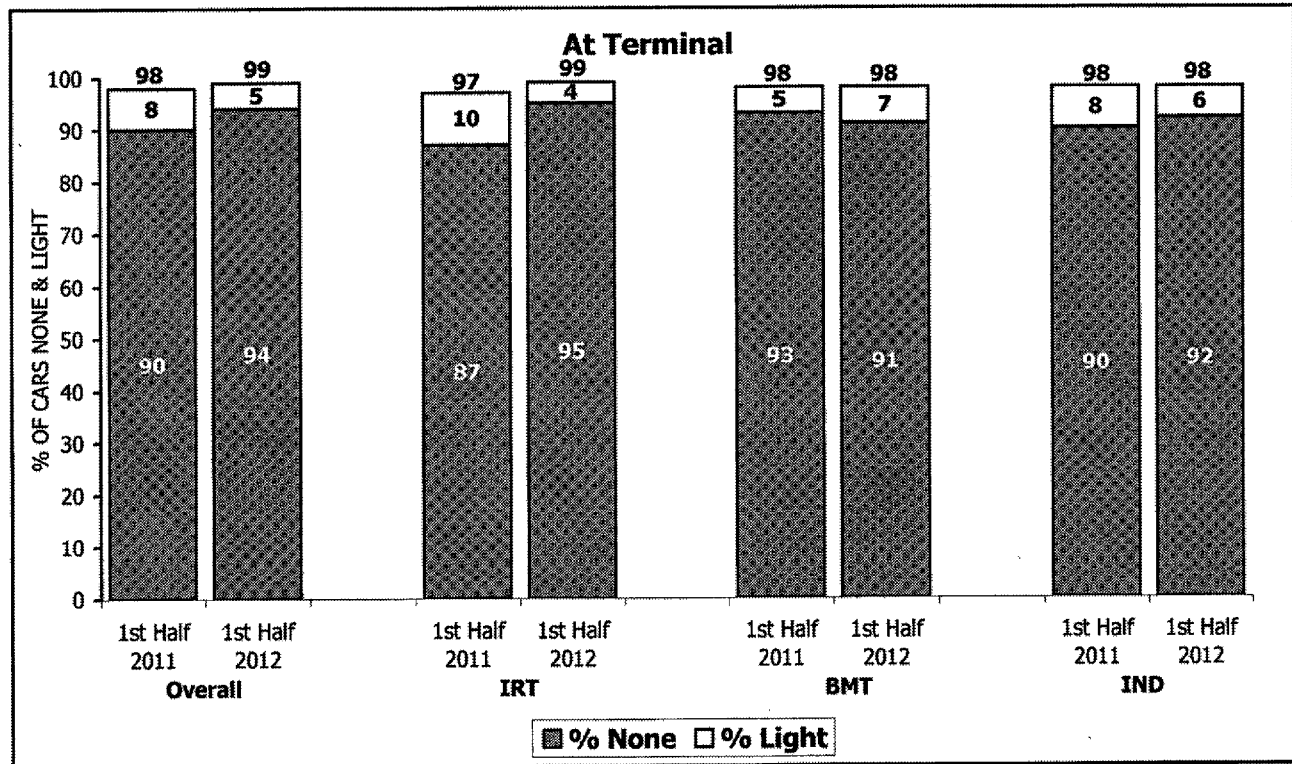
	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2012	94%	5%	0%	1%	67%	26%	1%	6%
2nd Half 2011	92%	6%	0%	2%	67%	25%	1%	7%
1st Half 2011	90%	8%	0%	2%	61%	32%	1%	6%
2nd Half 2010	91%	6%	1%	2%	58%	35%	1%	6%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2012 vs. 1st Half 2011: Both the "At Terminal" and "In Service" results remained statistically unchanged.

Passenger Environment Survey

Subway Car Litter Conditions by Group



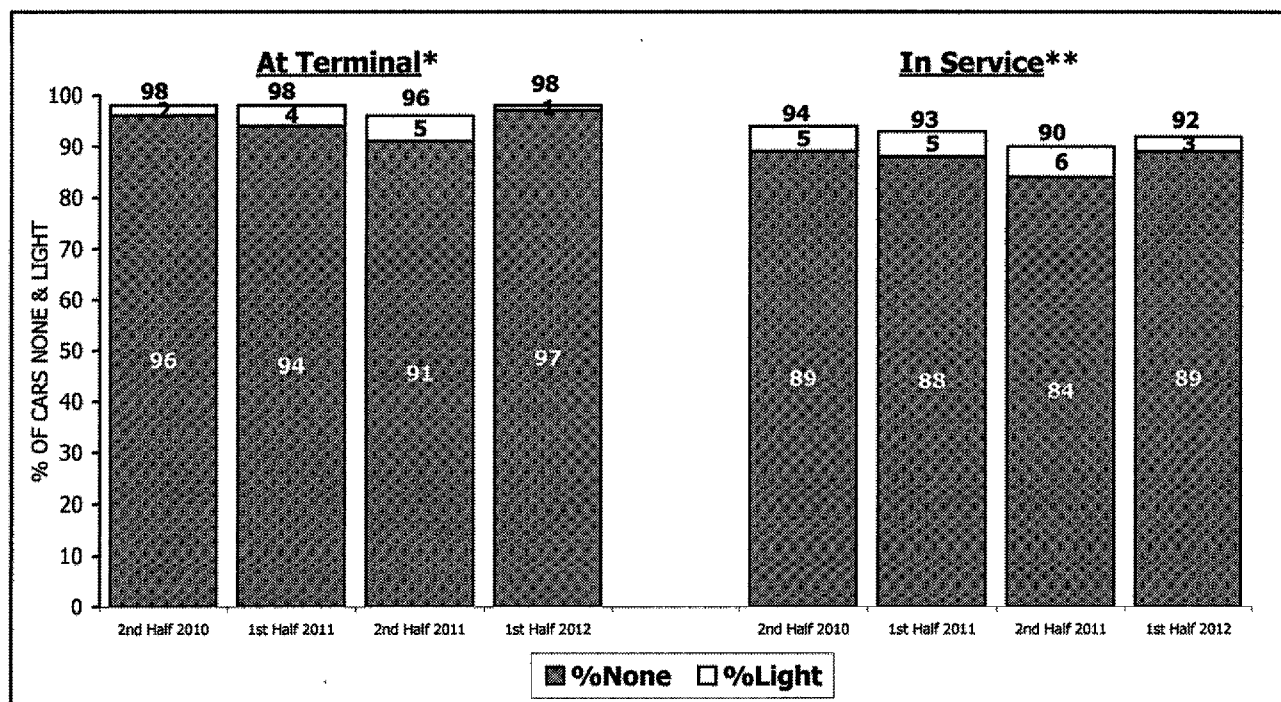
Groups:

IRT : ① ② ③ ④ ⑤ ⑥ ⑦ S-42nd Street

BMT: B Q N R J Z L M S-Franklin

IND: A C E D F G

Passenger Environment Survey Cleanliness Conditions in Subway Cars



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2012 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

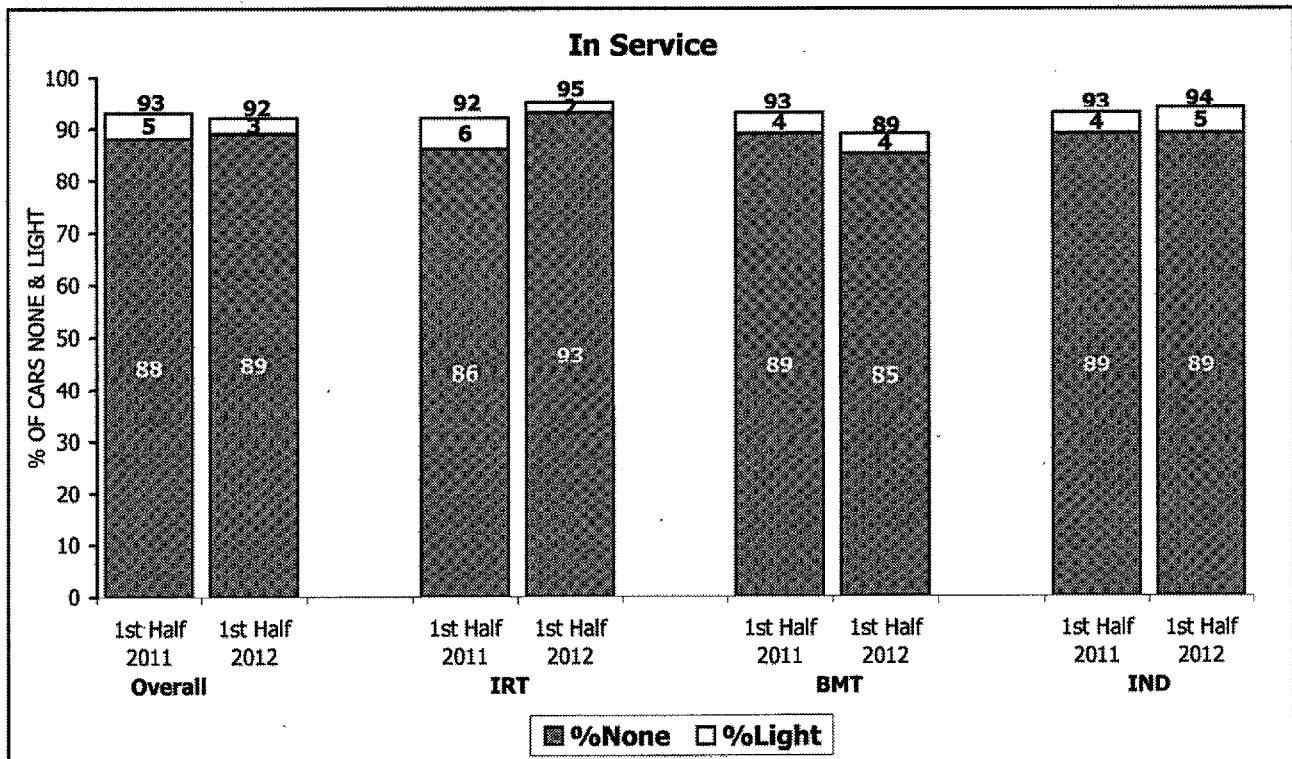
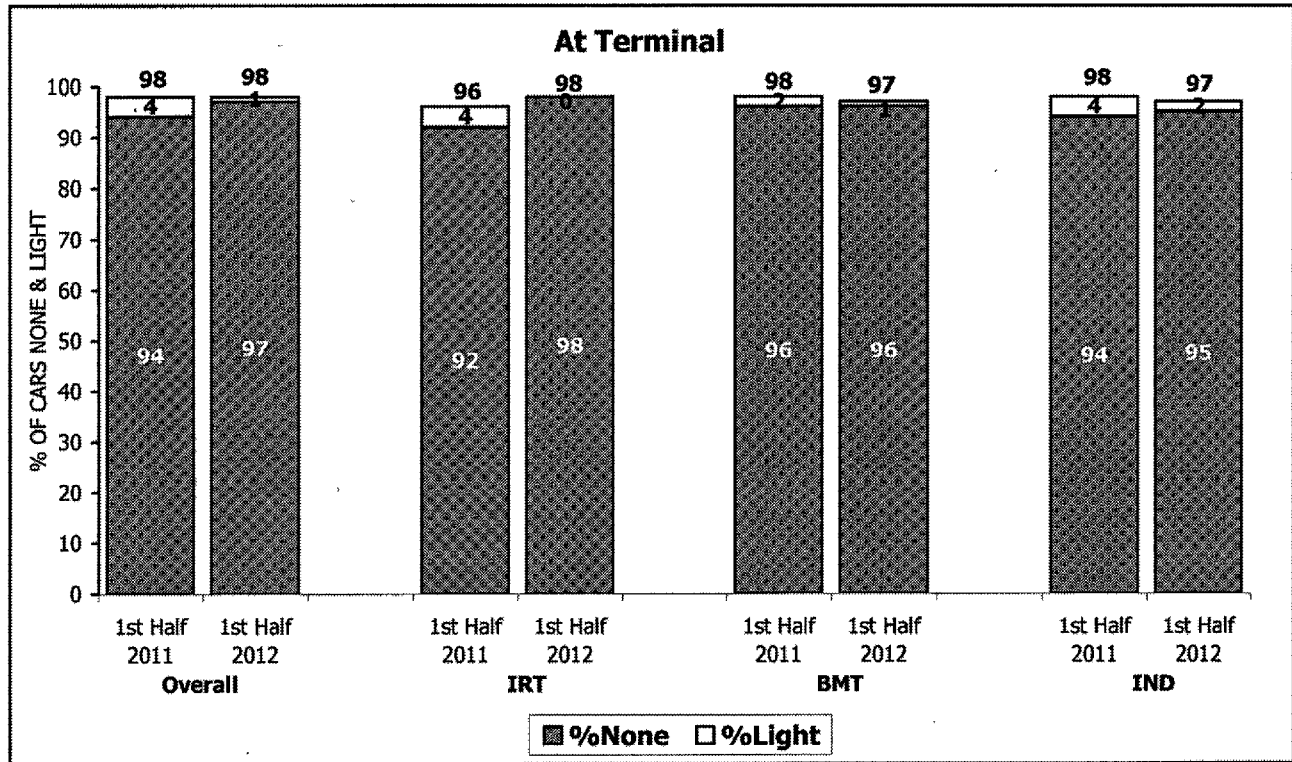
	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2012	97%	1%	0%	2%	89%	3%	1%	7%
2nd Half 2011	91%	5%	2%	2%	84%	6%	3%	7%
1st Half 2011	94%	4%	0%	2%	88%	5%	1%	6%
2nd Half 2010	96%	2%	0%	2%	89%	5%	0%	6%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2012 vs. 1st Half 2011: Both the "At Terminal" and "In Service" results remained statistically unchanged.

Passenger Environment Survey

Subway Car Cleanliness Conditions by Group



Groups:

IRT : 1 2 3 4 5 6 7 S-42nd Street

BMT: B Q N R J Z L M S-Franklin

IND: A C E D F G

Passenger Environment Survey
Subway Car Litter Conditions by Line
% None and Light

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>1st Half 2011</u>	<u>1st Half 2012</u>	<u>1st Half 2011</u>	<u>1st Half 2012</u>
①	97%	100%	95%	98%
②	97%	100%	88%	96%
③	98%	98%	97%	94%
④	97%	100%	94%	96%
⑤	99%	99%	94%	95%
⑥	94%	99%	92%	95%
⑦	99%	99%	96%	95%
⑤ 42nd St.	-	-	100%	99%
IRT	97%	99%	93%	96%
⑧	98%	98%	90%	82%
⑨	98%	96%	96%	91%
⑤ Fkln	-	-	98%	88%
⑩	98%	97%	91%	92%
⑪	96%	99%	94%	91%
⑫ ⑬	98%	99%	91%	88%
⑭	100%	99%	96%	95%
⑮	99%	99%	95%	94%
BMT	98%	98%	93%	90%
⑯	96%	99%	92%	94%
⑰	99%	97%	94%	94%
⑱	95%	99%	90%	94%
⑲	98%	94%	89%	92%
⑳	100%	98%	92%	94%
㉑	100%	98%	95%	98%
IND	98%	98%	92%	94%
Systemwide	98%	99%	93%	93%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey

Subway Car Cleanliness Conditions by Line **% None and Light**

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>1st Half 2011</u>	<u>1st Half 2012</u>	<u>1st Half 2011</u>	<u>1st Half 2012</u>
1	98%	100%	94%	97%
2	95%	100%	85%	97%
3	98%	98%	97%	90%
4	95%	99%	94%	96%
5	99%	95%	92%	91%
6	94%	99%	90%	96%
7	98%	99%	96%	95%
S 42nd St.	-	-	100%	99%
IRT	96%	98%	92%	95%
B	98%	98%	91%	83%
Q	98%	96%	97%	86%
S Fkln	-	-	97%	88%
N	99%	97%	92%	92%
R	96%	95%	94%	86%
J Z	99%	98%	92%	86%
L	100%	98%	95%	94%
M	99%	99%	92%	94%
BMT	98%	97%	93%	89%
A	95%	98%	91%	92%
C	99%	97%	94%	92%
E	96%	97%	92%	94%
D	99%	95%	91%	92%
F	99%	96%	93%	94%
G	100%	98%	96%	98%
IND	98%	97%	93%	94%
Systemwide	98%	98%	93%	92%

* at terminal - with cleaners present

Passenger Environment Survey

Stations Results

The Stations PES consists of 17 indicators. Of the 17 indicators, 12 remained statistically unchanged while two (2) showed an increase and three (3) showed a decline when comparing the 1st half 2012 to the 1st half 2011. The table below depicts the results for the 1st half of 2012 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2010		2011				2012	
			2nd Half		1st Half		2nd Half		1st Half	
Cleanliness and Appearance			Early AM	Daytime	Early AM	Daytime	Early AM	Daytime	Early AM	Daytime
Litter Conditions in Stations	Includes Trackbed component	% None	5	5	6	5	3	6	3	4
Presence of Litter		% Light	68	65	73	57	71	58	74	62
See Chart 3		% Moderate	25	28	20	33	24	32	21	31
		% Heavy	2	2	1	5	2	4	2	3
	Measured without Trackbed component	% None	35	27	41	28	41	30	47	27
		% Light	49	56	47	48	44	48	41	54
See Chart 4		% Moderate	14	15	11	20	14	19	11	17
		% Heavy	2	2	1	4	1	3	1	2
Floor and Seat Cleanliness Conditions in Stations		% None	63	60	58	51	56	47	55	51
Degree of Dirtiness		% Light	27	31	36	34	32	37	35	37
See Chart 5		% Moderate	8	7	6	13	11	13	9	10
		% Heavy	2	2	0	2	1	3	1	2
Graffiti Conditions in Stations		% None	65		73		72		80	
Presence of Graffiti		% Light	34		27		28		20	
		% Moderate	1		0		0		0	
		% Heavy	0		0		0		0	

Customer Information

% Stations with Legible/Correct System Maps	48	48	49	48
% Stations with Correct Passenger Information Center (PIC)	97	96	99	92
% Station Control Areas with a Correct Subway Map Available	93	89	84	87

Functioning Equipment

% Stations with Functional Annunciator (where applicable)	99	96	97	97
% Escalators/Elevators in Operation	98	98	97	98
% Station Public Telephones in Working Order	92	86	82	58
% Station Control Areas with Working Booth Microphone	99	98	98	99
% Trash Receptacles Usable in Stations	100	100	99	99
% Working Turnstiles in Stations	100	99	99	99
% Working MetroCard Vending Machines	99	99	97	97

Operations

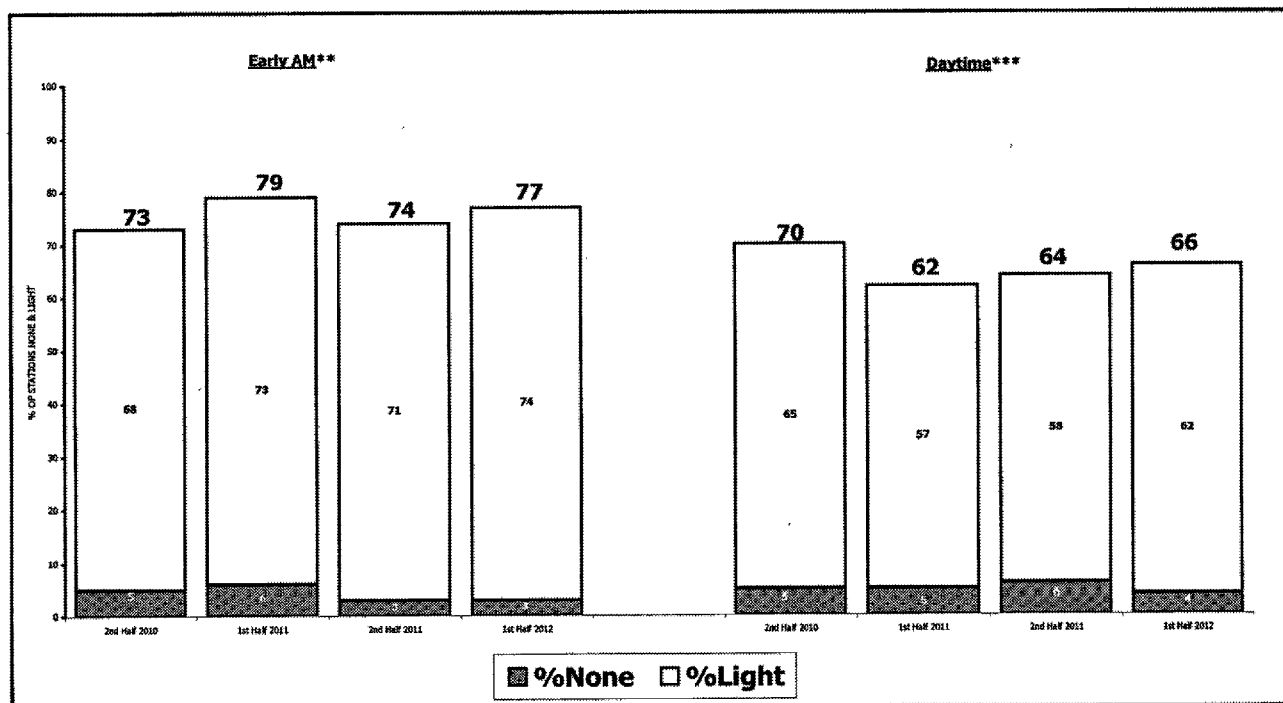
% Station Agents in Proper Uniform	100	99	100	100
% Station Agents Properly Displaying Badges	98	94	92	96

Early AM - Surveyed before heavy passenger utilization (pre-AM Peak).

Daytime - Surveyed after heavy passenger utilization (post AM Peak).

Passenger Environment Survey

Litter Conditions in Stations* (includes Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Measured before heavy passenger utilization (pre-AM Peak).

*** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2012 Annual Goals: (% none & light) Early AM: N/A Daytime: N/A

Semi-Annual Results

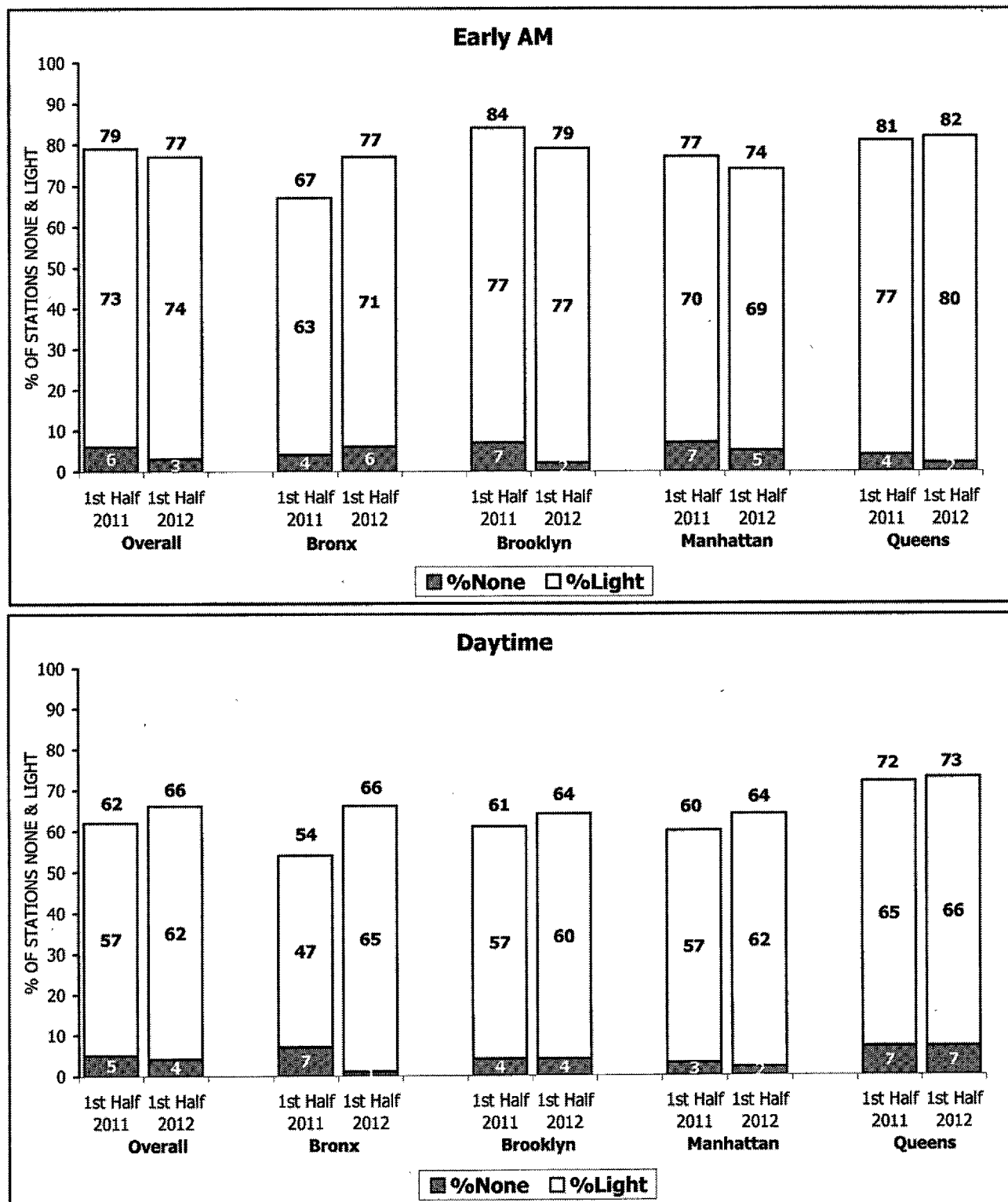
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2012	3%	74%	21%	2%	4%	62%	31%	3%
2nd Half 2011	3%	71%	24%	2%	6%	58%	32%	4%
1st Half 2011	6%	73%	20%	1%	5%	57%	33%	5%
2nd Half 2010	5%	68%	25%	2%	5%	65%	28%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2012 vs. 1st Half 2011: the "Early AM" results remained statistically unchanged (-2%) while the "Daytime" results showed a statistically significant increase (+4%).

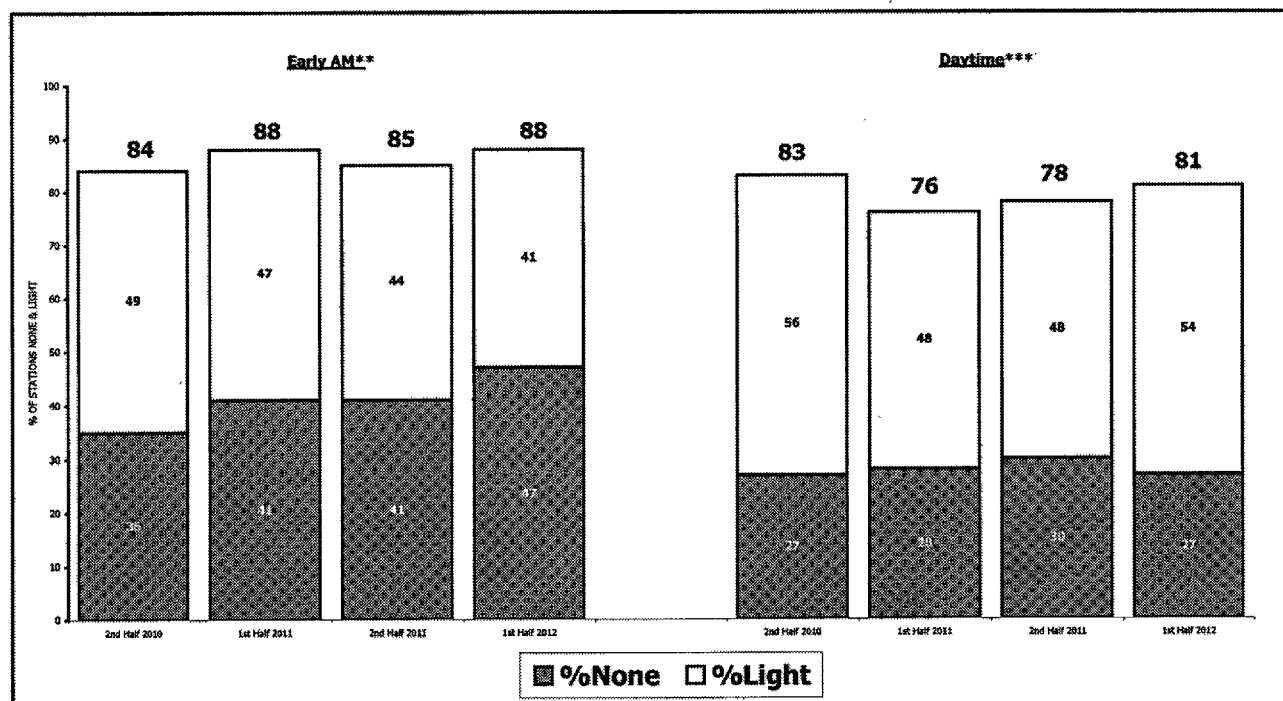
Passenger Environment Survey

Litter Conditions by Borough* (includes Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

Passenger Environment Survey
Litter Conditions in Stations* (without Trackbed)



* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

** Measured before heavy passenger utilization (pre-AM Peak).

*** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2012 Annual Goals: (% none & light) Early AM: 88.0% Daytime: 80.0%

Semi-Annual Results

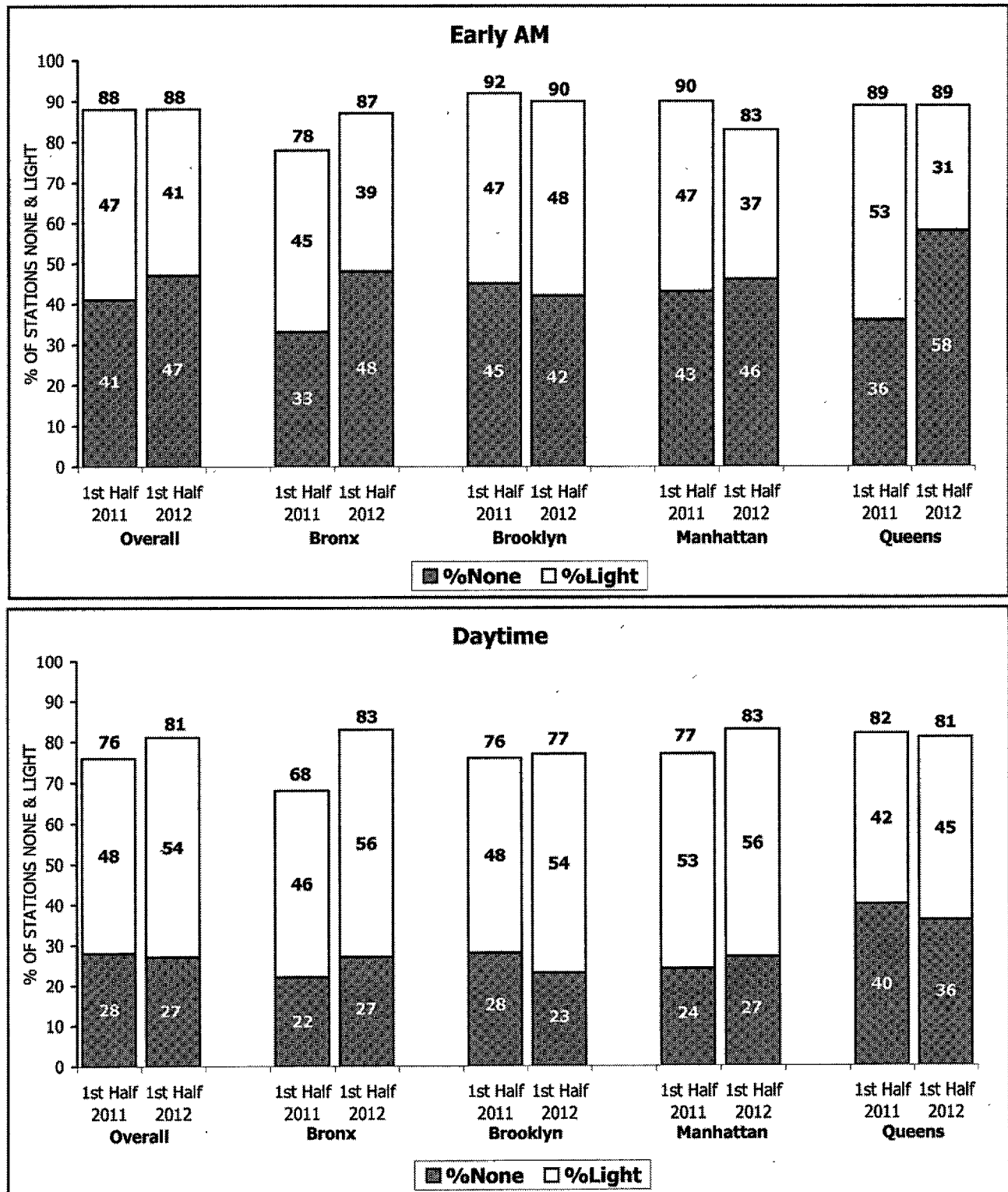
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2012	47%	41%	11%	1%	27%	54%	17%	2%
2nd Half 2011	41%	44%	14%	1%	30%	48%	19%	3%
1st Half 2011	41%	47%	11%	1%	28%	48%	20%	4%
2nd Half 2010	35%	49%	14%	2%	27%	56%	15%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2012 vs. 1st Half 2011: the "Early AM" results remained the same while the "Daytime" results showed a statistically significant increase (+5%).

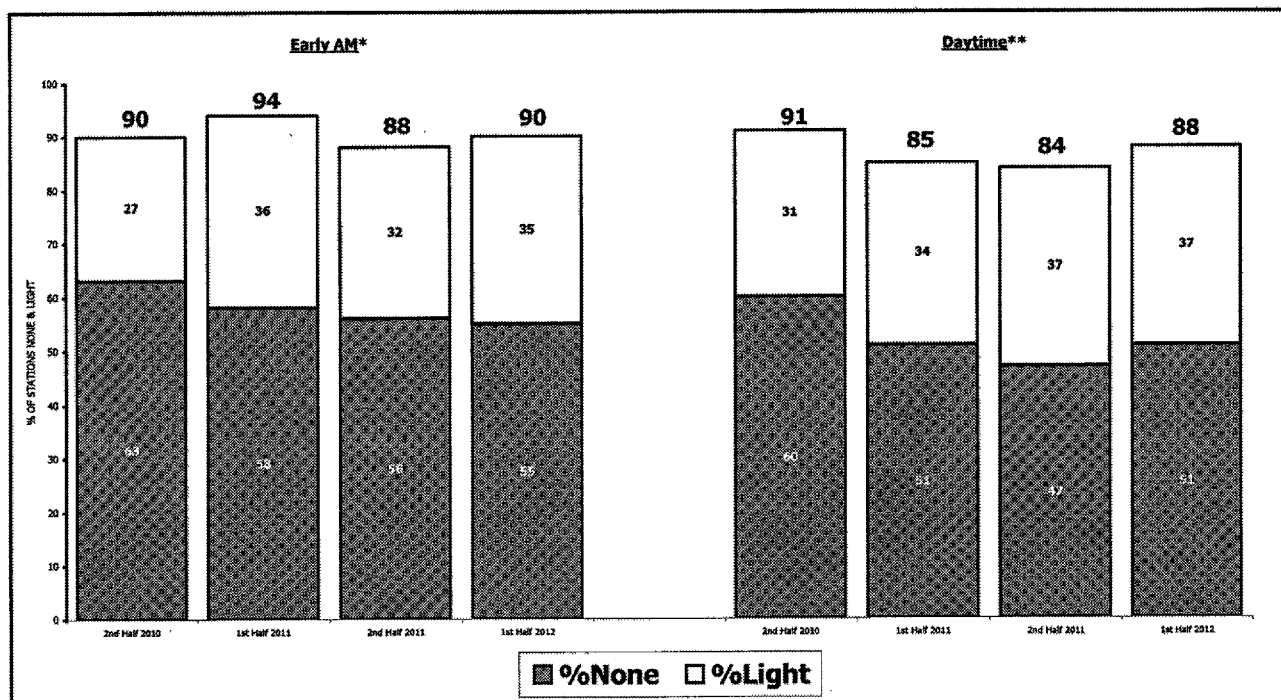
Passenger Environment Survey

Litter Conditions by Borough* (without Trackbed)



* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

Passenger Environment Survey Cleanliness Conditions in Stations



* Measured before heavy passenger utilization (pre-AM Peak).

** Measured after heavy passenger utilization (post AM Peak).

Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2012 Annual Goals: (% none & light) Early AM: 92.0% Daytime: 87.0%

Semi-Annual Results

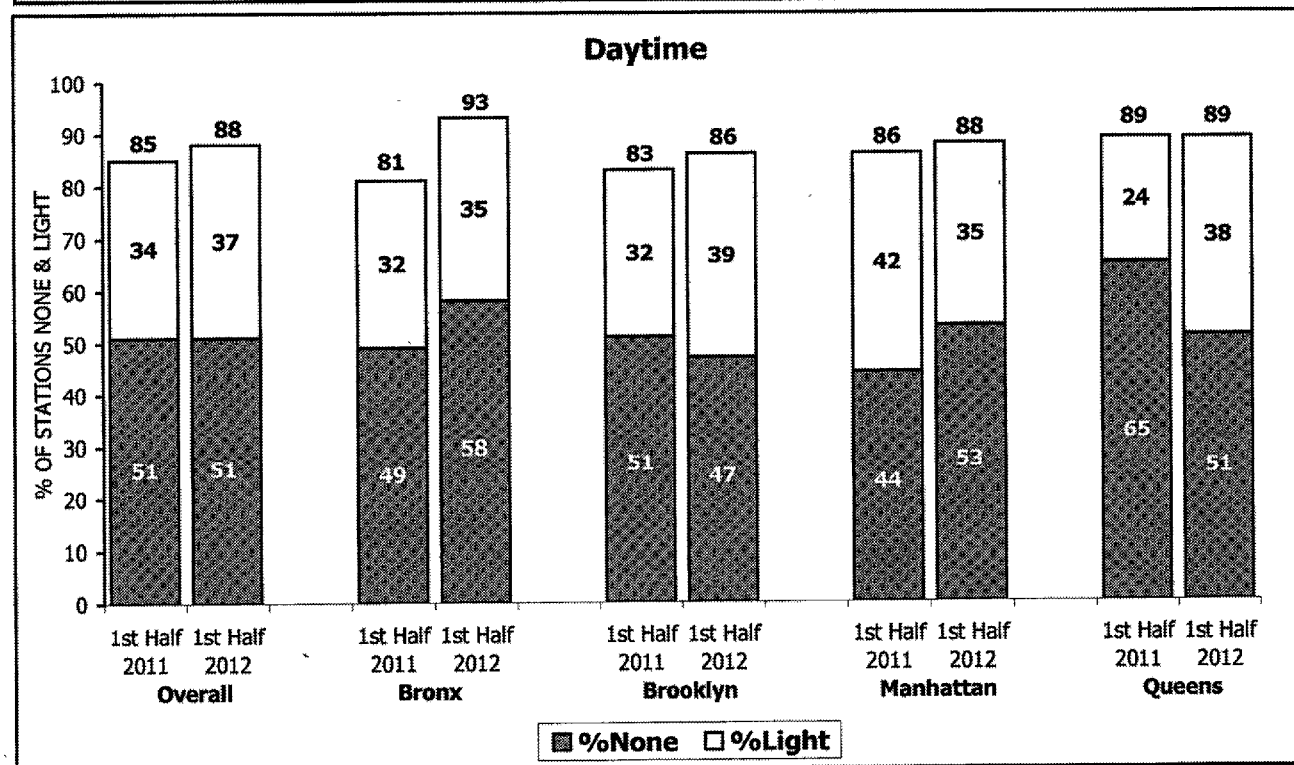
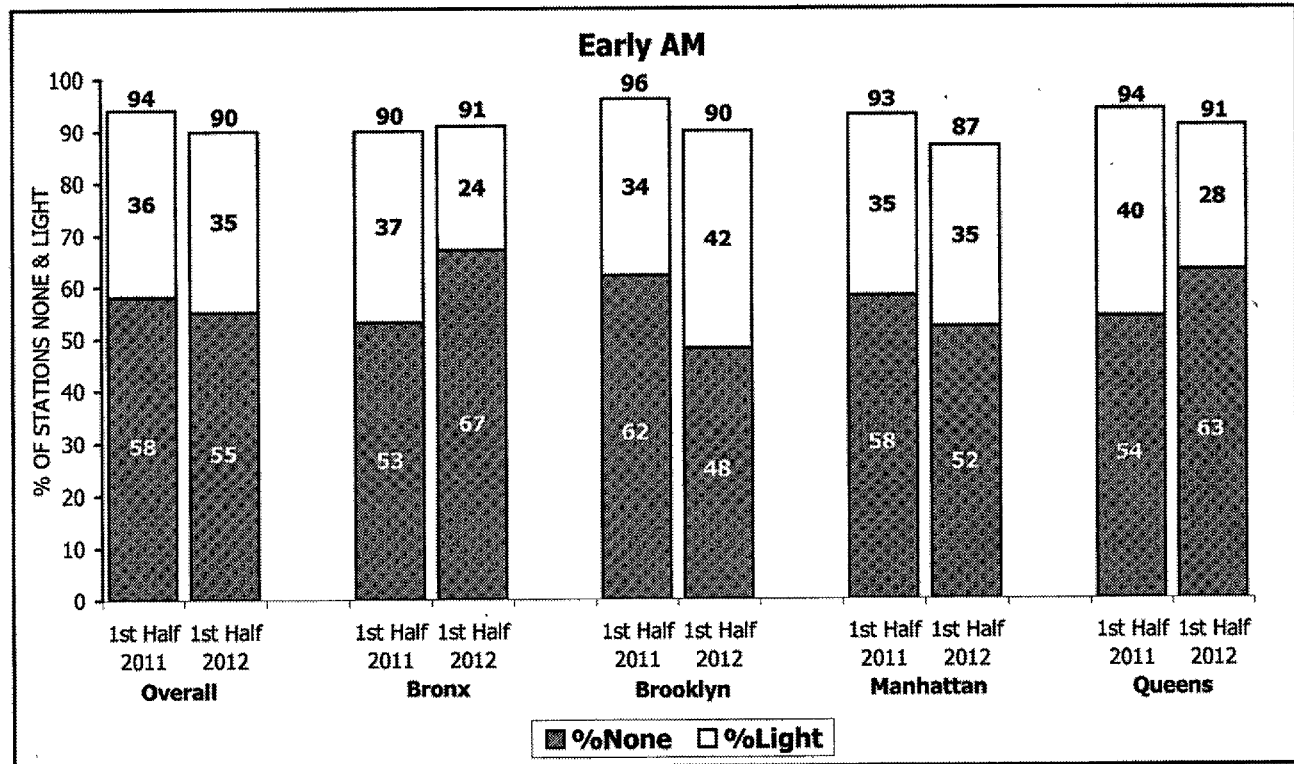
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2012	55%	35%	9%	1%	51%	37%	10%	2%
2nd Half 2011	56%	32%	11%	1%	47%	37%	13%	3%
1st Half 2011	58%	36%	6%	0%	51%	34%	13%	2%
2nd Half 2010	63%	27%	8%	2%	60%	31%	7%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2012 vs. 1st Half 2011: the "Early AM" results showed a statistically significant decline (-4%) while the "Daytime" results showed a statistically significant increase (+3%).

Passenger Environment Survey

Cleanliness Conditions by Borough



Passenger Environment Survey

Staten Island Railway (SIR) Car Results

The Staten Island Railway car PES consists of 16 indicators. 13 remained statistically unchanged while three (3) showed an increase when comparing the 1st half 2012 to the 1st half 2011. The table below depicts the results for the 1st half of 2012 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2010		2011				2012	
		2nd Half		1st Half		2nd Half		1st Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Cleanliness and Appearance									
Litter Conditions in Cars	% None	96	66	94	60	98	71	96	71
Presence of Litter	% Light	2	25	5	30	2	15	2	24
See Chart 6	% Moderate	1	2	0	0	0	0	0	0
	% Heavy	1	7	1	10	0	14	2	5
Cleanliness of Car Floors and Seats	% None	99	88	92	86	91	77	96	90
Degree of Dirtiness	% Light	1	5	7	4	8	9	2	4
See Chart 7	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	7	1	10	1	14	2	6
% Cars with No Interior Graffiti		100		97		99		99	
% Cars with No Exterior Graffiti		100		100		100		100	
% Cars with No Graffiti'd Windows		99		98		98		99	
% Cars with No Scratchitied Windows		81		81		74		87	
% Cars with No Clouded Windows		99		99		99		99	
% Cars with No Broken or Cracked Windows		99		98		98		100	

Customer Information

% Cars with All System Maps Correct/Legible	97	95	97	100
% Cars with Public Address Announcements	71	66	75	81

Functioning Equipment

% Cars with No Broken Door Panels	100	99	98	100
Lighting Conditions in Cars ¹	99	100	99	100
Climate Control Conditions in Cars ²	88	74	90	97

Operations

% Conductors in Proper Uniform	100	100	100	98
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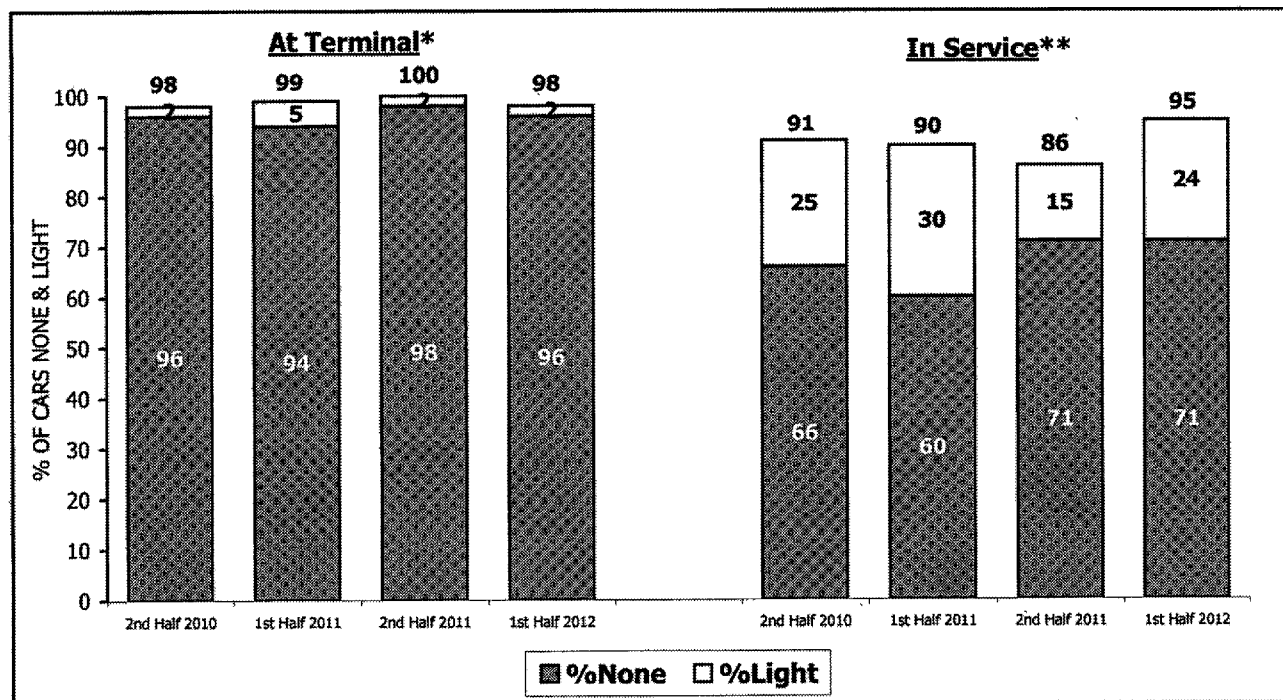
¹ % cars with at least 90% of lights on.

² % cars with average interior temperature between 58°F and 78°F

At Terminal - Surveyed at St. George terminals with cleaners present.

In Service - Surveyed while in service.

Passenger Environment Survey **Litter Conditions on Staten Island Railway (SIR) Cars**



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

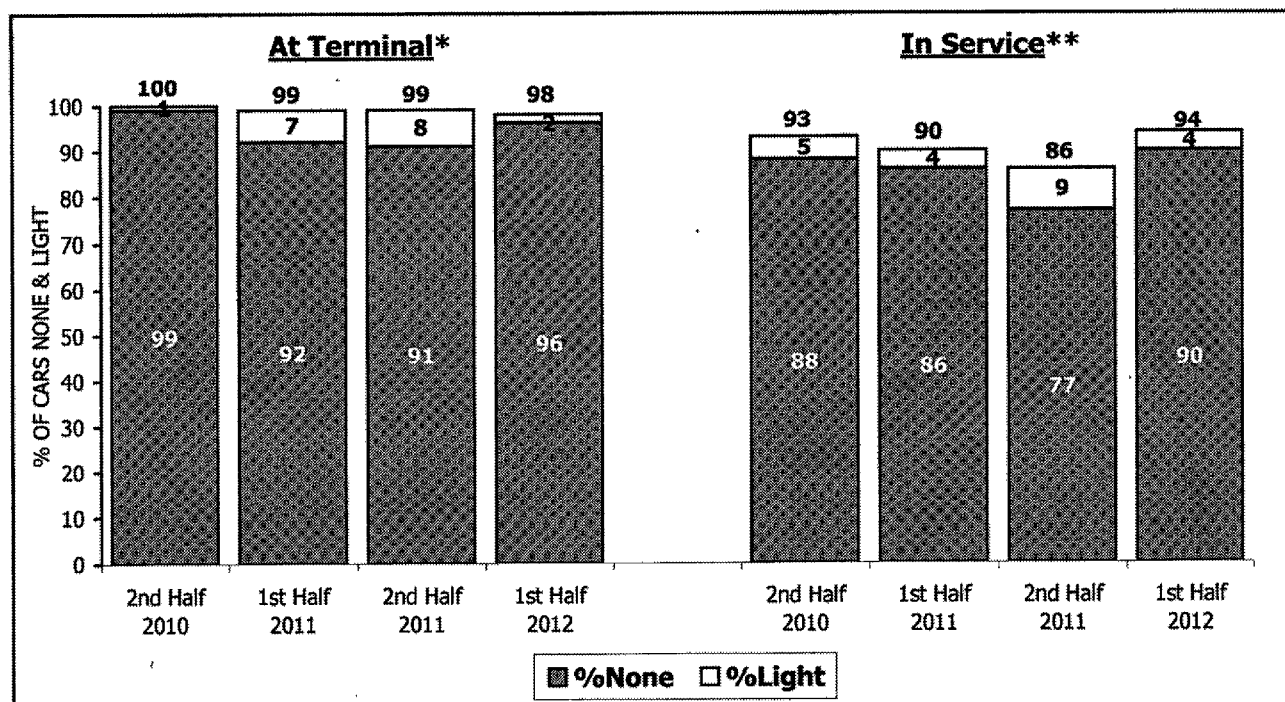
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2012	96%	2%	0%	2%	71%	24%	0%	5%
2nd Half 2011	98%	2%	0%	0%	71%	15%	0%	14%
1st Half 2011	94%	5%	0%	1%	60%	30%	0%	10%
2nd Half 2010	96%	2%	1%	1%	66%	25%	2%	7%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

1st Half 2012 vs. 1st Half 2011: Both the "At Terminal" and "In Service" results remained statistically unchanged.

Passenger Environment Survey **Cleanliness Conditions on Staten Island Railway (SIR) Cars**



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2012	96%	2%	0%	2%	90%	4%	0%	6%
2nd Half 2011	91%	8%	0%	1%	77%	9%	0%	14%
1st Half 2011	92%	7%	0%	1%	86%	4%	0%	10%
2nd Half 2010	99%	1%	0%	0%	88%	5%	0%	7%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

1st Half 2012 vs. 1st Half 2011: Both the "At Terminal" and "In Service" results remained statistically unchanged.

Passenger Environment Survey

Staten Island Railway (SIR) Stations Results

The Staten Island Railway stations PES consists of five (5) indicators. Three (3) remained statistically unchanged while two (2) showed an increase when comparing the 1st half 2012 to the 1st half 2011. The table below depicts the results for the 1st half of 2012 and the previous two half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2010	2011		2012
Cleanliness and Appearance			2nd Half	1st Half	2nd Half	1st Half
Litter Conditions in Stations		% None	1	3	9	15
Presence of Litter	<i>Includes Trackbed component</i>	% Light	65	50	51	59
<i>See Chart 8</i>		% Moderate	32	38	34	26
		% Heavy	2	9	6	0
	<i>Measured without Trackbed component</i>	% None	39	38	32	54
		% Light	43	32	44	36
		% Moderate	18	24	22	10
		% Heavy	0	6	2	0
Floor and Seat Cleanliness Conditions in Stations		% None	55	45	41	57
Degree of Dirtiness		% Light	27	27	35	33
<i>See Chart 9</i>		% Moderate	18	23	22	10
		% Heavy	0	5	2	0
Graffiti Conditions in Stations		% None	73	67	86	86
Presence of Graffiti		% Light	24	31	14	14
		% Moderate	3	2	0	0
		% Heavy	0	0	0	0

Customer Information

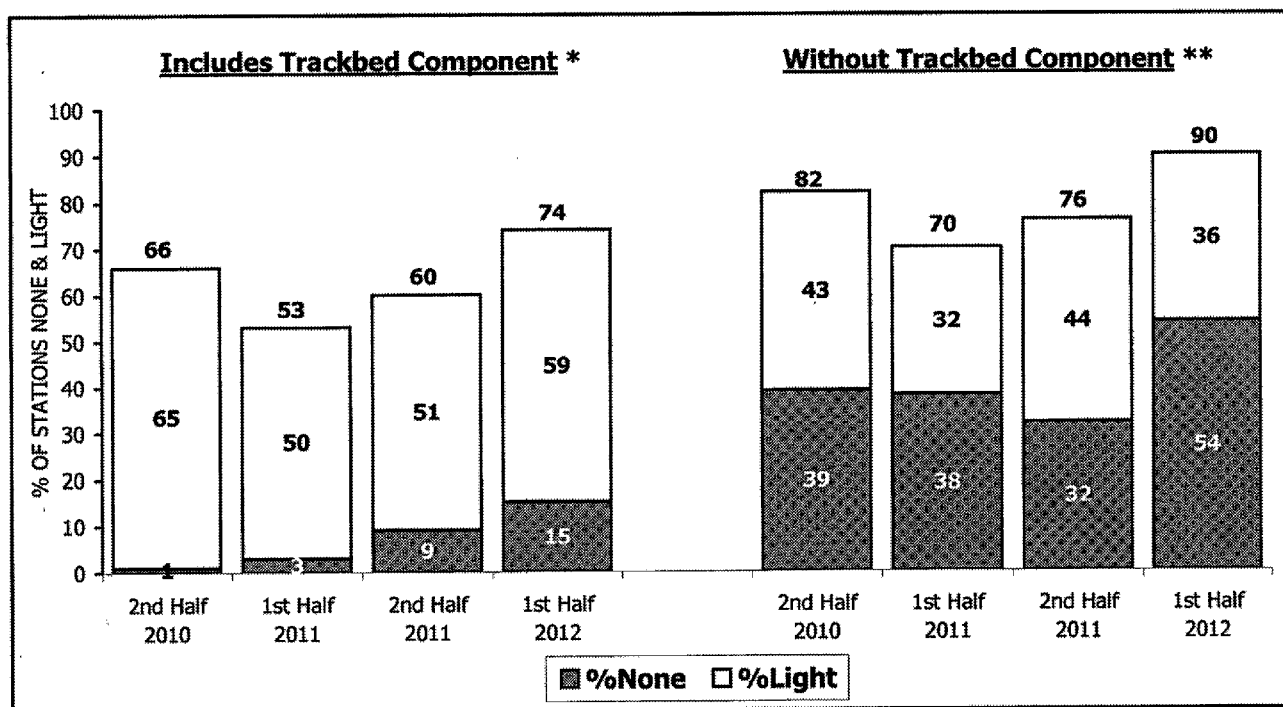
% Stations with Correct Customer Information Center (CIC)	86	91	89	93
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Functioning Equipment

% Trash Receptacles Usable in Stations	100	100	100	100
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All surveys done after heavy passenger utilization (post AM Peak).

Passenger Environment Survey
Litter Conditions in Staten Island Railway (SIR) Stations



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Includes mezzanine, passageway, stairway and platform components only, not trackbed.

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

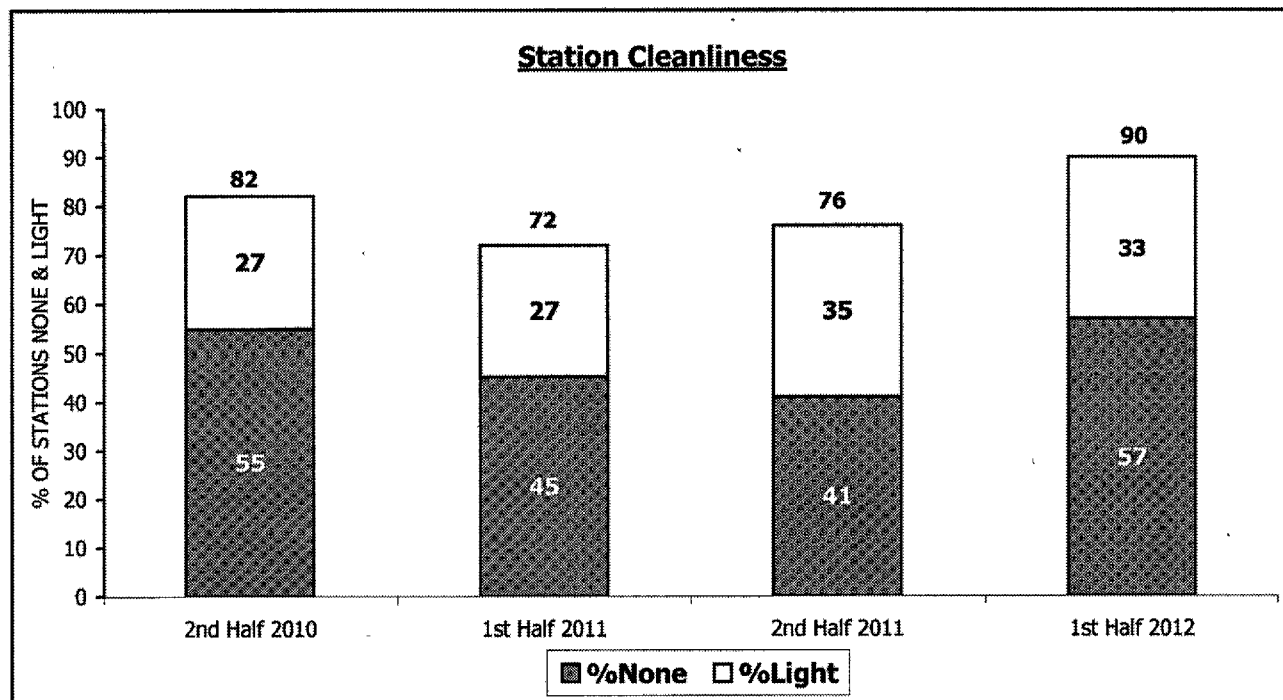
Semi-Annual Results

	Includes Trackbed Component				Without Trackbed Component			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2012	15%	59%	26%	0%	54%	36%	10%	0%
2nd Half 2011	9%	51%	34%	6%	32%	44%	22%	2%
1st Half 2011	3%	50%	38%	9%	38%	32%	24%	6%
2nd Half 2010	1%	65%	32%	2%	39%	43%	18%	0%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

1st Half 2012 vs. 1st Half 2011: Both Litter results, with Trackbed (+20%) and without Trackbed (+21%) showed a statistically significant increase.

Passenger Environment Survey
Cleanliness Conditions in Staten Island Railway (SIR) Stations



Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Cleanliness			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2012	57%	33%	10%	0%
2nd Half 2011	41%	35%	22%	2%
1st Half 2011	45%	27%	23%	5%
2nd Half 2010	55%	27%	18%	0%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

1st Half 2012 vs. 1st Half 2011: The Cleanliness results (+18%) showed a statistically significant increase.

ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

Second Quarter - 2012

Passenger Elevator Availability

99.0%

97.0%

95.0%

93.0%

91.0%

89.0%

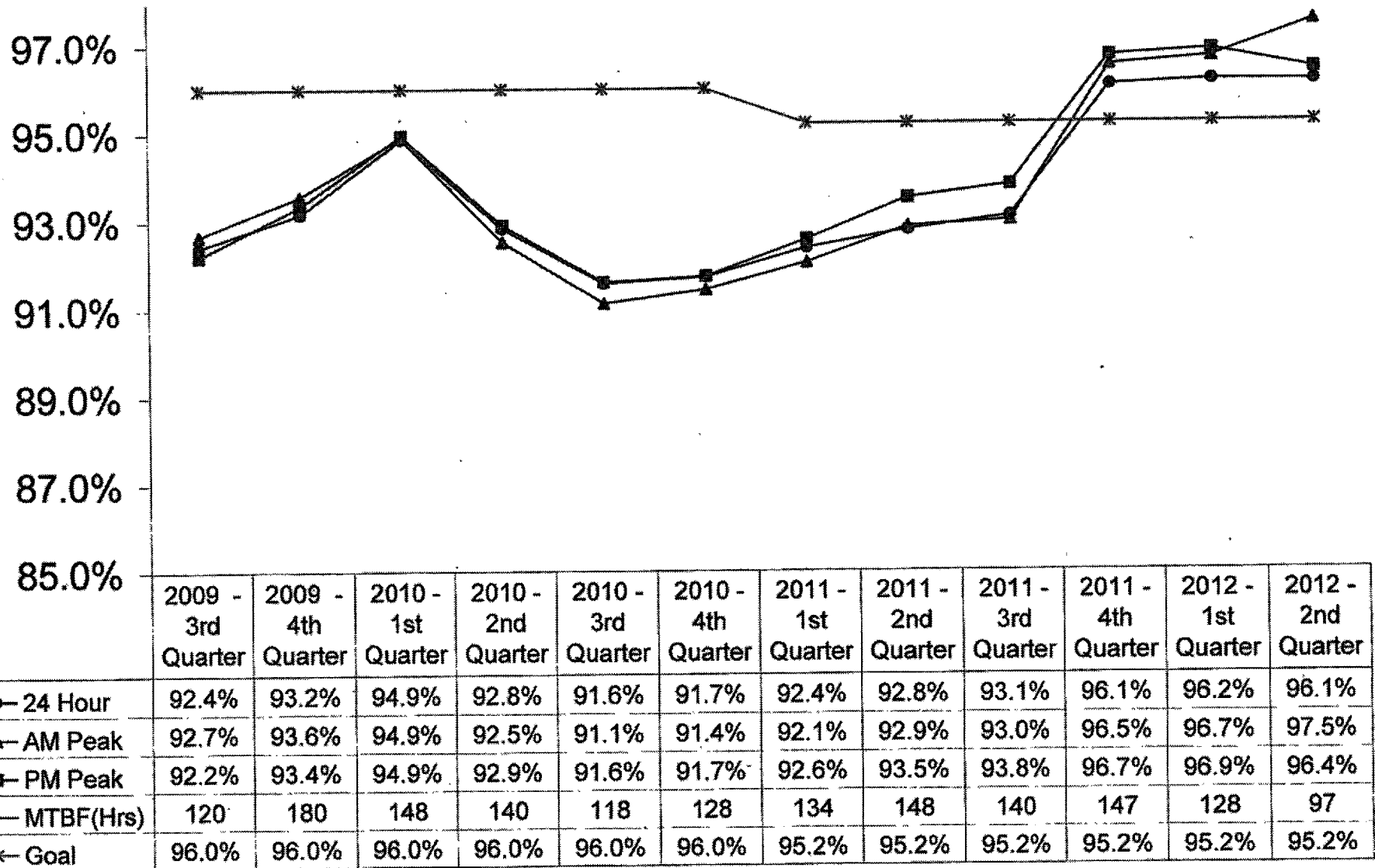
87.0%

85.0%

	2009 - 3rd Quarter	2009 - 4th Quarter	2010 - 1st Quarter	2010 - 2nd Quarter	2010 - 3rd Quarter	2010 - 4th Quarter	2011 - 1st Quarter	2011 - 2nd Quarter	2011 - 3rd Quarter	2011 - 4th Quarter	2012 - 1st Quarter	2012 - 2nd Quarter
● 24 Hour	96.6%	96.3%	96.7%	96.8%	97.2%	96.8%	96.9%	95.3%	95.6%	97.0%	98.1%	97.8%
▲ AM Peak	97.2%	96.9%	97.3%	97.4%	97.7%	97.1%	97.2%	95.9%	96.2%	97.8%	98.7%	98.6%
■ PM Peak	96.8%	96.8%	97.2%	96.9%	97.3%	96.9%	97.2%	95.7%	96.0%	97.5%	98.7%	98.2%
— MTBF(Hrs)	353	408	351	315	317	381	372	404	358	378	458	421
* Goal	97.1%	97.1%	97.1%	97.1%	97.1%	97.1%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%

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

Escalator Availability



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

Elevator and Escalator Quarterly Performance Summary Second Quarter - 2012

Elevator Performance

Borough	No. Units	Avg Age	Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled	
Bronx	24	7.5	97.8%	98.4%	97.9%	285	73	212	5
Brooklyn	48	7.5	97.9%	98.8%	98.2%	496	169	327	17
Manhattan	97	10.0	97.7%	98.5%	98.1%	1097	330	767	39
Queens	31	10.5	97.8%	99.0%	98.7%	332	136	196	7
System	200	8.8	97.8%	98.6%	98.2%	2210	708	1502	68

Escalator Performance

Borough	No. Units	Avg Age	Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled	
Bronx	12	13.0	94.5%	95.7%	94.1%	588	90	498	0
Brooklyn	27	11.0	94.2%	96.1%	93.4%	989	128	861	0
Manhattan	89	12.0	96.6%	98.0%	97.1%	2961	591	2370	0
Queens	44	10.5	96.9%	98.0%	97.3%	1199	262	937	0
System	172	11.5	96.1%	97.5%	96.4%	5737	1071	4666	0

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

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2012

Borough: Bronx											
Unit ID	Age (Yrs)	Station	2012 Availability			2011 2nd Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Scheduled	Non-Sched		
1 EL159	0	180th Street 25	89.1%	87.4%	89.7%	0.0%	2	0	2	0	
2 EL133	10	161 St-Yankee Stadium 4	94.7%	95.4%	95.0%	99.6%	14	3	11	0	
3 EL131	10	161 St-Yankee Stadium 4 B D	95.1%	95.2%	94.6%	84.7%	15	5	10	1	
4 EL187	6	Fordham Rd 4	95.2%	96.7%	94.2%	94.3%	16	4	12	0	
5 EL122	22	Pelham Bay Park 6	95.6%	97.5%	94.2%	72.3%	18	3	15	1	
6 EL129	15	3 Av-149 St 25	95.7%	97.5%	94.8%	84.0%	18	3	15	1	
7 EL132	10	161 St-Yankee Stadium 4	96.0%	98.0%	96.2%	99.4%	44	7	37	0	
8 EL136	4	Pelham Pkwy 25	97.2%	97.1%	98.3%	99.6%	18	2	16	0	
9 EL121	22	Pelham Bay Park 6	97.4%	97.4%	97.8%	99.2%	7	3	4	0	
10 EL182	5	Gun Hill Rd 25	97.9%	98.4%	98.2%	96.6%	12	4	8	0	
11 EL128	6	Simpson St 25	98.2%	97.8%	98.5%	88.4%	16	3	13	0	
12 EL188	6	Fordham Rd 4	98.3%	98.8%	98.9%	99.2%	9	4	5	0	
13 EL135	10	161 St-Yankee Stadium B D	98.4%	99.7%	98.9%	97.3%	10	4	6	0	
14 EL134	10	161 St-Yankee Stadium B D	98.7%	99.4%	99.5%	99.2%	17	3	14	1	
15 EL183	5	Gun Hill Rd 25	98.8%	99.5%	100.0%	89.7%	10	5	5	0	
16 EL192	5	233 St 25	98.9%	100.0%	98.0%	98.8%	13	3	10	1	
17 EL138	4	Pelham Pkwy 25	99.2%	100.0%	99.3%	99.2%	9	4	5	0	
18 EL130	15	3 Av-149 St 25	99.2%	100.0%	100.0%	83.4%	5	2	3	0	
19 EL193	5	233 St 25	99.5%	100.0%	99.6%	99.6%	4	1	3	0	
20 EL127	7	Simpson St 25	99.5%	100.0%	100.0%	83.6%	6	3	3	0	
21 EL186	6	Fordham Rd 4	99.5%	100.0%	100.0%	96.7%	9	3	6	0	
22 EL194	5	233 St 25	99.7%	99.9%	100.0%	96.7%	5	3	2	0	
23 EL137	4	Pelham Pkwy 25	99.9%	100.0%	99.8%	99.0%	7	1	6	0	
24 EL160	0	180th Street 25	99.9%	100.0%	99.9%	0.0%	1	0	1	0	
24	7.5	Elevator Subtotal:	97.8%	98.4%	97.9%	93.7%	265	73	212	5	
1 ES113	10	161 St-Yankee Stadium 4	81.8%	84.9%	77.3%	97.4%	65	3	62	0	
2 ES114	13	161 St-Yankee Stadium 4	87.6%	93.0%	95.5%	96.8%	128	20	108	0	
3 ES106	7	West Farms Sq-E Tremont Av 25	94.5%	96.3%	92.4%	94.7%	74	5	69	0	
4 ES108	19	Intervale Av 25	94.7%	94.9%	96.9%	91.2%	51	5	46	0	
5 ES112	10	Norwood-205 St D	95.3%	96.3%	96.5%	97.9%	20	7	13	0	
6 ES122	16	Pelham Pkwy 25	95.6%	94.9%	95.8%	95.3%	50	5	45	0	
7 ES104	6	Gun Hill Rd 25	95.8%	97.2%	89.8%	85.3%	48	2	46	0	
8 ES105	6	Gun Hill Rd 25	96.0%	97.7%	89.3%	98.0%	56	4	52	0	
9 ES121	22	Pelham Bay Park 6	97.5%	96.5%	97.8%	96.2%	31	10	21	0	
10 ES120	22	Pelham Bay Park 6	98.1%	98.8%	99.5%	34.5%	22	8	14	0	
11 ES111	11	Parkchester 6	98.2%	99.5%	100.0%	96.3%	29	19	10	0	
12 ES123	15	Pelham Pkwy 25	99.1%	99.6%	99.1%	96.9%	14	2	12	0	
12	13.0	Escalator Subtotal:	94.5%	95.7%	94.1%	90.0%	588	90	498	0	

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

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

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

Borough:			Manhattan														
	Unit ID	Age	Station	2012 Availability			2011 2nd Qtr. Availability	Outages			Entrapments						
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Sched- uled	Non- Sched							
1	EL104	8	191 St 1	72.3%	72.7%	71.6%	65.6%	14	3	11	3						
2	EL316	19	Brooklyn Bridge 456	80.1%	81.2%	80.0%	96.9%	14	3	11	0						
3	EL118	7	181 St A	84.4%	88.3%	83.7%	93.5%	27	6	21	7						
4	EL221	9	14 St/8 Av ACEL	92.7%	93.6%	93.0%	92.5%	15	2	13	1						
5	EL245	7	Lexington Av-53 St EM	92.8%	93.3%	94.0%	97.3%	13	5	8	0						
6	EL115	11	190 St A	93.5%	94.6%	93.0%	90.8%	11	0	11	1						
7	EL116	7	190 St A	93.7%	95.1%	92.1%	97.3%	18	2	16	4						
8	EL202	11	51 St 6	94.7%	99.5%	94.1%	75.9%	18	4	14	0						
9	EL114	14	168 St 1	94.8%	95.8%	94.0%	98.0%	39	5	34	0						
10	EL222	9	14 St ACE	95.2%	97.1%	95.8%	99.7%	14	2	12	1						
11	EL139	5	168 St 1AC	95.2%	97.3%	92.8%	97.9%	17	3	14	0						
12	EL333	7	West 4 St ABCDEFGM	96.2%	97.5%	97.6%	88.9%	17	3	14	0						
13	EL233	6	Times Sq-42 St 123	96.2%	97.9%	94.3%	97.8%	24	4	20	0						
14	EL206	21	Grand Central-42 St 456	96.8%	98.5%	98.7%	98.2%	12	8	4	0						
15	EL232	6	Times Sq-42 St 1237	96.9%	96.7%	98.0%	98.8%	12	2	10	0						
16	EL112	14	168 St 1	97.0%	98.7%	97.5%	97.1%	20	2	18	4						
17	EL119	26	181 St A	97.1%	96.9%	98.1%	91.2%	23	7	16	1						
18	EL220	12	14 St-Union Sq NOR	97.4%	100.0%	97.3%	99.1%	11	5	6	1						
19	EL402	22	Lexington Av-63 St F	97.4%	97.5%	99.3%	47.1%	21	4	17	0						
20	EL108	12	181 St 1	97.5%	97.6%	99.1%	93.4%	19	5	14	0						
21	EL204	21	Grand Central-42 St 45675	97.6%	98.6%	99.5%	98.6%	12	9	3	0						
22	EL244	10	Grand Central-42 St 7	97.7%	100.0%	99.7%	93.6%	10	6	4	1						
23	EL218	12	14 St-Union Sq L	97.8%	98.2%	97.8%	98.9%	12	4	8	0						
24	EL120	26	190 St A	97.9%	98.9%	99.5%	78.9%	16	4	12	0						
25	EL110	12	181 St 1	98.1%	98.0%	98.5%	96.8%	17	2	15	1						
26	EL123	22	175 St A	98.1%	98.6%	98.3%	96.4%	10	3	7	0						
27	EL125	8	125 St 456	98.1%	97.8%	99.2%	95.8%	10	2	8	0						
28	EL111	14	168 St 1	98.2%	99.4%	98.9%	98.1%	14	4	10	1						
29	EL126	21	125 St 456	98.3%	98.7%	99.2%	97.9%	13	4	9	0						
30	EL105	9	191 St 1	98.3%	99.6%	99.3%	97.7%	12	4	8	1						
31	EL710	5	Bowling Green 45	98.3%	99.2%	97.3%	98.3%	26	2	24	1						
32	EL279	2	59th St-Columbus Circle ABCD1	98.3%	100.0%	98.0%	94.2%	10	3	7	2						
33	EL205	21	Grand Central-42 St 456	98.4%	100.0%	98.9%	99.4%	10	7	3	0						
34	EL277	2	59th St-Columbus Circle ABCD1	98.4%	98.1%	99.5%	89.0%	8	4	4	0						
35	EL109	12	181 St 1	98.4%	97.8%	100.0%	98.4%	11	4	7	1						
36	EL117	9	181 St A	98.5%	99.2%	98.6%	96.5%	15	3	12	0						
37	EL730	3	South Ferry 1	98.6%	99.7%	98.6%	77.9%	10	3	7	0						
38	EL240	8	72 St 123	98.6%	99.2%	98.9%	99.0%	5	3	2	0						
39	EL335	7	West 4 St ABCDEFGM	98.6%	100.0%	99.4%	99.7%	12	5	7	0						
40	EL145	1	96th St 231	98.6%	98.8%	99.4%	94.2%	11	4	7	0						
41	EL228	10	34 St-Penn Station CE	98.6%	98.9%	99.4%	98.9%	11	4	7	0						
42	EL217	12	14 St-Union Sq LNOR	98.6%	99.4%	99.9%	93.6%	9	4	5	0						
43	EL219	12	14 St-Union Sq NOR	98.7%	98.9%	100.0%	98.3%	9	4	5	0						
44	EL201	11	51 St 6	98.7%	100.0%	99.5%	98.9%	13	3	10	0						
45	EL223	9	14 St ACE	98.7%	100.0%	98.8%	92.0%	11	4	7	0						
46	EL143	6	125 St ABCD	98.7%	98.9%	99.5%	98.5%	9	4	5	0						

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

Borough:		Manhattan								
Unit ID	Age (Yrs)	Station	2012 Availability			2011 2nd Qtr. Availability	Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched	
47 EL334	7	West 4 St A B C D E F M	98.7%	100.0%	100.0%	90.9%	9	3	6	0
48 EL103	8	191 St 1	98.8%	100.0%	99.3%	99.1%	11	3	8	1
49 EL226	10	34 St-Penn Station C E	98.8%	100.0%	99.6%	98.4%	12	5	7	0
50 EL106	9	191 St 1	98.8%	100.0%	99.3%	98.9%	12	5	7	1
51 EL141	5	168 St A C	98.8%	99.4%	100.0%	99.7%	7	4	3	0
52 EL213	18	34 St-Herald Sq B D F M N O R	98.8%	99.8%	99.3%	92.8%	11	4	7	0
53 EL227	10	34 St-Penn Station A	98.8%	99.5%	97.5%	98.3%	16	2	14	0
54 EL146	1	96th St 2 3 1	98.8%	100.0%	99.0%	97.7%	10	4	6	0
55 EL148	12	Inwood-207 St A	98.9%	99.0%	99.7%	99.2%	8	4	4	0
56 EL238	12	66 St-Lincoln Center 1	98.9%	100.0%	100.0%	98.6%	10	5	5	0
57 EL235	3	47-50 Sts-Rockefeller Center B D F M	98.9%	99.9%	99.5%	99.4%	14	5	9	1
58 EL281	3	57 St-7 Av N O R	98.9%	98.8%	100.0%	95.0%	15	3	12	0
59 EL237	12	66 St-Lincoln Center 1	98.9%	99.7%	99.8%	95.7%	9	4	5	0
60 EL215	12	34 St-Penn Station 2 3	99.0%	99.8%	100.0%	99.3%	12	4	8	1
61 EL314	19	Brooklyn Bridge 4 5 6	99.0%	98.9%	99.8%	98.0%	8	3	5	0
62 EL731	3	South Ferry 1	99.0%	99.4%	99.7%	92.1%	9	3	6	0
63 EL234	3	47-50 Sts-Rockefeller Center B D F M	99.0%	98.9%	98.5%	99.4%	7	1	6	1
64 EL236	3	47-50 Sts-Rockefeller Center B D F M	99.0%	99.6%	99.9%	99.0%	7	3	4	1
65 EL209	18	34 St-Herald Sq B D F M	99.0%	99.7%	99.0%	99.3%	10	1	9	1
66 EL711	5	Bowling Green 4 5	99.0%	98.8%	98.8%	97.9%	12	1	11	0
67 EL140	5	168 St A C	99.1%	100.0%	99.3%	98.7%	7	4	3	0
68 EL225	10	34 St-Penn Station C E	99.1%	99.4%	100.0%	98.2%	6	4	2	0
69 EL113	14	168 St 1	99.1%	99.6%	98.9%	98.5%	8	3	5	0
70 EL280	2	59th St-Columbus Circle A B C D 1	99.1%	99.4%	99.8%	98.4%	11	2	9	0
71 EL144	6	125 St A B C D	99.1%	100.0%	99.7%	99.1%	7	3	4	0
72 EL239	8	72 St 1 2 3	99.1%	100.0%	100.0%	99.5%	6	4	2	0
73 EL149	12	Inwood-207 St A	99.2%	100.0%	99.7%	98.8%	6	4	2	0
74 EL212	18	34 St-Herald Sq N O R	99.2%	100.0%	98.9%	99.4%	8	3	5	0
75 EL732	4	Fulton St 2 3	99.2%	100.0%	99.5%	90.3%	7	3	4	0
76 EL216	8	34 St-Penn Station 1	99.2%	100.0%	100.0%	99.5%	5	3	2	0
77 EL278	2	59th St-Columbus Circle A B C D 1	99.2%	99.6%	99.9%	99.8%	6	4	2	0
78 EL401	22	Lexington Av-63 St F	99.2%	100.0%	100.0%	99.2%	7	4	3	0
79 EL124	22	175 St A	99.2%	99.2%	99.7%	99.0%	7	2	5	1
80 EL211	18	34 St-Herald Sq N O R	99.2%	100.0%	100.0%	99.5%	4	4	0	0
81 EL315	19	Brooklyn Bridge 4 5 6	99.2%	99.9%	99.4%	98.5%	10	4	6	0
82 EL142	6	125 St A B C D	99.2%	100.0%	99.3%	97.5%	7	4	3	0
83 EL224	9	8 Av 1	99.3%	100.0%	100.0%	98.6%	9	3	6	0
84 EL324	11	Canal St 6	99.3%	99.2%	100.0%	98.9%	8	1	7	0
85 EL214	8	34 St-Penn Station 1	99.3%	100.0%	99.8%	99.7%	12	3	9	0
86 EL229	9	Times Sq-42 St N O R	99.3%	100.0%	100.0%	98.8%	4	4	0	0
87 EL230	9	Times Sq-42 St 1 O R	99.3%	100.0%	100.0%	98.1%	4	4	0	0
88 EL336	3	Chambers St 1 2 3	99.3%	99.9%	98.7%	98.6%	13	1	12	0
89 EL180	4	135 St 2 3	99.4%	98.9%	100.0%	98.8%	5	2	3	0
90 EL185	5	231 St 1	99.4%	99.7%	99.0%	99.0%	8	1	7	0
91 EL107	12	181 St 1	99.5%	100.0%	100.0%	92.9%	8	4	4	0
92 EL338	3	Chambers St 1 2 3	99.5%	99.6%	99.5%	99.3%	10	1	9	0
93 EL184	5	231 St 1	99.5%	98.8%	99.5%	99.4%	10	1	9	0
94 EL325	11	Canal St 6	99.7%	100.0%	100.0%	97.3%	4	1	3	0
95 EL210	18	34 St-Herald Sq B D F M	99.7%	100.0%	100.0%	99.6%	5	2	3	0
96 EL181	4	135 St 2 3	99.8%	99.8%	100.0%	98.8%	5	1	4	0
97 EL337	3	Chambers St 1 2 3	99.9%	100.0%	100.0%	99.2%	6	1	5	0
97	10.0	Elevator Subtotal:	97.7%	98.5%	98.1%	95.8%	1097	330	767	39

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

Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	2012 Availability			2011 2nd Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Scheduled		Non-Sched
1 ES409	22	Lexington Av-63 St F	67.8%	69.5%	68.0%	99.3%	25	5	20	0	
2 ES119	15	181 St A	85.2%	84.3%	86.9%	98.8%	28	17	11	0	
3 ES203	12	Grand Central-42 St 7	90.7%	91.6%	91.7%	98.1%	49	7	42	0	
4 ES351	12	Whitehall St R	91.5%	93.0%	92.4%	94.2%	18	6	12	0	
5 ES213	13	59 St 456	92.8%	96.8%	95.7%	98.5%	71	10	61	0	
6 ES117	15	181 St A	93.3%	95.9%	93.4%	98.1%	76	21	55	0	
7 ES217	5	Times Sq-42 St 7	93.5%	94.8%	95.0%	94.1%	63	2	61	0	
8 ES238	13	7 Av 605	93.7%	95.0%	94.4%	94.2%	124	9	115	0	
9 ES101	10	125 St 1	94.4%	96.3%	93.0%	74.7%	34	6	28	0	
10 ES204	12	Grand Central-42 St 7	94.7%	95.7%	92.8%	97.2%	85	5	80	0	
11 ES115	11	145 St B0	94.8%	99.8%	98.3%	96.5%	48	20	28	0	
12 ES102	10	125 St 1	94.8%	96.6%	91.3%	82.9%	44	5	39	0	
13 ES239	13	5 Av-53 St EM	94.9%	97.0%	96.2%	91.2%	121	8	113	0	
14 ES329	28	East Broadway F	94.9%	95.5%	96.2%	99.3%	20	8	12	0	
15 ES312	28	Whitehall St R	95.3%	98.4%	94.4%	99.4%	32	8	24	0	
16 ES336	9	Bowling Green 45	95.4%	97.9%	93.7%	95.8%	45	5	40	0	
17 ES339	8	Bowling Green 45	95.8%	97.6%	94.0%	91.0%	32	2	30	0	
18 ES269	8	Lexington Av-53 St EM	95.9%	98.3%	96.6%	88.9%	63	9	54	0	
19 ES326	13	West 4 St ABCDEEFM	96.0%	98.7%	97.5%	97.3%	36	12	24	0	
20 ES334	28	Bowery 12	96.1%	97.0%	97.0%	96.1%	27	7	20	0	
21 ES241	14	5 Av-53 St EM	96.1%	96.1%	96.3%	96.8%	83	4	79	0	
22 ES328	13	Delancey St F	96.2%	99.2%	97.3%	55.9%	31	11	20	0	
23 ES205	11	Grand Central-42 St 7	96.3%	99.2%	96.8%	97.2%	61	12	49	0	
24 ES372	3	South Ferry 1	96.4%	98.7%	94.3%	98.0%	40	2	38	0	
25 ES327	13	Delancey St F	96.5%	98.9%	98.6%	8.5%	26	11	15	0	
26 ES325	13	West 4 St ABCDEEFM	96.6%	99.5%	96.4%	76.2%	39	18	21	0	
27 ES212	13	59 St 456	96.7%	98.5%	98.4%	96.5%	32	15	17	0	
28 ES240	13	5 Av-53 St EM	96.7%	98.6%	98.5%	50.8%	33	9	24	0	
29 ES255	23	Grand Central-42 St 45675	96.7%	98.9%	97.0%	97.2%	16	4	12	0	
20 ES215	15	Lexington Av-59 St NOR	96.9%	100.0%	99.2%	95.4%	32	15	17	0	
31 ES403	22	Lexington Av-63 St F	96.9%	98.4%	97.1%	90.9%	13	4	9	0	
32 ES341	8	Bowling Green 45	97.0%	99.1%	96.6%	97.1%	35	5	30	0	
33 ES116	10	145 St B0	97.0%	99.5%	98.2%	94.4%	26	15	11	0	
34 ES401	22	Lexington Av-63 St F	97.0%	98.4%	97.1%	96.6%	15	5	10	0	
35 ES229	5	34 St-Herald Sq BDEFM	97.1%	98.9%	99.3%	96.9%	36	6	30	0	
36 ES103	16	125 St 1	97.1%	98.9%	94.0%	93.9%	46	7	39	0	
37 ES208	11	Grand Central-42 St 7	97.1%	99.5%	99.0%	99.1%	47	10	37	0	
38 ES224	5	34 St-Herald Sq BDEFMNOR	97.2%	98.7%	97.6%	93.6%	36	5	31	0	
39 ES230	5	34 St-Herald Sq BDEFM	97.2%	98.5%	97.6%	89.6%	53	3	50	0	
40 ES233	4	34 St-Herald Sq BDEFM	97.3%	98.8%	97.4%	96.2%	57	3	54	0	
41 ES342	7	Bowling Green 45	97.3%	100.0%	94.8%	54.5%	37	4	33	0	
42 ES245	15	Lexington Av-53 St EM	97.3%	98.0%	98.0%	96.1%	51	4	47	0	
43 ES232	5	34 St-Herald Sq BDEFM	97.4%	96.2%	98.5%	94.5%	71	5	66	0	
44 ES234	4	34 St-Herald Sq BDEFM	97.4%	95.0%	99.3%	98.1%	53	6	47	0	
45 ES214	14	59 St 456	97.4%	97.8%	99.8%	98.0%	26	10	16	0	
46 ES249	9	Lexington Av-59 St NOR	97.5%	99.7%	98.9%	96.9%	23	6	17	0	

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2012

Borough:		Manhattan					2011 2nd Qtr.					
Unit ID	Age (Yrs)	Station	2012 Availability			24 Hr	Outages			Entrap ments		
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Sche- duled		Non- Sched	
47 ES246	15	Lexington Av-53 St E M	97.6%	98.1%	96.7%	75.1%	36	3	33	0		
48 ES218	6	Times Sq-42 St 7	97.6%	98.9%	98.4%	89.0%	18	5	13	0		
49 ES337	9	Bowling Green 4 5	97.6%	95.8%	98.8%	95.6%	38	5	33	0		
50 ES374	3	South Ferry 1	97.7%	98.3%	98.4%	91.7%	18	5	13	0		
51 ES302	12	Park Pl 2 3	97.8%	98.9%	97.8%	98.4%	29	8	21	0		
52 ES206	11	Grand Central-42 St 7	97.8%	99.8%	98.1%	97.2%	24	8	16	0		
53 ES408	22	Lexington Av-63 St F	97.8%	98.8%	97.8%	99.1%	30	5	25	0		
54 ES256	23	Grand Central-42 St 4 5 6 7 8	97.9%	99.7%	97.7%	99.4%	12	4	8	0		
55 ES221	5	34 St-Herald Sq B D F M N Q R	97.9%	97.4%	99.7%	95.7%	36	3	33	0		
56 ES242	14	5 Av-53 St E M	97.9%	99.6%	98.9%	97.8%	41	7	34	0		
57 ES404	22	Lexington Av-63 St F	98.0%	97.8%	99.4%	98.8%	17	3	14	0		
58 ES410	22	Lexington Av-63 St F	98.0%	99.9%	100.0%	91.3%	17	7	10	0		
59 ES118	15	181 St A	98.0%	99.0%	99.2%	0.0%	23	12	11	0		
60 ES211	14	59 St 4 5 6	98.1%	99.7%	99.3%	98.1%	22	6	16	0		
61 ES343	9	Bowling Green 4 5	98.1%	99.4%	98.2%	96.9%	31	4	27	0		
62 ES209	10	Grand Central-42 St 7	98.1%	100.0%	99.9%	98.3%	13	9	4	0		
63 ES340	7	Bowling Green 4 5	98.2%	99.9%	98.3%	98.2%	20	3	17	0		
64 ES252	23	51 St 5	98.2%	99.3%	99.5%	99.1%	13	7	6	0		
65 ES407	22	Lexington Av-63 St F	98.2%	100.0%	97.1%	99.1%	25	5	20	0		
66 ES244	15	Lexington Av-53 St E M	98.2%	100.0%	98.8%	96.5%	17	6	11	0		
67 ES311	10	Whitehall St R	98.2%	100.0%	98.5%	93.4%	20	5	15	0		
68 ES371	3	South Ferry 1	98.3%	98.4%	98.4%	98.7%	19	4	15	0		
69 ES301	12	Park Pl 2 3	98.3%	98.9%	99.5%	98.9%	18	6	12	0		
70 ES216	5	Times Sq-42 St 7	98.3%	99.0%	99.5%	91.9%	17	5	12	0		
71 ES207	11	Grand Central-42 St 7	98.3%	99.9%	99.6%	98.7%	16	7	9	0		
72 ES375	3	South Ferry 1	98.3%	99.1%	98.4%	94.3%	16	4	12	0		
73 ES373	3	South Ferry 1	98.4%	100.0%	98.6%	97.1%	13	6	7	0		
74 ES235	4	34 St-Herald Sq B D F M	98.4%	99.9%	99.2%	97.1%	23	6	17	0		
75 ES231	5	34 St-Herald Sq B D F M	98.4%	99.8%	99.2%	94.7%	30	3	27	0		
76 ES406	22	Lexington Av-63 St F	98.4%	99.4%	98.7%	99.4%	20	4	16	0		
77 ES237	13	7 Av B D F	98.4%	99.6%	99.5%	98.3%	18	6	12	0		
78 ES248	9	Lexington Av-59 St N O R	98.6%	99.8%	98.6%	98.8%	13	3	10	0		
79 ES210	10	Grand Central-42 St 7	98.6%	99.7%	100.0%	98.6%	11	7	4	0		
80 ES405	22	Lexington Av-63 St F	98.6%	99.4%	99.5%	98.9%	14	4	10	0		
81 ES402	22	Lexington Av-63 St F	98.6%	98.9%	99.3%	98.9%	14	4	10	0		
82 ES236	4	34 St-Herald Sq B D F M	98.6%	98.6%	99.8%	87.1%	21	6	15	0		
83 ES222	5	34 St-Herald Sq B D F M N Q R	98.6%	98.6%	99.5%	85.4%	40	3	37	0		
84 ES370	3	South Ferry 1	98.7%	100.0%	98.8%	95.8%	16	2	14	0		
85 ES338	8	Bowling Green 4 5	98.8%	99.9%	99.3%	98.5%	17	5	12	0		
86 ES243	15	Lexington Av-53 St E M	98.8%	99.7%	99.4%	98.2%	14	6	8	0		
87 ES223	5	34 St-Herald Sq B D F M N Q R	98.8%	98.6%	99.0%	98.4%	30	3	27	0		
88 ES369	3	South Ferry 1	98.9%	99.5%	98.6%	93.6%	14	3	11	0		
89 ES345	16	Bowling Green 4 5	99.6%	100.0%	100.0%	98.7%	8	3	5	0		
89	12	Escalator Subtotal:	96.6%	98.0%	97.1%	91.8%	2961	591	2370	0		

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

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Quarterly Performance By Borough
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Borough:		Brooklyn								
Unit ID	Age (Yrs)	Station	2012 Availability			2011 2nd Qtr. Availability	Outages			Entrapments
			24 Hr	AM	PM	24 Hr	Total	Sche- duled	Non- Sched	
				Peak	Peak					
1 EL321	14	Church Av 25	85.0%	86.7%	85.2%	96.5%	16	1	15	0
2 EL701	6	Coney Island-Stillwell Av D F N Q	93.3%	91.8%	94.3%	97.9%	15	3	12	1
3 EL702	6	Coney Island-Stillwell Av D F N Q	95.1%	95.7%	95.1%	98.5%	11	2	9	1
4 EL706	2	Jay St A C F R	95.1%	96.7%	95.6%	97.3%	22	2	20	6
5 EL393	9	Flushing Av J M	95.4%	95.8%	96.4%	8.4%	18	5	13	0
6 EL305	8	Atlantic Av 4 5	96.9%	99.0%	96.7%	99.2%	10	5	5	1
7 EL320	14	Church Av 25	97.0%	98.3%	98.0%	82.3%	19	2	17	1
8 EL370	7	DeKalb Av B D R	97.1%	99.3%	97.5%	98.6%	16	6	10	0
9 EL340	12	Frankin Av C 5	97.4%	98.2%	98.9%	98.0%	8	4	4	0
10 EL319	14	Brooklyn College-Flatbush Av 2 5	97.4%	98.5%	95.9%	89.0%	6	0	6	0
11 EL395	9	Flushing Av J M	97.5%	98.9%	97.4%	99.7%	12	4	8	0
12 EL307	8	Atlantic Av B 3	97.8%	97.7%	98.9%	83.0%	9	4	5	0
13 EL392	7	Marcy Av J M 2	97.8%	99.1%	98.0%	98.2%	11	4	7	1
14 EL760	0	Kings Highway B 3	97.8%	98.9%	97.8%	0.0%	8	4	4	0
15 EL323	7	Crown Hts-Utica Av 3 4	97.9%	98.4%	97.2%	94.4%	14	3	11	0
16 EL343	6	Euclid Av A C	97.9%	98.0%	99.2%	98.6%	11	6	5	0
17 EL391	7	Marcy Av J M 2	98.0%	99.7%	97.8%	99.2%	14	4	10	1
18 EL317	17	Borough Hall 2 3 4 5	98.1%	99.1%	97.3%	99.0%	20	4	16	1
19 EL383	9	Prospect Park B 3 5	98.3%	98.9%	99.1%	90.6%	11	6	5	0
20 EL306	8	Atlantic Av 2 3	98.4%	99.0%	97.8%	91.4%	7	3	4	0
21 EL396	4	Myrtle-Wyckoff Aves L M	98.5%	99.0%	98.0%	98.1%	10	2	8	1
22 EL308	11	Court St 6	98.5%	99.6%	98.9%	98.7%	8	3	5	0
23 EL312	11	Clark St 2 3	98.6%	100.0%	99.6%	95.5%	14	6	8	0
24 EL342	6	Euclid Av A C	98.6%	100.0%	98.9%	81.8%	11	4	7	0
25 EL373	4	Church Av F G	98.6%	100.0%	100.0%	99.2%	10	5	5	0
26 EL374	4	Church Av F G	98.6%	100.0%	99.9%	99.1%	9	4	5	0
27 EL398	4	Myrtle-Wyckoff Aves M	98.7%	100.0%	98.9%	83.7%	7	4	3	1
28 EL318	17	Borough Hall 2 3 4 5	98.7%	99.5%	98.2%	97.9%	9	2	7	0
29 EL304	8	Atlantic Av 2 3	98.7%	100.0%	98.9%	99.2%	7	4	3	0
30 EL311	11	Clark St 2 3	98.8%	100.0%	99.2%	82.5%	11	5	6	0
31 EL375	4	Church Av F G	98.8%	100.0%	100.0%	98.5%	10	4	6	0
32 EL341	6	Euclid Av A C	98.8%	99.6%	98.0%	99.3%	8	2	6	0
33 EL372	7	DeKalb Av B D R	98.8%	99.5%	100.0%	99.1%	9	5	4	0
34 EL310	11	Clark St 2 3	98.8%	100.0%	98.9%	98.9%	11	3	8	1
35 EL382	9	Prospect Park B 3 5	98.8%	100.0%	98.5%	99.4%	9	5	4	0
36 EL339	12	Frankin Av C 5	98.9%	100.0%	99.4%	76.4%	8	5	3	0
37 EL371	7	DeKalb Av B D R	99.1%	100.0%	100.0%	96.7%	6	4	2	0
38 EL301	8	Pacific St-Atlantic Av D N R	99.1%	100.0%	99.0%	98.6%	15	3	12	0
39 EL761	0	Kings Highway B 3	99.2%	100.0%	98.9%	0.0%	6	3	3	0
40 EL707	2	Jay St A C F R	99.2%	99.5%	99.3%	99.8%	12	1	11	0
41 EL708	2	Jay St A C F R	99.2%	99.9%	99.0%	99.1%	10	4	6	0
42 EL309	11	Court St 6	99.2%	100.0%	99.6%	99.3%	6	5	1	0
43 EL302	8	Pacific St-Atlantic Av D N R	99.3%	100.0%	99.2%	99.2%	9	4	5	1
44 EL303	8	Pacific St-Atlantic Av D N R	99.5%	100.0%	100.0%	99.4%	4	4	0	0
45 EL397	4	Myrtle-Wyckoff Aves L	99.5%	99.7%	98.8%	99.5%	9	1	8	0
46 EL322	7	Crown Hts-Utica Av 3 4	99.6%	100.0%	100.0%	93.7%	2	1	1	0
47 EL709	1	Jay St A C F R	99.6%	100.0%	100.0%	98.3%	4	2	2	0
48 EL394	9	Flushing Av J M	99.8%	100.0%	100.0%	98.9%	4	2	2	0
48	7.5	Elevator Subtotal:	97.9%	98.8%	98.2%	93.7%	496	169	327	17

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Borough:		Brooklyn								
Unit ID	Age (Yrs)	Station	2012 Availability			2011 2nd Qtr. Availability	Outages			Entrapments
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Scheduled	Non-Sched
1 ES357	1	Jay St A C E R	81.6%	86.0%	79.2%	95.5%	42	4	38	0
2 ES333	9	Myrtle-Wyckoff Aves L M	83.9%	84.1%	82.7%	93.4%	56	3	53	0
3 ES346	9	Brighton Beach B O	84.1%	91.0%	73.0%	92.3%	137	8	129	0
4 ES306	9	Court St R	85.8%	88.6%	84.9%	90.6%	32	5	27	0
5 ES307	12	Lawrence St R	85.9%	96.6%	77.6%	95.7%	184	5	179	0
6 ES310	10	Atlantic Av B O	90.3%	90.7%	87.8%	86.1%	43	4	39	0
7 ES322	14	High St A C	90.9%	89.2%	92.6%	96.6%	22	4	18	0
8 ES347	15	Broadway Junction A C J L Z	92.0%	94.4%	91.2%	92.9%	49	4	45	0
9 ES330	15	Broadway Junction A C J L Z	93.3%	96.7%	93.2%	93.8%	52	11	41	0
10 ES331	16	Broadway Junction A C J L Z	94.0%	95.9%	95.4%	95.5%	39	7	32	0
11 ES305	9	Court St R	95.3%	98.4%	95.3%	95.5%	17	6	11	0
12 ES332	9	Myrtle-Wyckoff Aves L M	95.8%	99.4%	94.1%	98.1%	40	3	37	0
13 ES303	8	Borough Hall 2 3 4 5	96.5%	98.4%	95.8%	98.8%	23	5	18	0
14 ES335	8	West 8 St-NY Aquarium F A	96.8%	98.4%	96.1%	92.0%	34	8	26	0
15 ES309	12	DeKalb Av B O R	96.8%	97.1%	97.7%	97.6%	19	4	15	0
16 ES323	13	High St A C	97.6%	97.4%	98.7%	93.5%	20	6	14	0
17 ES350	15	High St A C	97.7%	98.9%	98.5%	96.8%	10	3	7	0
18 ES324	12	High St A C	98.0%	99.6%	97.8%	91.2%	22	7	15	0
19 ES317	12	Jay St A C E	98.2%	98.4%	98.5%	96.0%	26	4	22	0
20 ES308	12	DeKalb Av B O R	98.3%	97.8%	99.5%	98.4%	16	3	13	0
21 ES304	10	President St 2 5	98.3%	99.5%	98.4%	93.8%	14	4	10	0
22 ES356	1	Jay St A C E R	98.6%	99.5%	98.4%	98.7%	18	3	15	0
23 ES318	12	Jay St A C E	98.7%	99.7%	98.6%	88.7%	25	3	22	0
24 ES352	12	Franklin Av S	98.8%	99.9%	99.2%	97.5%	11	3	8	0
25 ES319	14	Jay St A C E	98.8%	100.0%	99.8%	99.3%	8	5	3	0
26 ES321	14	High St A C	98.9%	100.0%	99.7%	92.6%	15	4	11	0
27 ES320	14	Jay St A C E	99.0%	99.8%	98.9%	99.1%	15	2	13	0
27	11.0	Escalator Subtotal:	94.2%	96.1%	93.4%	94.3%	989	128	861	0
*Note the number of entrapments are included in the non scheduled outage count.										

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Borough:		Queens					2011					
				2012 Availability			2nd Qtr. Availability	Outages			Entrapments	
Unit ID		Age (Yrs)	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched		
1	EL421	6	Jackson Hts-Roosevelt Av (E F M R)	93.1%	94.9%	94.3%	98.4%	18	6	12	1	
2	EL404	22	Roosevelt Island (E)	94.3%	94.0%	96.4%	99.1%	15	3	12	2	
3	EL431	7	Jamaica-179 St (E)	96.6%	97.8%	97.8%	100.0%	9	4	5	0	
4	EL433	7	Jamaica-179 St (E)	96.6%	97.8%	96.7%	84.7%	7	3	4	0	
5	EL413	23	Jamaica Center (E J Z)	96.8%	99.3%	96.3%	89.6%	28	5	23	0	
6	EL430	6	Queens Plaza (E M R)	97.0%	98.9%	98.4%	99.6%	9	3	6	0	
7	EL414	12	Flushing-Main St (Z)	97.0%	98.9%	97.8%	98.9%	11	6	5	1	
8	EL420	6	74 St-Broadway (Z)	97.2%	99.0%	99.9%	97.5%	23	7	16	0	
9	EL428	6	Queens Plaza (E M R)	97.3%	97.7%	97.5%	99.0%	12	3	9	1	
10	EL411	23	Sutphin Blvd-Archer Av-JFK (E J Z)	97.5%	100.0%	100.0%	99.8%	11	9	2	0	
11	EL405	22	21 St-Queensbridge (E)	97.5%	98.9%	98.6%	97.4%	10	4	6	0	
12	EL408	23	Jamaica-Van Wyck (E)	97.7%	100.0%	97.4%	97.4%	11	5	6	0	
13	EL425	5	Junction Blvd (Z)	97.9%	99.6%	98.3%	94.1%	21	6	15	0	
14	EL432	7	Jamaica-179 St (E)	98.0%	99.2%	98.9%	99.4%	11	5	6	0	
15	EL436	4	Kew Gardens-Union Tpke (E E)	98.2%	100.0%	100.0%	99.0%	9	9	0	0	
16	EL429	6	Queens Plaza (E M R)	98.2%	98.9%	98.9%	99.6%	4	3	1	0	
17	EL423	6	74 St-Broadway (Z)	98.3%	100.0%	99.6%	99.1%	11	6	5	0	
18	EL412	23	Jamaica Center (E J Z)	98.4%	98.9%	98.9%	92.4%	10	3	7	0	
19	EL435	4	Kew Gardens-Union Tpke (E E)	98.5%	100.0%	99.6%	94.1%	10	7	3	0	
20	EL407	22	21 St-Queensbridge (E)	98.6%	100.0%	99.6%	98.5%	10	3	7	0	
21	EL426	5	Junction Blvd (Z)	98.6%	100.0%	99.5%	98.5%	9	5	4	0	
22	EL427	5	Junction Blvd (Z)	98.6%	96.9%	98.6%	98.3%	11	2	9	1	
23	EL403	22	Roosevelt Island (E)	98.8%	99.4%	100.0%	99.3%	8	3	5	0	
24	EL409	23	Jamaica-Van Wyck (E)	98.8%	100.0%	99.4%	99.6%	9	5	4	0	
25	EL497	0	Mott Avenue (A)	99.0%	99.5%	99.7%	0.0%	9	3	6	0	
26	EL446	1	CitiCorp/Court Square (Z E G)	99.0%	100.0%	100.0%	0.0%	6	4	2	0	
27	EL422	6	Jackson Hts-Roosevelt Av (E F M R)	99.1%	100.0%	100.0%	99.3%	5	4	1	0	
28	EL447	1	CitiCorp/Court Square (Z E G)	99.2%	100.0%	99.5%	0.0%	8	3	5	1	
29	EL406	22	21 St-Queensbridge (E)	99.4%	100.0%	98.9%	95.6%	8	2	6	0	
30	EL498	0	Mott Avenue (A)	99.4%	99.7%	100.0%	0.0%	5	3	2	0	
31	EL434	4	Kew Gardens-Union Tpke (E E)	99.6%	100.0%	100.0%	98.9%	4	2	2	0	
31	10.5	Elevator Subtotal:		97.8%	99.0%	98.7%	97.3%	332	136	196	7	

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Borough:		Queens								
Unit ID	Age (Yrs)	Station	2012 Availability			2011 2nd Qtr. Availability	Outages			Entrapments
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Scheduled	Non-Scheduled
1 ES456	13	Flushing-Main St ⑦	89.6%	95.8%	86.6%	93.7%	48	8	40	0
2 ES457	13	Flushing-Main St ⑦	90.1%	92.9%	91.3%	88.9%	32	8	24	0
3 ES452	20	74 St-Broadway ⑦	92.9%	93.0%	92.4%	60.4%	33	5	28	0
4 ES415	3	Roosevelt Island ⑥	93.0%	93.9%	95.2%	97.9%	35	4	31	0
5 ES414	4	Roosevelt Island ⑥	93.5%	98.1%	91.6%	94.5%	100	6	94	0
6 ES418	4	Roosevelt Island ⑥	94.5%	94.1%	93.0%	94.9%	58	4	54	0
7 ES448	12	Woodside-61 St ⑦	94.7%	94.6%	96.1%	94.9%	42	7	35	0
8 ES416	16	Roosevelt Island ⑥	96.1%	96.5%	97.0%	96.5%	20	4	16	0
9 ES451	14	74 St-Broadway ⑦	96.1%	96.6%	96.5%	98.0%	24	4	20	0
10 ES438	3	Jamaica Center ⑥③②	96.2%	97.8%	97.2%	98.3%	14	6	8	0
11 ES412	3	Roosevelt Island ⑥	96.3%	95.8%	98.3%	98.2%	20	5	15	0
12 ES413	16	Roosevelt Island ⑥	96.4%	98.1%	94.8%	85.2%	35	4	31	0
13 ES440	3	Jamaica Center ⑥③②	96.6%	98.2%	97.0%	97.4%	30	15	15	0
14 ES436	23	Sutphin Blvd-Archer Av-JFK ⑥③②	96.7%	98.7%	96.7%	98.6%	34	4	30	0
15 ES411	4	Roosevelt Island ⑥	96.7%	98.4%	96.3%	94.6%	37	3	34	0
16 ES441	4	Jamaica Center ⑥③②	97.1%	98.5%	97.4%	94.9%	45	16	29	0
17 ES434	23	Sutphin Blvd-Archer Av-JFK ⑥③②	97.1%	98.5%	97.8%	98.8%	30	8	22	0
18 ES427	3	Jamaica-Van Wyck ⑥	97.2%	99.7%	97.9%	89.9%	29	8	21	0
19 ES430	4	Jamaica-Van Wyck ⑥	97.3%	96.1%	98.7%	98.2%	29	8	21	0
20 ES453	20	74 St-Broadway ⑦	97.3%	97.2%	97.3%	77.7%	24	2	22	0
21 ES446	3	Jamaica Center ⑥③②	97.3%	98.8%	96.7%	98.2%	32	5	27	0
22 ES439	4	Jamaica Center ⑥③②	97.4%	98.8%	98.0%	97.8%	28	4	24	0
23 ES442	4	Jamaica Center ⑥③②	97.6%	99.3%	99.8%	96.6%	34	18	16	0
24 ES455	13	Flushing-Main St ⑦	97.6%	99.6%	98.0%	94.6%	21	7	14	0
25 ES443	4	Jamaica Center ⑥③②	97.7%	99.4%	99.3%	96.9%	46	13	33	0
26 ES425	22	21 St-Queensbridge ⑥	97.7%	97.8%	99.1%	99.1%	10	5	5	0
27 ES428	3	Jamaica-Van Wyck ⑥	97.8%	97.8%	99.6%	98.2%	21	5	16	0
28 ES447	4	Jamaica Center ⑥③②	97.8%	99.1%	97.8%	96.2%	13	4	9	0
29 ES429	3	Jamaica-Van Wyck ⑥	97.9%	97.2%	99.6%	97.7%	20	5	15	0
30 ES444	4	Jamaica Center ⑥③②	98.0%	99.0%	97.4%	88.0%	37	14	23	0
31 ES435	23	Sutphin Blvd-Archer Av-JFK ⑥③②	98.0%	100.0%	99.5%	97.6%	15	9	6	0
32 ES417	4	Roosevelt Island ⑥	98.1%	98.4%	98.9%	98.7%	18	4	14	0
33 ES431	4	Jamaica-Van Wyck ⑥	98.1%	97.3%	99.9%	95.7%	26	5	21	0
34 ES450	13	74 St-Broadway ⑦	98.1%	98.7%	98.4%	93.0%	17	3	14	0
35 ES437	23	Sutphin Blvd-Archer Av-JFK ⑥③②	98.4%	99.7%	98.6%	97.3%	30	3	27	0
36 ES445	3	Jamaica Center ⑥③②	98.5%	99.7%	99.2%	98.7%	19	5	14	0
37 ES449	13	74 St-Broadway ⑦	98.5%	98.2%	99.3%	97.7%	20	3	17	0
38 ES419	4	Roosevelt Island ⑥	98.9%	99.3%	98.6%	99.0%	19	2	17	0
39 ES420	4	Roosevelt Island ⑥	98.9%	99.9%	98.2%	98.0%	13	2	11	0
40 ES426	22	21 St-Queensbridge ⑥	99.1%	100.0%	100.0%	98.4%	6	4	2	0
41 ES421	22	21 St-Queensbridge ⑥	99.1%	99.1%	99.4%	84.3%	11	3	8	0
42 ES424	22	21 St-Queensbridge ⑥	99.1%	99.8%	99.4%	97.3%	9	3	6	0
43 ES423	22	21 St-Queensbridge ⑥	99.2%	99.7%	100.0%	98.0%	6	4	2	0
44 ES422	22	21 St-Queensbridge ⑥	99.4%	100.0%	99.7%	84.6%	9	3	6	0
44	10.5	Escalator Subtotal:	96.9%	98.0%	97.3%	94.4%	1199	262	937	0

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

ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL122	Pelham Bay Park ⑤	1	The entrapment on 4/9/12 was a result of debris (rock) in the lower landing hatch door saddle that prevented the doors from completely closing.
EL129	3 Av-149 St ② ⑤	1	The entrapment on 4/16/12 was a result of the control circuit being effected by a reduced voltage that was supplied from Con Ed
EL131	161 St-Yankee Stadium ④ ⑤ ⑥	1	The entrapment on 5/10/12 was a result of the car not leveling properly due to a defective hydraulic control valve.
EL134	161 St-Yankee Stadium ⑤ ⑥	1	The entrapment on 4/7/12 was caused by dirt in the down control port of the hydraulic valve. The valve was cleaned, adjusted and a full load weight test was performed.
EL192	233 St ② ⑤	1	The entrapment on 4/20/12 was a result of the hydraulic oil reaching a high temperature condition; the oil cooler was activated and the temperature returned to a normal operating condition.
MANHATTAN			
EL103	191 St ①	1	The entrapment on 6/19/12 was caused by a clogged condensate line connected to the panel air conditioning unit which resulted in water building up in the electrical panel causing a disruption of control power to the unit.
EL104	191 St ①	3	The three entrapments (5/20/12, 5/25/12 & 5/30/12) were a result of a defective circuit breaker; the motor drive unit also required repair and adjustment. The motor drive unit is obsolete and no replacement is available this part was shipped (California) to the vendor for repair.
EL105	191 St ①	1	The entrapment on 5/27/12 was a result of the brakes not lifting properly due to a problem with the right side linkage pin. The pin was adjusted and the unit was tested and returned to service.
EL106	191 St ①	1	The entrapment on 4/28/12 was caused by a motor drive fault; the fault was reset; the machine was tested and returned to service.
EL109	181 St ①	1	The entrapment on 6/17/12 was caused by a defective uninterruptable power supply.
EL110	181 St ①	1	
EL111	168 St ①	1	The entrapment on 6/19/12 was caused by the car and hatch door being out of alignment. The door linkage and clutch were adjusted and the stop roller was replaced.
EL112	168 St ①	4	MOW Control reported passengers were entrapped on 4/9/12 & 5/6/12 on both occasions the machine was inspected and the cause of the entrapment could not be determined no defects were discovered. The entrapment on 4/15/12 was the result of worn lower landing release rollers. The entrapment on 4/16/12 was caused by defective control relays in the brake circuit.
EL115	190 St ①	1	The entrapment on 5/11/12 was caused by a broken lower landing release roller assembly.
EL116	190 St ①	4	The entrapment on 4/8/12 was caused by a defective control relay. The three additional entrapments (5/23/12 & two incidents on 5/25/12) were a result of the brakes not lifting properly due to a seized pin on the left side of the brake assembly.

ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL118	181 St A	7	The seven entrapments were caused by a motor overload condition. The motor drive contactor, hoist motor armature bearings and tachometer were replaced. A loose connection on the isolation transformer was repaired and the brakes were adjusted. The machine was tested and returned to service.
EL119	181 St A	1	The entrapment on 6/22/12 was caused by defective brushes on the generator. The commutator was also cleaned and the blown control fuse was replaced.
EL124	175 St A	1	The entrapment on 5/8/12 was a result of a broken lower landing release roller assembly and the door clutch was also adjusted.
EL209	34 St-Herald Sq B D E M	1	The entrapment on 4/18/12 was a result of the middle landing hatch door interlock circuit remaining open because the doors did not close completely.
EL215	34 St-Penn Station 2 3	1	The entrapment on 4/4/12 was caused by the lower landing hatch door interlock being out of adjustment.
EL220	14 St-Union Sq N R	1	The entrapment on 6/5/12 was caused by dirt in the up control port of the hydraulic valve. The valve was cleaned, adjusted and the machine was returned to service.
EL221	14 St-8 Av A C E E	1	The entrapment on 4/14/12 was caused by two broken bolts that secure the stabilizer plates. Two stabilizer bars were replaced and the plates were secured.
EL222	14 St A C E	1	The entrapment on 6/12/12 was a result of a defective piston seal on the hydraulic door operator.
EL234	47-50 Sts-Rockefeller Center B D F M	1	The entrapment on 5/27/12 was a result of debris (bottle cap) in the hatch door saddle that prevented the doors from completely closing.
EL235	47-50 Sts-Rockefeller Center B D F M	1	MOW Control reported passengers were entrapped on 5/8/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL236	47-50 Sts-Rockefeller Center B D F M	1	The entrapment on 5/9/12 was a result of the upper landing hatch door release rollers being out of adjustment.
EL244	Grand Central-42 St 7	1	The entrapment on 5/8/12 was a result of an oil leak in the return pump system (scavenger pump). The leak was repaired and the oil was replenished.
EL279	59th St-Columbus Circle A B C D I	2	The entrapment on 5/15/12 was caused by a blown fuse in the door operator circuit. The entrapment on 6/10/12 was a result of the rear door close limit switch being out of adjustment.
EL710	Bowling Green 4 5	1	The entrapment on 5/6/12 was a result of the control computer locking up. The computer was re-booted and the machine was restored to service.
BROOKLYN			
EL302	Pacific St-Atlantic Av D N R	1	MOW Control reported passengers were entrapped on 6/13/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL305	Atlantic Av 4 5	1	The entrapment on 6/14/12 was caused by a defective up direction coil on the hydraulic control valve. The coil was replaced the valve was adjusted and a full load weight test was performed before the machine was returned to service.
EL310	Clark St 2 3	1	MOW Control reported passengers were entrapped on 4/9/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.

ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL317	Borough Hall 2345	1	The entrapment on 4/9/12 was a result of debris in the lower landing hatch door saddle that prevented the doors from completely closing.
EL320	Church Av 25	1	The entrapment on 5/16/12 was the result of a passenger error the customer entered the elevator and did not select a destination; so the doors closed and the person reported that they were entrapped.
EL391	Marcy Av J M Z	1	The entrapment on 5/17/12 was caused by worn lower landing release rollers and a defective hatch door interlock.
EL392	Marcy Av J M Z	1	MOV Control reported passengers were entrapped on 6/26/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL396	Myrtle-Wyckoff Avs L M	1	The entrapment on 5/3/12 was caused by a defective programmable logic controller output module.
EL398	Myrtle-Wyckoff Avs M	1	The entrapment on 4/4/12 was caused by a defective upper landing release roller assembly.
EL701	Coney Island-Stillwell Av D F N Q	1	The entrapment on 4/23/12 was the result of the car not leveling properly. Water damage caused the leveling unit circuit board to fail.
EL702	Coney Island-Stillwell Av D F N Q	1	The entrapment on 6/10/12 was caused by a defective electro-magnetic control relay.
EL706	Jay St A C F P	6	The six entrapments were caused by an intermittent short in the indication light circuit that caused the main control fuse to blow.
QUEENS			
EL404	Roosevelt Island F	2	The entrapment on 4/16/12 was caused by the governor switch activating due to frayed strands of the governor rope hitting the switch. The entrapment on 6/21/12 was a result of the selector being out of adjustment.
EL414	Flushing-Main St 7	1	The entrapment on 6/21/12 was a result of the control circuit being effected by a reduced voltage that was supplied from Con Ed
EL421	Jackson Hts-Roosevelt Av E F H R	1	The entrapment on 6/18/12 was a result of the hydraulic oil reaching a high temperature condition; the oil cooler was repaired and the control valve was adjusted. In addition the hydraulic pump drive belt was replaced.
EL427	Junction Blvd 7	1	The entrapment on 6/1/12 was caused by a defective upper landing normal limit switch.
EL428	Queens Plaza E M R	1	The entrapment on 4/19/12 was the result of dirty door lock relay contacts.
EL447	CitiCorp/Court Square 7 E G	1	The entrapment on 5/7/12 was caused by a bolt jamming the hatch door.

ELEVATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
MANHATTAN			
EL104	191 St ①	72.3%	This elevator was out of service from 5/30/12 thru 6/22/12 to allow for the replacement of a defective circuit breaker and to repair and adjust the motor drive. The motor drive unit is obsolete and no replacement is available this part was shipped (California) to the vendor for repair.
EL316	Brooklyn Bridge ④⑤⑥	80.1%	This unit was out of service from 5/28/12 thru 6/8/12 to replace the hydraulic oil supply piping. The existing supply line was buried under the platform concrete and was leaking oil.
EL118	181 St ②	84.4%	This elevator was out of service from 4/19/12 thru 4/29/12 to allow for the replacement of defective hoist motor bearings.

EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES

Equip #	Station Name:	Station / Line	# of Inspections (4/1/12 to 6/30/12)	# of Inspections Found Out of Service
EL200X	34 St - Herald Square	6th Avenue	273	9
EL203X	Lexington Av - 53 St	Queens Blvd	273	6
EL207X	50 Street	8th Avenue	273	0
EL208X	50 Street	8th Avenue	273	0
EL231X	Times Square - 42 St	Broadway / 7th Avenue	273	0
EL268X	49th Street (Uptown)	Broadway	273	0
EL276X	59 St - Columbus Circle	8th Avenue	273	12
EL287X	42nd St - Bryant Park	6th Avenue	273	0
EL287X	Cortlandt St	Broadway	273	0
EL288X	42nd St - Port Authority Bus Terminal	8th Avenue	273	4
EL289X	42nd St - Port Authority Bus Terminal	8th Avenue	273	6
EL290X	42nd St - Port Authority Bus Terminal	8th Avenue	273	62
EL291X	42nd St - Port Authority Bus Terminal	8th Avenue	273	1
EL300X	Atlantic Avenue	LIRR	273	12
EL415X	61 St - Woodside	Flushing	273	3
EL416X	61 St - Woodside	Flushing	273	23
EL417X	61 St - Woodside	Flushing	273	0
EL418X	61 St - Woodside	Flushing	273	0
EL419X	61 St - Woodside	Flushing	273	1
EL445X	Court Square	Flushing	273	3
EL448X	Sutphin Blvd - Archer Av JFK	ARC	273	1
EL449X	Sutphin Blvd - Archer Av JFK	ARC	273	1
EL450X	Sutphin Blvd - Archer Av JFK	ARC	273	1
EL452X	Sutphin Blvd - Archer Av JFK	ARC	273	0
EL453X	Sutphin Blvd - Archer Av JFK	ARC	273	0
EL490X	Howard Beach - JFK Airport	Rockaway	273	2
EL491X	Howard Beach - JFK Airport	Rockaway	273	1
EL492X	Howard Beach - JFK Airport	Rockaway	273	1
EL493X	Howard Beach - JFK Airport	Rockaway	273	0
EL494X	Howard Beach - JFK Airport	Rockaway	273	0
EL495X	Howard Beach - JFK Airport	Rockaway	273	3
ES250X	59 St - Columbus Circle	8th Avenue	273	1
ES251X	59 St - Columbus Circle	8th Avenue	273	6
ES253X	Lexington Av - 53 St	Queens Blvd	273	5
ES254X	Lexington Av - 53 St	Queens Blvd	273	273
ES257X	14 St - Union Square	Lexington Avenue	273	13

EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES

Equip #	Station Name:	Station / Line	# of Inspections (4/1/12 to 6/30/12)	# of Inspections Found Out of Service
ES258X	14 St - Union Square	Lexington Avenue	273	19
ES261X	Times Square - 42 St	Broadway / 7th Avenue	273	18
ES262X	Times Square - 42 St	Broadway / 7th Avenue	273	9
ES263X	50 Street	8th Avenue	273	5
ES264X	50 Street	8th Avenue	273	9
ES265X	Court Square	Crosstown	273	19
ES266X	Court Square	Crosstown	273	32
ES267X	Times Square - 42 St	Broadway / 7th Avenue	273	30
ES268X	Times Square - 42 St	Broadway / 7th Avenue	273	78
ES376X	Fulton St	Nassau Loop BMT	273	2
ES377X	Fulton St	Nassau Loop BMT	273	2
ES378X	Wall St	Clark Street	273	4
ES379X	Wall St	Clark Street	273	15
ES432X	Sutphin Blvd - Archer Av JFK	ARC	273	2
ES433X	Sutphin Blvd - Archer Av JFK	ARC	273	1
ES461X	Court Square	Flushing	273	27
ES462X	Court Square	Flushing	273	16
ES463X	Sutphin Blvd - Archer Av JFK	ARC	273	0
ES464X	Sutphin Blvd - Archer Av JFK	ARC	273	0
ES496X	Howard Beach - JFK Airport	Rockaway	273	0
ES497X	Howard Beach - JFK Airport	Rockaway	273	16
ES498X	Howard Beach - JFK Airport	Rockaway	273	0
ES499X	Howard Beach - JFK Airport	Rockaway	273	2
ES600X	Lexington Av - 53 St	Queens Blvd	273	0
ES606X	42nd St - Port Authority Bus Terminal	8th Avenue	273	18
ES607X	42nd St - Port Authority Bus Terminal	8th Avenue	273	0
ES608X	Grand Central - 42nd St	Lexington	273	3
ES609X	Grand Central - 42nd St	Lexington	273	5
ES610X	Grand Central - 42nd St	Lexington	273	1
65			17745	783

ESCALATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES113	161 St-Yankee Stadium ④	81.8%	This unit is out of service since 6/22/12 to allow for the replacement of the step chain and steps. The current expected return to service date is July 21, 2012.
MANHATTAN			
ES409	Lexington Av-63 St ⑦	67.8%	This unit was out of service from 4/15/12 thru 5/11/12 to overhaul the emergency pawl brake mechanism on the main drive shaft. This work required the main drive shaft to be removed and sent to a vendor to replace the clutch.
BROOKLYN			
ES333	Myrtle-Wyckoff Aves ⑩⑪	83.9%	This unit was out of service from 4/30/12 thru 5/9/12 to replace the left side handrail, handrail rollers and tension assembly.
ES346	Brighton Beach ⑤⑥	84.1%	This unit had numerous outages of short durations due to activation of various safety devices such as the emergency stop button, fire detection system and comb impact switches.
ES357	Jay St ①②③④⑤	81.6%	This unit was out of service from 6/22/12 thru 7/5/12 as a result of defective upthrust tracks that were not properly adjusted. This failure was a result of damage that occurred during the warranty period.

STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU SECOND QUARTER

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

- Summons issuance decreased by 1.4 percent (from 30,900 in 2011 to 30,500 in 2012).
- TAB received 26,600 payments in 2012, a 3.4 percent decrease from 2011 second quarter payments of 27,600. Direct payments increased slightly by .3 percent from the second quarter of 2011 and payments received from state tax refunds declined 13.6 percent from 7,300 to 6,300.
- Overall total revenue for the quarter totaled \$2,533,300, a decrease of 1.1 percent from the 2011 first quarter revenue of \$2,560,400. This includes \$738,700 receipts from state tax refunds relating to outstanding judgments from prior years, and representing a 9.4 percent decrease from total state tax refunds of \$815,400 in 2011. Receipts from direct payments increased by 2.1 percent to \$1,811,600 in 2012 as compared to \$1,773,900 in the second quarter of 2011.
- Expenses decreased by 2.9 percent (\$1,319,400 compared to \$1,359,000) from second quarter 2011.
- TAB revenue exceeded expenses in 2012 by \$1,213,900 for this quarter compared to \$1,201,400 for the second quarter of 2011.

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

INDICATOR	2nd QTR	2nd QTR	Y-T-D	Y-T-D	ANNUAL TOTAL	
	2012	2011	2012	2011	2012 GOAL/EST *	2011 ACTUAL
ISSUANCE DATA						
Violations Issued	30,500	30,900	61,500	61,000	116,500	113,200
% With Telephone Data	64%	66%	65%	67%	65%	67%
% With Employer Data	25%	24%	25%	24%	25%	24%
PAYMENT DATA						
Number of Payments	26,600	27,600	53,100	54,600	96,000	93,000
Regular	20,300	20,300	41,200	41,400		77,700
State Tax Refund	6,300	7,300	11,900	13,200		15,300
Amount Paid	\$2,550,300	\$2,589,300	\$5,214,300	\$5,216,400	\$8,682,000	\$8,635,700
Regular	\$1,811,600	\$1,773,900	\$3,708,100	\$3,635,200		\$6,866,800
State Tax Refund	\$738,700	\$815,400	\$1,506,200	\$1,581,200		\$1,768,900
Average Payment	\$95.75	\$93.92	\$98.10	\$95.59	\$90.44	\$92.88
Yield per NOV	\$83.63	\$83.74	\$84.83	\$85.57	\$74.52	\$76.31
REVENUE/EXPENSE DATA						
Revenue	\$2,533,300	\$2,560,400	\$5,205,000	\$5,157,100	\$8,900,600	\$8,544,200
Expenses	\$1,319,400	\$1,359,000	\$2,606,100	\$2,582,400	\$5,446,700	\$5,312,700
ADJUDICATIONS						
Total Hearings/Adjudications	7,094	7,189	14,311	14,629	31,000	29,830
Admin Dismissals	650	681	1,307	1,438	N/A	2,629
Hearings	6,444	6,508	13,004	13,191	28,000	27,201

* 2012 Goal/Est derived at June, 2012

10. 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 - September 2012

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

	Budget	Expenditures
Construction	\$ 943.6	\$ 669.8
Design	105.3	104.1
Construction Management	130.2	79.0
Real Estate	220.9	205.8
Total	\$ 1,400.0	\$ 1,058.6

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone*	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i>	\$ 132.0	\$ 128.2	\$ 3.8	\$ 112.6	Aug-2009	Jul-2009	Mar-2013	Mar-2013	Mar-2013
4C/D: 4/5 Station Rehab & Dey St HH Finishes <i>WDF</i>	64.4	62.0	2.4	53.3	Sep-2009	Aug-2009	Jul-2012	Oct-2012	Nov-2012
4E: Dey St Concourse & R Underpass Finishes <i>Skanska US Civil Northeast</i>	22.4	21.4	0.9	16.5	Sep-2010	Mar-2010	Nov-2012	Jun-2014	Nov-2012
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	206.8	189.6	17.2	79.6	Jan-2011	Aug-2010	Jun-2014	Jun-2014	Jun-2014
4G: Corbin Building Restoration <i>Judlau Contracting</i>	66.8	64.7	2.1	42.3	Mar-2010	Feb-2010	Dec-2012	Jun-2014	Feb-2013
R to E Connector	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD	TBD

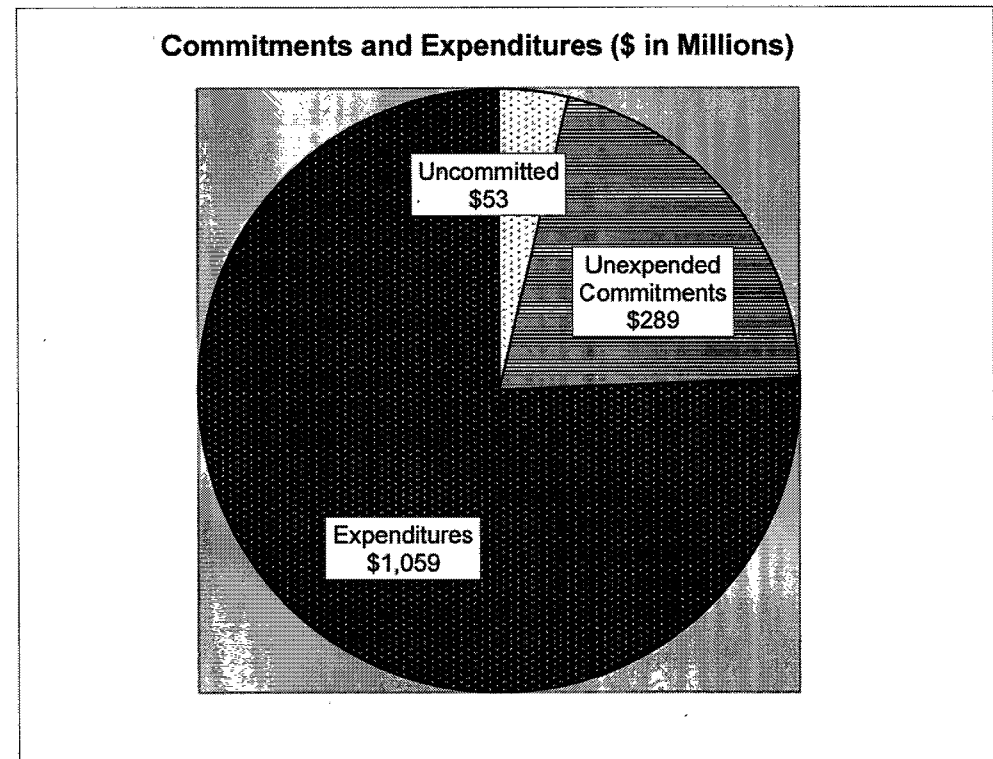
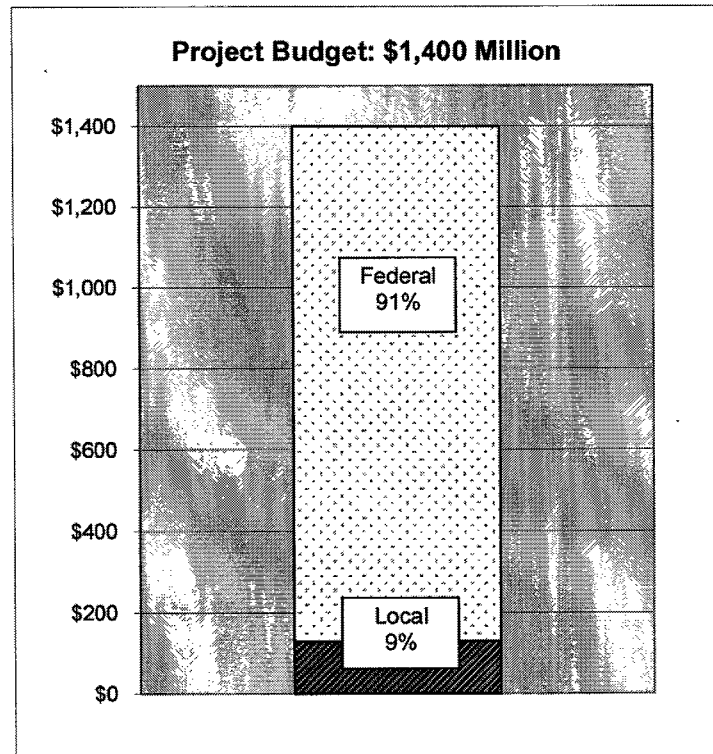
* Customer Benefit Milestone represents the latest projected dates.

Fulton Center Status

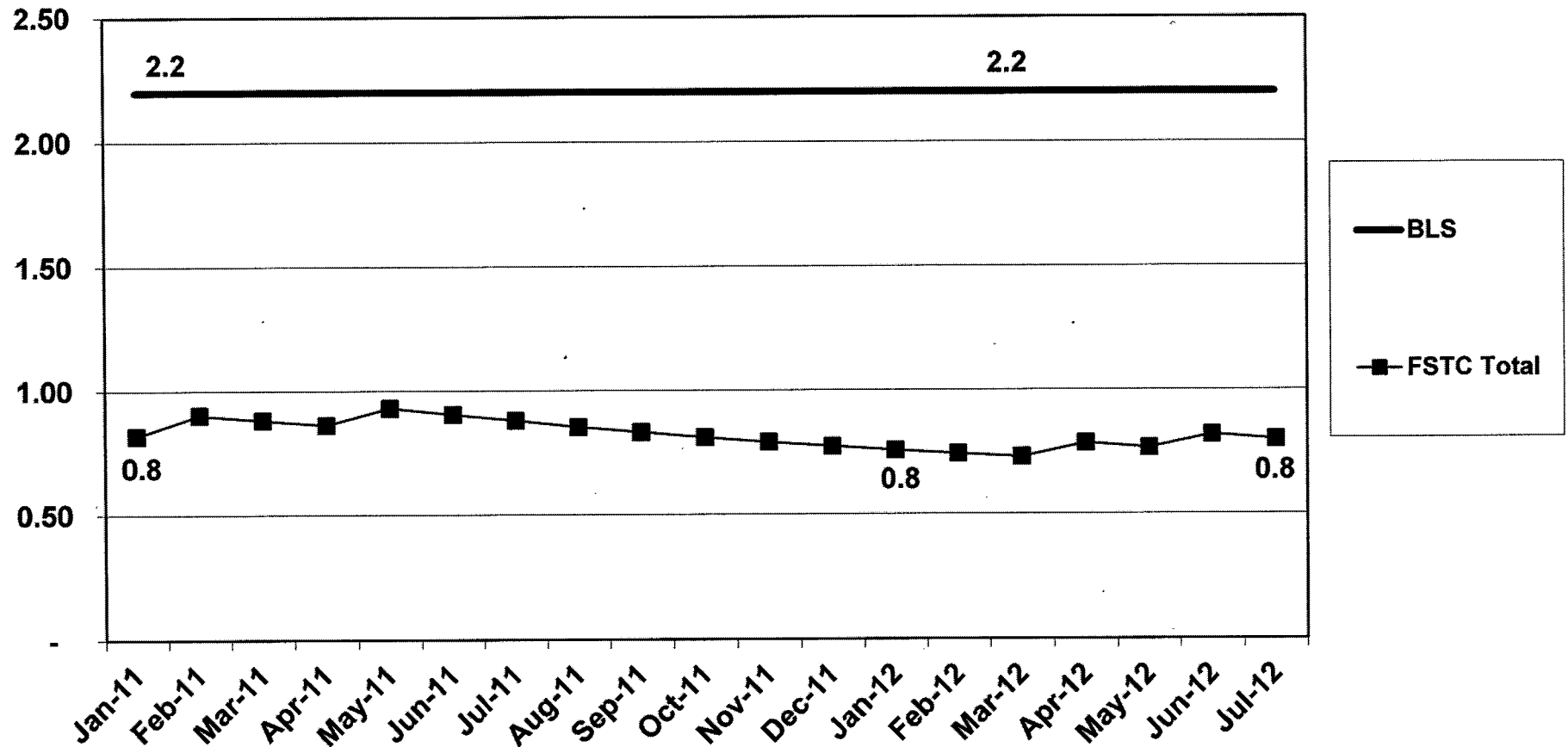
Report to the Transit Committee - September 2012

(data thru August 2012)

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 956	\$ 130	\$ 826	\$ 826	\$ 925	\$ 31	\$ 800
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	258
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,347	\$ 53	\$ 1,059



**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 - September 2012

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

	Budget	Expenditures
Final Design	\$ 114.0	\$ 107.6
Construction	1,870.9	1,352.0
Construction Management	40.0	21.1
Subway Project Reserve	75.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,480.7
HYDC-Funded Non-Subway Work [†]	266.0	162.5
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 1,643.2
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 1,696.2

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Site L (Vent Building) Excavation and Core & Shell <i>CCA Civil Halmar Internat'l LLC</i>	62.2	58.8	3.5	54.0	Jul-2010	Aug-2012	Sep-2012
Site J (Main Entrance to 34th St Station and Vent Building) Excavation and Core & Shell <i>Yonkers Contracting</i>	127.8	119.9	7.9	93.2	Oct-2010	Dec-2012	Feb-2013
Site K (Vent Building for 34th St Station) Core & Shell and Viaduct <i>Scalamandre / Oliveira JV</i>	60.5	57.8	2.7	44.7	Feb-2011	Feb-2013	Dec-2012
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	516.2	26.2	109.6	Aug-2011	Jun-2014	Jun-2014
Site P Station Entrance Core & Shell and Building Systems/Finishes ^{††}		<i>In Procurement</i>			Sep-2012	N/A	Mar-2016

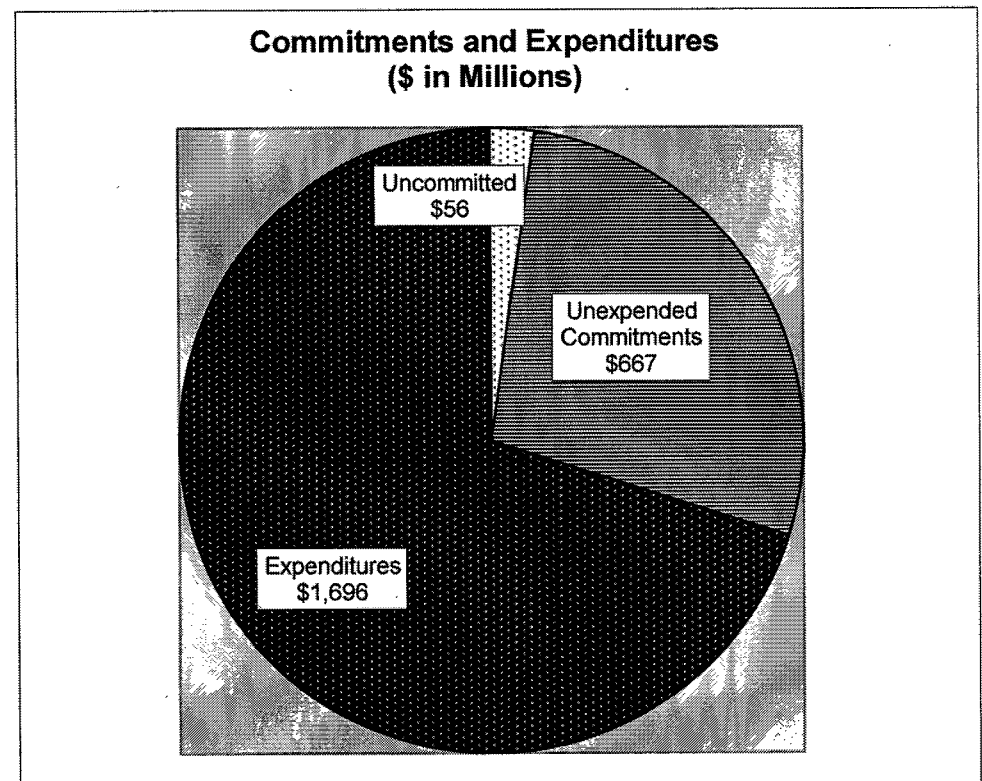
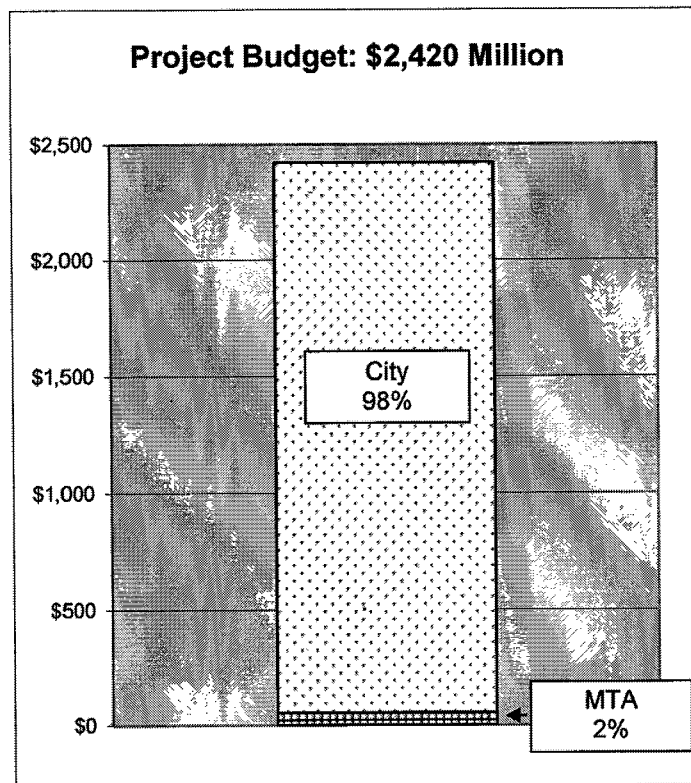
† Non-subway work includes design, construction management, and construction tasks.

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

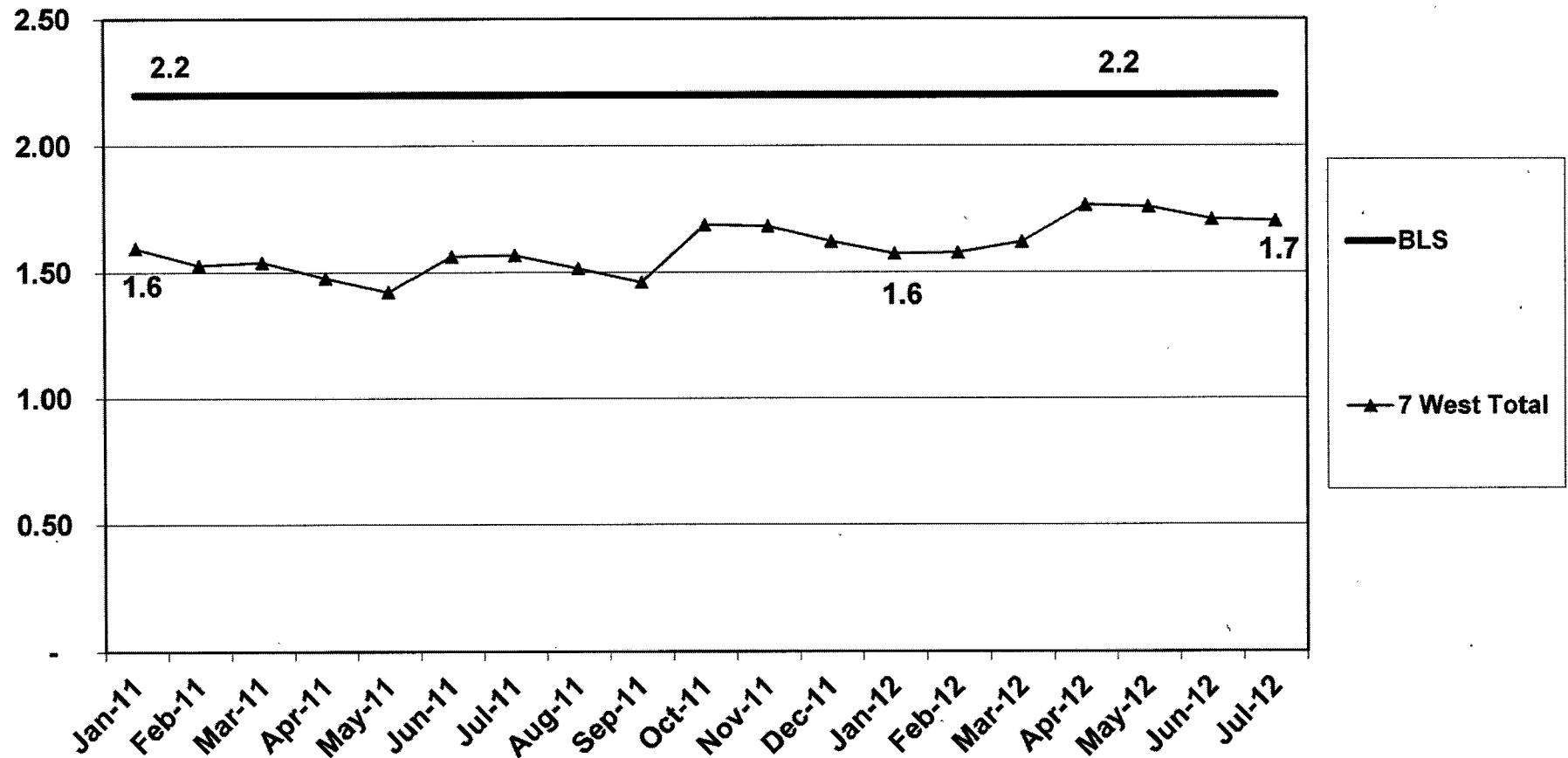
7 Line Extension Status **Report to the Transit Committee - September 2012** *(data thru August 2012)*

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,311	2,311	56	1,643
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,311	\$ 2,364	\$ 56	\$ 1,696

* 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 - September 2012

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

	Budget	Expenditures
Construction	\$ 3,503.0	\$ 1,152.8
Design	475.5	428.9
Construction Management	191.0	70.2
Real Estate	281.5	190.1
Total	\$ 4,451.0	\$ 1,842.0

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

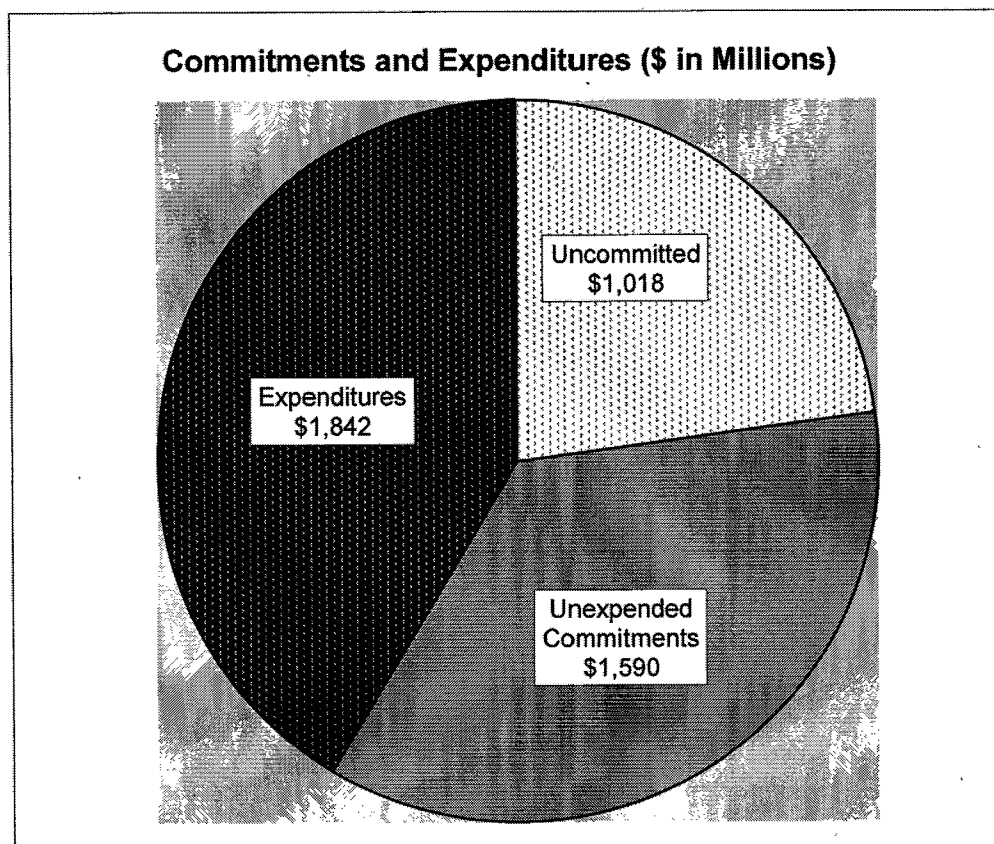
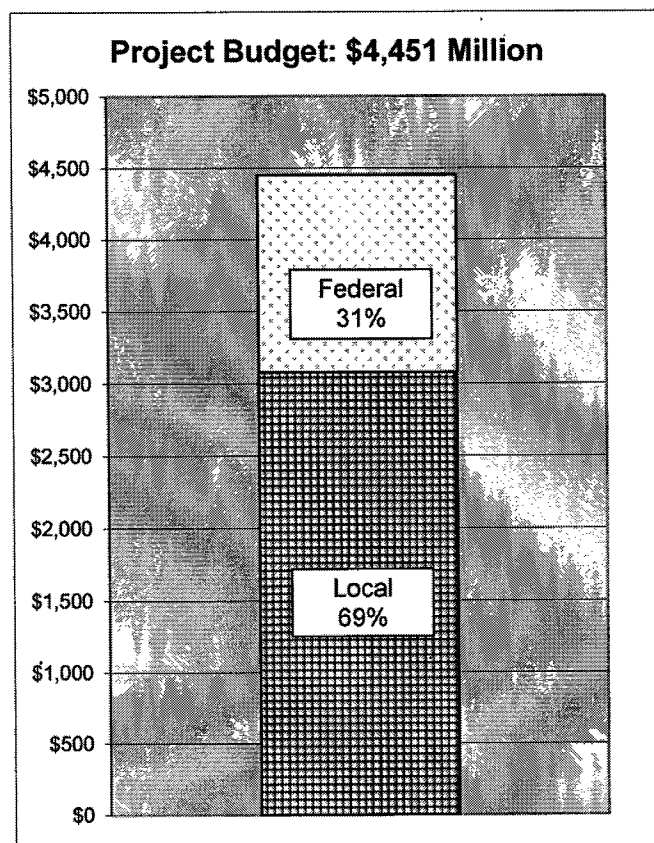
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
96th St Station Structure <i>EE Cruz & Tully, JV</i>	361.1	360.3	0.8	252.3	Feb-2009	May-2009	Jan-2013	Jul-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	450.9	18.7	219.7	Jun-2010	Oct-2010	Oct-2013	Dec-2013
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	177.0	8.3	35.4	Jul-2010	Jan-2011	May-2014	Jul-2014
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	303.5	28.6	59.9	Jan-2011	Aug-2011	Sep-2014	Sep-2014
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	282.9	261.9	21.0	3.7	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	340.8	324.6	16.2	0.0	Mar-2011	Jun-2012	Nov-2015	Dec-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

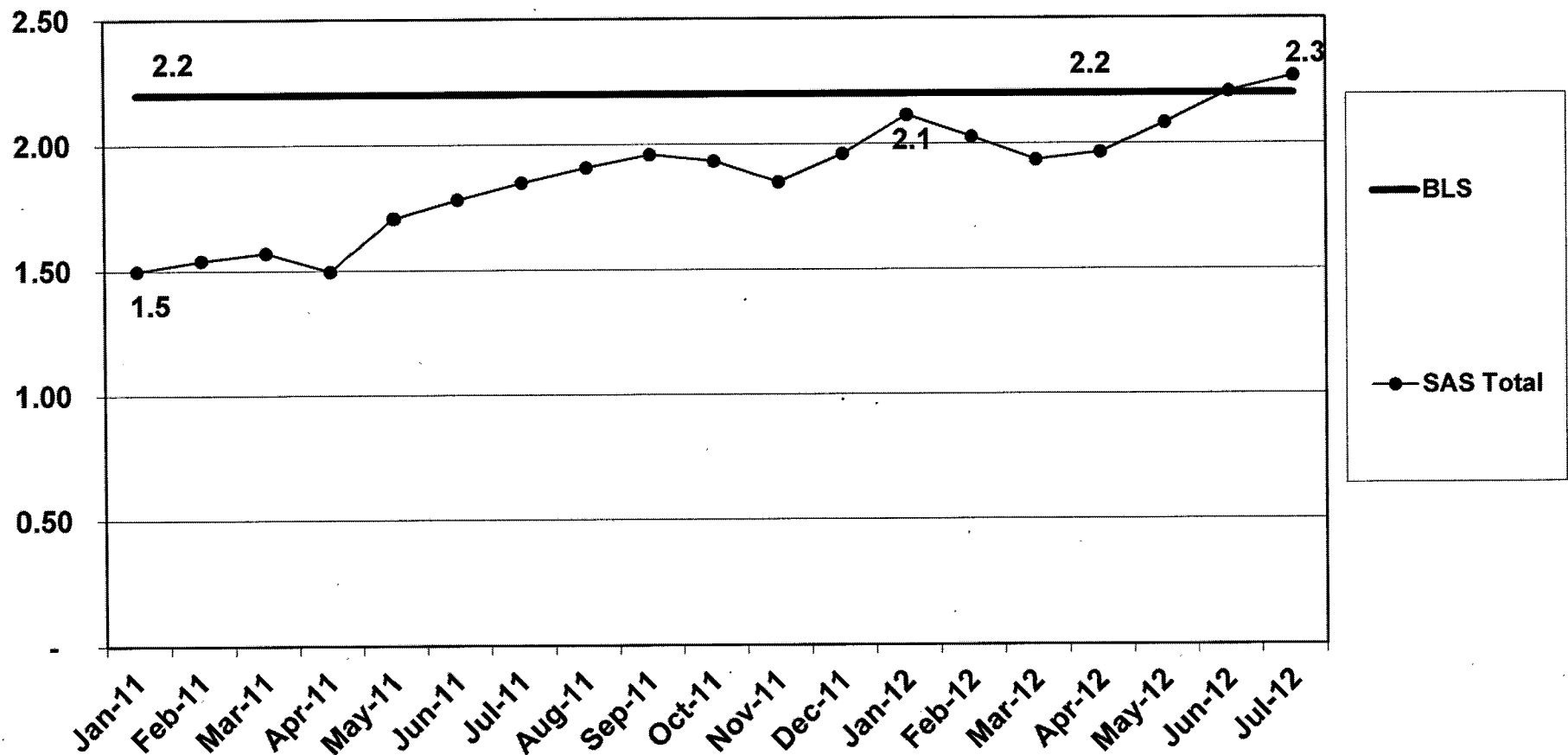
Report to the Transit Committee - September 2012

(data thru August 2012)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,049	\$ 1	\$ 976
2005-2009	1,914	846	1,067	758	1,760	153	807
2010-2014	1,487	1,487	-	-	623	864	60
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 3,433	\$ 1,018	\$ 1,842



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)