



New York City Transit

Transit Committee Meeting

October/November 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

November 26, 2012 - 10:00 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

PUBLIC COMMENTS PERIOD

- | | |
|--|----------------------------------|
| 1. APPROVAL OF MINUTES – September 24, 2012 | 1.1 |
| 2. COMMITTEE WORK PLAN | 2.1 |
| 3. OPERATIONS PERFORMANCE SUMMARY | |
| ➤ August Performance Report | 3.1 |
| ➤ September Performance Report (Safety Statistics Deferred Until December) | 3.35 |
| 4. FINANCIAL REPORTS | |
| ➤ NYCT Financial & Ridership Report (August) | 4.1 |
| ➤ NYCT Financial & Ridership Report (September) | 4.25 |
| ➤ SIR Financial & Ridership Report (August) | 4.46 |
| ➤ SIR Financial & Ridership Report (September) | 4.58 |
| ➤ Capital Program Status Report (August) | 4.67 |
| ➤ Capital Program Status Report (September) | 4.76 |
| ➤ Inventory Report | Deferred Until December |
| 5. PROCUREMENTS (October and November Actions) | 5.1 |
| ➤ Expedited Change Order Procedure for R179 Train Procurement | 5.2 |
| ➤ NYCT Non-Competitive | 5.8 |
| ➤ NYCT Competitive | 5.9 |
| ➤ MTACC Competitive | 5.11 |
| ➤ NYCT Ratifications | 5.12 |
| ➤ MTACC Ratifications | 5.13 |
| 6. SERVICE CHANGES | |
| ➤ Subway Schedule Changes Effective Summer 2013 | 6.1 |
| 7. SPECIAL REPORTS & PRESENTATIONS | |
| ➤ Metrocard (August) | 7.1 |
| ➤ Metrocard (September) | 7.6 |
| ➤ 2013 Preliminary NYC Transit Budget | Materials Previously Distributed |
| ➤ 2013 Preliminary SIR Budget | Materials Previously Distributed |
| 8. STANDARD FOLLOW-UP | |
| ➤ Transit Adjudication Bureau Report | 8.1 |
| ➤ Elevator and Escalator Service Report | 8.3 |
| 9. MTACC PROJECTS REPORT | |
| ➤ September Status Report | 9.1 |
| ➤ October Status Report | 9.11 |

Date of next meeting: December 17, 2012 at 10:00 AM

1. APPROVAL OF MINUTES

**Minutes of Regular Meeting
Committee on Operations of
New York City Transit Authority, Manhattan and Bronx
Surface Transit Operating Authority, and Staten Island Rapid Transit Operating
Authority
September 24, 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. John H. Banks III, Vice Chair
Hon. Andrew Albert
Hon. Fernando Ferrer
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Mark Page
Hon. David Paterson
Hon. James L. Sedore, Jr.

Hon. Robert C. Bickford
Hon. Allen P. Cappelli

The following Member was absent:

Hon. Jeffrey Kay

Also present were:

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

Darryl Irick, President, MTA Bus/LI Bus

Michael Horodniceanu, President, MTA Capital Construction

I. Chairman Lebow opened the meeting and introduced former Governor David Paterson, welcoming him to the Committee.

II. Public Speaker

Murray Bodin suggested that public speakers be permitted to ask Committee Members questions. He also commended Chairman Lhota, President Prendergast and President Horodniceanu on their performance.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the July 2012 meeting. There were no changes to the work plan.

IV. Agenda Items

A. Operations Report

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

In response to an inquiry from Member Moerdler, SVP Bianco noted that platform overcrowding is best managed through regularly spaced train service. President Prendergast added that platform conductors could also be helpful in addressing this issue. Chairman Lhota commented on the utility of a public information campaign aimed at advising customers on where to stand on platforms while trains are boarding.

In response to a question from Member Albert, SVP Bianco noted that the increase in system-wide terminal delays was due in large part to necessary maintenance work being performed on the right-of-way.

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

In response to a question from Member Moerdler, VP Kennedy noted that the increase in customer injuries was attributable to a greater number of slip and fall accidents in crowded subway stations.

In response to comments by Members Moerdler and Cappelli regarding the issue of recidivist transit offenders, Chief Fox noted that the District Attorneys' offices cooperate fully with the Transit Bureau and that statistics on transit related prosecutions are available to Members upon their request. Chairman Lhota informed Members that he would ask Douglas Ziegler, head of MTA Security, to provide information on the prosecution of individuals who perpetrate crimes against transit employees, additionally

noting that it was unlikely that a separate Transit Part would be established within the court system. Chairman Lhota commented on his efforts to have the state legislature classify sexual offenses in the transit system as felonies.

B. Financial Reports

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

- Financial and Ridership Report
- Capital Program Status

President Prendergast noted that the completion of the Bleecker Street subway station would provide customers with greater flexibility and additional transfer opportunities.

C. Procurements

VP Plochochi introduced to the Committee the NYCT and MTACC procurement agenda, which consisted of 18 procurement action items totaling \$33.9 Million in proposed expenditures.

Member Moerdler requested that the requirements for MBE/WBE participation in contract solicitations be included in the Agenda Book materials.

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

MTACC's competitive procurements requiring a majority vote (Schedule I in the Agenda), and its 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.

V. Action Items

Upon motion duly made and seconded, the Committee approved portal and tunnel repairs on the Broadway - 7th Avenue subway line, and the installation of Help Points and Passenger Station Local Area Network (PSLAN).

In response to a question from Member Moerdler, President Prendergast advised the Committee that local area networks can accommodate antennae to allow for wireless communication underground.

VI. Service Changes

President Prendergast advised the Committee that the restoration of certain service, and implementation of new service which was explained to the Committee at its July meeting, had begun in September, noting, however, that most of the new and restored service would not take effect until the beginning of next year.

Peter Cafiero, Chief, Operations Planning, informed the Committee of a minor revision to the M60 bus route.

In response to a question from Member Albert, Mr. Cafiero advised that signage will be placed on buses to advise customers of service restorations.

VII. Special Reports and Presentations

The 2012 NYCT and SIR Mid-Year Forecast Monthly Allocation Reports, the 2013 Preliminary NYCT and SIR Budgets, the Station Trash Canister Pilot Update, Customer Satisfaction, and Metro Card Reports were presented to the Committee for information.

President Prendergast noted that, even if the Station Trash Canister pilot proved successful, the initiative would not be implemented at certain subway stations which were not considered suitable based on their high volume of passengers.

Chairman Lebow commented on the results of Passenger Satisfaction Survey, noting an increase in positive customer feedback.

VIII. MTA CC Project Report

President Horodniceanu presented the Capital Construction Company projects report, informing Members of the progress of the Second Avenue Subway, Fulton Street Transit Center, and ② Extension projects.

In response to a question from Member Albert, President Horodniceanu informed the Committee that the boring work for the ② Extension had reached 26th Street and that tracks are currently being installed - an effort facilitated by the contractor's use of precast elements.

President Horodniceanu advised Members that, although an errant blast at 72nd Street during construction of the Second Avenue Subway resulted in no injuries or infrastructure damage, work was suspended and an investigation conducted. He also noted that blasting work resumed with new protocols in place, and that blasting in the cavern is expected to conclude shortly, with no impact upon the completion date of the project anticipated.

In response to an inquiry from Member Albert, President Horodniceanu advised that the local community is being kept informed of events and that a Second Avenue Subway Community Information Center will be opening at the end of November.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Bettina Quintas", written over a horizontal line.

Bettina Quintas
Assistant Secretary

2. COMMITTEE WORK PLAN



2012 Transit Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes
 NYC Transit Committee Work Plan
 Operations Performance Summary Presentation
 (including Financial/Ridership, Capital Program
 Status, Crime & Safety)
 Procurements
 MetroCard Report
 Service Changes (if any)
 Tariff Changes (if any)
 Capital Budget Modifications (if any)
 Action Items (if any)
 MTACC Projects Report

Committee Chair & Members
 Committee Chair & Members
 NYC Transit President

Materiel
 AFC Program Mgmt & Sales
 Operations Planning
 Management & Budget
 Capital Planning & Budget
 As Listed
 MTACC

II. SPECIFIC AGENDA ITEMS

Responsibility

October 2012

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

Management & Budget
 Management & Budget

November 2012

Public comment/Committee review of budget
 2013 Preliminary NYC Transit Budget
 2013 Preliminary SIR Budget
 Elevator & Escalator Service Report
 Transit Adjudication Bureau Report

Management & Budget
 Management & Budget
 Subways
 Law

December 2012

2013 Final Proposed NYC Transit Budget
 2013 Final Proposed SIR Budget
 EEO & Diversity Report – Workforce, New Hires, Complaints
 & Efforts to Address Underutilization

Management & Budget
 Management & Budget
 EEO & Human Resources

2013 Committee Work Plan

TBD



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

OCTOBER 2012

2013 NYC Transit Preliminary Budget

Public comments will be accepted on the 2013 Preliminary Budget.

2013 SIR Preliminary Budget

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

NOVEMBER 2012

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.

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.

EEO & Diversity Report – Workforce, New Hires, Complaints & 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. The report will provide 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.

2013 COMMITTEE WORK PLAN

TBD

3. OPERATIONS PERFORMANCE SUMMARY

AUGUST OPERATIONS PERFORMANCE SUMMARY

Monthly Operations Report

Statistical results for the month of August 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: August 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Weekday Wait Assessment (charts 1-2)				79.3%	78.9%	+0.4%
IRT Weekday Wait Assessment - ATS-A lines (1 thru 6 lines)	77.7%	74.7%	+3.0%			
IRT Weekday Wait Assessment - (All Lines)				77.5%	75.0%	+2.5%
BMT Weekday Wait Assessment	84.1%	81.6%	+2.5%	81.2%	81.5%	-0.3%
IND Weekday Wait Assessment	79.0%	79.1%	-0.1%	78.9%	79.8%	-0.9%
System Weekend Wait Assessment (charts 3)				85.2%	82.9%	+2.3%
IRT Weekend Wait Assessment - ATS-A lines (1 thru 6 lines)	88.0%	+83.6%	+4.4%			
IRT Weekend Wait Assessment - (All Lines)				86.7%	83.2%	+3.5%
BMT Weekend Wait Assessment	89.6%	+85.6%	+4.0%	86.0%	86.5%	-0.5%
IND Weekend Wait Assessment	88.6%	+78.8%	+9.8%	82.6%	78.8%	+3.8%
System Weekday Terminal On-Time Performance (charts 4-5)	82.1%	85.1%	-3.0%	84.1%	N/A	N/A
IRT Weekday Terminal On-Time Performance	75.6%	81.5%	-5.9%	77.9%	N/A	N/A
BMT Weekday Terminal On-Time Performance	90.0%	89.5%	+0.5%	90.6%	N/A	N/A
IND Weekday Terminal On-Time Performance	82.8%	85.7%	-2.9%	86.5%	N/A	N/A
System Number of Terminal Delays (chart 6)	28,922	23,802	+21.5%	23,572	N/A	N/A
System Weekend Terminal On-Time Performance (Chart 7-8)	90.2%	85.7%	+4.5%	88.2%	N/A	N/A
IRT Weekend Terminal On-Time Performance	85.0%	86.4%	-1.4%	82.7%	N/A	N/A
BMT Weekend Terminal On-Time Performance	95.7%	88.3%	+7.4%	93.6%	N/A	N/A
IND Weekend Terminal On-Time Performance	91.2%	82.3%	+8.9%	89.6%	N/A	N/A
System Number of Weekend Terminal Delays (chart 9)	3,870	4,746	-18.5%	5,408	N/A	N/A
Mean Distance Between Failures (charts 10-12)	130,217	126,665	+2.8%	166,493	171,492	-2.9%
IRT Mean Distance Between Failures	121,588	124,026	-2.0%	153,871	160,884	-4.4%
BMT Mean Distance Between Failures	161,122	165,887	-2.9%	217,275	228,451	-4.9%
IND Mean Distance Between Failures	123,002	109,354	+12.5%	154,591	154,969	-0.2%
System Weekday Service-KPI (charts 13-14)	82.1%	83.0%	-0.9%			
IRT Weekday Service-KPI	78.3%	79.3%	-1.0%			
BMT Weekday Service-KPI	85.7%	85.8%	-0.1%			
IND Weekday Service-KPI	81.4%	83.1%	-1.7%			
System Weekday PES-KPI (charts 15-17)	90.8%	91.3%	-0.5%			
Staten Island Railway						
24 Hour On-Time Performance	96.3%	95.5%	+0.8%	95.1%	95.2%	-0.1%
AM Rush On-Time Performance	100.0%	91.5%	+9.3%	97.7%	96.0%	+1.8%
PM Rush On-Time Performance	100.0%	99.8%	+0.2%	97.8%	98.9%	-1.1%
Percentage of Completed Trips	99.6%	99.5%	+0.1%	99.3%	98.7%	+0.6%
Mean Distance Between Failures	105,665	195,265	-45.9%	98,903	295,628	-66.5%
Staten Island Railway PES-KPI (charts 18)	91.3%	84.7%	+6.6%			

Safety

Indicator	Current Month: August 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents/Million Customers (chart 19) ¹	2.44	2.93	-16.7%	2.76	3.01	-8.3%
Subway Customer Injuries/Million Customers (chart 20) ¹	2.49	3.02	-17.5%	2.77	3.08	-10.1%
Subway Collisions (chart 21) ^{2,4}	0	0	0.0%	1	3	-66.7%
Subway Derailments (chart 22) ^{2,4}	0	0	0.0%	1	2	-50.0%
Subway Fires (charts 23-24) ²	62	76	-18.4%	842	1081	-22.1%
Employee On-Duty Lost-Time Accidents (chart 25)	3.30	3.41	-3.2%	3.24	3.40	-4.7%

Crime

Indicator	Current Month: September 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies (Attachments 26-28) ^{3,4}	207	207	0.0%	2,024	1,856	+9.1%
Robberies ^{3,4}	58	71	-18.3%	626	570	+9.8%

¹ Current month data are for July 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 September 2012.

Monthly Departmental Update

PROJECT MILESTONES

AWARDS

- During September 2012, NYCT awarded three projects 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. This is an American Recovery and Reinvestment Act (ARRA) funded project.
- On September 18, 2012, NYCT awarded a project as part of the MTA's Small Business Mentoring Program (SBMP) to rehabilitate the roof and enclosure of the Concourse/East 144th Street substation in the Bronx.

Department-Wide

FASTRACK (Update)

On September 28th, **FASTRACK** work was completed on the 6th Avenue **B D F M** Lines between 59th Street/Columbus Circle and West 4th Street. This closure included the following work: asbestos abatement and detail cleaning, bench wall and tunnel lighting repair, handrail and ADA strip cleaning and repair, elevator & escalator repair, signal maintenance and tests, rail replacement, installation of conduits and cable for the Integrated Electronic Security System (IESS) and inspection of abandoned rooms, manholes and emergency exits. Work began on September 24th and was performed during four consecutive weeknight line segment closures from 10:00 p.m. to 5:00 a.m.

FASTRACK work was completed on the 7th Avenue **1 2 3** Lines between 34th Street/Penn Station and Nevins Street on October 19th. Work was performed during four consecutive weeknight line segment closures from 10:00 p.m. to 5:00 a.m.

FASTRACK work is scheduled from October 22nd to October 26th on the 8th Avenue **A C E** Lines between 59th Street/Columbus Circle and Jay Street/MetroTech. Work will be performed during four consecutive weeknight line segment closures from 10:00 p.m. to 5:00 a.m.

Opening of the New Free Transfer between the Bleecker Street and Broadway-Lafayette Stations

Station Environment & Operations coordinated with various Departments and other Divisions within Subways in the opening of the new transfer between the Bleecker Street Station uptown platform and the Broadway-Lafayette Street Station. In addition, the station complex is now accessible in accordance with ADA. The project installed

Monthly Departmental Update

five elevators, one escalator, rehabilitated the Bleecker Street Station, including a new control area, renewed platform floors, improved lighting, new artwork and upgraded communication system, as well as the fabrication and installation of wayfinding signage. A ribbon cutting ceremony celebrating the opening was held on September 25th, 2012.

Atlantic Avenue / Barclay Center Station

On September 17th, the new Atlantic Avenue/Barclay Center Station subway entrance to the arena was opened for customer use. The Barclay Center opened on September 28th, at which time Rapid Transit Operations provided gap trains and platform and supervisory coverage to support additional service requirements and crowding at the complex. Station Environment & Operations provided staffing for new part-time booth R612 as well as staffing for customer service and crowd control.

Staten Island Railway

Rehabilitation of Eight Bridges (Update)

On October 1st, concrete work was completed on Track #2 on the Amboy Road Bridge located adjacent to the Bay Terrace Station. This is the seventh bridge of the project. The work required the shutdown of Track #2 on the Amboy Road Bridge span so that the track and ballast could be removed to pour a new protective layer of concrete. After curing, the track system was restored. To complete this work, a track diversion (55 Hour General Order) was in effect from 9:00 p.m. on Friday, September 28th until 4:00 a.m. on Monday, October 1st.

On October 5th, concrete work began on the Amboy Road Bridge located adjacent to the Huguenot Station. This is the final bridge of the project. The work required the shutdown of Track #1 on the bridge span so that the track and ballast could be removed to pour a new layer of protective concrete. After curing, the track system was restored. To complete this work, a track diversion (55 Hour General Order) was in effect from 9:00 p.m. on Friday, October 5th until 4:00 a.m. on Monday, October 8th.

From October 19 to October 21st, the Amboy Road Bridge, located adjacent to the Huguenot Station, is scheduled for the second phase of repair work that will require the shutdown of Track #2 on the bridge span so that the tracks and ballast can be removed to allow a new layer of protective concrete to be poured. After curing the track system will be restored. To complete this work, a track diversion (55 Hour General Order) will be in effect from 9:00 p.m. on Friday, October 19th until 4:00 a.m. on Monday, October 22nd.

Monthly Departmental Update

Rehabilitation of 8 Station Houses

On October 13th concrete was poured as a part of construction of the new platform at Grasmere Train Station. The work required the shutdown of Track #1 to allow the contractor to utilize a concrete pump truck reaching from outside the property line and across the track. To support the work, a track diversion was in effect from 8:00 a.m. until 4:00 p.m. Saturday, October, 13th.

Car Equipment

First unit factory testing on the new R190 snow throwers began on October 9th. First Unit Testing consists of factory inspection testing, hold point inspections and first article inspection (FAI). First article inspection began on October 15th.

Engineering review of the R179 HVAC and door test plans are continuing according to schedule.

Station Environment & Operations

For the month of September, Station Environment Maintenance forces scraped 46,620 square feet of peeling paint, primed 73,820 square feet, and painted 73,815 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.

Work Experience Program (Update)

To date, there are 881 Work Experience Program (WEP) workers on NYCT 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

On The Go (OTG)

First anniversary of On The Go was observed on September 19th. The initiative to install multiple On The Go Kiosks in Subway stations is on-going. Three media vendors: Monster (Group 1), CBS (Group 2) and Control Group (Group 3) have been selected to participate in the pilot. Group 1 (East Side North – South Corridor) station locations and

Monthly Departmental Update

sites have been completed. The remaining two groups are under development. CPM is working in conjunction with Infrastructure Capital Construction (ICC) to install multiple On The Go Kiosks by December 24, 2012.

Track Rehabilitation Projects (Update)

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

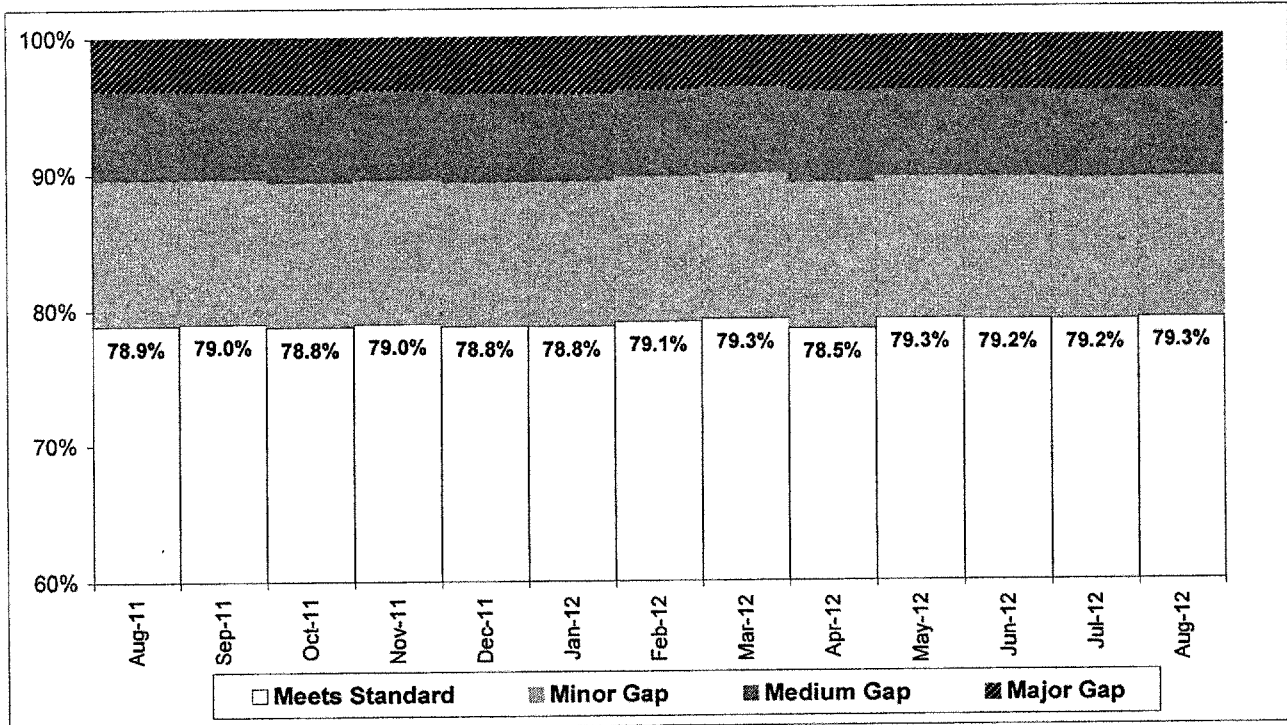
Work will continue on the elevated structure at south of Wyckoff Avenue & south of Central Avenue on the Myrtle Line. To date, 85 elevated panels have been installed at this location.

Switch work is in progress at New Lots Avenue and panels were installed south of Sutter Avenue on the Eastern Parkway IRT. Panel work was completed 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. Work is scheduled between Gaston and Straiton Avenues on the Rockaway Line.

Subway component renewal work was completed south of Broadway-Nassau and High Street on the 8th Avenue IND Line and also at DeKalb Avenue and Pacific Streets on the 4th Avenue BMT Line. Work is in progress north of 47-50th Street- Rockefeller Center and north of 14th and 23rd Streets on the 6th Avenue IND Line. Work is scheduled to commence south of 7th Avenue on the 6th Avenue IND Line, south of Court Street on the Broadway BMT Line and also south of 161st Street on the Concourse IND 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 Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Sep '11-Aug '12	79.3%	10.3%	6.4%	4.0%	2012 GOAL: 79.2%
Sep '10-Aug '11	78.9%	10.7%	6.5%	3.9%	2011 ACTUAL: 78.8%

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

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

Sep '11-Aug '12					Sep '10-Aug '11				
Line	Meets Standard	Headways*			Meets Standard	Meets Minor	Headways*		Standard Difference
		Minor	Medium	Major			Minor	Medium	
①	86.1%	7.0%	4.2%	2.7%	79.5%	10.3%	6.2%	4.1%	+6.6%
②	72.9%	10.5%	8.8%	7.7%	73.5%	10.8%	8.6%	7.2%	-0.6%
③	76.9%	10.6%	7.0%	5.5%	77.0%	11.2%	6.9%	5.0%	-0.1%
④	76.2%	9.5%	7.3%	7.0%	73.5%	10.4%	8.5%	7.7%	+2.7%
⑤	72.4%	9.8%	8.5%	9.4%	70.6%	11.1%	8.6%	9.7%	+1.8%
⑥	81.5%	8.3%	5.2%	5.0%	74.5%	10.7%	7.6%	7.1%	+7.0%
⑦	76.6%	12.8%	7.6%	3.1%	76.2%	12.2%	8.0%	3.7%	+0.4%
⑤ 42nd	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	
IRT	77.5%	9.8%	6.9%	5.8%	75.0%	10.9%	7.8%	6.3%	+2.5%
③	79.1%	11.7%	6.3%	2.8%	78.5%	12.5%	5.8%	3.2%	+0.6%
③ ②	81.7%	9.6%	6.4%	2.2%	84.0%	10.1%	4.7%	1.3%	-2.3%
③	79.3%	12.0%	6.5%	2.2%	80.6%	12.0%	5.6%	1.8%	-1.3%
③	77.8%	12.3%	7.5%	2.3%	79.0%	12.7%	6.2%	2.1%	-1.2%
③	79.0%	11.7%	6.4%	2.9%	76.8%	12.3%	7.9%	2.9%	+2.2%
③	79.1%	11.5%	6.2%	3.2%	78.2%	11.6%	6.9%	3.3%	+0.9%
⑤ Fkn	96.3%	2.8%	0.8%	0.0%	97.0%	2.3%	0.6%	0.2%	-0.7%
③	77.2%	11.2%	7.8%	3.8%	78.3%	10.7%	7.5%	3.5%	-1.1%
BMT	81.2%	10.4%	6.0%	2.4%	81.5%	10.5%	5.6%	2.3%	-0.3%
③	73.1%	10.3%	8.9%	7.7%	73.4%	11.1%	8.9%	6.6%	-0.3%
⑤ Rock	92.8%	5.6%	1.0%	0.6%	93.5%	5.4%	1.1%	0.1%	-0.7%
③	78.6%	12.2%	6.1%	3.1%	81.2%	11.0%	5.7%	2.1%	-2.6%
③	78.2%	12.0%	6.7%	3.1%	80.1%	11.4%	5.9%	2.7%	-1.9%
③	73.3%	11.9%	9.0%	5.8%	74.5%	12.2%	8.4%	4.9%	-1.2%
③	73.2%	11.4%	9.2%	6.2%	73.9%	12.0%	9.1%	5.1%	-0.7%
③	83.4%	11.5%	3.8%	1.3%	82.1%	12.0%	4.4%	1.5%	+1.3%
IND	78.9%	10.7%	6.4%	4.0%	79.8%	10.7%	6.2%	3.3%	-0.9%
Systemwide	79.3%	10.3%	6.4%	4.0%	78.9%	10.7%	6.5%	3.9%	+0.4%

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

*** Headway Definitions:**

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

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

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

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

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

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

Sep '11-Aug '12					Sep '10-Aug '11				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		GAP				GAP			
		Minor	Medium	Major		Minor	Medium	Major	
①	90.1%	6.8%	2.2%	0.8%	85.4%	9.2%	3.3%	2.1%	+4.7%
②	85.7%	9.3%	3.4%	1.6%	82.6%	9.4%	5.5%	2.5%	+3.1%
③	87.8%	6.2%	2.6%	3.5%	87.2%	7.9%	2.9%	1.9%	+0.6%
④	82.2%	8.6%	5.2%	4.0%	78.5%	9.8%	6.8%	4.9%	+3.7%
⑤	93.1%	4.3%	2.0%	0.7%	86.8%	3.1%	2.3%	7.8%	+6.3%
⑥	88.8%	8.4%	2.2%	0.6%	81.3%	10.7%	4.9%	3.1%	+7.5%
⑦	79.4%	14.3%	5.9%	0.4%	80.4%	11.1%	5.0%	3.4%	-1.0%
⑤ 42nd	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A
IRT	86.7%	8.3%	3.3%	1.7%	83.2%	8.7%	4.4%	3.7%	+3.5%
① ②	86.2%	9.1%	3.4%	1.3%	91.0%	6.7%	2.3%	0.0%	-4.8%
③	85.3%	9.5%	3.7%	1.5%	86.3%	10.5%	2.3%	1.0%	-1.0%
④	84.3%	9.5%	4.4%	1.8%	80.6%	11.0%	5.5%	3.0%	+3.7%
⑤	86.0%	10.7%	3.0%	0.3%	83.6%	10.2%	5.3%	0.9%	+2.4%
⑤ Fkln	94.8%	4.3%	0.7%	0.2%	99.1%	0.7%	0.2%	0.0%	-4.3%
⑥	79.4%	14.6%	4.7%	1.3%	78.6%	12.4%	5.5%	3.5%	+0.8%
BMT	86.0%	9.6%	3.3%	1.1%	86.5%	8.6%	3.5%	1.4%	-0.5%
①	75.9%	12.0%	8.8%	3.2%	80.7%	8.4%	8.7%	2.2%	-4.8%
②	83.4%	10.1%	5.8%	0.7%	75.1%	12.8%	9.1%	3.0%	+8.3%
③	80.3%	12.7%	5.8%	1.2%	79.7%	11.7%	6.5%	2.2%	+0.6%
④	85.9%	7.4%	3.3%	3.3%	76.0%	14.0%	5.0%	5.0%	+9.9%
⑤	81.5%	11.6%	5.6%	1.3%	75.9%	13.1%	8.4%	2.6%	+5.6%
⑥	88.5%	9.3%	1.4%	0.8%	85.8%	10.9%	3.0%	0.3%	+2.7%
IND	82.6%	10.5%	5.1%	1.8%	78.8%	11.8%	6.8%	2.5%	+3.8%
Systemwide	85.2%	9.4%	3.9%	1.5%	82.9%	9.7%	4.9%	2.6%	2.3%

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

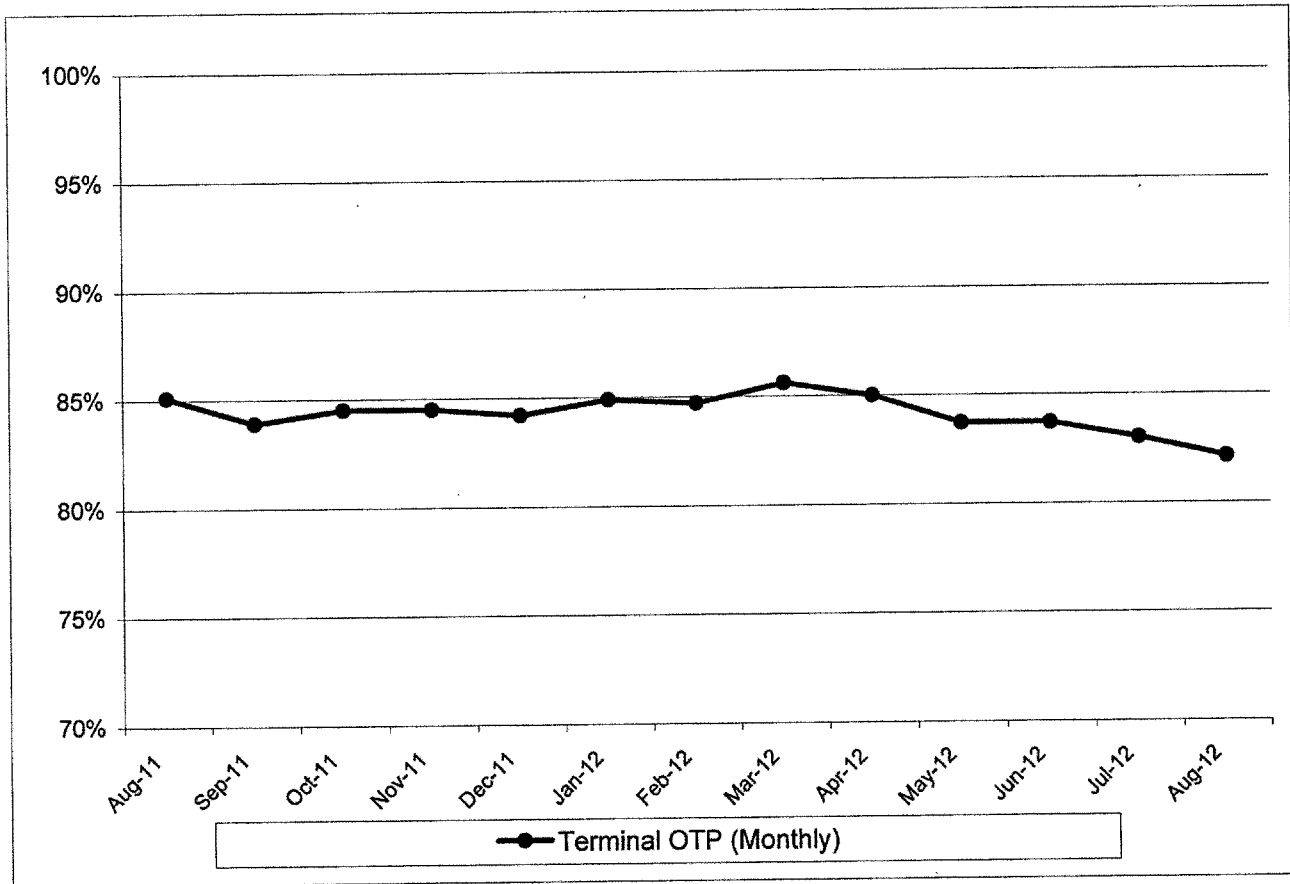
Minor Gap: from 25% to 50% over scheduled headway

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 **Monthly Results**

Aug 2012: 82.1%
Aug 2011: 85.1%
12-Mon Avg: 84.1%
(Sep '11-Aug '12)

IRT **Monthly Results**

Aug 2012: 75.6%
Aug 2011: 81.5%
12-Mon Avg: 77.9%
(Sep '11-Aug '12)

BMT **Monthly Results**

Aug 2012: 90.0%
Aug 2011: 89.5%
12-Mon Avg: 90.6%
(Sep '11-Aug '12)

IND **Monthly Results**

Aug 2012: 82.8%
Aug 2011: 85.7%
12-Mon Avg: 86.5%
(Sep '11-Aug '12)

Discussion of Results

In August 2012, Right Of Way (7,792 delays), Track Gangs (6,505 delays), and Over Crowding (4,843 delays) were the highest categories of delays, representing 66.2% of the total (28,922) delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Aug '12</u>	<u>Aug '11</u>	<u>% Difference</u>
①	89.4%	92.8%	-3.4%
②	53.5%	70.6%	-17.1%
③	70.4%	80.1%	-9.7%
④	63.1%	71.0%	-7.9%
⑤	66.7%	68.5%	-1.8%
⑥	78.2%	85.1%	-6.9%
⑦	89.9%	89.4%	+0.5%
⑤ 42 St	N/A*	N/A*	
IRT	75.6%	81.5%	-5.9%
①	87.5%	86.3%	+1.2%
② ③	96.1%	93.8%	+2.3%
④	93.6%	96.2%	-2.6%
⑤	90.7%	89.5%	+1.2%
⑥	81.9%	81.1%	+0.8%
⑦	84.2%	85.7%	-1.5%
⑤ Fkln	99.8%	98.7%	+1.1%
⑥	87.7%	84.9%	+2.8%
BMT	90.0%	89.5%	+0.5%
①	81.9%	78.2%	+3.7%
⑤ Rock	95.4%	96.2%	-0.8%
②	89.9%	87.0%	+2.9%
③	87.8%	85.8%	+2.0%
④	82.4%	86.2%	-3.8%
⑤	68.2%	81.9%	-13.7%
⑥	91.5%	94.9%	-3.4%
IND	82.8%	85.7%	-2.9%
Systemwide	82.1%	85.1%	-3.0%

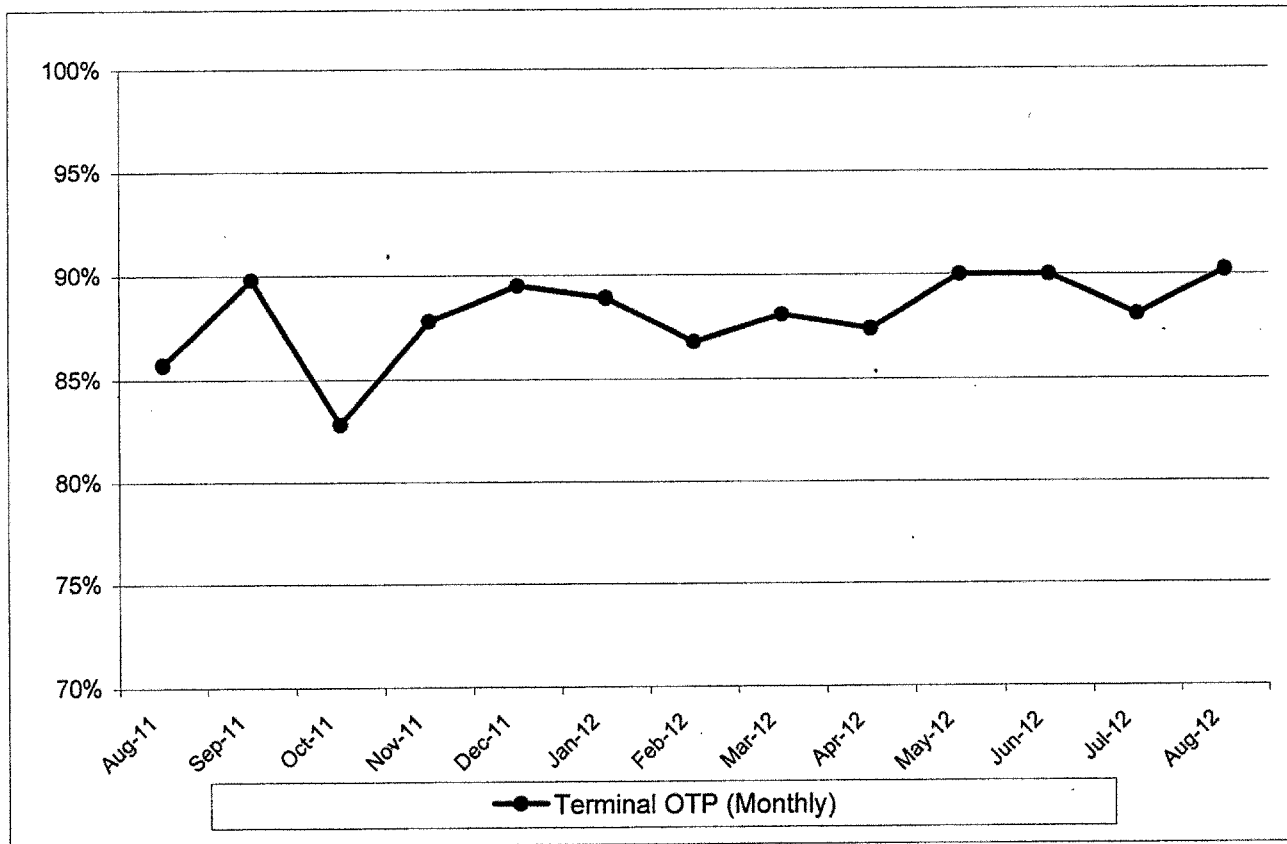
* Performance data unavailable pending ATS system software upgrade.

Weekday Terminal Delays Systemwide Summary August 2012

<u>Categories</u>	<u>Delays</u>
ROW Delays	7,792
Track Gangs	6,505
Over Crowding	4,843
Car Equipment	2,210
Sick Customer	1,982
Fire	1,251
Work Equipment/G.O.	1,241
Police	989
Unruly Customer	692
Employee	587
Operational Diversions	261
Infrastructure	237
External	219
Inclement Weather	114
<u>Total Delays</u>	<u>28,922</u>

* Total may differ slightly due to rounding.

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide	IRT	BMT	IND
<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>
Aug 2012: 90.2%	Aug 2012: 85.0%	Aug 2012: 95.7%	Aug 2012: 91.2%
Aug 2011: 85.7%	Aug 2011: 86.4%	Aug 2011: 88.3%	Aug 2011: 82.3%
12-Mon Avg: 88.2%	12-Mon Avg: 82.7%	12-Mon Avg: 93.6%	12-Mon Avg: 89.6%
(Sep '11-Aug '12)	(Sep '11-Aug '12)	(Sep '11-Aug '12)	(Sep '11-Aug '12)

Discussion of Results

In August 2012, Track Gangs (1,204 delays), Over Crowding (699 delays), and Right Of Way (543 delays) were the highest categories of delays, representing 63.2% of the total (3,870) delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Aug '12</u>	<u>Aug '11</u>	<u>% Difference</u>
①	85.5%	87.3%	-1.8%
②	64.4%	80.7%	-16.3%
③	82.1%	89.0%	-6.9%
④	79.6%	80.2%	-0.6%
⑤	94.9%	93.7%	+1.2%
⑥	86.0%	79.2%	+6.8%
⑦	95.2%	92.4%	+2.8%
⑤ 42 St	N/A*	N/A*	
IRT	85.0%	86.4%	-1.4%
① J Z	97.4%	97.2%	+0.2%
① L	96.5%	92.6%	+3.9%
① M	98.7%	98.6%	+0.1%
① N	94.9%	76.4%	+18.5%
① Q	92.6%	75.1%	+17.5%
⑤ Fkln	100.0%	98.5%	+1.5%
① R	93.4%	87.4%	+6.0%
BMT	95.7%	88.3%	+7.4%
① A	83.6%	80.7%	+2.9%
⑤ Rock	98.1%	97.9%	+0.2%
① C	90.6%	79.1%	+11.5%
① D	96.3%	80.9%	+15.4%
① E	92.3%	84.3%	+8.0%
① F	86.2%	67.1%	+19.1%
① G	96.0%	91.7%	+4.3%
IND	91.2%	82.3%	+8.9%
Systemwide	90.2%	85.7%	+4.5%

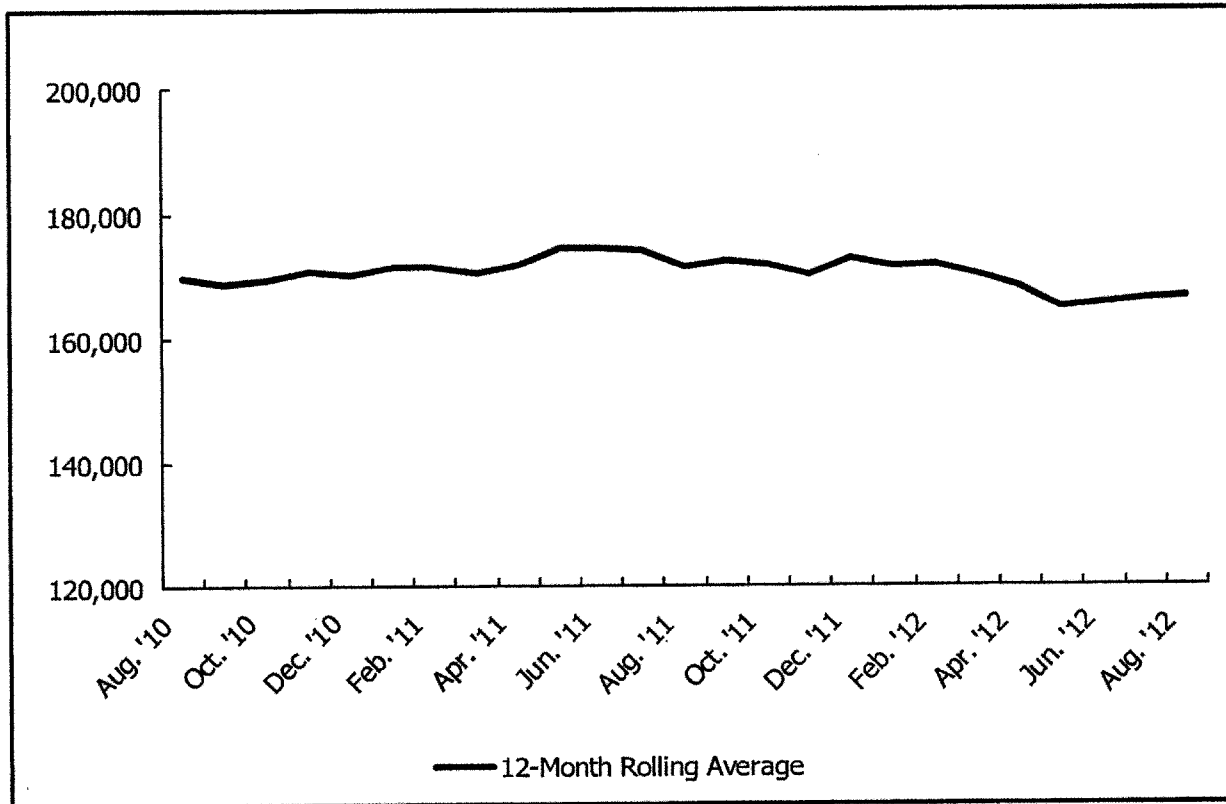
* Performance data unavailable pending ATS system software upgrade.

Weekend Terminal Delays Systemwide Summary August 2012

<u>Categories</u>	<u>Delays</u>
Track Gangs	1,204
Over Crowding	699
ROW Delays	543
Work Equipment/G.O.	378
Car Equipment	214
Sick Customer	184
Unruly Customer	169
Police	160
Employee	122
Fire	71
External	47
Operational Diversions	39
Infrastructure	22
Inclement Weather	19
<u>Total Delays</u>	<u>3,870</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

Aug 2012: 130,217

Aug 2011: 126,665

Aug 2010: 146,705

12-Month Average

Sept 11-Aug 12: 166,493

Sept 10-Aug 11: 171,492

Sept 09-Aug 10: 169,680

Annual Results

2012 Goal: 168,000

2011 Actual: 172,700

2010 Actual: 170,217

Discussion of Results

MDBF in August 2012 increased 2.8% from August 2011. Over the past year, the MDBF 12-month average decreased 2.9%.

Chart 10

Car Reliability

Mean Distance Between Failure (Miles)

Car Class	#s of Cars	<u>Monthly MDBF</u>			<u>12 Month Average MDBF</u>		
		Aug. '12	Aug. '11	% Change	Aug. '12	Aug. '11	% Change
R32	222	31,859	37,310	-14.61%	64,568	60,979	5.89%
R42	50	23,385	79,847	-70.71%	39,926	60,281	-33.77%
R46	752	75,033	56,408	33.02%	83,370	85,891	-2.94%
R62	315	197,634	132,406	49.26%	201,174	172,915	16.34%
R62A	824	110,521	88,149	25.38%	130,138	119,370	9.02%
R68	425	151,477	133,100	13.81%	136,610	128,687	6.16%
R68A	200	190,202	351,145	-45.83%	139,578	212,430	-34.29%
R142	1,030	141,368	205,746	-31.29%	204,824	232,251	-11.81%
R142A	590	90,884	96,453	-5.77%	112,917	136,377	-17.20%
R143	212	110,727	173,734	-36.27%	194,270	171,235	13.45%
R160	1,662	438,198	407,339	7.58%	639,965	685,264	-6.61%
Fleet	6,282	130,217	126,665	2.80%	166,493	171,492	-2.92%

Chart 11

Car Reliability

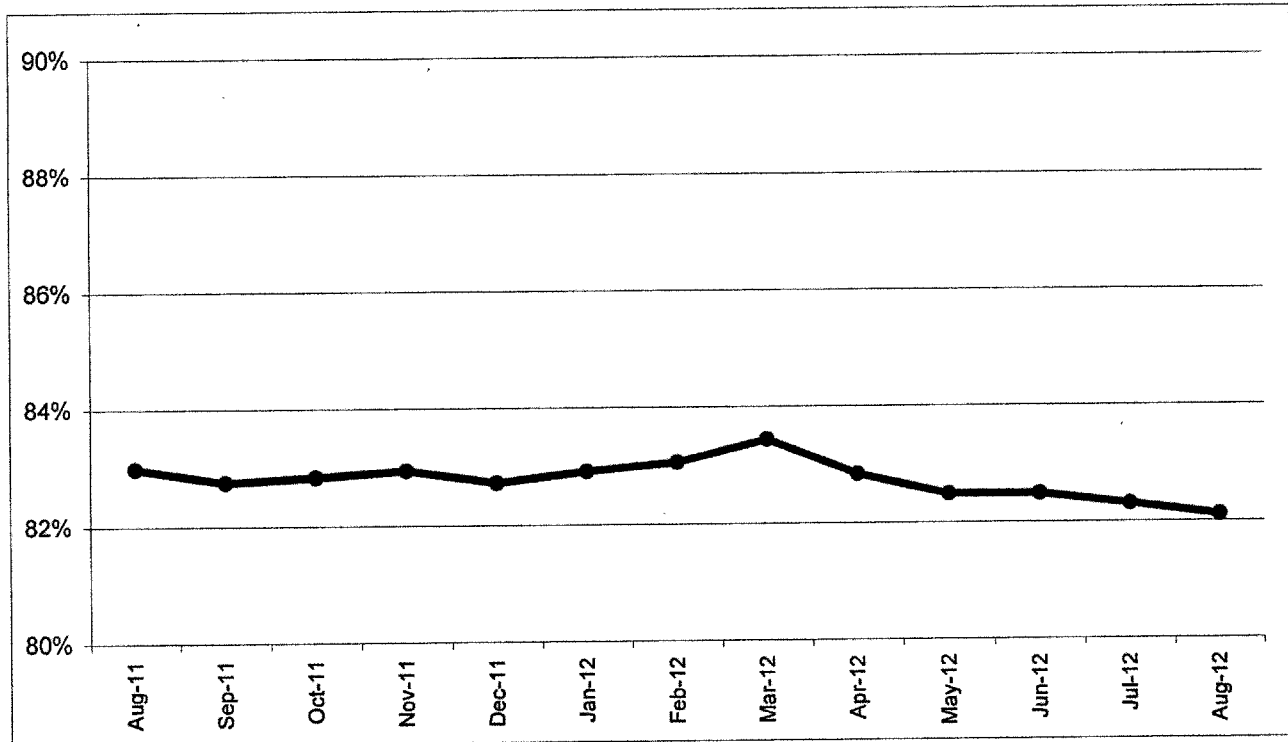
Mean Distance Between Failures By Line (Miles)

Line	Fleet ¹	Monthly MDBF			12-Month Average MDBF		
		August 2011	August 2012	% Change	August 2011	August 2012	% Change
①	R62(3%); R62A(97%)	73,084	83,150	+13.8	90,900	109,172	+20.1
②	R142	202,315	90,235	-55.4	261,913	199,388	-23.9
③	R62	132,329	192,093	+45.2	176,603	199,573	+13.0
⑦	R62A	148,195	187,992	+26.9	189,745	180,916	-4.7
④	R142(71%); (R142A(29%))	123,147	135,727	+10.2	176,354	133,748	-24.2
⑤	R142	217,759	188,475	-13.4	200,057	245,705	+22.8
⑥	R142A	107,130	111,293	+3.9	144,870	125,843	-13.1
GCS	R62A	7,707	24,365	+216.1	23,274	24,214	+4.0
IRT		124,026	121,588	-2.0	160,884	153,871	-4.4
⑧	R68(20%); R68A(80%)	251,641	109,908	-56.3	164,278	125,418	-23.7
F S	R68	18,557	19,651	+5.9	75,118	57,532	-23.4
N	R160B1(4%); R160B2(96%)	290,864	789,517	+171.4	489,526	494,864	+1.1
Q	R160A(22%); R160B1(78%)	679,674	1,373,359	+102.1	661,419	805,020	+21.7
J Z	R160A(90%); R42(10%)	264,552	170,759	-35.5	328,798	362,376	+10.2
L	R143(92%); R160A(8%)	194,004	122,076	-37.1	194,404	200,532	+3.2
M	R160A	384,625	256,780	-33.2	659,851	483,496	-26.7
R	R46	49,124	63,481	+29.2	88,498	84,288	-4.8
BMT		165,887	161,122	-2.9	228,451	217,275	-4.9
A	R32(42%); R42(6%); R46(52%)	47,489	52,656	+10.9	89,175	80,508	-9.7
C	R46	58,720	87,712	+49.4	64,998	68,017	+4.6
D	R68	152,692	322,309	+111.1	132,615	158,003	+19.1
E	R160A(92%); R160B1(8%)	412,727	245,472	-40.5	816,495	659,320	-19.2
F	R160A(62%); R160B1(38%)	388,780	572,841	+47.3	741,368	611,210	-17.6
G	R68(92%); R68A(8%)	93,424	82,117	-12.1	63,330	98,258	+55.2
RKWYS	R46	61,470	17,748	-71.1	58,490	59,489	+1.7
IND		109,354	123,002	+12.5	154,969	154,591	-0.2
SOUTH		128,637	137,297	+6.7	180,222	177,144	-1.7
FLEET		126,658	130,218	+2.8	171,491	166,493	-2.9

¹ Car assignments as of June 26, 2011

Chart 12

Service - Key Performance Indicator (S-KPI)



S-KPI Definition

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

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

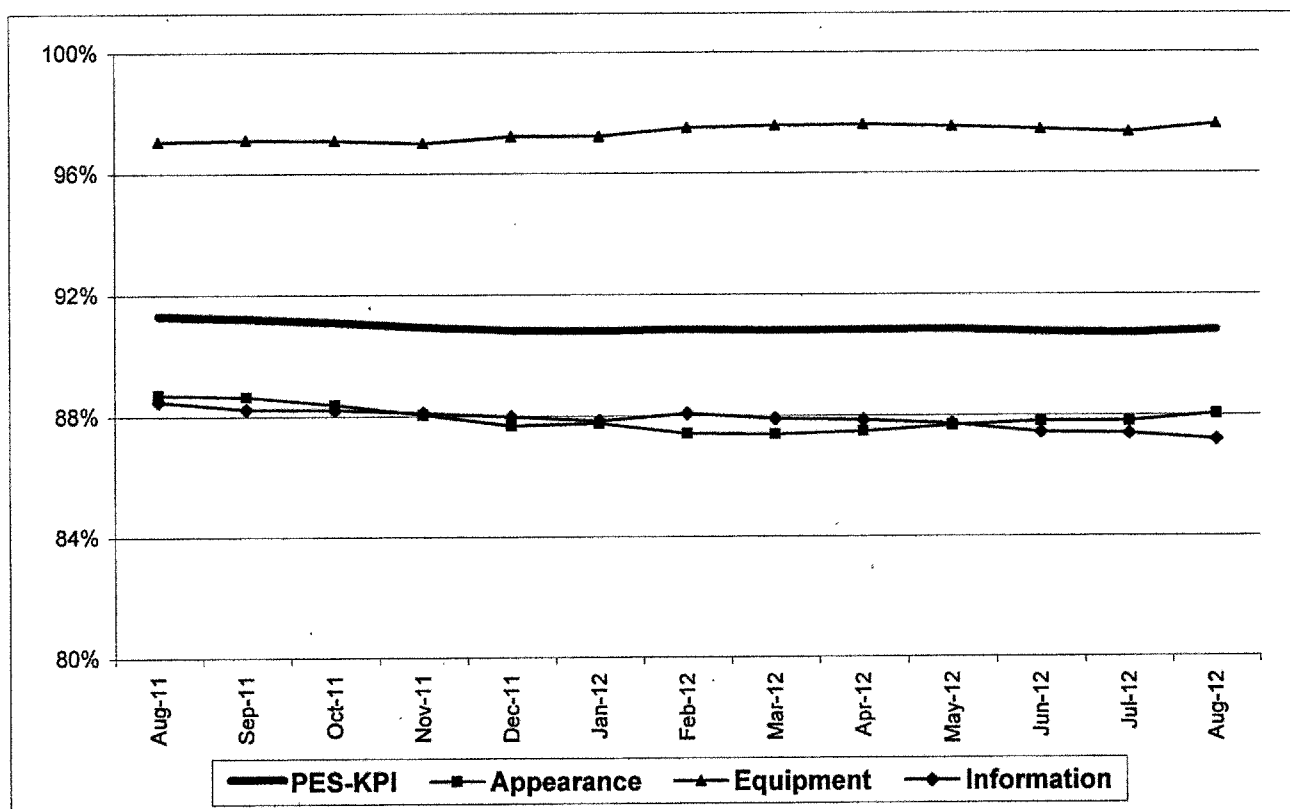
S-KPI Results

Systemwide Monthly Results	Goal
August 2012: 82.1%	2012 GOAL: 85.1%
August 2011: 83.0%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>August 2012</u>	<u>August 2011</u>	<u>% Difference</u>
①	85.0%	81.1%	+3.9%
②	69.8%	75.3%	-5.5%
③	77.2%	80.2%	-3.0%
④	72.6%	75.4%	-2.8%
⑤	73.4%	72.9%	+0.5%
⑥	79.8%	79.0%	+0.8%
⑦	82.9%	82.5%	+0.4%
⑤ 42nd	N/A*	N/A*	
IRT	78.3%	79.3%	-1.0%
①			
②			
③			
④			
⑤			
⑥			
⑦			
⑧			
⑨			
⑩			
⑪			
⑫			
⑬			
⑭			
⑮			
⑯			
⑰			
⑱			
⑲			
⑳			
㉑			
㉒			
㉓			
㉔			
㉕			
㉖			
㉗			
㉘			
㉙			
㉚			
㉛			
㉜			
㉝			
㉞			
㉟			
㊱			
㊲			
㊳			
㊴			
㊵			
㊶			
㊷			
㊸			
㊹			
㊺			
㊻			
㊼			
㊽			
㊾			
㊿			
Ⓐ			
Ⓑ			
Ⓒ			
Ⓓ			
Ⓔ			
Ⓕ			
Ⓖ			
Ⓗ			
Ⓙ			
Ⓚ			
Ⓛ			
Ⓜ			
Ⓨ			
Ⓩ			
ⓐ			
ⓑ			
ⓒ			
ⓓ			
ⓔ			
ⓕ			
ⓖ			
ⓗ			
ⓘ			
ⓙ			
ⓚ			
ⓛ			
ⓞ			
ⓟ			
ⓠ			
ⓡ			
ⓢ			
ⓣ			
ⓤ			
⓶			
⓷			
⓸			
⓹			
⓺			
⓻			
⓼			
⓽			
⓾			
⓿			
Ⓐ			
Ⓑ			
Ⓒ			
Ⓓ			
Ⓔ			
Ⓕ			
Ⓖ			
Ⓗ			
Ⓙ			
Ⓚ			
Ⓛ			
Ⓜ			
Ⓨ			
Ⓩ			
ⓐ			
ⓑ			
ⓒ			
ⓓ			
ⓔ			
ⓕ			
ⓖ			
ⓗ			
ⓘ			
ⓙ			
ⓚ			
ⓛ			
ⓞ			
ⓟ			
ⓠ			
ⓡ			
ⓢ			
ⓣ			
ⓤ			
⓶			
⓷			
⓸			
⓹			
⓺			
⓻			
⓼			
⓽			
⓾			
⓿			
Ⓐ			
Ⓑ			
Ⓒ			
Ⓓ			
Ⓔ			
Ⓕ			
Ⓖ			
Ⓗ			
Ⓙ			
Ⓚ			
Ⓛ			
Ⓜ			
Ⓨ			
Ⓩ			
ⓐ			
ⓑ			
ⓒ			
ⓓ			
ⓔ			
ⓕ			
ⓖ			
ⓗ			
ⓘ			
ⓙ			
ⓚ			
ⓛ			
ⓞ			
ⓟ			
ⓠ			
ⓡ			
ⓢ			
ⓣ			
ⓤ			
⓶			
⓷			
⓸			
⓹			
⓺			
⓻			
⓼			
⓽			
⓾			
⓿			
Ⓐ			
Ⓑ			
Ⓒ			
Ⓓ			
Ⓔ			
Ⓕ			
Ⓖ			
Ⓗ			
Ⓙ			
Ⓚ			
Ⓛ			
Ⓜ			
Ⓨ			
Ⓩ			
ⓐ			
ⓑ			
ⓒ			
ⓓ			
ⓔ			
ⓕ			
ⓖ			
ⓗ			
ⓘ			
ⓙ			
ⓚ			
ⓛ			
ⓞ			
ⓟ			
ⓠ			
ⓡ			
ⓢ			
ⓣ			
ⓤ			
⓶			
⓷			
⓸			
⓹			
⓺			
⓻			
⓼			
⓽			
⓾			
⓿			
Ⓐ			
Ⓑ			
Ⓒ			
Ⓓ			
Ⓔ			
Ⓕ			
Ⓖ			
Ⓗ			
Ⓙ			
Ⓚ			
Ⓛ			
Ⓜ			
Ⓨ			
Ⓩ			
ⓐ			
ⓑ			
ⓒ			
ⓓ			
ⓔ			
ⓕ			
ⓖ			
ⓗ			
ⓘ			
ⓙ			
ⓚ			
ⓛ			
ⓞ			
ⓟ			
ⓠ			
ⓡ			
ⓢ			
ⓣ			
ⓤ			
⓶			
⓷			
⓸			
⓹			
⓺			
⓻			
⓼			
⓽			
⓾			
⓿			
Ⓐ			
Ⓑ			
Ⓒ			
Ⓓ			
Ⓔ			
Ⓕ			
Ⓖ			
Ⓗ			
Ⓙ			
Ⓚ			
Ⓛ			
Ⓜ			
Ⓨ			
Ⓩ			
ⓐ			
ⓑ			
ⓒ			
ⓓ			
ⓔ			
ⓕ			
ⓖ			
ⓗ			
ⓘ			
ⓙ			
ⓚ			
ⓛ			
ⓞ			
ⓟ			
ⓠ			
ⓡ			
ⓢ			
ⓣ			
ⓤ			
⓶			
⓷			
⓸			
⓹			
⓺			
⓻			
⓼			
⓽			
⓾			
⓿			
Ⓐ			
Ⓑ			
Ⓒ			
Ⓓ			
Ⓔ			
Ⓕ			
Ⓖ			
Ⓗ			
Ⓙ			
Ⓚ			
Ⓛ			
Ⓜ			
Ⓨ			
Ⓩ			
ⓐ			
ⓑ			
ⓒ			
ⓓ			
ⓔ			
ⓕ			
ⓖ			
ⓗ			
ⓘ			
ⓙ			
ⓚ			
ⓛ			
ⓞ			
ⓟ			
ⓠ			
ⓡ			
ⓢ			
ⓣ			
ⓤ			
⓶			
⓷			
⓸			
⓹			
⓺			
⓻			
⓼			
⓽			
⓾			
⓿			
Ⓐ			
Ⓑ			
Ⓒ			
Ⓓ			
Ⓔ			
Ⓕ			
Ⓖ			
Ⓗ			
Ⓙ			
Ⓚ			
Ⓛ			
Ⓜ			
Ⓨ			
Ⓩ			
ⓐ			
ⓑ			
ⓒ			
ⓓ			
ⓔ			
ⓕ			
ⓖ			
ⓗ			
ⓘ			
ⓙ			
ⓚ			
ⓛ			
ⓞ			
ⓟ			
ⓠ			
ⓡ			
ⓢ			
ⓣ			
ⓤ			
⓶			
⓷			
⓸			
⓹			
⓺			
⓻			
⓼			
⓽			
⓾			
⓿			
Ⓐ			
Ⓑ			
Ⓒ			
Ⓓ			
Ⓔ			
Ⓕ			
Ⓖ			
Ⓗ			
Ⓙ			
Ⓚ			
Ⓛ			
Ⓜ			
Ⓨ			
Ⓩ			
ⓐ			
ⓑ			
ⓒ			
ⓓ			
ⓔ			
ⓕ			
ⓖ			
ⓗ			
ⓘ			
ⓙ			
ⓚ			
ⓛ			
ⓞ			
ⓟ			
ⓠ			
ⓡ			
ⓢ			
ⓣ			
ⓤ			
⓶			
⓷			
⓸			
⓹			
⓺			
⓻			
⓼			
⓽			
⓾			
⓿			
Ⓐ			
Ⓑ			
Ⓒ			
Ⓓ			
Ⓔ			
Ⓕ			
Ⓖ			
Ⓗ			
Ⓙ			
Ⓚ			
Ⓛ			
Ⓜ			
Ⓨ			
Ⓩ			
ⓐ			
ⓑ			
ⓒ			
ⓓ			
ⓔ			
ⓕ			
ⓖ			
ⓗ			
ⓘ			

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>
August 2012:	90.8%	88.0%	97.6%	87.2%
August 2011:	91.3%	88.7%	97.1%	88.5%
% Difference:	-0.5%	-0.7%	+0.5%	-1.3%

PES-KPI - Subway Car

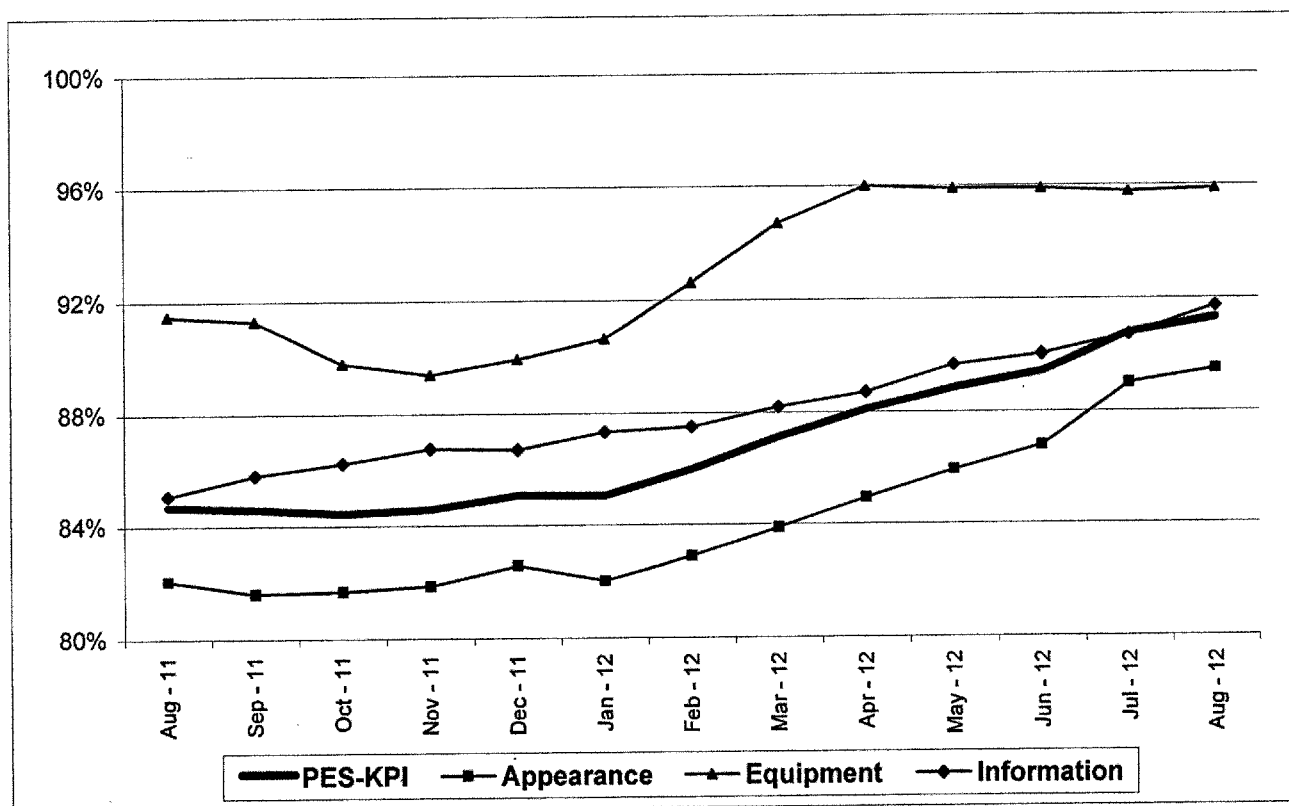
Line	August 2012				August 2011				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	92.7%	97.6%	97.0%	83.4%	94.1%	94.3%	97.5%	90.5%	-1.4%
②	97.0%	94.8%	97.9%	98.6%	94.4%	91.7%	96.7%	94.9%	+2.6%
③	92.0%	93.6%	97.7%	84.7%	95.0%	96.7%	92.6%	95.7%	-3.0%
④	97.3%	94.2%	98.9%	98.8%	96.7%	94.1%	97.0%	99.1%	+0.6%
⑤	96.2%	93.8%	97.0%	97.8%	95.8%	94.0%	96.1%	97.4%	+0.4%
⑥	96.9%	96.1%	95.6%	99.0%	94.2%	93.2%	91.7%	97.8%	+2.7%
⑦	94.7%	96.1%	96.7%	91.4%	93.4%	95.7%	94.3%	90.2%	+1.3%
⑤ 42nd	93.1%	99.1%	97.4%	82.8%	94.6%	99.3%	94.4%	89.9%	-1.5%
IRT	95.2%	95.4%	97.1%	93.1%	94.6%	94.2%	95.1%	94.4%	+0.6%
⑧	92.7%	88.1%	98.3%	92.0%	92.8%	92.9%	93.6%	91.8%	-0.1%
⑧ J/Z	95.1%	90.1%	97.0%	98.4%	95.6%	93.9%	96.2%	96.7%	-0.5%
⑧ L	96.3%	92.9%	96.8%	99.2%	98.0%	95.9%	99.8%	98.5%	-1.7%
⑧ M	96.6%	93.5%	98.3%	98.0%	97.6%	94.3%	99.7%	99.0%	-1.0%
⑧ N	95.6%	91.3%	96.7%	99.0%	97.0%	93.9%	98.7%	98.5%	-1.4%
⑧ Q	96.9%	92.0%	99.4%	99.4%	96.8%	96.8%	93.8%	99.7%	+0.1%
⑧ Fkln	91.2%	89.5%	94.7%	89.6%	91.8%	92.4%	90.3%	92.5%	-0.6%
⑧ R	93.9%	91.9%	99.2%	90.6%	93.7%	95.0%	95.3%	90.6%	+0.2%
BMT	95.2%	91.4%	97.8%	96.5%	95.9%	94.7%	96.8%	96.3%	-0.7%
⑨ A	94.5%	93.3%	98.0%	92.1%	94.1%	92.0%	97.1%	93.1%	+0.4%
⑨ C	91.3%	86.5%	97.5%	90.3%	92.3%	91.6%	95.1%	90.4%	-1.0%
⑨ D	93.6%	90.3%	98.0%	92.7%	93.2%	91.8%	96.4%	91.6%	+0.4%
⑨ E	97.0%	95.4%	97.2%	98.3%	96.9%	94.1%	97.4%	99.1%	+0.1%
⑨ F	95.9%	92.6%	97.0%	98.1%	97.2%	94.1%	98.2%	99.3%	-1.3%
⑨ G	96.4%	96.9%	98.7%	93.4%	94.6%	94.4%	96.5%	92.8%	+1.8%
IND	94.8%	92.4%	97.7%	94.3%	94.8%	93.1%	96.9%	94.5%	+0.0%
Systemwide	95.1%	93.2%	97.5%	94.6%	95.1%	94.0%	96.2%	95.1%	+0.0%

Chart 16

PES-KPI - Station

<u>Borough</u>	August 2012				August 2011				% Difference
	<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	85.8%	81.4%	97.6%	79.4%	83.3%	79.2%	97.4%	74.3%	+2.5%
Manhattan	86.7%	81.9%	97.3%	82.0%	87.7%	81.6%	98.1%	84.8%	-1.0%
Brooklyn	85.4%	83.7%	97.6%	75.6%	87.8%	85.5%	98.3%	80.4%	-2.4%
Queens	89.1%	86.9%	98.7%	82.4%	90.1%	88.4%	98.2%	84.4%	-1.0%
Systemwide	86.6%	83.3%	97.7%	79.6%	87.5%	83.8%	98.0%	81.6%	-0.9%

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.

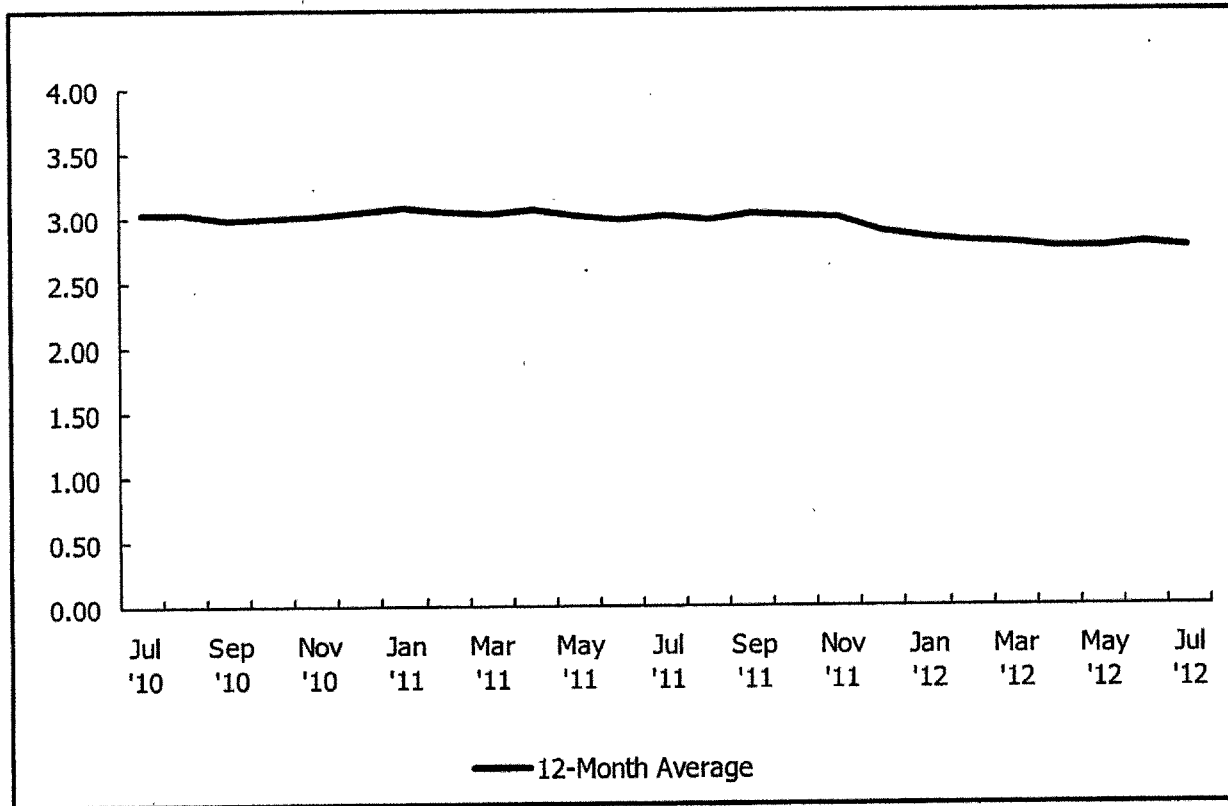
Information: includes the ratings for Maps, Employees in Proper Uniforms and Subway Car Announcements and Signage.

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>
August 2012:	91.3%	89.5%	95.9%	91.7%
August 2011:	84.7%	82.0%	91.5%	85.1%
% Difference:	+6.6%	+7.5%	+4.4%	+6.6%

Subway Customer Accidents/Million Customers



Definition

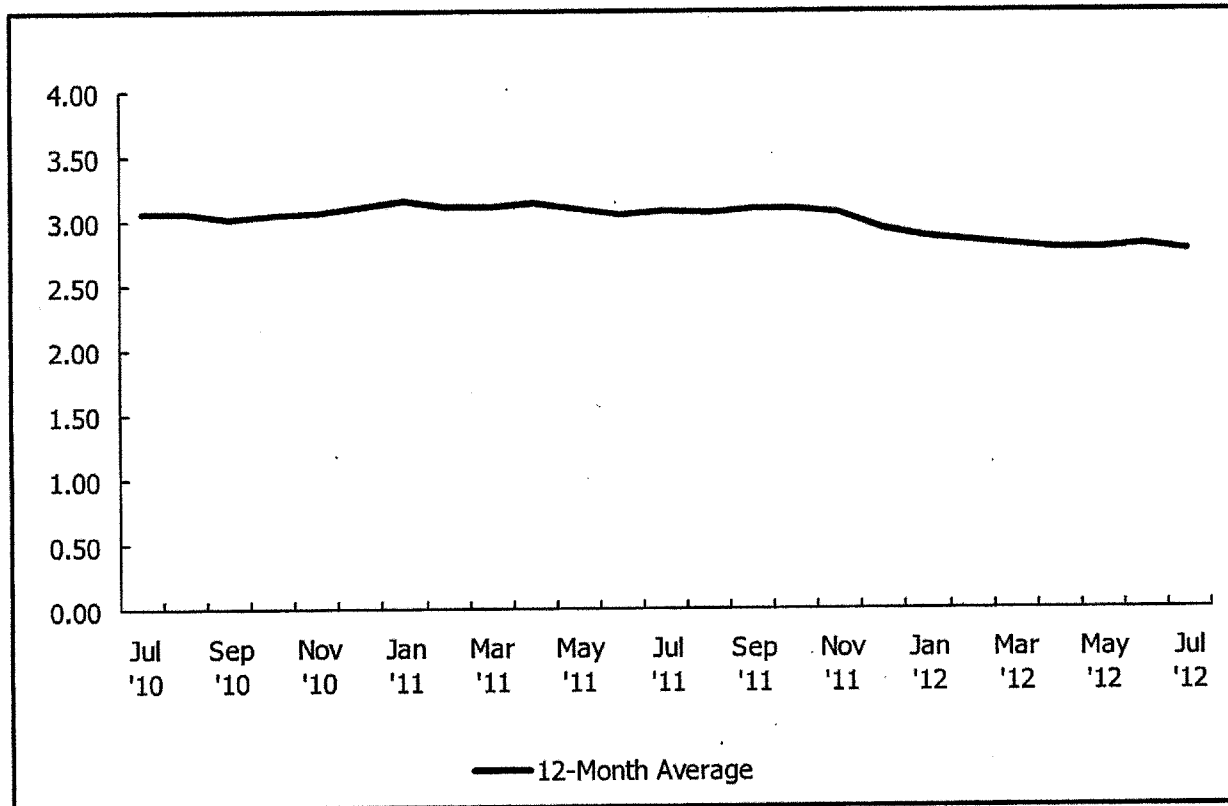
Any claimed accident to a subway customer within/on transit property. Does not include crime/assault statistics.

Monthly Results	12-Month Average	Annual Results
Jul 2012: 2.44	Aug 11 - Jul 12: 2.76	2012 YTD: 2.73
Jul 2011: 2.93	Aug 10 - Jul 11: 3.01	2011 Actual: 2.89
Jul 2010: 2.56	Aug 09 - Jul 10: 3.03	2010 Actual: 3.05

Discussion of Results: Overall accident rate decreased 8.3% in the 12-month period ending July '12 vs. the 12-month period ending July '11. Comparing July '12 to July '11, the monthly accident rate decreased by 16.7% 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

Jul 2012: 2.49

Jul 2011: 3.02

Jul 2010: 2.64

12-Month Average

Aug 11 - Jul 12: 2.77

Aug 10 - Jul 11: 3.08

Aug 09 - Jul 10: 3.06

Annual Results

2012 YTD: 2.72

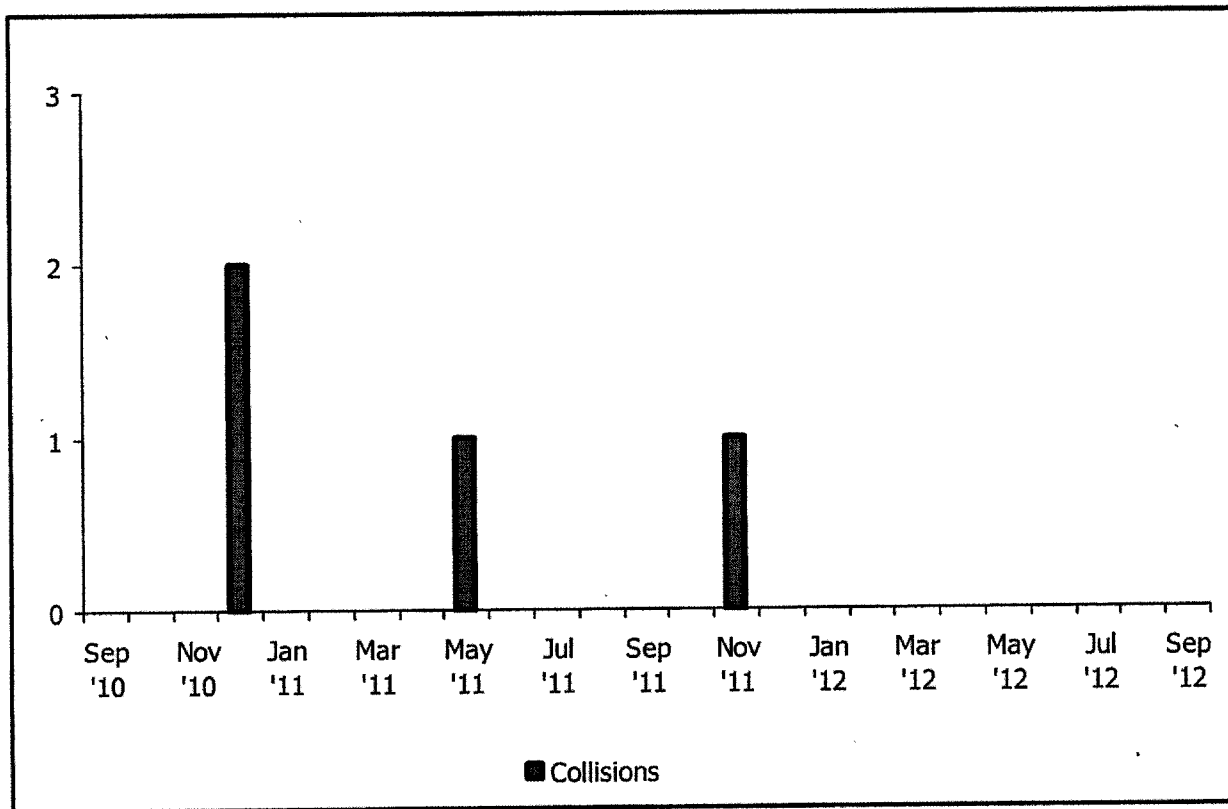
2011 Actual: 2.94

2010 Actual: 3.11

Discussion of Results: Overall injury rate is down 10.1% in the 12-month period ending July '12 vs. the 12-month period ending July '11. Comparing July '12 to July '11, the monthly injury rate decreased by 17.5% when comparing month over month.

Chart 20

Subway Collisions



Definition

An accident involving undesired/unplanned contact between single cars; two or more passenger trains (light and/or in revenue service); between a light/revenue train and a work train; between two work trains; between rolling stock and bumper blocks/tie bumpers; etc.

Monthly Results

Sep 2012: 0

Sep 2011: 0

Sep 2010: 0

12-Month Total

Oct 11 - Sep 12: 1

Oct 10 - Sep 11: 3

Oct 09 - Sep 10: 1

Annual Results

2012 YTD: 0

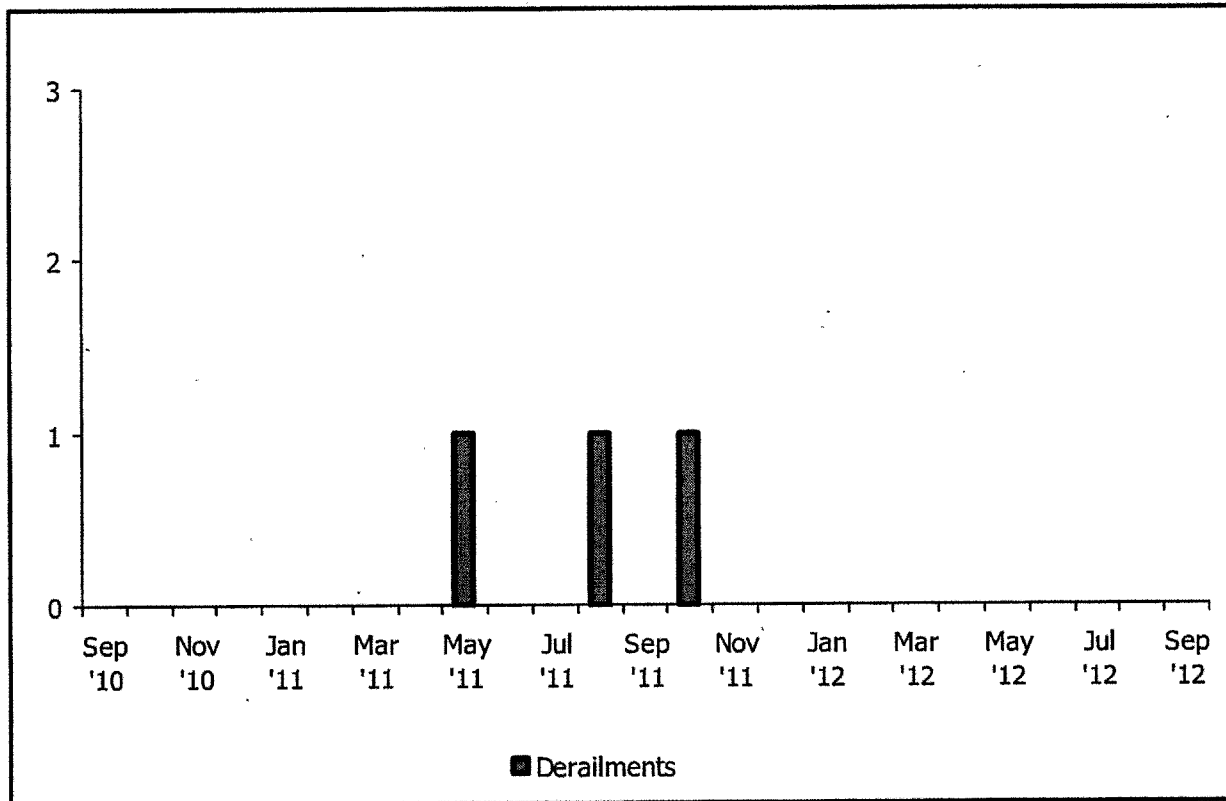
2011 Actual: 2

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

Sep 2012: 0

Sep 2011: 0

Sep 2010: 0

12-Month Total

Oct 11 - Sep 12: 1

Oct 10 - Sep 11: 2

Oct 09 - Sep 10: 2

Annual Results

2012 YTD: 0

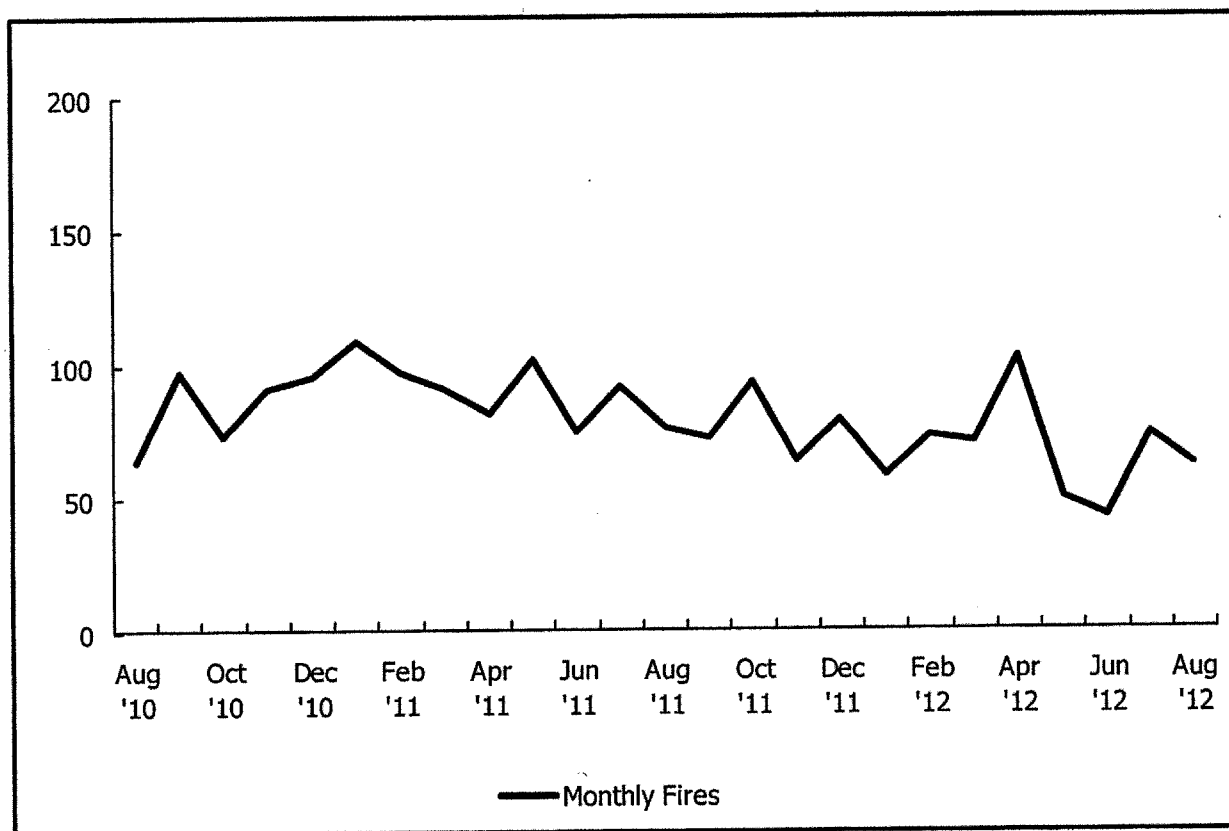
2011 Actual: 3

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

Aug 2012: 62
Aug 2011: 76
Aug 2010: 64

12-Month Total

Sep 11 - Aug 12: 842
Sep 10 - Aug 11: 1,081
Sep 09 - Aug 10: 1,098

Annual Results

2012 YTD: 534
2011 Actual: 1,032
2010 Actual: 1,097

Discussion of Results:

Fires for the month of August 2012 were 62 and 76 for fires in August 2011. Fires were down 22.1% for the 12-Month Total through August 2012 vs. August 2011. 98.4% (61) of all the fires in the month of August 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:

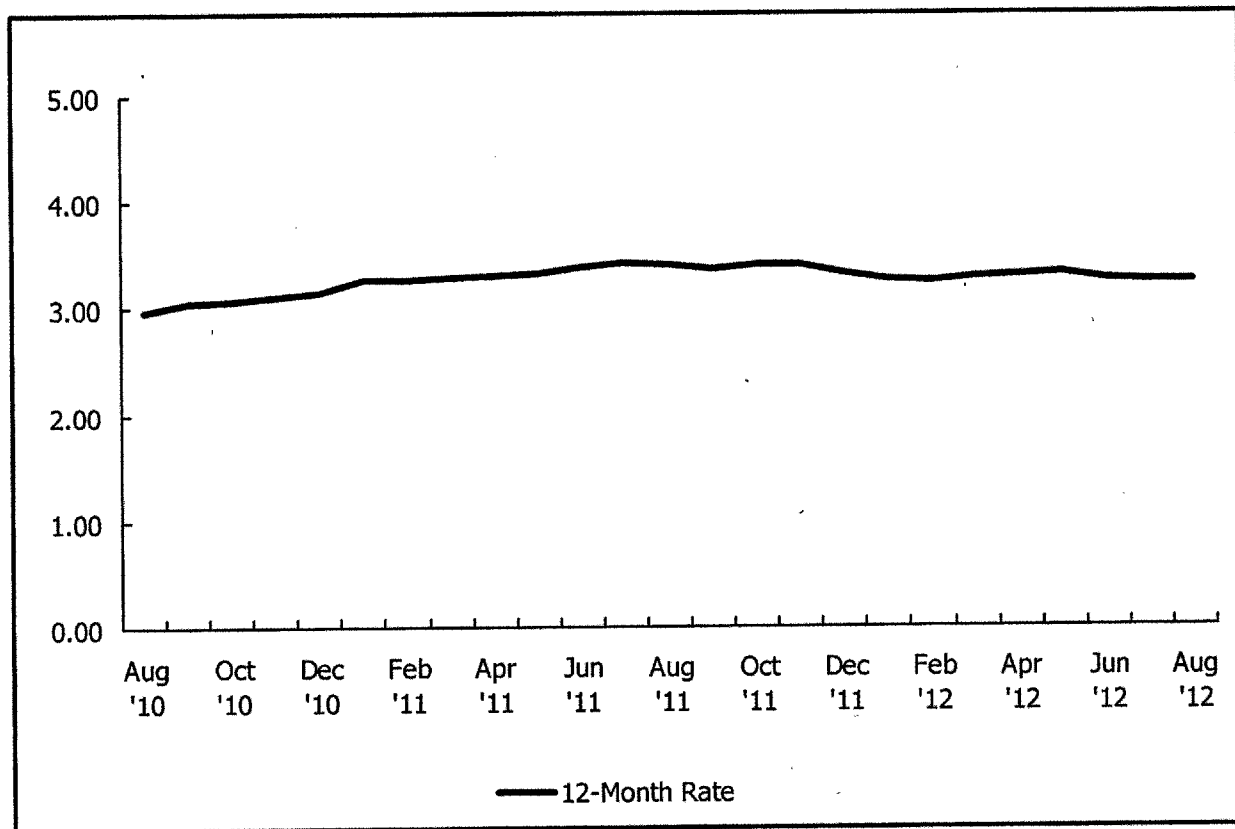
Low:	71.0%	Train:	18
Average:	27.4%	Right-of-way:	32
Above Average:	1.6%	Station:	11
High:	0.0%	Other:	1
		Total:	62

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

Train:		Right-of-Way:		Station:	
Blower Motor:	2	Debris:	21	Debris:	7
Brake Shoes:	2	Tie:	6	Electrical:	3
Contact Shoes:	2				
Debris:	2				
Gear Case:	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
Aug 2012: 3.30	Sep 11 – Aug 12: 3.24	2012 Goal: 3.15
Aug 2011: 3.41	Sep 10 – Aug 11: 3.40	2011 Actual 3.32
Aug 2010: 3.49	Sep 09 – Aug 10: 2.97	2010 Actual: 3.15

Discussion of Results: Overall accident rate decreased by 4.7% in the 12-month period ending Aug '12 vs. the 12-month period ending Aug '11. Comparing Aug '12 to Aug '11, the monthly accident rate decreased by 3.2%.

Chart 25



Police Department
City of New York

REPORT

CRIME STATISTICS SEPTEMBER

	2012	2011	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	1	1	0	0.0%
ROBBERY	58	71	-13	-18.3%
FELASSAULT	19	21	-2	-9.5%
BURGLARY	1	1	0	0.0%
GRLARCENY	128	112	16	14.3%
<u>TOTAL MAJOR FELONIES</u>	<u>207</u>	<u>207</u>	<u>0</u>	<u>0.0%</u>

During September the daily Robbery average decreased from 2.4 to 1.9

During September the daily Major Felony average remained the same at 6.9

CRIME STATISTICS JANUARY THRU SEPTEMBER

	2012	2011	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	8	3	5	166.7%
ROBBERY	626	570	56	9.8%
FELASSAULT	146	149	-3	-2.0%
BURGLARY	19	7	12	171.4%
GRLARCENY	1225	1126	99	8.8%
<u>TOTAL MAJOR FELONIES</u>	<u>2024</u>	<u>1856</u>	<u>168</u>	<u>9.1%</u>

Year to date, the daily Robbery average increased from 2.1 to 2.3

Year to date, the daily Major Felony average increased from 6.8 to 7.4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

REPORT

SEPTEMBER ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	3736	3296	440	13.3%
TosArrest	2020	1622	398	24.5%
Summ	7085	6405	680	10.6%

JANUARY - SEPTEMBER ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	37912	36011	1901	5.3%
TosArrest	20180	16779	3401	20.3%
Summ	71998	70961	1037	1.5%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY- SEPTEMBER															
	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	4	2	1	1	1	0
Rape	1	10	0	4	1	0	2	2	3	3	1	2	1	0	3	8
Robbery	1206	1101	985	783	723	720	692	614	699	727	582	560	524	525	570	626
Assault	257	277	251	207	164	173	163	162	137	139	154	131	118	148	149	146
Burglary	21	10	5	5	29	11	3	5	1	5	2	5	1	2	7	19
GL	1921	1523	1367	1430	1295	1235	967	1057	1024	1103	942	976	850	892	1126	1225
TOTAL MAJOR FELONIES	3408	2922	2612	2430	2213	2139	1828	1842	1867	1979	1685	1676	1495	1568	1856	2024
Major Fel Per Day	12.48	10.70	9.57	8.90	8.11	7.84	6.70	6.75	6.84	7.25	6.17	6.14	5.48	5.74	6.80	7.41

3.34

SEPTEMBER OPERATIONS PERFORMANCE SUMMARY

Monthly Operations Report

Statistical results for the month of September 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: September 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Weekday Wait Assessment (charts 1-2)				79.5%	78.8%	+0.7%
IRT Weekday Wait Assessment - ATS-A lines (1 thru 6 lines)	77.5%	74.5%	+3.0%			
IRT Weekday Wait Assessment - (All Lines)				77.5%	74.7%	+2.8%
BMT Weekday Wait Assessment	82.2%	79.1%	+3.1%	81.4%	81.4%	0.0%
IND Weekday Wait Assessment	83.7%	76.6%	+7.1%	79.3%	79.8%	-0.5%
System Weekend Wait Assessment (charts 3)				84.1%	83.4%	+0.7%
IRT Weekend Wait Assessment - ATS-A lines (1 thru 6 lines)	83.9%	+85.4%	-1.5%			
IRT Weekend Wait Assessment - (All Lines)				83.4%	84.4%	-1.0%
BMT Weekend Wait Assessment	89.0%	+88.9%	+0.1%	86.1%	86.7%	-0.6%
IND Weekend Wait Assessment	82.7%	+77.8%	+4.9%	83.0%	78.9%	+4.1%
System Weekday Terminal On-Time Performance (charts 4-5)	83.6%	83.9%	-0.3%	84.1%	N/A	N/A
IRT Weekday Terminal On-Time Performance	76.6%	79.3%	-2.7%	77.6%	N/A	N/A
BMT Weekday Terminal On-Time Performance	89.9%	89.6%	+0.3%	90.6%	N/A	N/A
IND Weekday Terminal On-Time Performance	87.0%	84.5%	+2.5%	86.7%	N/A	N/A
System Number of Terminal Delays (chart 6)	22,056	23,623	-6.6%	23,442	N/A	N/A
System Weekend Terminal On-Time Performance (Chart 7-8)	86.8%	89.8%	-3.0%	87.9%	N/A	N/A
IRT Weekend Terminal On-Time Performance	79.0%	84.9%	-5.9%	82.2%	N/A	N/A
BMT Weekend Terminal On-Time Performance	94.9%	93.8%	+1.1%	93.7%	N/A	N/A
IND Weekend Terminal On-Time Performance	88.0%	91.7%	-3.7%	89.3%	N/A	N/A
System Number of Weekend Terminal Delays (chart 9)	7,368	4,625	+59.3%	5,636	N/A	N/A
Mean Distance Between Failures (charts 10-12)	153,417	154,500	-0.7%	166,392	172,217	-3.4%
IRT Mean Distance Between Failures	141,993	166,579	-14.8%	151,907	165,323	-8.1%
BMT Mean Distance Between Failures	170,041	173,137	-1.8%	216,850	220,996	-1.9%
IND Mean Distance Between Failures	157,725	130,822	+20.6%	157,139	154,237	+1.9%
System Weekday Service-KPI (charts 13-14)	82.6%	82.6%	0.0%			
IRT Weekday Service-KPI	78.5%	78.8%	-0.3%			
BMT Weekday Service-KPI	85.8%	85.7%	+0.1%			
IND Weekday Service-KPI	83.0%	82.6%	+0.4%			
System Weekday PES-KPI (charts 15-17)	90.9%	91.2%	-0.3%			
Staten Island Railway						
24 Hour On-Time Performance	92.0%	94.1%	-2.2%	95.0%	95.0%	0.0%
AM Rush On-Time Performance	99.4%	99.2%	+0.2%	97.7%	96.0%	+1.8%
PM Rush On-Time Performance	94.0%	92.3%	+1.8%	98.0%	98.2%	-0.2%
Percentage of Completed Trips	98.9%	99.5%	-0.6%	99.3%	98.7%	+0.6%
Mean Distance Between Failures	64,961	104,533	-37.9%	94,553	238,486	-60.4%
Staten Island Railway PES-KPI (charts 18)	91.7%	84.6%	+7.1%			

Safety

Indicator	Current Month: September 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents/Million Customers (chart 19) ¹						
Subway Customer Injuries/Million Customers (chart 20) ¹						
Subway Collisions (chart 21) ^{2,4}						
Subway Derailments (chart 22) ^{2,4}						
Subway Fires (charts 23-24) ²						
Employee On-Duty Lost-Time Accidents (chart 25)						

Crime

Indicator	Current Month: October 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies (Attachments 26-28) ^{3,4}	216	220	-1.8%	2,245	2,076	+8.1%
Robberies ^{3,4}	50	73	-31.5%	677	643	+5.3%

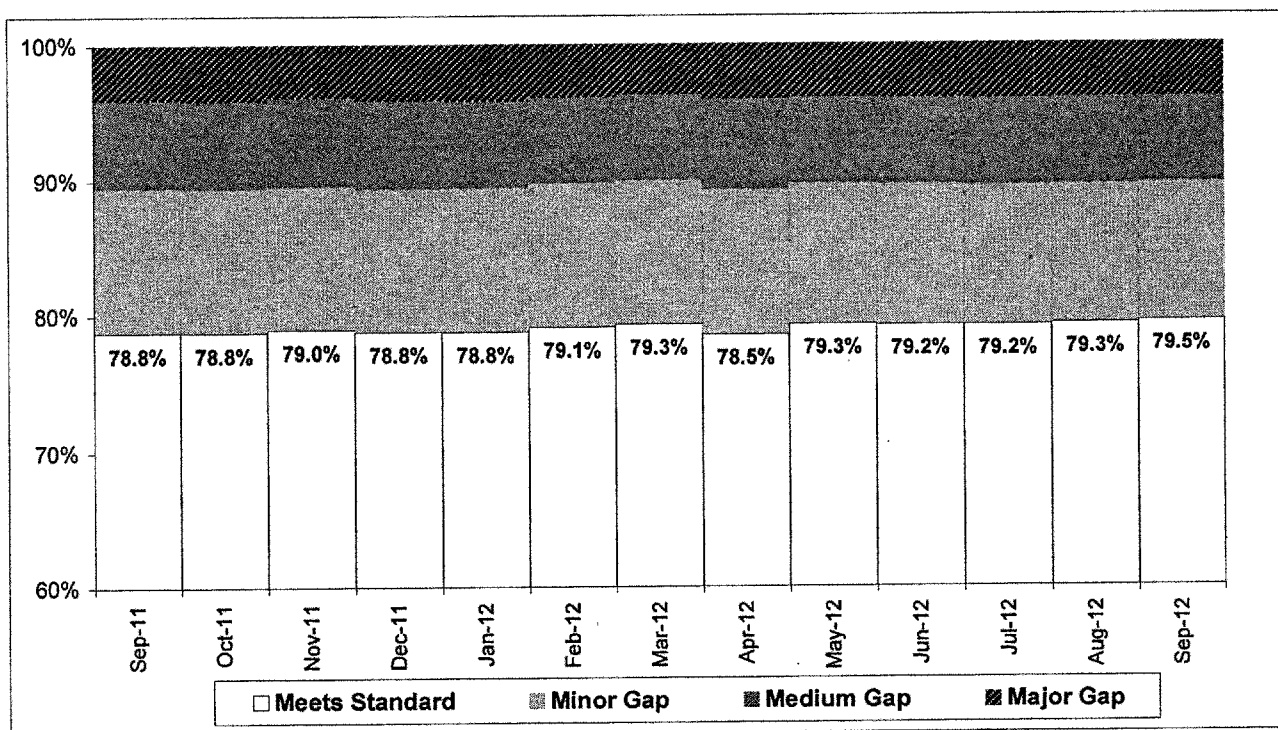
¹ Current month data are for August 2012.

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 October 2012.

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

Systemwide <u>12-Month Average</u>					Annual Results <u>(Meets Standard)</u>
	<u>Meets Standard</u>	GAP			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Oct '11-Sept '12	79.5%	10.3%	6.4%	3.9%	2012 GOAL: 79.2%
Oct '10-Sept '11	78.8%	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)**

Oct '11-Sept '12					Oct '10-Sept '11				
Line	Meets Standard	Headways*			Meets Standard	Meets Minor	Headways*		Standard Difference
		Minor	Medium	Major			Minor	Medium	
1	85.4%	6.9%	4.4%	3.3%	77.6%	10.2%	7.0%	5.2%	+7.8%
2	73.4%	10.5%	8.9%	7.1%	71.3%	10.9%	9.3%	8.5%	+2.1%
3	76.8%	10.3%	7.5%	5.4%	75.6%	10.8%	7.2%	6.3%	+1.2%
4	74.6%	9.8%	7.4%	8.2%	72.7%	10.8%	8.9%	7.6%	+1.9%
5	72.7%	10.7%	7.5%	9.1%	71.1%	10.7%	8.4%	9.7%	+1.6%
6	81.8%	8.0%	5.3%	5.0%	78.9%	10.0%	6.7%	4.4%	+2.9%
7	77.4%	12.5%	7.4%	2.7%	76.0%	12.4%	7.9%	3.7%	+1.4%
S 42nd	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	
IRT	77.5%	9.8%	6.9%	5.8%	74.7%	10.8%	7.9%	6.5%	+2.8%
B	79.4%	11.7%	6.5%	2.5%	78.8%	12.1%	5.8%	3.3%	+0.6%
JZ	82.0%	9.5%	6.4%	2.1%	83.1%	10.1%	5.0%	1.8%	-1.1%
L	80.0%	11.9%	6.2%	1.9%	80.1%	12.1%	5.9%	2.0%	-0.1%
M	77.7%	12.5%	7.4%	2.3%	79.2%	12.3%	6.4%	2.1%	-1.5%
N	79.4%	11.8%	6.2%	2.6%	76.8%	12.3%	7.7%	3.2%	+2.6%
Q	79.3%	11.6%	6.2%	2.9%	78.6%	11.3%	6.5%	3.5%	+0.7%
S Fkln	96.1%	3.0%	0.9%	0.0%	96.8%	2.4%	0.6%	0.2%	-0.7%
R	77.0%	11.2%	8.0%	3.8%	78.0%	10.9%	7.5%	3.6%	-1.0%
BMT	81.4%	10.4%	6.0%	2.3%	81.4%	10.4%	5.7%	2.5%	+0.0%
A	73.3%	10.5%	8.6%	7.6%	73.6%	10.8%	8.9%	6.8%	-0.3%
S Rock	93.3%	5.1%	0.9%	0.7%	93.5%	5.3%	1.1%	0.1%	-0.2%
C	78.8%	12.0%	6.0%	3.2%	81.4%	11.0%	5.7%	1.9%	-2.6%
D	78.4%	12.2%	6.4%	3.0%	79.5%	11.7%	6.1%	2.8%	-1.1%
E	74.2%	11.8%	8.8%	5.1%	73.9%	12.2%	8.4%	5.4%	+0.3%
F	73.2%	11.1%	9.4%	6.3%	74.8%	12.3%	8.5%	4.4%	-1.6%
G	83.6%	11.4%	3.6%	1.4%	82.3%	11.7%	4.5%	1.5%	+1.3%
IND	79.3%	10.6%	6.3%	3.9%	79.8%	10.7%	6.2%	3.3%	-0.5%
Systemwide	79.5%	10.3%	6.4%	3.9%	78.8%	10.7%	6.5%	4.0%	+0.7%

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)**

Oct '11-Sept '12					Oct '10-Sept '11				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
1	87.8%	7.3%	2.3%	2.7%	88.6%	7.6%	2.7%	1.1%	-0.8%
2	80.7%	9.3%	5.6%	4.3%	84.7%	9.4%	4.3%	1.5%	-4.0%
3	80.7%	7.0%	3.1%	9.2%	88.8%	8.0%	2.3%	0.9%	-8.1%
4	76.8%	9.1%	5.9%	8.1%	80.6%	10.4%	5.9%	3.1%	-3.8%
5	91.7%	5.2%	1.5%	1.7%	87.8%	8.2%	2.8%	1.2%	+3.9%
6	85.4%	7.5%	3.5%	3.6%	81.7%	10.3%	5.5%	2.5%	+3.7%
7	80.3%	12.7%	5.7%	1.3%	79.0%	12.7%	5.2%	3.0%	+1.3%
S 42nd	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A
IRT	83.4%	8.3%	3.9%	4.4%	84.4%	9.5%	4.1%	1.9%	-1.0%
JZ	86.9%	8.6%	3.3%	1.2%	90.5%	7.2%	2.3%	0.0%	-3.6%
L	85.2%	9.8%	3.5%	1.4%	86.1%	10.6%	2.3%	1.0%	-0.9%
N	84.7%	9.4%	4.5%	1.3%	80.4%	11.1%	5.0%	3.5%	+4.3%
Q	85.3%	10.8%	3.5%	0.5%	83.4%	10.6%	4.9%	1.0%	+1.9%
S Fkln	95.4%	3.8%	0.6%	0.2%	99.2%	0.8%	0.0%	0.0%	-3.8%
R	79.3%	14.8%	4.6%	1.3%	80.8%	12.5%	4.1%	2.6%	-1.5%
BMT	86.1%	9.5%	3.3%	1.0%	86.7%	8.8%	3.1%	1.4%	-0.6%
A	76.2%	12.0%	8.5%	3.4%	79.7%	8.6%	9.2%	2.5%	-3.5%
C	83.4%	10.0%	5.9%	0.7%	76.3%	12.5%	8.8%	2.4%	+7.1%
D	81.8%	11.4%	5.6%	1.3%	78.7%	12.8%	6.2%	2.2%	+3.1%
E	86.1%	7.9%	3.0%	3.0%	75.9%	14.1%	4.9%	5.1%	+10.2%
F	81.9%	11.4%	5.4%	1.3%	76.5%	13.3%	8.4%	1.8%	+5.4%
G	88.4%	9.1%	1.7%	0.8%	86.2%	11.5%	2.1%	0.2%	+2.2%
IND	83.0%	10.3%	5.0%	1.7%	78.9%	12.1%	6.6%	2.4%	+4.1%
Systemwide	84.1%	9.3%	4.1%	2.5%	83.4%	10.1%	4.6%	1.9%	+0.7%

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

*** Headway Definitions:**

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

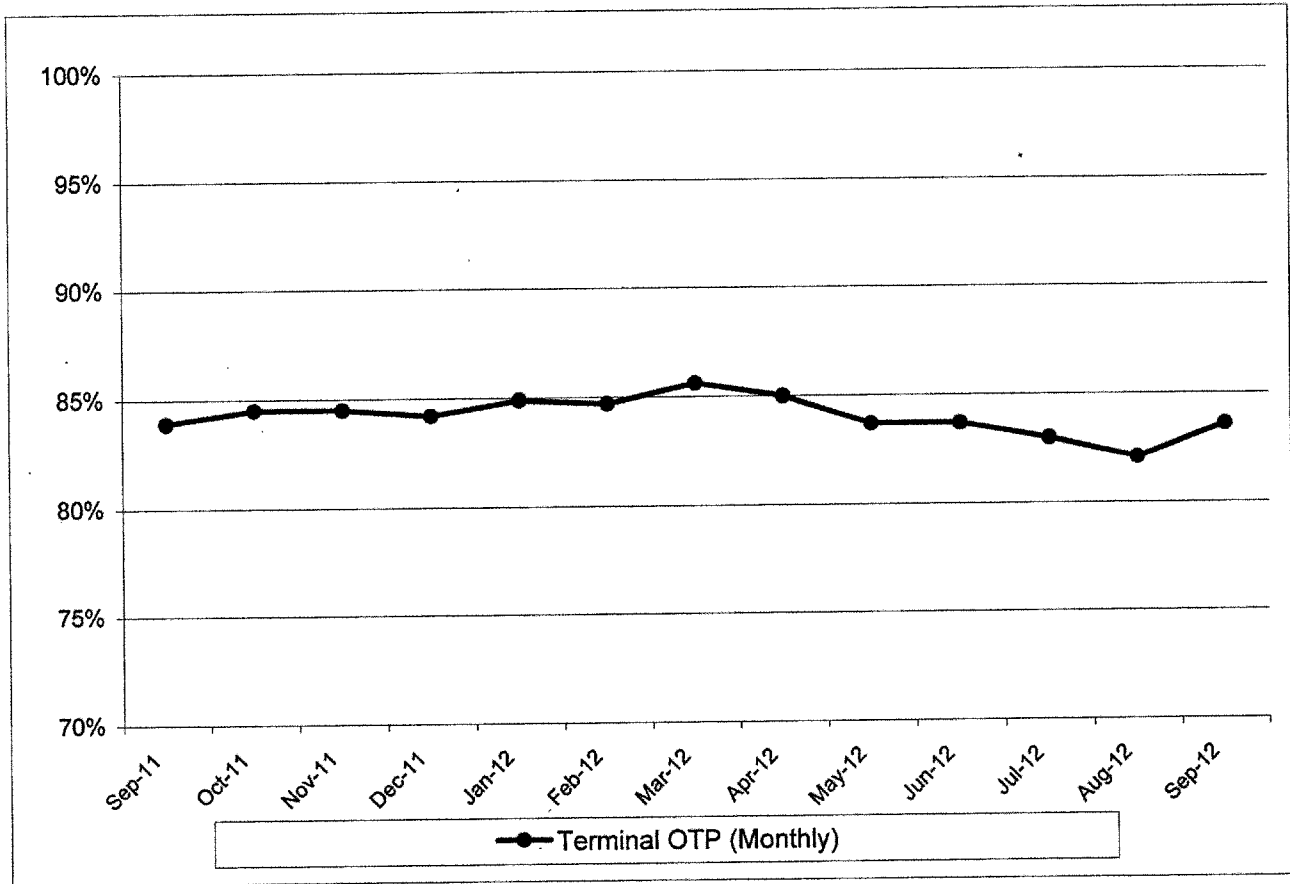
Minor Gap: from 25% to 50% over scheduled headway

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

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

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

Weekday Terminal On-Time Performance (24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide **Monthly Results**

Sep 2012: 83.6%
Sep 2011: 83.9%
12-Mon Avg: 84.1%
(Oct '11-Sep '12)

IRT **Monthly Results**

Sep 2012: 76.6%
Sep 2011: 79.3%
12-Mon Avg: 77.6%
(Oct '11-Sep '12)

BMT **Monthly Results**

Sep 2012: 89.9%
Sep 2011: 89.6%
12-Mon Avg: 90.6%
(Oct '11-Sep '12)

IND **Monthly Results**

Sep 2012: 87.0%
Sep 2011: 84.5%
12-Mon Avg: 86.7%
(Oct '11-Sep '12)

Discussion of Results

In September 2012, Right Of Way (4,844 delays), Track Gangs (4,729 delays), and Over Crowding (3,805 delays) were the highest categories of delays, representing 60.7% of the total (22,056) delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Sep '12</u>	<u>Sep '11</u>	<u>% Difference</u>
1	86.6%	85.8%	+0.8%
2	57.0%	67.2%	-10.2%
3	68.3%	74.9%	-6.6%
4	63.7%	70.0%	-6.3%
5	69.1%	68.8%	+0.3%
6	80.5%	84.3%	-3.8%
7	92.2%	89.8%	+2.4%
S 42 St	N/A*	N/A*	
IRT	76.6%	79.3%	-2.7%
B	89.6%	81.9%	+7.7%
J Z	90.8%	97.6%	-6.8%
L	96.1%	96.1%	0.0%
M	88.6%	86.9%	+1.7%
N	84.2%	81.5%	+2.7%
Q	86.3%	87.4%	-1.1%
S Fkln	99.7%	98.8%	+0.9%
R	85.0%	84.7%	+0.3%
BMT	89.9%	89.6%	+0.3%
A	85.0%	80.1%	+4.9%
S Rock	96.0%	94.1%	+1.9%
C	89.1%	86.3%	+2.8%
D	89.5%	86.1%	+3.4%
E	82.8%	84.6%	-1.8%
F	85.0%	74.6%	+10.4%
G	91.4%	97.0%	-5.6%
IND	87.0%	84.5%	+2.5%
Systemwide	83.6%	83.9%	-0.3%

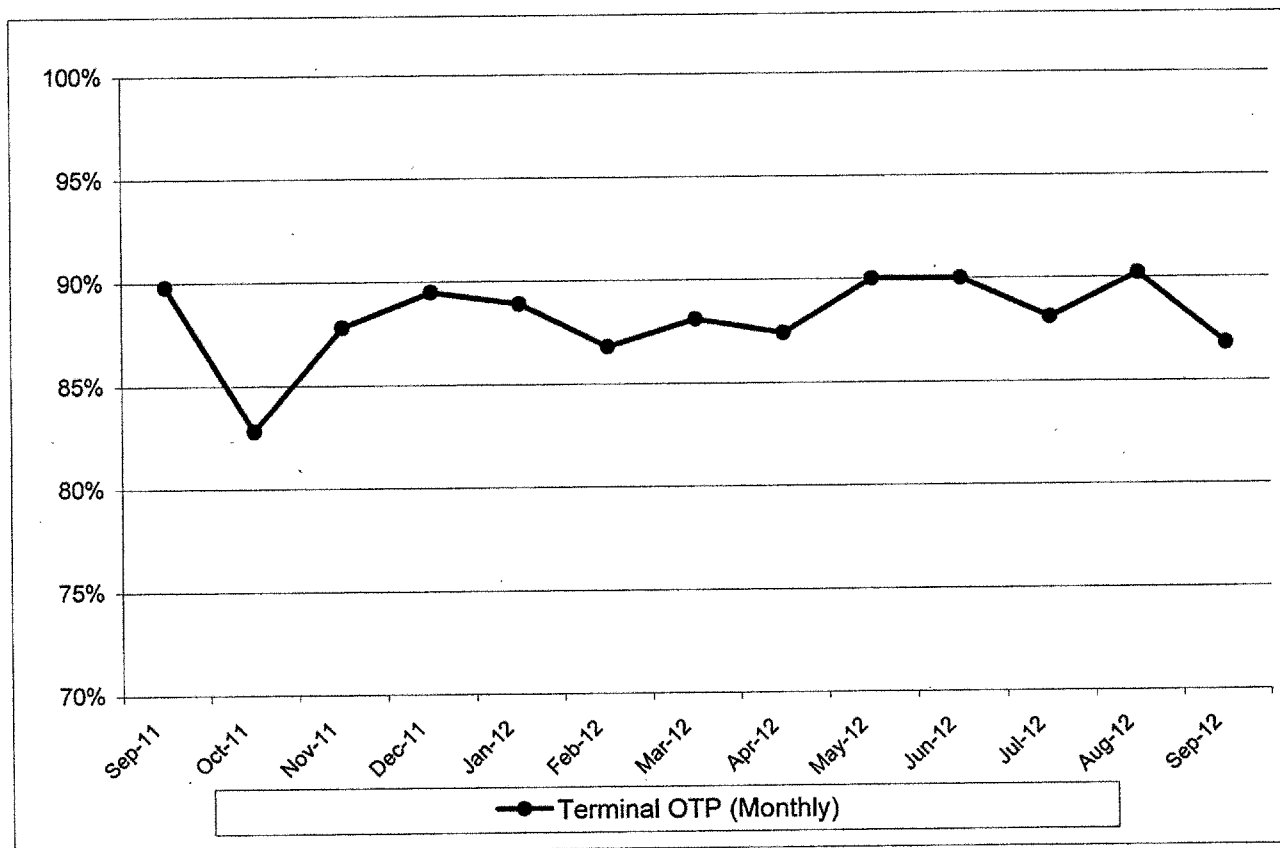
* Performance data unavailable pending ATS system software upgrade.

Weekday Terminal Delays **Systemwide Summary** **September 2012**

<u>Categories</u>	<u>Delays</u>
ROW Delays	4,844
Track Gangs	4,729
Over Crowding	3,805
Sick Customer	1,902
Car Equipment	1,475
Police	1,335
Work Equipment/G.O.	1,105
Unruly Customer	945
Fire	824
Infrastructure	360
Employee	303
Operational Diversions	202
External	142
Inclement Weather	85
Collision/Derailment	1
Total Delays	22,056

* Total may differ slightly due to rounding.

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide Monthly Results

Sep 2012: 86.8%
Sep 2011: 89.8%
12-Mon Avg: 87.9%
(Oct '11-Sep '12)

IRT Monthly Results

Sep 2012: 79.0%
Sep 2011: 84.9%
12-Mon Avg: 82.2%
(Oct '11-Sep '12)

BMT Monthly Results

Sep 2012: 94.9%
Sep 2011: 93.8%
12-Mon Avg: 93.7%
(Oct '11-Sep '12)

IND Monthly Results

Sep 2012: 88.0%
Sep 2011: 91.7%
12-Mon Avg: 89.3%
(Oct '11-Sep '12)

Discussion of Results

In September 2012, Track Gangs (2,082 delays), Right Of Way (1,295 delays), and Work Equipment/G.O. (1,122 delays) were the highest categories of delays, representing 61.1% of the total (7,368) delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Sep '12</u>	<u>Sep '11</u>	<u>% Difference</u>
1	84.6%	90.4%	-5.8%
2	58.2%	75.8%	-17.6%
3	76.8%	83.8%	-7.0%
4	63.5%	77.3%	-13.8%
5	95.6%	80.5%	+15.1%
6	78.7%	86.1%	-7.4%
7	89.2%	93.7%	-4.5%
S 42 St	N/A*	N/A*	
IRT	79.0%	84.9%	-5.9%
J Z	98.4%	98.1%	+0.3%
L	97.8%	97.7%	+0.1%
M	99.1%	98.8%	+0.3%
N	88.7%	75.5%	+13.2%
Q	94.1%	94.7%	-0.6%
S FkIn	99.3%	99.5%	-0.2%
R	89.9%	94.3%	-4.4%
BMT	94.9%	93.8%	+1.1%
A	75.0%	89.1%	-14.1%
S Rock	96.0%	98.4%	-2.4%
C	85.0%	89.7%	-4.7%
D	93.1%	89.2%	+3.9%
E	90.7%	94.7%	-4.0%
F	82.1%	89.0%	-6.9%
G	98.7%	96.7%	+2.0%
IND	88.0%	91.7%	-3.7%
Systemwide	86.8%	89.8%	-3.0%

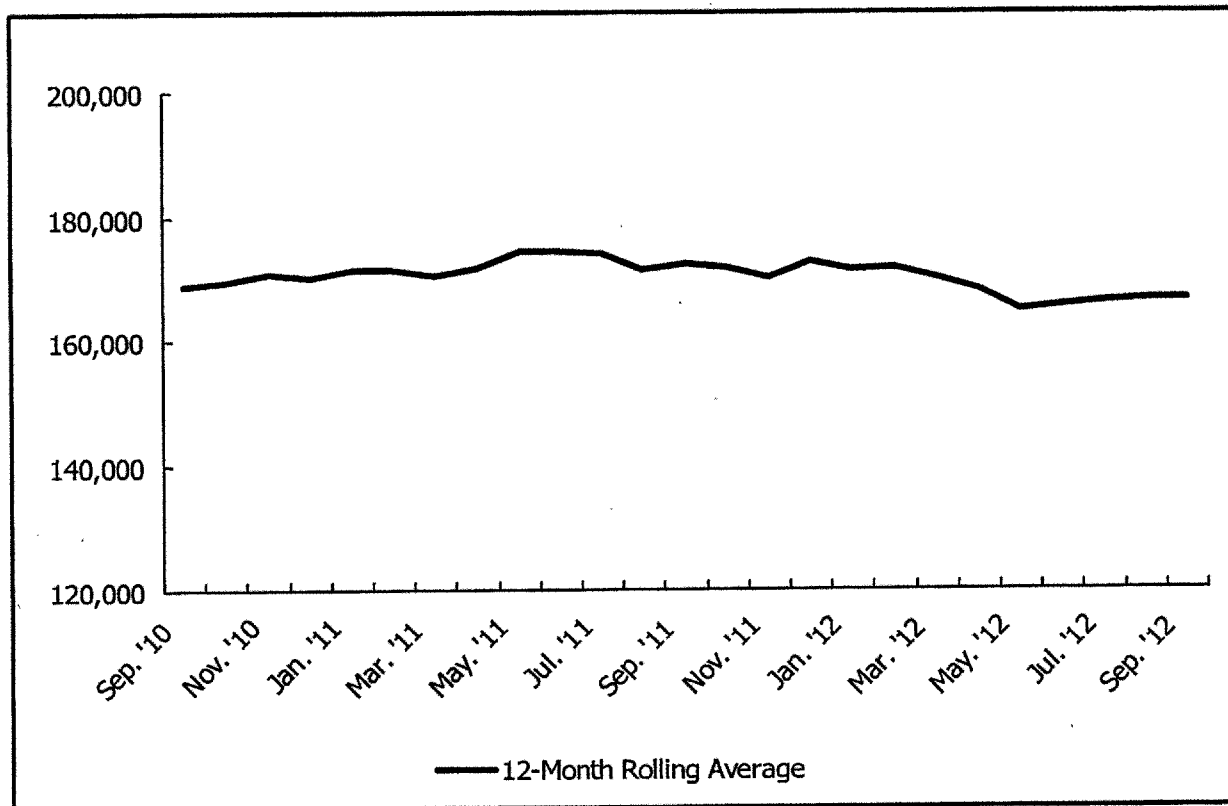
* Performance data unavailable pending ATS system software upgrade.

Weekend Terminal Delays Systemwide Summary September 2012

<u>Categories</u>	<u>Delays</u>
Track Gangs	2,082
ROW Delays	1,295
Work Equipment/G.O.	1,122
Over Crowding	903
Unruly Customer	499
Police	361
Sick Customer	291
Fire	265
Car Equipment	226
Employee	113
Operational Diversions	83
Infrastructure	57
External	44
Inclement Weather	28
<u>Total Delays</u>	<u>7,368</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

Sep 2012: 153,417

Sep 2011: 154,500

Sep 2010: 148,004

12-Month Average

Oct 11-Sep 12: 166,392

Oct 10-Sep 11: 172,217

Oct 09-Sep 10: 168,832

Annual Results

2012 Goal: 168,000

2011 Actual: 172,700

2010 Actual: 170,217

Discussion of Results

MDBF in September 2012 decreased 0.7% from September 2011. Over the past year, the MDBF 12-month average decreased 3.4%.

Chart 10

Car Reliability

Mean Distance Between Failure (Miles)

		<u>Monthly MDBF</u>			<u>12 Month Average MDBF</u>		
Car Class	#s of Cars	Sept. '12	Sept. '11	% Change	Sept. '12	Sept. '11	% Change
R32	222	56,720	45,569	24.47%	66,041	63,187	4.52%
R42	50	48,005	22,261	115.65%	42,266	50,949	-17.04%
R46	752	86,299	71,135	21.32%	84,828	84,943	-0.14%
R62	315	108,558	140,740	-22.87%	194,253	186,504	4.15%
R62A	824	128,270	119,816	7.06%	130,911	120,963	8.22%
R68	425	133,047	131,812	0.94%	136,740	126,323	8.25%
R68A	200	158,925	74,907	112.16%	150,592	184,760	-18.49%
R142	1,030	190,064	257,381	-26.15%	200,265	240,014	-16.56%
R142A	590	114,751	153,045	-25.02%	110,680	139,397	-20.60%
R143	212	80,760	387,420	-79.15%	168,319	178,084	-5.48%
R160	1,662	574,515	524,880	9.46%	645,207	658,156	-1.97%
Fleet	6,282	153,417	154,500	-0.70%	166,392	172,217	-3.38%

Chart 11

Car Reliability

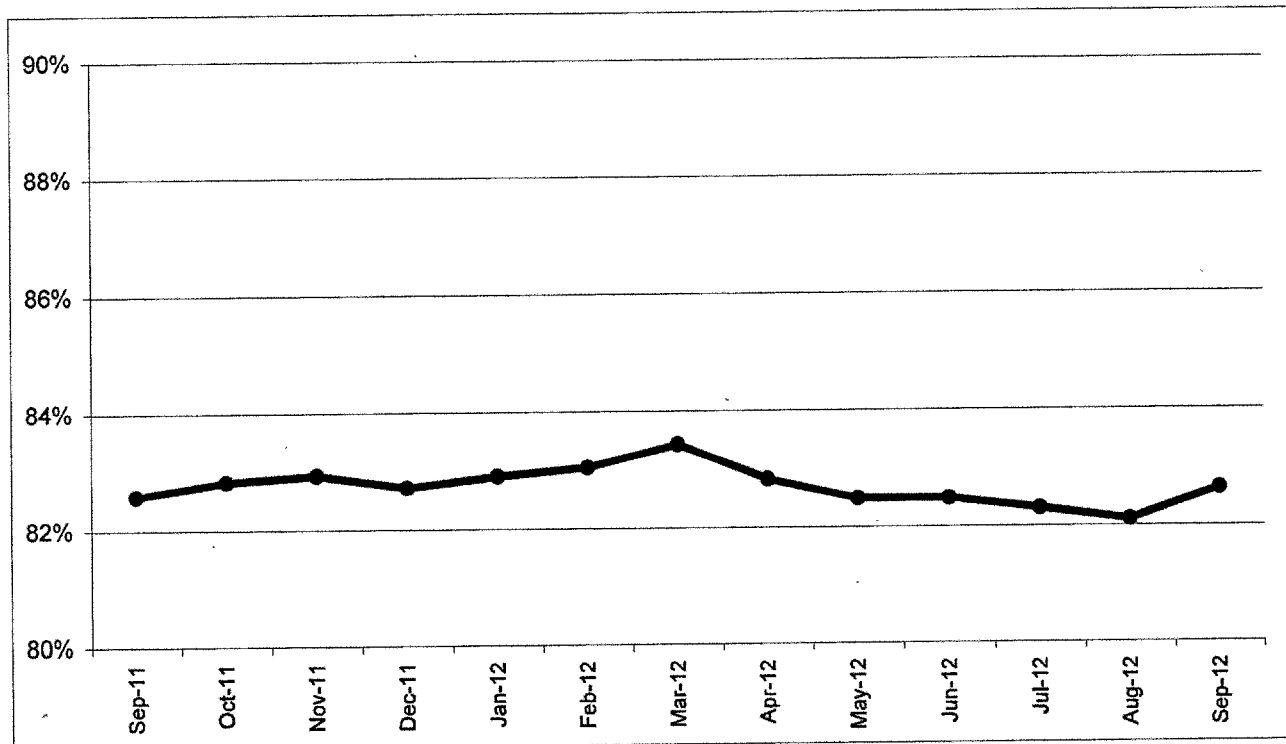
Mean Distance Between Failures By Line (Miles)

Line	Fleet ¹	<u>Monthly MDBF</u>			<u>12-Month Average MDBF</u>		
		October 2011	October 2012	% Change	October 2011	October 2012	% Change
1	R62(3%); R62A(97%)	84,283	103,271	22.5	92,388	111,240	20.4
2	R142	218,786	155,442	-29.0	252,992	193,650	-23.5
3	R62	140,718	115,744	-17.7	188,567	194,728	3.3
7	R62A	230,405	194,727	-15.5	189,195	178,669	-5.6
4	R142(71%); (R142A(29%))	198,238	182,989	-7.7	180,572	133,190	-26.2
5	R142	192,390	212,511	10.5	213,761	248,863	16.4
6	R142A	222,185	115,966	-47.8	151,917	120,668	-20.6
GCS	R62A	22,781	22,015	-3.4	31,062	24,150	-22.3
IRT		166,579	141,993	-14.8	165,323	151,907	-8.1
B	R68(20%); R68A(80%)	85,703	160,531	87.3	154,875	132,577	-14.4
FS	R68	18,779	N/A	N/A	56,319	76,708	36.2
N	R160B1(4%); R160B2(96%)	1,518,782	382,700	-74.8	491,805	458,948	-6.7
Q	R160A(22%); R160B(78%)	1,274,713	657,033	-48.5	661,985	768,559	16.1
JZ	R160A(90%); R42(10%)	200,996	N/A	N/A	329,728	422,989	28.3
L	R143(92%); R160A(8%)	421,941	94,168	-77.7	198,404	176,814	-10.9
M	R160A	150,702	125,642	-16.6	480,234	476,535	-0.8
R	R46	63,123	76,459	21.1	85,590	85,907	0.4
BMT		173,137	170,041	-1.8	220,996	216,850	-1.9
A	R32(42%); R42(6%); R46(52%)	73,243	90,057	23.0	87,337	81,891	-6.2
C	R46	39,992	55,591	39.0	66,037	70,721	7.1
D	R68	127,151	128,483	1.0	128,799	158,137	22.8
E	R160A(92%); R160B1(8%)	528,850	793,570	50.1	753,774	682,076	-9.5
F	R160A(62%); R160B1(38%)	881,237	679,803	-22.9	754,439	601,469	-20.3
G	R68(92%); R68A(8%)	141,862	147,861	4.2	70,659	98,574	39.5
RKWYS	R46	63,019	N/A	N/A	59,872	59,606	-0.4
IND		130,822	157,725	20.6	154,237	157,139	1.9
SOUTH		146,594	162,898	11.1	177,651	178,866	0.7
FLEET		154,500	153,416	-0.7	172,215	166,392	-3.4

¹ Car assignments as of June 10, 2012

Chart 12

Service - Key Performance Indicator (S-KPI)



S-KPI Definition

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

60% Wait Assessment (WA) is measured weekdays between 6:00 am - midnight and is defined as the percent of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12-month rolling sample data except for the monthly ATS-A 1 thru 6 lines and, beginning November 2011, the monthly ATS-A 42nd Street Shuttle.

30% Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

10% Mean Distance Between Failures (MDBF) measures the average number of miles a subway car travels in service before a mechanical failure and will be reported as a percentage of the systemwide goal, based on a 12 month rolling average.

S-KPI Results

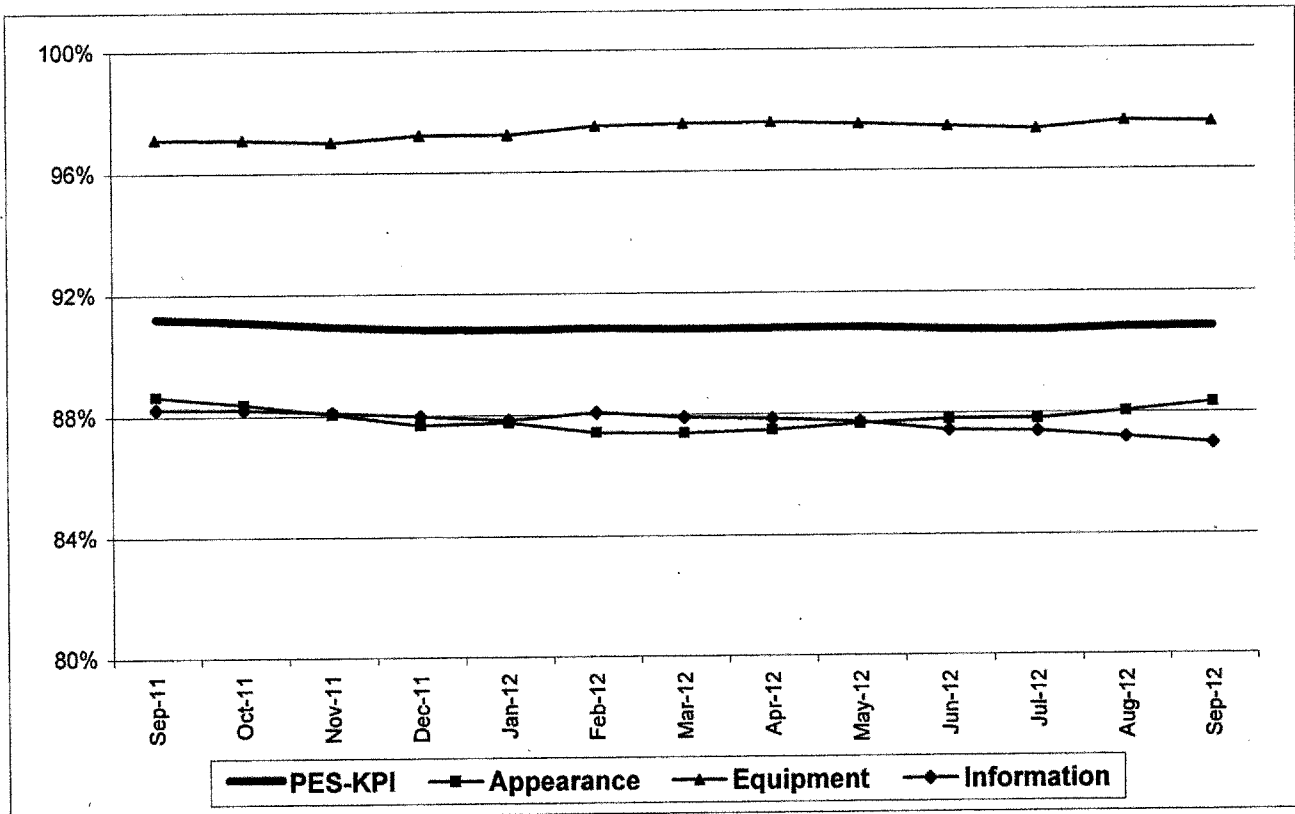
Systemwide Monthly Results	Goal
September 2012: 82.6%	2012 GOAL: 85.1%
September 2011: 82.6%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>September 2012</u>	<u>September 2011</u>	<u>% Difference</u>
1	83.8%	77.9%	+5.9%
2	71.2%	72.9%	-1.7%
3	76.6%	77.9%	-1.3%
4	71.8%	74.6%	-2.8%
5	74.3%	73.3%	+1.0%
6	80.4%	79.3%	+1.1%
7	84.1%	82.5%	+1.6%
S 42nd	N/A*	N/A*	
IRT	78.5%	78.8%	-0.3%
B	82.4%	81.3%	+1.1%
JZ	86.5%	89.1%	-2.6%
L	86.8%	86.9%	-0.1%
M	83.2%	83.6%	-0.4%
N	82.9%	80.5%	+2.4%
Q	83.4%	83.5%	-0.1%
S Fkln	92.2%	91.2%	+1.0%
R	76.8%	77.4%	-0.6%
BMT	85.8%	85.7%	+0.1%
A	74.3%	73.5%	+0.8%
S Rock	88.3%	88.0%	+0.3%
C	78.2%	78.7%	-0.5%
D	83.3%	81.4%	+1.9%
E	79.3%	79.7%	-0.4%
F	79.4%	77.3%	+2.1%
G	83.4%	82.8%	+0.6%
IND	83.0%	82.6%	+0.4%
Systemwide	82.6%	82.6%	0.0%

* 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>
September 2012:	90.9%	88.3%	97.6%	87.0%
September 2011:	91.2%	88.7%	97.1%	88.2%
% Difference:	-0.3%	-0.4%	+0.5%	-1.2%

PES-KPI - Subway Car

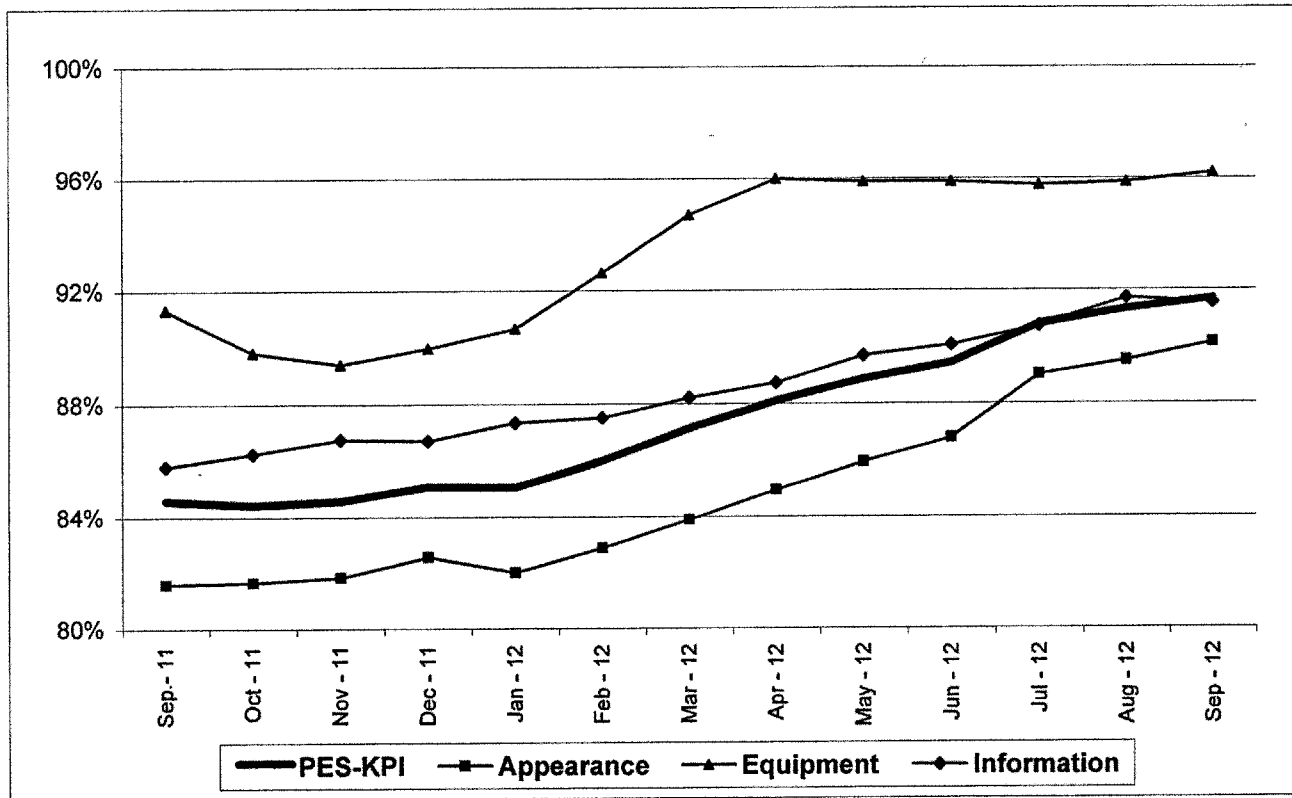
Line	September 2012				September 2011				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
1	92.2%	97.7%	95.4%	83.3%	94.2%	94.7%	97.5%	90.5%	-2.0%
2	96.6%	95.3%	95.9%	98.7%	94.2%	91.1%	96.8%	94.7%	+2.4%
3	92.7%	94.5%	98.8%	84.8%	94.3%	95.6%	92.2%	95.0%	-1.6%
4	97.4%	94.5%	98.9%	98.8%	96.6%	93.9%	97.0%	99.1%	+0.8%
5	96.4%	94.2%	97.2%	97.9%	95.6%	93.8%	95.9%	97.3%	+0.8%
6	96.9%	96.1%	95.5%	99.1%	94.6%	93.6%	92.4%	97.9%	+2.3%
7	94.8%	96.1%	96.7%	91.5%	94.0%	96.5%	95.1%	90.3%	+0.8%
S 42nd	92.3%	99.3%	96.8%	80.6%	95.1%	99.1%	95.6%	90.5%	-2.8%
IRT	95.2%	95.6%	96.8%	93.0%	94.6%	94.2%	95.2%	94.4%	+0.6%
B	92.3%	87.5%	98.2%	91.2%	92.7%	92.7%	93.6%	91.8%	-0.4%
J/Z	95.1%	90.2%	96.7%	98.4%	95.7%	94.0%	96.3%	97.0%	-0.6%
L	97.0%	94.9%	96.9%	99.3%	97.4%	94.1%	99.8%	98.5%	-0.4%
M	96.2%	93.1%	97.7%	97.9%	97.7%	94.5%	99.7%	99.0%	-1.5%
N	95.6%	91.9%	96.1%	98.8%	96.6%	92.6%	98.9%	98.6%	-1.0%
Q	96.9%	91.9%	99.5%	99.3%	96.7%	96.8%	93.7%	99.7%	+0.2%
S Fkln	90.9%	89.4%	94.6%	88.8%	92.4%	93.9%	90.4%	93.0%	-1.5%
R	93.5%	91.7%	99.2%	89.6%	93.8%	95.3%	95.4%	90.6%	-0.3%
BMT	95.1%	91.6%	97.6%	96.2%	95.8%	94.3%	96.9%	96.4%	-0.7%
A	94.5%	94.0%	98.1%	91.6%	94.1%	92.3%	97.1%	93.1%	+0.4%
C	92.1%	89.3%	97.2%	89.9%	91.6%	88.3%	96.1%	90.5%	+0.5%
D	93.9%	91.2%	98.0%	92.6%	93.0%	91.0%	96.4%	91.6%	+0.9%
E	96.9%	95.6%	96.9%	98.2%	96.8%	94.0%	97.4%	99.1%	+0.1%
F	95.9%	92.7%	97.1%	98.1%	97.3%	94.3%	98.2%	99.4%	-1.4%
G	96.4%	97.2%	98.8%	93.1%	94.8%	94.4%	96.7%	93.1%	+1.6%
IND	95.0%	93.3%	97.7%	94.1%	94.7%	92.4%	97.0%	94.6%	+0.3%
Systemwide	95.1%	93.6%	97.3%	94.4%	95.0%	93.7%	96.3%	95.2%	+0.1%

Chart 16

PES-KPI - Station

<u>Borough</u>	September 2012				September 2011				% Difference
	<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%	81.8%	97.5%	78.7%	83.8%	80.3%	97.4%	74.8%	+1.9%
Manhattan	86.9%	81.7%	97.5%	82.7%	87.6%	82.2%	97.9%	83.7%	-0.7%
Brooklyn	85.6%	84.1%	97.9%	75.5%	87.6%	85.3%	98.4%	79.8%	-2.0%
Queens	88.6%	87.0%	98.5%	80.8%	89.7%	87.7%	98.4%	83.7%	-1.1%
Systemwide	86.6%	83.5%	97.8%	79.3%	87.4%	84.0%	98.0%	81.1%	-0.8%

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



PES-KPI Definition

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

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

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

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

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

SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
September 2012:	91.7%	90.1%	96.2%	91.5%
September 2011:	84.6%	81.6%	91.3%	85.8%
% Difference:	+7.1%	+8.5%	+4.9%	+5.7%



Police Department
City of New York

REPORT

CRIME STATISTICS OCTOBER

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	50	73	-23	-31.5%
FELASSAULT	17	17	0	0.0%
BURGLARY	3	1	2	200.0%
GRLARCENY	146	129	17	13.2%
<u>TOTAL MAJOR FELONIES</u>	<u>216</u>	<u>220</u>	<u>-4</u>	<u>-1.8%</u>

During October the daily Robbery average decreased from 2.4 to 1.6

During October the daily Major Felony average decreased from 7.1 to 7

CRIME STATISTICS JANUARY THRU OCTOBER

	2012	2011	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	8	3	5	166.7%
ROBBERY	677	643	34	5.3%
FELASSAULT	163	166	-3	-1.8%
BURGLARY	22	8	14	175.0%
GRLARCENY	1375	1255	120	9.6%
<u>TOTAL MAJOR FELONIES</u>	<u>2245</u>	<u>2076</u>	<u>169</u>	<u>8.1%</u>

Year to date, the daily Robbery average increased from 2.1 to 2.2

Year to date, the daily Major Felony average increased from 6.8 to 7.4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

REPORT

OCTOBER ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	3753	3341	412	12.3%
TosArrest	2045	1604	441	27.5%
Summ	6956	7081	-125	-1.8%

JANUARY - OCTOBER ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	41665	39352	2313	5.9%
TosArrest	22225	18383	3842	20.9%
Summ	78957	78042	915	1.2%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

JANUARY- OCTOBER																
	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	4	2	1	1	1	0
Rape	1	10	0	4	1	0	2	2	3	3	1	2	1	1	3	8
Robbery	1206	1101	985	783	723	720	692	614	699	831	657	636	572	604	643	677
Assault	257	277	251	207	164	173	163	162	137	155	174	150	134	162	166	163
Burglary	21	10	5	5	29	11	3	5	1	5	2	5	1	2	8	22
GL	1921	1523	1367	1430	1295	1235	967	1057	1024	1233	1065	1090	940	1002	1255	1375
TOTAL MAJOR FELONIES	3408	2922	2612	2430	2213	2139	1828	1842	1867	2229	1903	1885	1649	1772	2076	2245
Major Fel Per Day	11.21	9.61	8.59	7.99	7.28	7.04	6.01	6.06	6.14	7.33	6.26	6.20	5.42	5.83	6.83	7.38

3,57

Attachment 28

4. FINANCIAL REPORTS

AUGUST NYCT FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	August Results		August Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	8.2	2.6	2,465.0	2,478.9	13.9	0.6
Nonreimb. Exp. before Dep./OPEB	2.5	0.5	4,693.3	4,711.1	(17.8)	(0.4)
Net Cash Deficit*	(17.6)	(6.8)	(1,582.5)	(1,657.4)	(74.9)	(4.7)

*Excludes Subsidies and Debt Service

August 2012 **farebox revenue** was \$321.6 million, \$8.2 million (2.6 percent) above forecast. Subway revenue was \$6.3 million (2.7 percent) above forecast, bus revenue was \$0.2 million (0.2 percent) below forecast, and paratransit revenue was \$0.2 million (15.6 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 \$13.9 million (0.6 percent) above forecast: \$11.6 million (0.6 percent) above on the subway, \$1.7 million (0.3 percent) below on bus, \$0.7 million (6.1 percent) below on paratransit, and \$4.6 million (12.4 percent) above for fare media liability. The August 2012 non-student **average fare** of \$1.638 decreased 1.8¢ from August 2011; the subway fare decreased 1.7¢, the local bus fare decreased 2.0¢, and the express bus fare increased 0.2¢.

Total **ridership** in August 2012 of 194.2 million was 2.2 percent (4.1 million trips) above forecast. Average weekday ridership in August 2012 was 7.0 million, an increase of 3.8 percent from August 2011; adjusted for low ridership related to Hurricane Irene in August 2011, ridership increased 2.8 percent. Average weekday ridership for the twelve months ending August 2012 was 7.6 million, an increase of 2.1 percent from the twelve months ending August 2011.

Nonreimbursable expenses before depreciation and OPEB in August were below forecast by \$2.5 million (0.5 percent). Labor expenses exceeded forecast by \$1.6 million (0.4 percent), due mainly to higher overtime expenses caused mostly by requirements for vacancy/employee availability coverage and signals/bus maintenance, and higher payroll expenses, partly offset by the favorable timing of health & welfare expenses. Non-labor expenses underforecast by \$4.1 million (3.0 percent), mostly attributable to the favorable timing of expenses, benefitting several accounts. Year-to-date, nonreimbursable expenses were above forecast by \$17.8 million (0.4 percent). Labor expenses were higher by \$40.8 million (1.1 percent), due mostly to higher NYCERS accrued pension expenses and increased overtime requirements for vacancy/employee availability coverage and signals/bus maintenance. Non-labor expenses were less than forecast by \$23.0 million (2.2 percent), including the favorable timing of expenses, benefitting several accounts, and underruns in paratransit service contracts, electric power and other business expenses. Professional service contract expenses were adversely impacted by the unfavorable timing of expenses.

The **net cash deficit** for August year-to-date was \$1,657.4 million, unfavorable to forecast by \$74.9 million (4.7 percent), due mostly to the unfavorable timing of capital reimbursements.

FINANCIAL RESULTS

Farebox Revenue

August 2012 Farebox Revenue - (\$ in millions)								
	August				August Year-to-Date			
	Forecast	Preliminary	Favorable/(Unfavorable)		Forecast	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	230.9	237.2	6.3	2.7%	1,829.2	1,840.8	11.6	0.6%
Bus	76.3	76.1	(0.2)	(0.2%)	587.5	585.8	(1.7)	(0.3%)
Paratransit	1.5	1.3	(0.2)	(15.6%)	10.8	10.2	(0.7)	(6.1%)
Subtotal	308.7	314.6	5.9	1.9%	2,427.5	2,436.8	9.3	0.4%
Fare Media Liability	4.7	7.0	2.3	49.4%	37.5	42.1	4.6	12.4%
Total	313.4	321.6	8.2	2.6%	2,465.0	2,478.9	13.9	0.6%

Note: Totals may not add due to rounding.

- Most of the revenue overrun was on the subway, due to stronger than expected ridership growth.
- 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

August Non-Student Average Fare - \$				
	2011	Preliminary	Change	
		2012	Amount	Percent
Subway	1.735	1.717	(0.017)	(1.0%)
Local Bus	1.392	1.371	(0.020)	(1.5%)
Subway & Local Bus	1.640	1.622	(0.017)	(1.1%)
Express Bus	4.638	4.641	0.002	0.0%
Total	1.656	1.638	(0.018)	(1.1%)

- 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 August 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 August, other operating revenue was below forecast by \$0.1 million (0.6 percent). Year-to-date, other operating revenue underran forecast by \$0.1 million (0.0 percent), as lower advertising and real estate revenues were mostly offset by higher paratransit Urban Tax revenue which is based on commercial property transactions.

Nonreimbursable Expenses

In the month of August, nonreimbursable expenses before depreciation and OPEB were below forecast by \$2.5 million (0.5 percent). Year-to-date, expenses exceeded forecast by \$17.8 million (0.4 percent). The major causes of these variances are reviewed below:

Labor expenses in the month overran forecast by \$1.6 million (0.4 percent), due mostly to higher overtime expenses of \$3.8 million (16.3 percent), caused primarily by additional requirements for vacancy/employee availability coverage and signals/bus maintenance. Payroll expenses were also above forecast by \$1.9 million (0.8 percent), including higher earned employee separation payments and the unfavorable timing of expenses, partly offset by vacancy savings. Reimbursable overhead credits were unfavorable to forecast by \$1.2 million (7.9 percent), due mainly to reimbursable payroll underruns. Partly offsetting the above overruns was the favorable timing of \$5.1 million (6.7 percent) of health & welfare expenses (including OPEB current expenses). Year-to-date, labor expenses exceeded the forecast by \$40.8 million (1.1 percent), mostly attributable to higher pension expenses of \$28.8 million (3.3 percent), primarily caused by higher NYCERS expenses based on current actuarial information. Overtime expenses were higher by \$12.5 million (6.3 percent), represented mostly by requirements for vacancy/employee availability coverage and signals/bus maintenance.

Non-labor expenses in the month underran forecast by \$4.1 million (3.0 percent). Materials & supplies expenses were favorable by \$2.9 million (11.9 percent), due mostly to the favorable timing of vehicle maintenance requirements. Maintenance contract expenses were under by \$1.7 million (11.2 percent), mostly from the favorable timing of painting and tire/tube expenses and auto purchases. Other business expenses were favorable by \$1.0 million (17.5 percent), due primarily to lower stationery expenses and MVM debit/credit card charges. Partly offsetting the above favorable results was an overrun in fuel expenses of \$1.8 million (14.7 percent), due mainly to the timing of expenses and higher consumption. Year-to date, non-labor expenses were below forecast by \$23.0 million (2.2 percent), including the following:

- Materials and supplies expenses were favorable by \$9.0 million (5.2 percent), represented mostly by the favorable timing of vehicle maintenance requirements and favorable inventory adjustments.
- Fuel expenses were favorable by \$5.2 million (4.5 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.
- Maintenance contract expenses were favorable by \$5.1 million (4.9 percent), primarily from the favorable timing of painting and facility maintenance expenses, and auto purchases.
- Paratransit service contracts were below forecast by \$3.7 million (1.5 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.
- Electric power expenses were under forecast by \$3.6 million (1.8 percent), due largely to lower consumption and the favorable timing of expenses, partly offset by higher prices.

- Other business expenses underran by \$1.9 million (4.4 percent), primarily caused by lower MVM debit/credit card charges and stationery expenses.
- Professional service contract expenses overran forecast by \$3.4 million (4.2 percent), due to the unfavorable timing of office equipment, supplies and bond service expenses, partly offset by the favorable timing of IT/EDP and Workers' Compensation Board expenses.
- Claims expenses exceeded forecast by \$2.1 million (3.4 percent), due mostly to higher claims payouts than anticipated.

Depreciation expenses year-to-date were below forecast by \$4.3 million (0.5 percent), due to the timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$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 August year-to-date was \$1,657.4 million, unfavorable to forecast by \$74.9 million (4.7 percent), due mostly to the unfavorable timing of capital reimbursements.

Inventory (see Inventory Note following)

Inventory at the end of August was \$205.2 million, \$12.2 million (6.3 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 44,824 full-time paid incumbents at the end of August, 142 less than in July, and 192 less than in December 2011 (excluding 117 temporary December active incumbents).

RIDERSHIP RESULTS

August 2012 Ridership vs. Forecast - (millions)								
	August				August Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	135.4	139.4	4.0	3.0%	1,112.2	1,118.5	6.3	0.6%
Bus	53.8	54.0	0.2	0.4%	448.2	446.8	(1.3)	(0.3%)
Subtotal	189.1	193.3	4.2	2.2%	1,560.4	1,565.4	5.0	0.3%
Paratransit	0.9	0.8	(0.1)	(10.9%)	6.7	6.4	(0.3)	(4.1%)
Total	190.0	194.2	4.1	2.2%	1,567.1	1,571.8	4.7	0.3%

Notes: Totals may not add due to rounding.

- Subway ridership was higher-than-forecasted, with especially strong weekend results. In addition, weekday ridership was well above forecast, with a smaller seasonal reduction in ridership than is typical of summer months.
- The paratransit ridership underrun was due at least in part to initiatives that reduced the growth rate from the historic average.

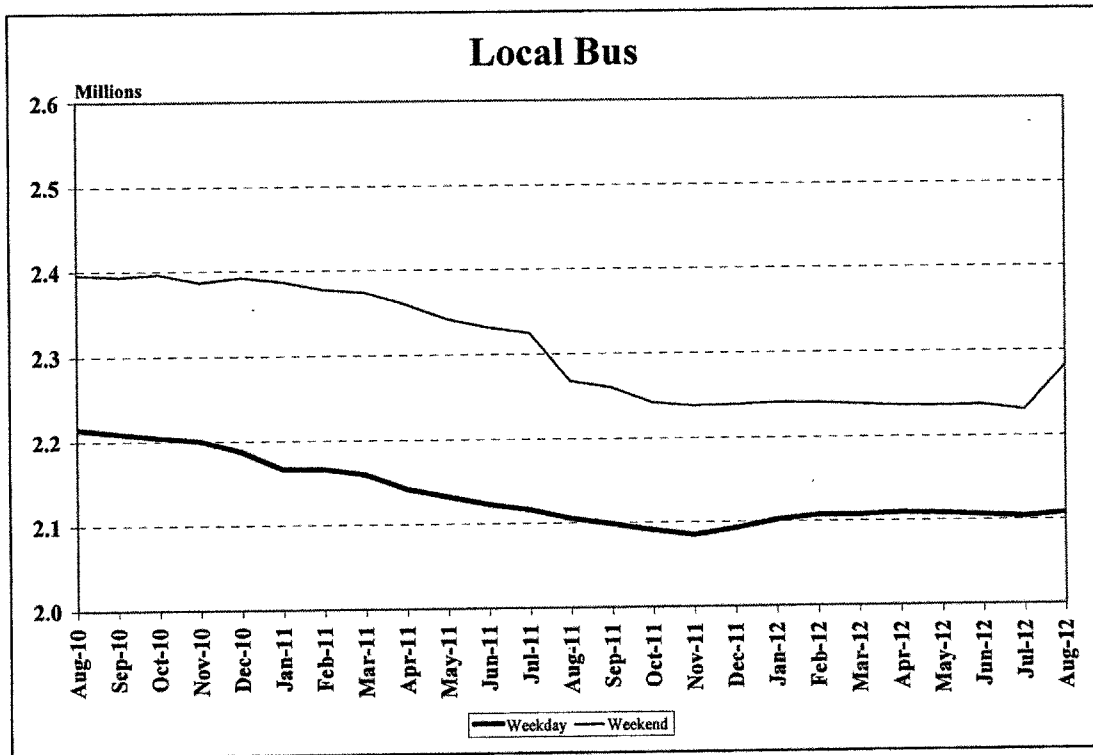
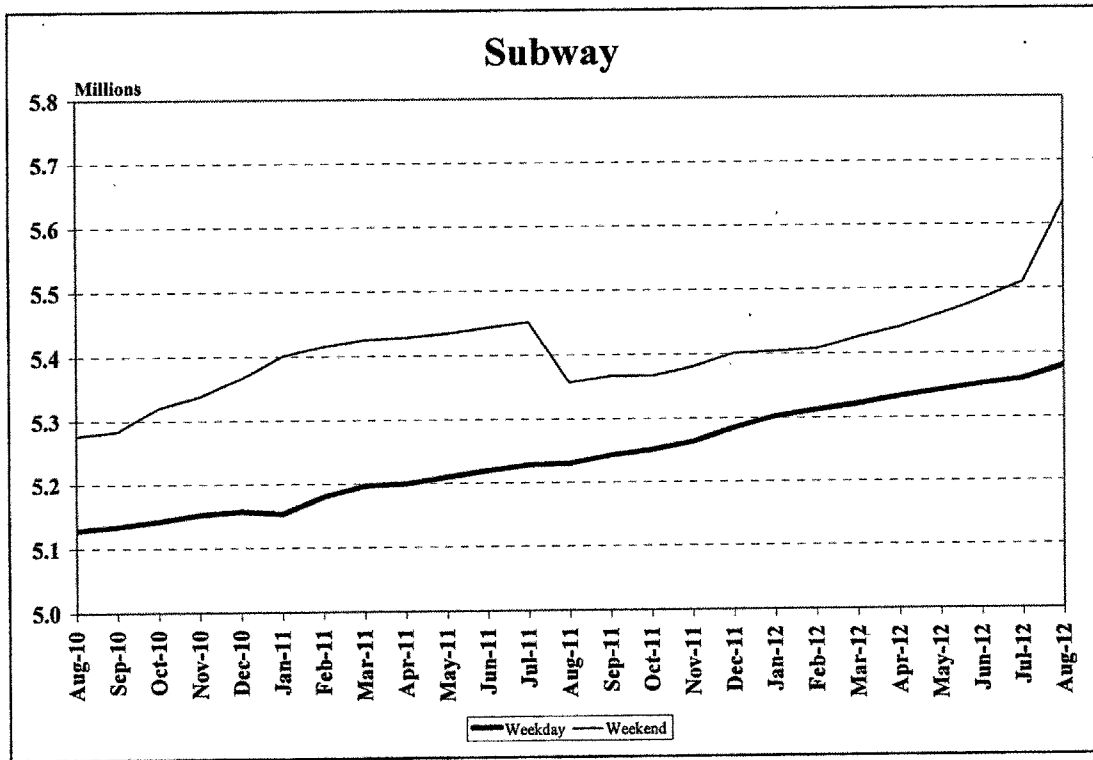
August Average Weekday and Weekend Ridership vs. Prior Year								
	Average Weekday (thousands)				Average Weekend (thousands)			
	2011	Preliminary	Change		2011	Preliminary	Change	
		2012	Amount	Percent		2012	Amount	Percent
Subway	4,864	5,077	+213	+4.4%	4,006	5,594	+1,587	+39.6%
Local Bus	1,855	1,899	+44	+2.4%	1,668	2,329	+661	+39.6%
Express Bus	40	41	+1	+1.9%	6	9	+3	+53.4%
Paratransit	27	29	+3	+9.8%	23	33	+11	+46.9%
TOTAL	6,785	7,045	+260	+3.8%	5,703	7,966	+2,262	+39.7%
12-Month Rolling Average								
Subway	5,229	5,380	+150	+2.9%	5,357	5,635	+277	+5.2%
Local Bus	2,105	2,108	+3	+0.1%	2,267	2,282	+15	+0.7%
Express Bus	41	42	+1	+3.4%	9	10	+1	+11.7%
Paratransit	28	30	+2	+6.0%	31	33	+2	+7.6%
TOTAL	7,404	7,560	+156	+2.1%	7,664	7,960	+295	+3.9%

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

- August 2012 was the first August in at least forty-five years with over 5 million average weekday subway riders. Weekend subway ridership was also the highest of any August in over forty-five years.
- The average weekday ridership increases were due in part to low ridership on the Friday before and Monday after Hurricane Irene in August 2011. Adjusted for these days, ridership increased 3.3 percent on the subway, 1.4 percent on local buses, 0.1 percent on express buses, and 5.8 percent on paratransit.
- The weekend ridership increases were mostly due to the system shutdown for Hurricane Irene and low ridership caused by flooding rains on one other Sunday in August 2011. Adjusted for these days, ridership increased 5.5 percent on the subway, 1.6 percent on local buses, 12.1 percent on express buses, and 10.6 percent on paratransit.

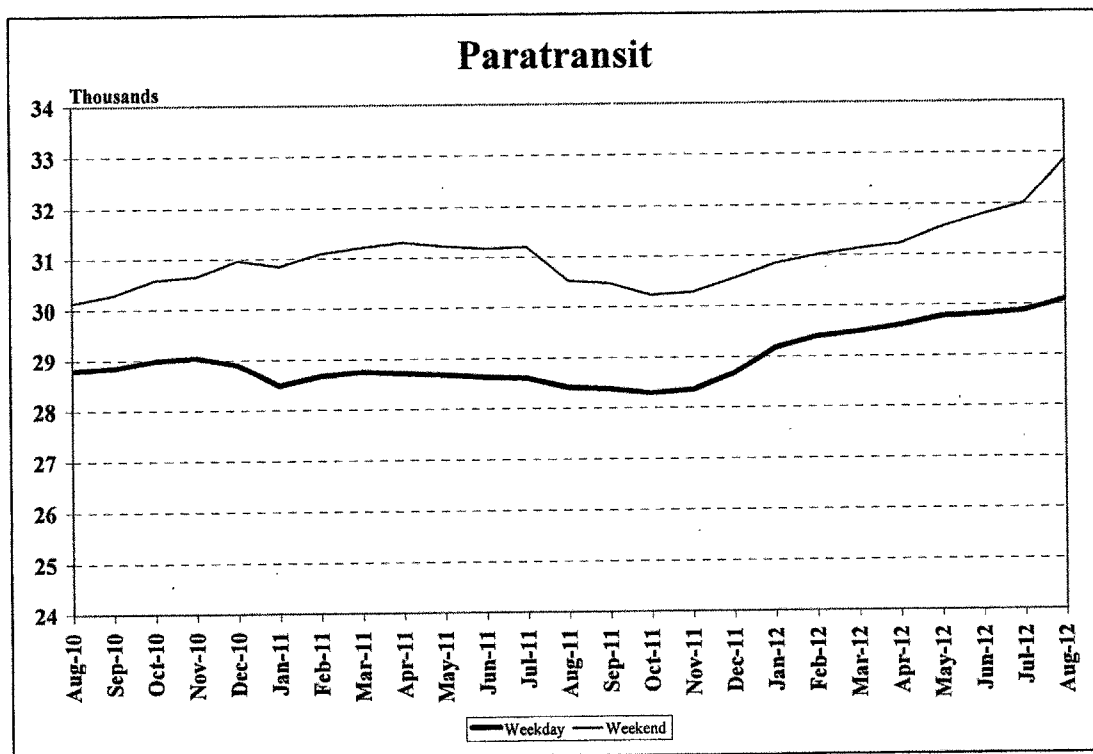
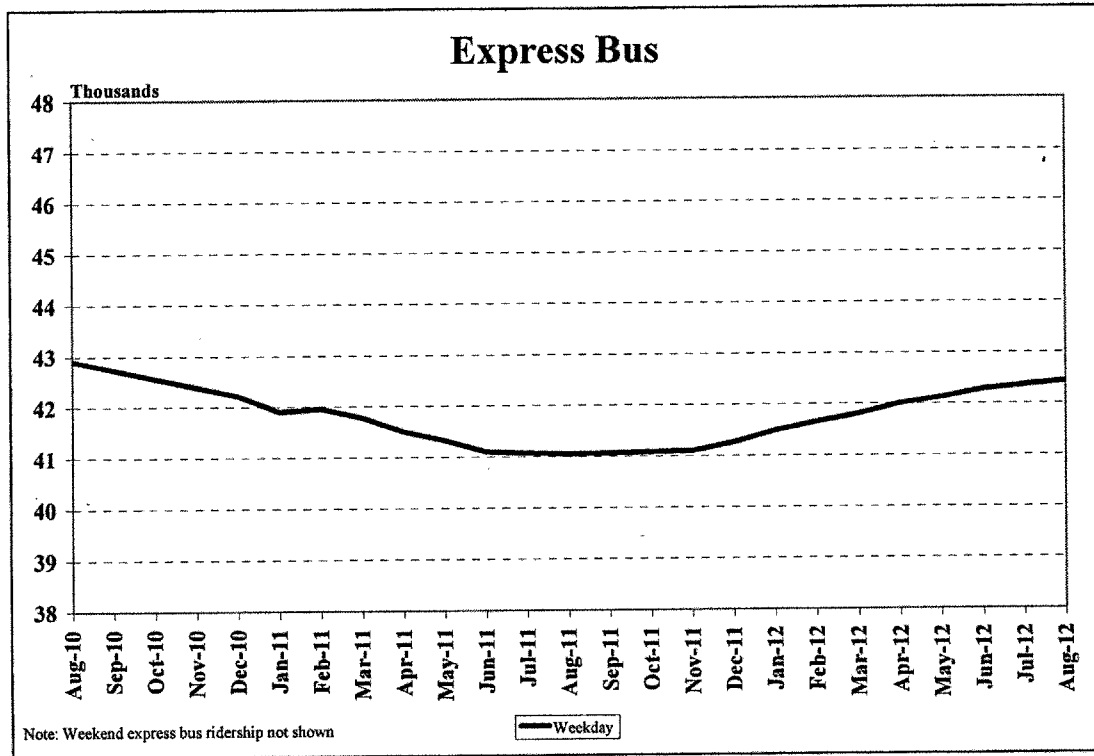
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From August 2011 to August 2012, average weekday ridership increased for every service except MTA express buses. The largest weekday increases were on NYCT paratransit (up 9.8 percent) and the MTA commuter railroads (up 7.2 percent on LIRR and 6.2 percent on Metro-North). The large weekend increases were due to systemwide shutdowns across the region for Hurricane Irene in August 2011. Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Aug-11	Preliminary Aug-12	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	4,864	5,077	+4.4%	+2.9%
NYCT Local Bus	1,855	1,899	+2.4%	+0.1%
NYCT Express Bus	40	41	+1.9%	+3.4%
NYCT Paratransit	27	29	+9.8%	+6.0%
Staten Island Railway	13	14	+3.1%	+3.4%
MTA Local Bus	316	331	+4.6%	+2.2%
MTA Express Bus	33	33	-1.0%	+0.1%
Long Island Rail Road	267	286	+7.2%	+3.6%
Metro-North Railroad	258	274	+6.2%	+3.2%
Staten Island Ferry	73	75	+2.2%	+2.9%
PATH	254	256	+1.0%	+3.1%
<u>Average Weekend</u>				
NYCT Subway	4,006	5,594	+39.6%	+5.2%
NYCT Local Bus	1,668	2,329	+39.6%	+0.7%
NYCT Express Bus	6	9	+53.4%	+11.7%
NYCT Paratransit	23	33	+46.9%	+7.6%
Staten Island Railway	7	9	+32.6%	+0.1%
MTA Local Bus	258	376	+46.0%	+5.0%
MTA Express Bus	10	13	+33.1%	-1.3%
Long Island Rail Road	180	206	+14.2%	+5.0%
Metro-North Railroad	199	223	+12.2%	+4.9%
Staten Island Ferry	74	108	+46.3%	+6.7%
PATH	160	225	+40.1%	+6.1%

MTA Bridges and Tunnels (thousands)				
Average Weekday	834	842	+1.0%	+0.3%
Average Weekend	1,278	1,571	+22.9%	+0.2%

Note: Percentages are based on unrounded data.

Economy

From August 2011 to August 2012, New York City employment increased 2.0 percent (77,400 jobs). Private sector employment increased 2.9 percent (93,100 jobs) and government employment decreased 2.8 percent (15,700 jobs). The sub-sector with the largest absolute increase was professional/business services (up 35,000 jobs or 5.8 percent). The sub-sector with the largest percentage increase was information (up 6.3 percent or 10,400 jobs), due mostly to a Verizon strike that lowered employment in August 2011. The private sub-sector with the largest absolute and percentage decreases was construction (down 5.3 percent or 6,200 jobs).

The year-over-year private sector employment increase in August 2012 was the largest this year. As shown in the chart below, private sector employment growth has been slowly improving over the past year. However, decreases in government employment (including larger declines in July and August that may be related to temporary jobs programs in summer 2011) have dampened total growth.

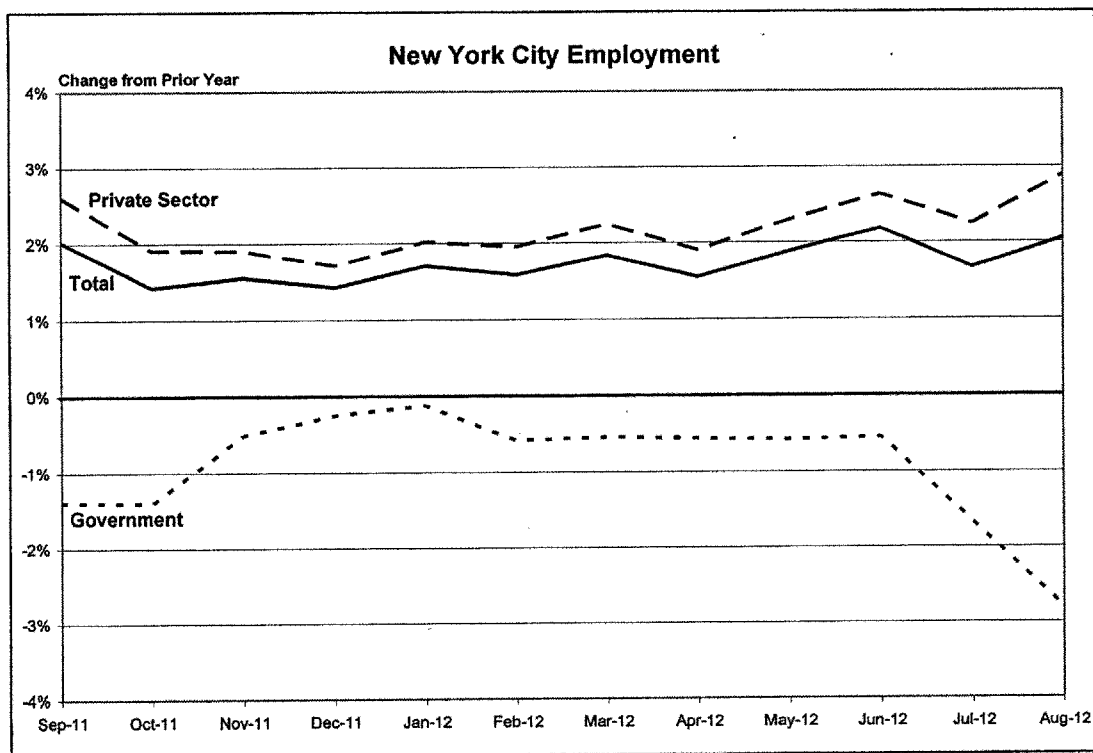


Table 1

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 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	\$230.903	\$237.183	\$6.280	2.7	\$0.000	\$0.000	\$0.000	-	\$230.903	\$237.183	\$6.280	2.7
Bus	76.256	76.097	(0.159)	(0.2)	0.000	0.000	0.000	-	76.256	76.097	(0.159)	(0.2)
Paratransit	1.524	1.286	(0.238)	(15.6)	0.000	0.000	0.000	-	1.524	1.286	(0.238)	(15.6)
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	313.368	321.566	8.198	2.6	0.000	0.000	0.000	-	313.368	321.566	8.198	2.6
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	2.173	2.174	0.001	0.0	0.000	0.000	0.000	-	2.173	2.174	0.001	0.0
Paratransit Reimbursement	10.995	10.858	(0.137)	(1.2)	0.000	0.000	0.000	-	10.995	10.858	(0.137)	(1.2)
Other	9.519	9.530	0.011	0.1	0.000	0.000	0.000	-	9.519	9.530	0.011	0.1
Total Other Operating Revenue	22.687	22.562	(0.125)	(0.6)	0.000	0.000	0.000	-	22.687	22.562	(0.125)	(0.6)
Capital and Other Reimbursements	0.000	0.000	0.000	-	69.613	65.248	(4.365)	(6.3)	69.613	65.248	(4.365)	(6.3)
Total Revenue	\$336.055	\$344.128	\$8.073	2.4	\$69.613	\$65.248	(\$4.365)	(6.3)	\$405.668	\$409.376	\$3.708	0.9
Expenses												
Labor:												
Payroll	242.664	244.571	(1.907)	(0.8)	29.460	25.801	3.659	12.4	272.124	270.372	1.752	0.6
Overtime	23.450	27.273	(3.823)	(16.3)	5.156	5.407	(0.251)	(4.9)	28.606	32.680	(4.074)	(14.2)
Total Salaries & Wages	266.114	271.844	(5.730)	(2.2)	34.616	31.208	3.408	9.8	300.730	303.052	(2.322)	(0.8)
Health and Welfare	48.802	44.043	4.759	9.8	1.943	2.544	(0.601)	(30.9)	50.745	46.587	4.158	8.2
OPEB Current Payment	27.372	27.024	0.348	1.3	0.000	0.000	0.000	-	27.372	27.024	0.348	1.3
Pensions	18.808	19.043	(0.235)	(1.2)	0.077	0.073	0.004	5.2	18.885	19.116	(0.231)	(1.2)
Other Fringe Benefits	23.791	23.332	0.459	1.9	8.521	7.626	0.895	10.5	32.312	30.958	1.354	4.2
Total Fringe Benefits	118.773	113.442	5.331	4.5	10.541	10.243	0.298	2.8	129.314	123.685	5.629	4.4
Reimbursable Overhead	(15.172)	(13.972)	(1.200)	(7.9)	15.172	13.972	1.200	7.9	0.000	0.000	-	-
Total Labor Expenses	\$369.715	\$371.314	(\$1.599)	(0.4)	\$60.329	\$55.423	\$4.906	8.1	\$430.044	\$426.737	\$3.307	0.8
Non-Labor:												
Electric Power	26.681	26.411	0.270	1.0	0.021	0.041	(0.020)	(95.2)	26.702	26.452	0.250	0.9
Fuel	12.355	14.171	(1.816)	(14.7)	0.002	0.001	0.001	50.0	12.357	14.172	(1.815)	(14.7)
Insurance	4.290	4.315	(0.025)	(0.6)	0.000	0.000	0.000	-	4.290	4.315	(0.025)	(0.6)
Claims	7.917	7.920	(0.003)	(0.0)	0.000	0.000	0.000	-	7.917	7.920	(0.003)	(0.0)
Paratransit Service Contracts	32.848	33.277	(0.429)	(1.3)	0.000	0.000	0.000	-	32.848	33.277	(0.429)	(1.3)
Misc. and Other Operating Contracts	15.327	13.610	1.717	11.2	2.565	2.824	(0.259)	(10.1)	17.892	16.434	1.458	8.1
Professional Service Contracts	9.693	9.083	0.610	6.3	1.397	2.498	(1.101)	(78.8)	11.090	11.581	(0.491)	(4.4)
Materials & Supplies	23.969	21.119	2.850	11.9	5.007	3.629	1.378	27.5	28.976	24.748	4.228	14.6
Other Business Expenses	5.492	4.532	0.960	17.5	0.292	0.832	(0.540)	(184.9)	5.784	5.364	0.420	7.3
Total Non-Labor Expenses	\$138.572	\$134.438	\$4.134	3.0	\$9.284	\$9.825	(\$0.541)	(5.8)	\$147.856	\$144.263	\$3.593	2.4
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$508.287	\$505.752	\$2.535	0.5	\$69.613	\$65.248	\$4.365	6.3	\$577.900	\$571.000	\$6.900	1.2
Depreciation	121.000	115.426	5.574	4.6	0.000	0.000	0.000	-	121.000	115.426	5.574	4.6
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$629.287	\$621.178	\$8.109	1.3	\$69.613	\$65.248	\$4.365	6.3	\$698.900	\$686.426	\$12.474	1.8
Net Surplus/(Deficit)	(\$293.232)	(\$277.050)	\$16.182	5.5	\$0.000	\$0.000	\$0.000	-	(\$293.232)	(\$277.050)	\$16.182	5.5

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 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	\$1,829.231	\$1,840.848	\$11.617	0.6	\$0.000	\$0.000	\$0.000	-	\$1,829.231	\$1,840.848	\$11.617	0.6
Bus	587.463	585.783	(1.680)	(0.3)	0.000	0.000	0.000	-	587.463	585.783	(1.680)	(0.3)
Paratransit	10.816	10.158	(0.658)	(6.1)	0.000	0.000	0.000	-	10.816	10.158	(0.658)	(6.1)
Fare Media Liability	37.480	42.110	4.630	12.4	0.000	0.000	0.000	-	37.480	42.110	4.630	12.4
Total Farebox Revenue	2,464.990	2,478.899	13.909	0.6	0.000	0.000	0.000	-	2,464.990	2,478.899	13.909	0.6
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	53.306	53.306	0.000	0.0	0.000	0.000	0.000	-	53.306	53.306	0.000	0.0
Paratransit Reimbursement	87.662	87.978	0.316	0.4	0.000	0.000	0.000	-	87.662	87.978	0.316	0.4
Other	74.914	74.548	(0.366)	(0.5)	0.000	0.000	0.000	-	74.914	74.548	(0.366)	(0.5)
Total Other Operating Revenue	215.882	215.832	(0.050)	(0.0)	0.000	0.000	0.000	-	215.882	215.832	(0.050)	(0.0)
Capital and Other Reimbursements	0.000	0.000	0.000	-	577.131	587.376	10.245	1.8	577.131	587.376	10.245	1.8
Total Revenue	\$2,680.872	\$2,694.731	\$13.859	0.5	\$577.131	\$587.376	\$10.245	1.8	\$3,258.003	\$3,282.107	\$24.104	0.7
Expenses												
Labor:												
Payroll	1,906.575	1,904.277	2.298	0.1	229.698	224.361	5.337	2.3	2,136.273	2,128.638	7.635	0.4
Overtime	197.241	209.717	(12.476)	(6.3)	49.360	51.496	(2.136)	(4.3)	246.601	261.213	(14.612)	(5.9)
Total Salaries & Wages	2,103.816	2,113.994	(10.178)	(0.5)	279.058	275.857	3.201	1.1	2,382.874	2,389.851	(6.977)	(0.3)
Health and Welfare	397.099	392.425	4.674	1.2	13.226	14.950	(1.724)	(13.0)	410.325	407.375	2.950	0.7
OPEB Current Payment	202.029	205.384	(3.355)	(1.7)	0.000	0.000	0.000	-	202.029	205.384	(3.355)	(1.7)
Pensions	867.449	896.252	(28.803)	(3.3)	18.234	31.370	(13.136)	(72.0)	885.683	927.622	(41.939)	(4.7)
Other Fringe Benefits	190.589	191.523	(0.934)	(0.5)	67.028	66.546	0.482	0.7	257.617	258.069	(0.452)	(0.2)
Total Fringe Benefits	1,657.166	1,685.584	(28.418)	(1.7)	98.488	112.866	(14.378)	(14.6)	1,755.654	1,798.450	(42.796)	(2.4)
Reimbursable Overhead	(131.191)	(128.988)	(2.203)	(1.7)	131.191	128.988	2.203	1.7	0.000	0.000	0.000	-
Total Labor Expenses	\$3,629.791	\$3,670.590	(\$40.799)	(1.1)	\$508.737	\$517.711	(\$8.974)	(1.8)	\$4,138.528	\$4,188.301	(\$49.773)	(1.2)
Non-Labor:												
Electric Power	201.235	197.667	3.568	1.8	0.168	0.200	(0.032)	(19.0)	201.403	197.867	3.536	1.8
Fuel	115.048	109.827	5.221	4.5	0.015	0.014	0.001	6.7	115.063	109.841	5.222	4.5
Insurance	35.633	35.714	(0.081)	(0.2)	0.000	0.000	0.000	-	35.633	35.714	(0.081)	(0.2)
Claims	63.350	65.474	(2.124)	(3.4)	0.000	0.000	0.000	-	63.350	65.474	(2.124)	(3.4)
Paratransit Service Contracts	247.036	243.382	3.654	1.5	0.000	0.515	(0.515)	-	247.036	243.897	3.139	1.3
Mtce. and Other Operating Contracts	104.010	98.866	5.144	4.9	20.850	22.538	(1.688)	(8.1)	124.860	121.404	3.456	2.8
Professional Service Contracts	80.659	84.020	(3.361)	(4.2)	9.955	12.984	(3.029)	(30.4)	90.614	97.004	(6.390)	(7.1)
Materials & Supplies	173.124	164.099	9.025	5.2	36.510	32.239	4.271	11.7	209.634	196.338	13.296	6.3
Other Business Expenses	43.399	41.482	1.917	4.4	0.896	1.175	(0.279)	(31.1)	44.295	42.657	1.638	3.7
Total Non-Labor Expenses	\$1,063.494	\$1,040.531	\$22.963	2.2	\$68.394	\$69.665	(\$1.271)	(1.9)	\$1,131.888	\$1,110.196	\$21.692	1.9
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	\$4,693.285	\$4,711.121	(\$17.836)	(0.4)	\$577.131	\$587.376	(\$10.245)	(1.8)	\$5,270.416	\$5,298.497	(\$28.081)	(0.5)
Depreciation	911.750	907.465	4.285	0.5	0.000	0.000	0.000	-	911.750	907.465	4.285	0.5
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	\$6,288.850	\$6,310.047	(\$21.197)	(0.3)	\$577.131	\$587.376	(\$10.245)	(1.8)	\$6,865.981	\$6,897.423	(\$31.442)	(0.5)
Net Surplus/(Deficit)	(\$3,607.978)	(\$3,615.316)	(\$7.338)	(0.2)	\$0.000	\$0.000	\$0.000	-	(\$3,607.978)	(\$3,615.316)	(\$7.338)	(0.2)

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
August 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
		\$	%		\$	%	
Payroll	NR	(1.9)	(0.8)	Largely higher earned employee separation payments and the unfavorable timing of expenses, partly offset by vacancy savings	2.3	0.1	Mostly due to vacancies and favorable accrual/reclassification (offset in overtime) adjustments, partly offset by higher employee earned separation payments
Overtime	NR	(3.8)	(16.3)	Additional requirements for vacancy/employee availability coverage and signals/bus maintenance	(12.5)	(6.3)	Additional requirements for vacancy/employee availability coverage, signals/bus maintenance, and unfavorable classification adjustments offset in payroll
Health & Welfare (including OPEB Current Payment)	NR	5.1	6.7	Mainly the favorable timing of expenses			
Pension	NR				(28.8)	(3.3)	Primarily higher NYCERS accrued expenses, based upon recent actuarial information, applicable to NYCERS fiscal year ending June, 2013.
Reimbursable Overhead	NR	(1.2)	(7.9)	Lower overhead credits, due largely to reimbursable payroll underruns	(2.2)	(1.7)	Lower overhead credits, due largely to reimbursable payroll underruns
Electric Power	NR				3.6	1.8	Mainly due to lower consumption and the favorable timing of expenses, partly offset by higher prices
Fuel	NR	(1.8)	(14.7)	Unfavorable timing of expenses, higher consumption	5.2	4.5	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)	(3.4)	Higher claims payouts than anticipated
Paratransit Service Contracts	NR				3.7	1.5	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 BASE
August 2012
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	1.7	11.2	Mostly the favorable timing of painting and tire/tube expenses and auto purchases	5.1	4.9	Mostly the favorable timing of painting and facility maintenance expenses, and auto purchases
Professional Service Contracts	NR	0.6	6.3	Primarily the favorable timing of IT/EDP and Workers' Compensation Board expenses, partly offset by the unfavorable timing of office equipment and supplies expenses	(3.4)	(4.2)	Primarily the unfavorable timing of office equipment, supplies and bond service expenses, partly offset by the favorable timing of IT/EDP and Workers' Compensation Board expenses
Materials & Supplies	NR	2.9	11.9	Mainly the favorable timing of vehicle maintenance requirements	9.0	5.2	Mainly the favorable timing of vehicle maintenance requirements and favorable inventory adjustments
4-4 4-4 Other Business Expenses	NR	1.0	17.5	Primarily lower stationery expenses and MVM debit/credit card charges	1.9	4.4	Primarily lower MVM debit/credit card charges and stationery expenses
Depreciation Expense	NR	5.6	4.6	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	(4.4)	(6.3)	Lower accrued revenues, consistent with decreased reimbursable expenses	10.2	1.8	Higher accrued revenues, consistent with increased reimbursable expenses
Payroll	R	3.7	12.4	Mainly lower capital construction and engineering requirements	5.3	2.3	Mainly lower capital construction and engineering requirements
Overtime	R	(0.3)	(4.9)	Mostly additional track work requirements	(2.1)	(4.3)	Mostly additional track work requirements
Health & Welfare	R	(0.6)	(30.9)	Unfavorable timing of expenses	(1.7)	(13.0)	Unfavorable timing of expenses
Pension	R				(13.1)	(72.0)	Higher NYCERS expenses, based on current actuarial information

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASE
August 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	0.9	10.5	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	(0.3)	(10.1)	Largely the unfavorable timing of equipment rental expenses	(1.7)	(8.1)	Mainly due to the unfavorable timing of safety equipment and equipment rental expenses
Professional Service Contracts	R	(1.1)	(78.8)	Mostly the unfavorable timing of several expenses, including IT software/hardware, advertising and EDP maintenance & repair expenses	(3.0)	(30.4)	Mostly the unfavorable timing of Data Center, EDP maintenance & repair, information technology-related and advertising expenses
Materials & Supplies	R	1.4	27.5	Primarily the favorable timing of non-vehicle maintenance requirements	4.3	11.7	Primarily the favorable timing of non-vehicle maintenance requirements
Other Business Expenses	R	(0.5)	over (100.0)	Mainly recording of accumulated travel expenses	(0.3)	(31.1)	Mainly recording of accumulated travel expenses

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$318.098	\$333.717	\$15.619	4.9	\$2,467.523	\$2,496.354	\$28.831	1.2
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	20.113	20.113	-	71.391	71.426	0.035	0.0
Paratransit Reimbursement	2.071	2.379	0.308	14.9	91.239	91.730	0.491	0.5
Other	3.793	3.618	(0.175)	(4.6)	89.860	88.935	(0.925)	(1.0)
Total Other Operating Revenue	5.864	26.110	20.246	345.3	252.490	252.091	(0.399)	(0.2)
Capital and Other Reimbursements	90.252	66.028	(24.224)	(26.8)	600.749	507.961	(92.788)	(15.4)
Total Receipts	\$414.214	\$425.855	\$11.641	2.8	\$3,320.762	\$3,256.406	(\$64.356)	(1.9)
Expenditures								
Labor:								
Payroll	354.994	347.951	7.043	2.0	2,166.434	2,190.633	(24.199)	(1.1)
Overtime	36.543	44.780	(8.237)	(22.5)	285.082	267.146	17.936	6.3
Total Salaries & Wages	391.537	392.731	(1.194)	(0.3)	2,451.516	2,457.779	(6.263)	(0.3)
Health and Welfare	50.745	69.238	(18.493)	(36.4)	411.470	420.885	(9.415)	(2.3)
OPEB Current Payment	27.372	27.024	0.348	1.3	202.029	205.384	(3.355)	(1.7)
Pensions	18.885	19.118	(0.233)	(1.2)	447.742	450.820	(3.078)	(0.7)
Other Fringe Benefits	36.811	37.945	(1.134)	(3.1)	240.231	242.180	(1.949)	(0.8)
Total Fringe Benefits	133.813	153.325	(19.512)	(14.6)	1,301.472	1,319.269	(17.797)	(1.4)
GASB Account	3.812	4.160	(0.348)	(9.1)	24.204	24.529	(0.325)	(1.3)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$529.162	\$550.216	(\$21.054)	(4.0)	\$3,777.192	\$3,801.577	(\$24.385)	(0.6)
Non-Labor:								
Electric Power	27.949	29.363	(1.414)	(5.1)	185.664	194.626	(8.962)	(4.8)
Fuel	12.356	15.608	(3.252)	(26.3)	105.709	111.340	(5.631)	(5.3)
Insurance	(0.117)	1.192	(1.309)	-	42.513	29.641	12.872	30.3
Claims	6.950	7.194	(0.244)	(3.5)	59.242	64.791	(5.549)	(9.4)
Paratransit Service Contracts	34.155	30.320	3.835	11.2	239.808	237.362	2.446	1.0
Mtce. and Other Operating Contracts	16.737	18.071	(1.334)	(8.0)	140.184	121.820	18.364	13.1
Professional Service Contracts	11.090	15.978	(4.888)	(44.1)	90.414	99.062	(8.648)	(9.6)
Materials & Supplies	27.606	27.901	(0.295)	(1.1)	219.216	212.512	6.704	3.1
Other Business Expenditures	6.018	5.260	0.758	12.6	43.358	41.101	2.257	5.2
Total Non-Labor Expenditures	\$142.744	\$150.887	(\$8.143)	(5.7)	\$1,126.108	\$1,112.255	\$13.853	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	\$671.906	\$701.103	(\$29.197)	(4.3)	\$4,903.300	\$4,913.832	(\$10.532)	(0.2)
Net Surplus/(Deficit)	(\$257.692)	(\$275.248)	(\$17.556)	(6.8)	(\$1,582.538)	(\$1,657.426)	(\$74.888)	(4.7)

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
August 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	15.6	4.9	Mainly the favorable timing of the counting and depositing of receipts	28.8	1.2	Mainly the favorable timing of the counting and depositing of receipts
Other Operating Receipts	20.2	over 100.0	Primarily the favorable timing of student and elderly fare reimbursements			
Capital and Other Reimbursements	(24.2)	(26.8)	Mostly the unfavorable timing of reimbursements	(92.8)	(15.4)	Mostly the unfavorable timing of reimbursements
Health & Welfare (including OPEB Current Payment)	(18.2)	(23.3)	Largely the unfavorable timing of payments	(12.8)	(2.1)	Largely the unfavorable timing of payments
Electric Power	(1.4)	(5.1)	Primarily the unfavorable timing of payments	(9.0)	(4.8)	Primarily the unfavorable timing of payments
Fuel	(3.3)	(26.3)	Largely the unfavorable timing of expenses and payments, and higher consumption	(5.6)	(5.3)	Largely the unfavorable timing of payments, partly offset by the favorable timing of receipt of CNG tax credits
Insurance				12.9	30.3	The favorable timing of payments
Claims				(5.5)	(9.4)	Higher claims payouts than anticipated
Paratransit Service Contracts	3.8	11.2	The favorable timing of payments			
Maintenance Contracts	(1.3)	(8.0)	Mainly the unfavorable timing of payments, partly offset by the favorable timing of expenses and auto purchases	18.4	13.1	Largely the favorable timing of payments
Professional Service Contracts	(4.9)	(44.1)	The unfavorable timing of payments	(8.6)	(9.6)	Primarily the unfavorable timing of expenses and payments
Materials & Supplies				6.7	3.1	Mostly the favorable timing of non-vehicle maintenance requirements, partly offset by the unfavorable timing of payments
Other Business Expenses	0.8	12.6	Mainly lower MVM debit/credit card charges and stationery expenses	2.3	5.2	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)
August 2012
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$4.730	\$12.151	\$7.421	156.9	\$2.533	\$17.455	\$14.922	589.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(2.173)	17.939	20.112	-	18.085	18.120	0.035	0.2
Paratransit Reimbursement	(8.924)	(8.479)	0.445	5.0	3.577	3.752	0.175	4.9
Other	(5.726)	(5.912)	(0.186)	(3.2)	14.946	14.387	(0.559)	(3.7)
Total Other Operating Revenue	(16.823)	3.548	20.371	121.1	36.608	36.259	(0.349)	(1.0)
Capital and Other Reimbursements	20.639	0.780	(19.859)	(96.2)	23.618	(79.415)	(103.033)	(436.2)
Total Receipts	\$8.546	\$16.479	\$7.933	92.8	\$62.759	(\$25.701)	(\$88.460)	(141.0)
Expenditures								
Labor:								
Payroll	(82.870)	(77.579)	5.291	6.4	(30.161)	(61.995)	(31.834)	(105.5)
Overtime	(7.937)	(12.100)	(4.163)	(52.5)	(38.481)	(5.933)	32.548	84.6
Total Salaries & Wages	(90.807)	(89.679)	1.128	1.2	(68.642)	(67.928)	0.714	1.0
Health and Welfare	0.000	(22.651)	(22.651)	-	(1.145)	(13.510)	(12.365)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	(0.002)	(0.002)	-	437.941	476.802	38.861	8.9
Other Fringe Benefits	(4.499)	(6.987)	(2.488)	(55.3)	17.386	15.889	(1.497)	(8.6)
Total Fringe Benefits	(4.499)	(29.640)	(25.141)	(558.8)	454.182	479.181	24.999	5.5
GASB Account	(3.812)	(4.160)	(0.348)	(9.1)	(24.204)	(24.529)	(0.325)	(1.3)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$99.118)	(\$123.479)	(\$24.361)	(24.6)	\$361.336	\$386.724	\$25.388	7.0
Non-Labor:								
Electric Power	(1.247)	(2.911)	(1.664)	(133.4)	15.739	3.241	(12.498)	(79.4)
Fuel	0.001	(1.436)	(1.437)	-	9.354	(1.499)	(10.853)	(116.0)
Insurance	4.407	3.123	(1.284)	(29.1)	(6.880)	6.073	12.953	188.3
Claims	0.967	0.726	(0.241)	(24.9)	4.108	0.683	(3.425)	(83.4)
Paratransit Service Contracts	(1.307)	2.957	4.264	326.2	7.228	6.535	(0.693)	(9.6)
Mtce. and Other Operating Contracts	1.155	(1.637)	(2.792)	(241.7)	(15.324)	(0.416)	14.908	97.3
Professional Service Contracts	0.000	(4.397)	(4.397)	-	0.200	(2.058)	(2.258)	-
Materials & Supplies	1.370	(3.153)	(4.523)	(330.1)	(9.582)	(16.174)	(6.592)	(68.8)
Other Business Expenses	(0.234)	0.104	0.338	144.4	0.937	1.556	0.619	66.1
Total Non-Labor Expenditures	\$5.112	(\$6.624)	(\$11.736)	(229.6)	\$5.780	(\$2.059)	(\$7.839)	(135.6)
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	(\$94.006)	(\$130.103)	(\$36.097)	(38.4)	\$367.116	\$384.665	\$17.549	4.8
Depreciation	121.000	115.426	(5.574)	(4.6)	911.750	907.465	(4.285)	(0.5)
OPEB Account	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	-
Total Expenditures	\$26.994	(\$14.677)	(\$41.671)	(154.4)	\$1,962.681	\$1,983.591	\$20.910	1.1
Total Cash Conversion Adjustments	\$35.540	\$1.802	(\$33.738)	(94.9)	\$2,025.440	\$1,957.890	(\$67.550)	(3.3)

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
August 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	266	258	8	
Office of the EVP	41	39	2	
Human Resources	239	254	(15)	
Office of Management and Budget	39	38	1	
Capital Planning & Budget	31	30	1	
Corporate Communications	251	244	7	
AFC Program Management & Sales	54	52	2	
Technology & Information Services	441	442	(1)	
Non-Departmental	84	-	84	
Labor Relations	96	85	11	
Materiel	238	237	1	
Controller	130	137	(7)	
Total Administration	1,939	1,847	92	
Operations				
Subways Service Delivery	7,416	7,218	198	
Subways Operations Support/Admin.	313	325	(12)	
Subways Stations	2,692	2,647	45	
Sub-total Subways	10,421	10,190	231	
Buses	10,255	10,275	(20)	
Paratransit	172	151	21	
Operations Planning	395	383	12	
Revenue Control	421	395	26	
Total Operations	21,664	21,394	270	
Maintenance				
Subways Operations Support/Admin.	163	160	3	
Subways Engineering	313	302	11	
Subways Car Equipment	4,118	4,112	6	
Subways Infrastructure	1,290	1,304	(14)	
Subways Elevators & Escalators	374	339	35	
Subways Stations	3,554	3,511	43	
Subways Track	2,730	2,660	70	
Subways Power	624	621	3	
Subways Signals	1,417	1,366	51	
Subways Electronic Maintenance	1,379	1,311	68	
Sub-total Subways	15,962	15,686	276	
Buses	3,730	3,644	86	
Revenue Control	150	137	13	
Supply Logistics	557	552	5	
System Safety	88	83	5	
Total Maintenance	20,487	20,102	385	
Engineering/Capital				
Capital Program Management	1,218	1,213	5	
Total Engineering/Capital	1,218	1,213	5	
Public Safety				
Security	504	480	24	
Total Public Safety	504	480	24	
Total Positions	45,812	45,036	776	
Non-Reimbursable				
	41,276	41,193	83	
Reimbursable				
	4,536	3,843	693	
Total Full-Time	45,653	44,824	829	
Total Full-Time Equivalents	159	212	(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
August 2012

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	640	589	51	
Professional, Technical, Clerical	1,184	1,240	(56)	
Operational Hourlies	115	18	97	
Total Administration	1,939	1,847	92	
Operations				
Managers/Supervisors	2,521	2,408	113	
Professional, Technical, Clerical	378	369	9	
Operational Hourlies	18,765	18,617	148	
Total Operations	21,664	21,394	270	
Maintenance				
Managers/Supervisors	3,743	3,637	106	
Professional, Technical, Clerical	1,027	957	70	
Operational Hourlies	15,717	15,508	209	
Total Maintenance	20,487	20,102	385	
Engineering/Capital				
Managers/Supervisors	272	261	11	
Professional, Technical, Clerical	944	950	(6)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,213	5	
Public Safety				
Managers/Supervisors	129	125	4	
Professional, Technical, Clerical	32	29	3	
Operational Hourlies	343	326	17	
Total Public Safety	504	480	24	
Total Positions				
Managers/Supervisors	7,305	7,020	285	
Professional, Technical, Clerical	3,565	3,545	20	
Operational Hourlies	34,942	34,471	471	
Total Positions	45,812	45,036	776	

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

	<u>8/31/12</u>	<u>8/31/11</u>
<u>Operating Inventory</u>		
Gross Inventory	\$272.897	\$275.101
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(67.200)	(64.900)
Net Inventory	\$205.197	\$209.701

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

	August						August 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	\$9.6	0	\$9.1	0	\$0.5 5.5%	0	\$75.2	0	\$74.7	0	\$0.5 .6%
<u>Unscheduled Service</u>	0	\$5.9	0	\$7.5	0	(\$1.6) (26.2%)	0	\$45.0	0	\$51.0	0	(\$6.0) (13.2%)
Programmatic/Routine Maintenance	0	\$6.9	0	\$8.3	0	(\$1.3) (19.0%)	0	\$61.2	0	\$66.3	0	(\$5.1) (8.4%)
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	\$1.8	0	(\$1.8) 0.0%	0	\$7.7	0	\$12.3	0	(4.6) (59.4%)
<u>Weather Emergencies</u>	0	\$0.0	0	\$0.0	0	\$0.0 15.2%	0	\$2.1	0	\$1.8	0	\$0.2 11.7%
<u>Safety/Security/Law Enforcement</u>	0	\$0.3	0	\$0.3	0	(\$0.0) (12.5%)	0	\$1.7	0	\$1.8	0	(\$0.2) (9.0%)
<u>Other</u>	0	\$0.7	0	\$0.3	0	\$0.4 52.9%	0	\$4.4	0	\$1.7	0	\$2.7 61.7%
Subtotal	0	\$23.4	0	\$27.3	0	(\$3.8) (16.3%)	0	\$197.2	0	\$209.7	0	(\$12.4) (6.3%)
REIMBURSABLE OVERTIME		\$5.2		\$5.4	0	(\$0.3) (4.9%)		\$49.4	0	\$51.5	0	(\$2.1) (4.3%)
TOTAL OVERTIME	0	\$28.6	0	\$32.7	0	(\$4.1) (14.2%)	0	\$246.6	0	\$261.2	0	(\$14.6) (5.9%)

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 at this time. 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)

	August			August Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	0	\$0.5 (13.7%)		0	\$0.5 (3.6%)	
Unscheduled Service	0	(\$1.6) 40.5%	Primarily due to bus traffic delays, diversions and extra bus trips.	0	(\$6.0) 47.9%	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.
Programmatic/Routine Maintenance	0	(\$1.3) 34.6%	Mainly due to signals, car fleet maintenance and bus maintenance requirements.	0	(\$5.1) 41.2%	Mainly due to signals 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
Unscheduled Maintenance	0	\$0.0 0.0%		0	\$0.0 0.0%	
Vacancy/Absentee Coverage	0	(\$1.8) 47.6%	Mainly due to vacancy / absentee coverage in train operators, conductors, station cleaners and bus maintainers.	0	(\$4.6) 36.8%	Mainly due to vacancy / absentee coverage in train operators, conductors, station agents, station maintainers, bus operators, bus maintainers, and bus dispatchers.
Weather Emergencies	0	\$0.0 (0.2%)		0	\$0.2 -2.0%	
Safety/Security/Law Enforcement	0	(\$0.0) 0.8%		0	(\$0.2) 1.2%	
Other		\$0.4 (9.7%)		0	\$2.7 (21.6%)	
Subtotal	0	(\$3.8) 93.8%		0	(\$12.4) 85.4%	
REIMBURSABLE OVERTIME	0	(\$0.3) 6.2%		0	(\$2.1) 14.6%	
TOTAL OVERTIME	0	(\$4.1)		0	(\$14.6)	

METROPOLITAN TRANSPORTATION AUTHORITY
2012 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

SEPTEMBER NYCT FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	September Results		September Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	7.8	2.6	2,769.8	2,791.5	21.7	0.8
Nonreimb. Exp. before Dep./OPEB	(10.7)	(2.2)	5,182.2	5,210.7	(28.5)	(0.5)
Net Cash Deficit*	(0.4)	(0.4)	(1,689.6)	(1,764.9)	(75.3)	(4.5)
* Excludes Subsidies and Debt Service						

September 2012 farebox revenue was \$312.6 million, \$7.8 million (2.6 percent) above forecast. Subway revenue was \$5.5 million (2.5 percent) above forecast, bus revenue was \$2.8 million (3.7 percent) below forecast, and paratransit revenue was \$0.2 million (14.0 percent) below forecast. Accrued fare media liability was \$5.3 million (113.4 percent) above forecast due to effects related to the December 2010 fare increase that are expected to be short-term. Year-to-date farebox revenue was \$21.7 million (0.8 percent) above forecast: \$17.1 million (0.8 percent) above on the subway, \$4.5 million (0.7 percent) below on bus, \$0.9 million (7.0 percent) below on paratransit, and \$9.9 million (23.6 percent) above for fare media liability. The September 2012 non-student average fare of \$1.639 decreased 1.6¢ from September 2011; the subway fare decreased 1.6¢, the local bus fare decreased 1.7¢, and the express bus fare increased 0.1¢.

Total ridership in September 2012 of 192.9 million was virtually equal to the forecast. Average weekday ridership in September 2012 was 7.8 million, an increase of 1.8 percent from September 2011. Average weekday ridership for the twelve months ending September 2012 was 7.6 million, an increase of 2.2 percent from the twelve months ending September 2011.

Nonreimbursable expenses before depreciation and OPEB in September were higher than forecast by \$10.7 million (2.2 percent). Labor expenses exceeded forecast by \$8.1 million (2.3 percent), due mainly to higher overtime expenses caused mostly by requirements for vacancy/employee availability coverage and signals/bus maintenance, and increased other fringe benefit expenses, partly offset by the favorable timing of health & welfare expenses. Non-labor expenses were above forecast by a net \$2.6 million (1.9 percent), mostly attributable to unfavorable inventory obsolescence adjustments and the timing of CNG tax credit receipts, partly offset by the favorable timing of several expenses. Year-to-date, nonreimbursable expenses were above forecast by \$28.5 million (0.6 percent). Labor expenses were higher by \$48.9 million (1.2 percent), due mostly to higher NYCERS accrued pension expenses and increased overtime requirements for vacancy/employee availability coverage and signals/bus maintenance. Non-labor expenses were less than forecast by \$20.3 million (1.7 percent), including the favorable timing of expenses, benefitting several accounts, and underruns in paratransit service contracts, electric power and other business expenses. Professional service contract expenses were adversely impacted by the unfavorable timing of expenses.

The net cash deficit year-to-date was \$1,764.9 million, \$75.3 million (4.5 percent) higher than forecast, due mostly to the unfavorable timing of capital reimbursements.

FINANCIAL RESULTS

Farebox Revenue

September 2012 Farebox Revenue - (\$ in millions)								
	September				September Year-to-Date			
	Forecast	Preliminary Actual	Favorable/(Unfavorable)		Forecast	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	222.8	228.3	5.5	2.5%	2,052.0	2,069.1	17.1	0.8%
Bus	75.8	73.0	(2.8)	(3.7%)	663.3	658.8	(4.5)	(0.7%)
Paratransit	1.5	1.2	(0.2)	(14.0%)	12.3	11.4	(0.9)	(7.0%)
Subtotal	300.1	302.6	2.5	0.8%	2,727.6	2,739.4	11.8	0.4%
Fare Media Liability	4.7	10.0	5.3	113.4%	42.2	52.1	9.9	23.6%
Total	304.8	312.6	7.8	2.6%	2,769.8	2,791.5	21.7	0.8%

Note: Totals may not add due to rounding.

- On the subway, ridership continued a trend of higher-than-forecasted growth resulting in the strong revenue performance.
- Most of the bus revenue underrun was due to a forecasted \$2.4 million revenue increase related to a fare evasion reduction program that has not yet begun.
- Paratransit revenue was below forecast as various initiatives continued to reduce ridership growth below historic rates.
- Fare media liability was above forecast due to an accrual adjustment accounting for higher residual values on expired MetroCards following the December 2010 fare increase. An analysis indicates that fare media liability will decrease in 2013.
- Year-to-date revenue includes a \$2.1 million positive retroactive adjustment from replacing July and August estimated pass average fares with actual 3rd quarter fares.

Average Fare

September Non-Student Average Fare - \$				
	Preliminary		Change	
	2011	2012	Amount	Percent
Subway	1.732	1.716	(0.016)	(0.9%)
Local Bus	1.393	1.377	(0.017)	(1.2%)
Subway & Local Bus	1.639	1.624	(0.015)	(0.9%)
Express Bus	4.633	4.635	0.001	0.0%
Total	1.654	1.639	(0.016)	(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 September 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 September and year-to-date, other operating revenue was essentially on forecast.

Nonreimbursable Expenses

In the month of September, nonreimbursable expenses before depreciation and OPEB were higher than forecast by \$10.7 million (2.2 percent). Year-to-date, expenses exceeded forecast by \$28.5 million (0.6 percent). The major causes of these variances are reviewed below:

Labor expenses in the month overran forecast by \$8.1 million (2.3 percent), due mostly to higher overtime expenses of \$5.9 million (26.9 percent), caused primarily by additional requirements for vacancy/employee availability coverage and signals/bus maintenance. Other fringe benefit expenses were above forecast by \$3.4 million (15.6 percent), due mostly to higher Workers' Compensation expenses and lower direct overhead credits, due to reimbursable payroll underruns. Reimbursable overhead credits were also unfavorable by \$2.0 million (11.2 percent), also due to reimbursable payroll underruns. Partly offsetting the above overruns was the favorable timing of \$6.6 million (8.7 percent) of health & welfare expenses (including OPEB current expenses). Year-to-date, labor expenses exceeded the forecast by \$48.9 million (1.2 percent), mostly attributable to higher pension expenses of \$30.1 million (3.4 percent), primarily caused by higher NYCERS accrued expenses based on current actuarial information. Overtime expenses were higher by \$18.4 million (8.4 percent), represented mostly by requirements for vacancy/employee availability coverage and signals/bus maintenance.

Non-labor expenses in the month were above forecast by \$2.6 million (1.9 percent). Materials & supplies expenses were overran by \$6.5 million (26.8 percent), due mostly to unfavorable inventory obsolescence adjustments, partly offset by the favorable timing of vehicle maintenance requirements. Fuel also overran by \$4.5 million (47.9 percent), due to the timing of CNG 2011 tax credit receipts which were received earlier in the year. These unfavorable variances were partly offset by paratransit service contract underruns of \$5.5 million (17.1 percent), due mostly to the favorable timing of expenses and the diversion of higher cost primary trips to lower cost vouchers/taxis, and lower maintenance contract expenses of \$3.1 million (19.2 percent), due largely to the favorable timing of auto purchases and painting/building-related expenses. Year-to date, non-labor expenses were below forecast by \$20.3 million (1.7 percent), including the following:

- Paratransit service contracts were below forecast by \$9.1 million (3.3 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 \$8.3 million (6.9 percent), primarily from the favorable timing of painting and building-related expenses, and auto purchases.
- Other business expenses underran by \$2.7 million (5.4 percent), primarily caused by lower MVM debit/credit card charges and stationery expenses.
- Materials and supplies expenses were favorable by \$2.5 million (1.3 percent), represented mostly by the favorable timing of vehicle maintenance requirements, partly offset by unfavorable inventory obsolescence adjustments.
- Electric power expenses were under forecast by \$2.1 million (0.9 percent), due largely to lower consumption and the favorable timing of expenses, partly offset by higher prices.

- Professional service contract expenses overran forecast by \$2.4 million (2.6 percent), due to the unfavorable timing of office equipment, supplies and data center expenses, partly offset by the favorable timing of IT hardware and Workers' Compensation Board expenses.
- Claims expenses exceeded forecast by \$2.1 million (3.0 percent), due mostly to higher claims payouts than anticipated.

Depreciation expenses year-to-date were below forecast by \$12.6 million (1.2 percent), due to the timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$1,091.5 million of accrued expenses year-to-date, \$72.1 million (7.1 percent) higher than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit year-to-date was \$1,764.9 million, \$75.3 million (4.5 percent) higher than forecast, due mostly to the unfavorable timing of capital reimbursements.

Inventory

See Inventory Note later in this report.

Incumbents

There were 45,015 full-time paid incumbents at the end of September, 191 more than in August, and 1 less than in December 2011 (excluding 117 temporary December active incumbents).

RIDERSHIP RESULTS

September 2012 Ridership vs. Forecast - (millions)								
	September				September Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	134.6	137.0	2.4	1.8%	1,246.8	1,255.5	8.7	0.7%
Bus	57.6	55.2	(2.4)	(4.2%)	505.8	502.0	(3.7)	(0.7%)
Subtotal	192.2	192.2	(0.0)	(0.0%)	1,752.6	1,757.5	5.0	0.3%
Paratransit	0.9	0.8	(0.1)	(11.9%)	7.5	7.2	(0.4)	(5.0%)
Total	193.0	192.9	(0.1)	(0.1%)	1,760.1	1,764.7	4.6	0.3%

Notes: Totals may not add due to rounding.

- Subway ridership continued a trend of higher-than-forecasted results.
- The forecast included an increase of 1.9 million bus riders from a fare evasion enforcement program that has not yet begun. Excluding this increase, bus ridership was only 1.0 percent below forecast.
- The paratransit ridership underrun was due at least in part to initiatives that reduced the growth rate from the historic average.

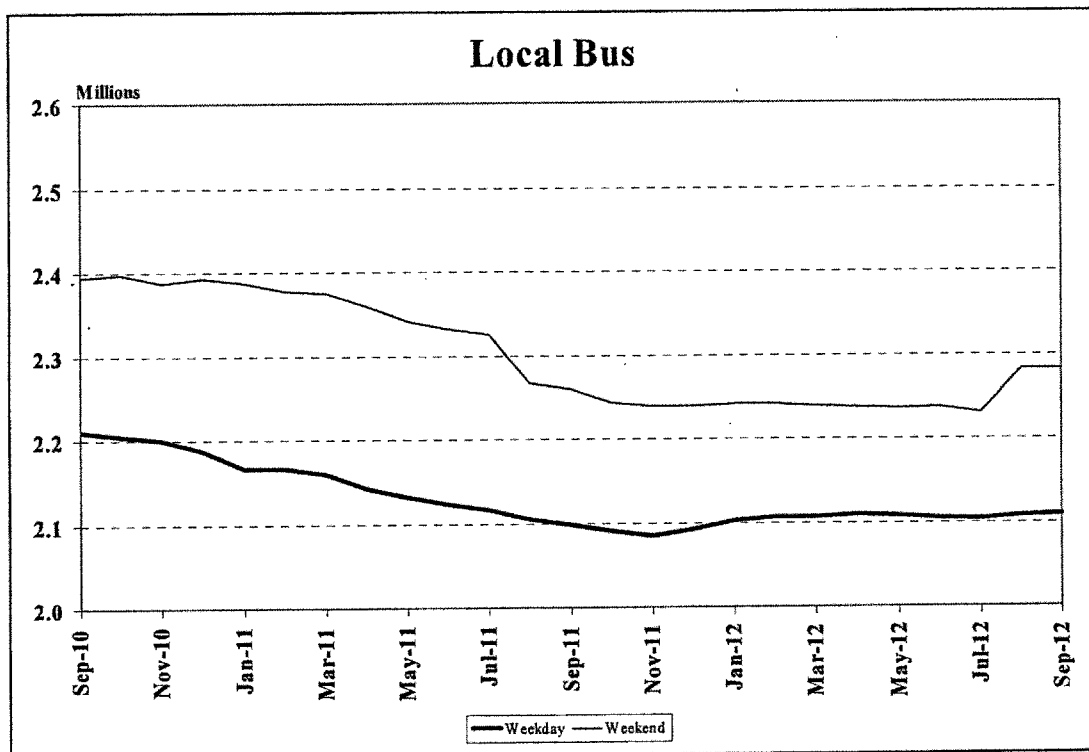
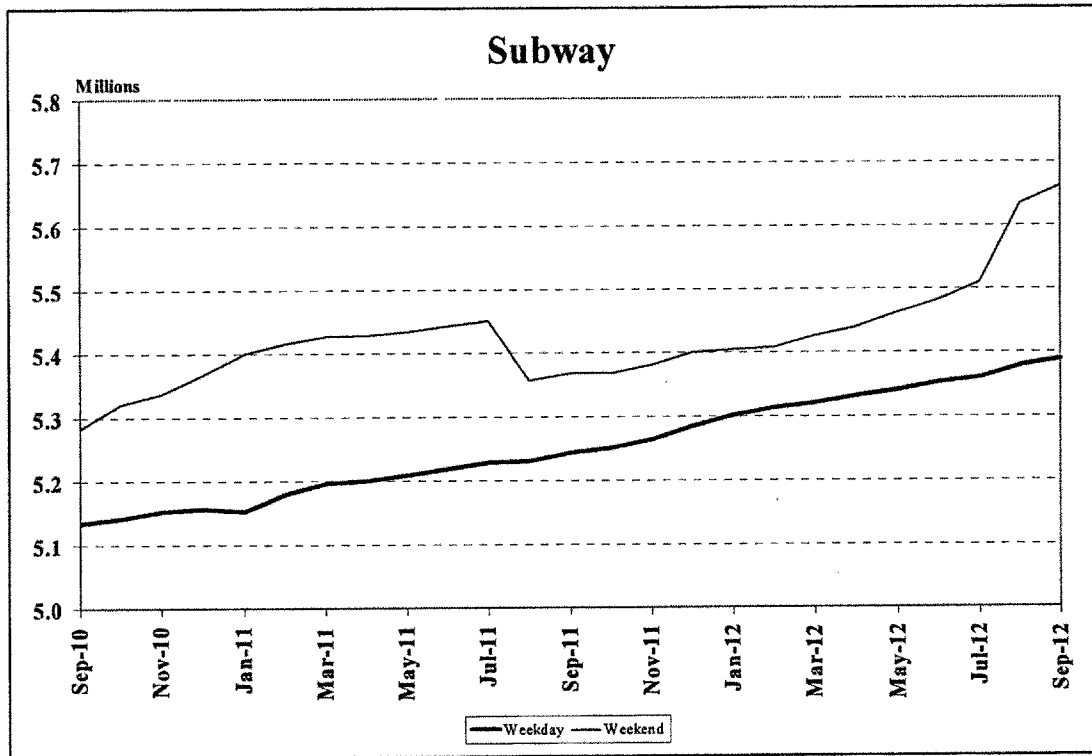
September Average Weekday and Weekend Ridership vs. Prior Year								
	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2011	2012	Amount	Percent	2011	2012	Amount	Percent
Subway	5,416	5,525	+109	+2.0%	5,552	5,861	+309	+5.6%
Local Bus	2,158	2,184	+26	+1.2%	2,374	2,358	-16	-0.7%
Express Bus	42	44	+2	+4.1%	11	11	-1	-5.7%
Paratransit	29	30	+1	+3.9%	31	35	+3	+10.3%
TOTAL	7,645	7,783	+137	+1.8%	7,970	8,265	+295	+3.7%
12-Month Rolling Average								
Subway	5,243	5,388	+145	+2.8%	5,367	5,663	+296	+5.5%
Local Bus	2,099	2,109	+11	+0.5%	2,260	2,282	+22	+1.0%
Express Bus	41	43	+1	+3.6%	9	10	+1	+11.1%
Paratransit	28	30	+2	+6.4%	30	33	+3	+8.7%
TOTAL	7,411	7,570	+159	+2.2%	7,667	7,988	+322	+4.2%

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

- September 2012 average weekday subway ridership was the highest of any September in over forty-five years. Three weekdays exceeded the highest previous one-day ridership (based on daily records since 1985) recorded in October 2011. The highest subway ridership was 5,858,759, recorded on Thursday, September 27, 2012.
- Average weekend subway ridership was the highest of any September in over forty-five years. Despite a small decrease in bus ridership, average weekend ridership for all services combined was also the highest of any September in over forty-five years.
- The decrease in weekend express bus ridership was entirely due to special event route X80, which operated on two of four weekends in September 2011, but only one of five weekends in September 2012. Excluding the X80, average weekend express ridership increased 14.6 percent.

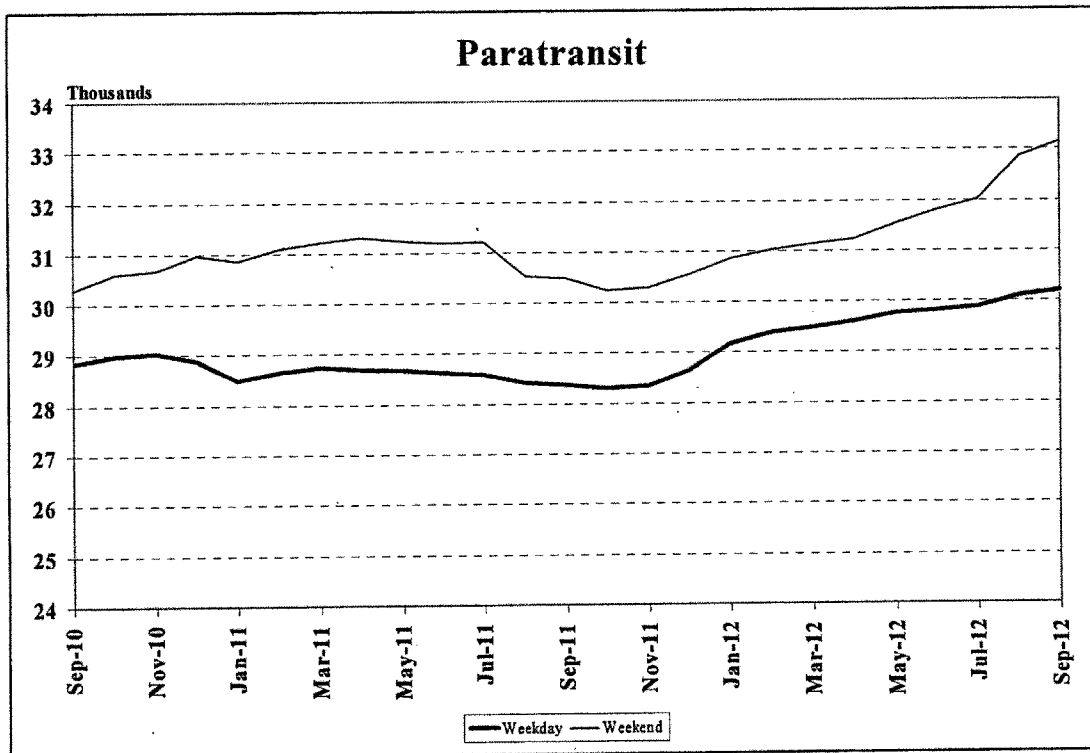
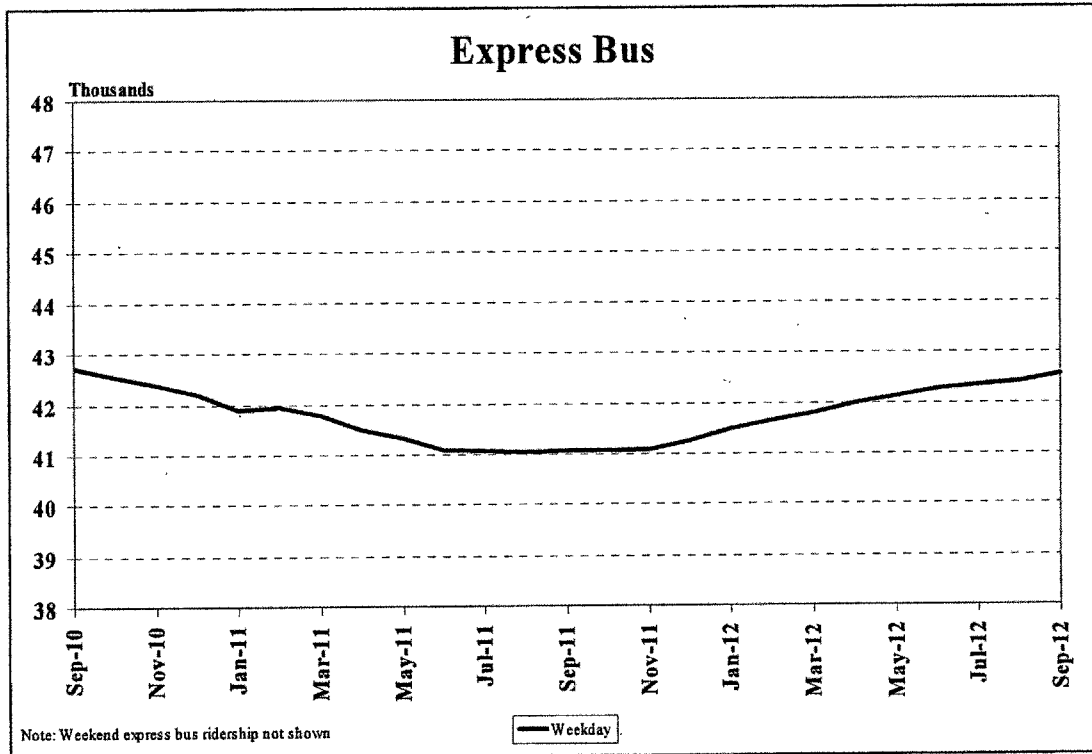
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From September 2011 to September 2012, average weekday ridership increased for every service except the Staten Island Ferry. The largest weekday increase was on the Long Island Rail Road (up 5.7 percent). Bridges and Tunnels traffic decreased on weekdays and increased on weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Sep-11	Preliminary Sep-12	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,416	5,525	+2.0%	+2.8%
NYCT Local Bus	2,158	2,184	+1.2%	+0.5%
NYCT Express Bus	42	44	+4.1%	+3.6%
NYCT Paratransit	29	30	+3.9%	+6.4%
Staten Island Railway	17	17	+0.3%	+2.8%
MTA Local Bus	369	378	+2.4%	+2.4%
MTA Express Bus	34	34	+0.8%	+0.4%
Long Island Rail Road	289	305	+5.7%	+4.0%
Metro-North Railroad	281	285	+1.5%	+3.1%
Staten Island Ferry	70	69	-0.3%	+2.6%
PATH	263	267	+1.6%	+3.0%
<u>Average Weekend</u>				
NYCT Subway	5,552	5,861	+5.6%	+5.5%
NYCT Local Bus	2,374	2,358	-0.7%	+1.0%
NYCT Express Bus	11	11	-5.7%	+11.1%
NYCT Paratransit	31	35	+10.3%	+8.7%
Staten Island Railway	10	9	-3.2%	-0.5%
MTA Local Bus	366	382	+4.4%	+5.6%
MTA Express Bus	14	14	-0.2%	-0.9%
Long Island Rail Road	183	193	+5.5%	+5.5%
Metro-North Railroad	217	222	+1.9%	+4.9%
Staten Island Ferry	97	99	+2.5%	+7.0%
PATH	230	236	+2.4%	+6.1%

MTA Bridges and Tunnels (thousands)				
Average Weekday	821	812	-1.1%	+0.4%
Average Weekend	1,512	1,529	+1.1%	+0.7%

Note: Percentages are based on unrounded data.

Economy

From September 2011 to September 2012, New York City employment increased 2.5 percent (95,800 jobs). Private sector employment increased 2.9 percent (92,600 jobs) and government employment increased 0.6 percent (3,200 jobs). The sub-sector with the largest absolute and percentage increases was professional/business services (up 44,700 jobs or 7.5 percent). The sub-sector with the largest absolute decrease was financial services (down 1,200 jobs or 0.3 percent) and the sub-sector with the largest percentage decrease was manufacturing (down 0.9 percent or 700 jobs).

The year-over-year private sector employment increase in September 2012 was the first in 2012 to be larger than the same month in 2011. Much of the growth in 2011 represented a recovery of jobs lost during the recession and a return to 2008 employment levels. The increases in 2012, which have been slowly improving over the course of the year, represent new growth. September 2012 private sector employment was 3.1 percent higher than September 2008.

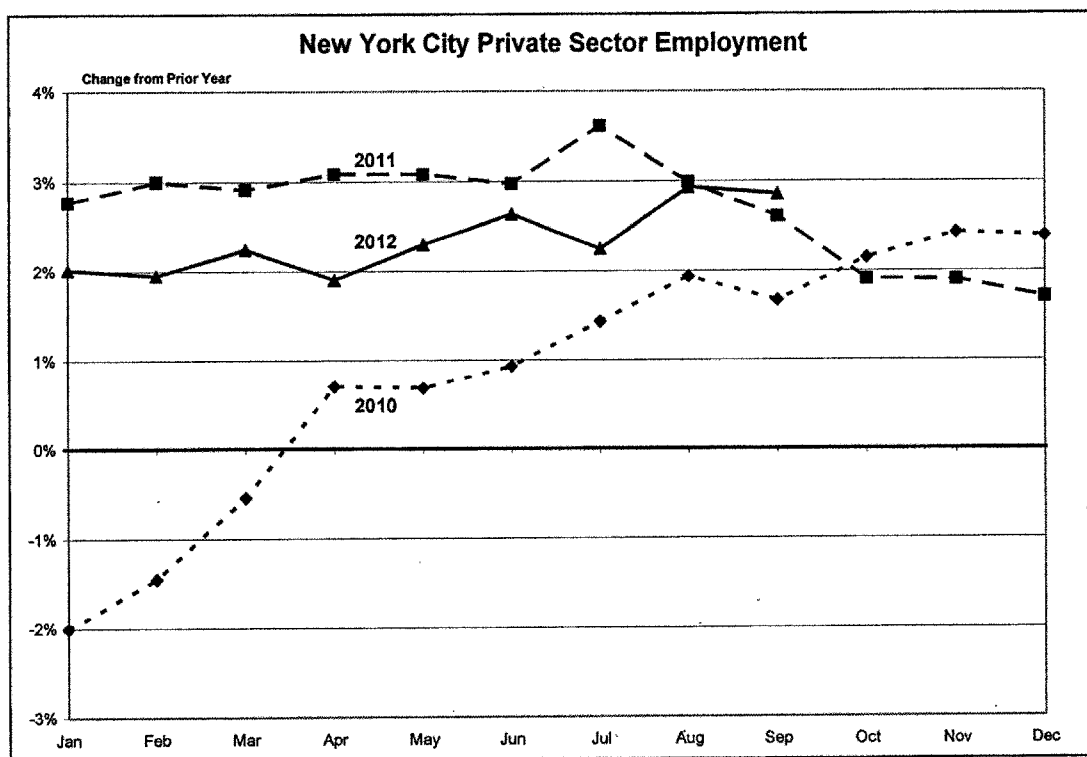


Table 1

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

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$222.801	\$228.299	\$5.498	2.5	\$0.000	\$0.000	\$0.000	-	\$222.801	\$228.299	\$5.498	2.5
Bus	75.828	73.045	(2.783)	(3.7)	0.000	0.000	0.000	-	75.828	73.045	(2.783)	(3.7)
Paratransit	1.451	1.248	(0.203)	(14.0)	0.000	0.000	0.000	-	1.451	1.248	(0.203)	(14.0)
Fare Media Liability	4.685	10.000	5.315	113.4	0.000	0.000	0.000	-	4.685	10.000	5.315	113.4
Total Farebox Revenue	304.765	312.592	7.827	2.6	0.000	0.000	0.000	-	304.765	312.592	7.827	2.6
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	6.090	6.089	(0.001)	(0.0)	0.000	0.000	0.000	-	6.090	6.089	(0.001)	(0.0)
Paratransit Reimbursement	10.996	11.053	0.057	0.5	0.000	0.000	0.000	-	10.996	11.053	0.057	0.5
Other	9.519	9.473	(0.046)	(0.5)	0.000	0.000	0.000	-	9.519	9.473	(0.046)	(0.5)
Total Other Operating Revenue	26.605	26.615	0.010	0.0	0.000	0.000	0.000	-	26.605	26.615	0.010	0.0
Capital and Other Reimbursements	0.000	0.000	0.000	-	75.984	72.524	(3.460)	(4.6)	75.984	72.524	(3.460)	(4.6)
Total Revenue	\$331.370	\$339.207	\$7.837	2.4	\$75.984	\$72.524	(\$3.460)	(4.6)	\$407.354	\$411.731	\$4.377	1.1
Expenses												
Labor:												
Payroll	229.018	231.017	(1.999)	(0.9)	30.953	28.127	2.826	9.1	259.971	259.144	0.827	0.3
Overtime	22.007	27.931	(5.924)	(26.9)	6.242	7.036	(0.794)	(12.7)	28.249	34.967	(6.718)	(23.8)
Total Salaries & Wages	251.025	258.948	(7.923)	(3.2)	37.195	35.163	2.032	5.5	288.220	294.111	(5.891)	(2.0)
Health and Welfare	48.578	44.618	3.960	8.2	1.943	2.129	(0.186)	(9.6)	50.521	46.747	3.774	7.5
OPEB Current Payment	27.372	24.721	2.651	9.7	0.000	0.000	0.000	-	27.372	24.721	2.651	9.7
Pensions	17.834	19.139	(1.305)	(7.3)	0.077	0.078	(0.001)	(1.3)	17.911	19.217	(1.306)	(7.3)
Other Fringe Benefits	21.871	25.283	(3.412)	(15.6)	9.480	8.787	0.693	7.3	31.351	34.070	(2.719)	(8.7)
Total Fringe Benefits	115.655	113.761	1.894	1.6	11.500	10.994	0.506	4.4	127.155	124.755	2.400	1.9
Reimbursable Overhead	(18.230)	(16.196)	(2.034)	(11.2)	18.230	16.196	2.034	11.2	0.000	0.000	0.000	-
Total Labor Expenses	\$348.450	\$356.513	(\$8.063)	(2.3)	\$66.925	\$62.353	\$4.572	6.8	\$415.375	\$418.866	(\$3.491)	(0.8)
Non-Labor:												
Electric Power	29.635	31.067	(1.432)	(4.8)	0.020	0.029	(0.009)	(45.0)	29.655	31.096	(1.441)	(4.9)
Fuel	9.426	13.943	(4.517)	(47.9)	0.002	0.002	0.000	0.0	9.428	13.945	(4.517)	(47.9)
Insurance	4.290	4.765	(0.475)	(11.1)	0.000	0.000	0.000	-	4.290	4.765	(0.475)	(11.1)
Claims	7.917	7.920	(0.003)	(0.0)	0.000	0.000	0.000	-	7.917	7.920	(0.003)	(0.0)
Paratransit Service Contracts	32.137	26.649	5.488	17.1	0.000	0.978	(0.978)	-	32.137	27.627	4.510	14.0
Mtce. and Other Operating Contracts	16.246	13.132	3.114	19.2	2.454	3.167	(0.713)	(29.1)	18.700	16.299	2.401	12.8
Professional Service Contracts	11.174	10.242	0.932	8.3	1.388	0.476	0.912	65.7	12.562	10.718	1.844	14.7
Materials & Supplies	24.180	30.659	(6.479)	(26.8)	4.890	4.847	0.043	0.9	29.070	35.506	(6.436)	(22.1)
Other Business Expenses	5.442	4.707	0.735	13.5	0.305	0.672	(0.367)	(120.3)	5.747	5.379	0.368	6.4
Total Non-Labor Expenses	\$140.447	\$143.084	(\$2.637)	(1.9)	\$9.059	\$10.171	(\$1.112)	(12.3)	\$149.506	\$153.255	(\$3.749)	(2.5)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$488.897	\$499.597	(\$10.700)	(2.2)	\$75.984	\$72.524	\$3.460	4.6	\$564.881	\$572.121	(\$7.240)	(1.3)
Depreciation	124.000	115.683	8.317	6.7	0.000	0.000	0.000	-	124.000	115.683	8.317	6.7
OPEB Account	335.568	400.000	(64.432)	(19.2)	0.000	0.000	0.000	-	335.568	400.000	(64.432)	(19.2)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$948.465	\$1,015.280	(\$66.815)	(7.0)	\$75.984	\$72.524	\$3.460	4.6	\$1,024.449	\$1,087.804	(\$63.355)	(6.2)
Net Surplus/(Deficit)	(\$617.095)	(\$676.073)	(\$58.978)	(9.6)	\$0.000	\$0.000	\$0.000	-	(\$617.095)	(\$676.073)	(\$58.978)	(9.6)

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
September 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	\$2,052.032	\$2,069.147	\$17.115	0.8	\$0.000	\$0.000	\$0.000	-	\$2,052.032	\$2,069.147	\$17.115	0.8
Bus	663.291	658.828	(4.463)	(0.7)	0.000	0.000	0.000	-	663.291	658.828	(4.463)	(0.7)
Paratransit	12.267	11.406	(0.861)	(7.0)	0.000	0.000	0.000	-	12.267	11.406	(0.861)	(7.0)
Fare Media Liability	42.165	52.110	9.945	23.6	0.000	0.000	0.000	-	42.165	52.110	9.945	23.6
Total Farebox Revenue	2,769.755	2,791.491	21.736	0.8	0.000	0.000	0.000	-	2,769.755	2,791.491	21.736	0.8
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	59.396	59.395	(0.001)	(0.0)	0.000	0.000	0.000	-	59.396	59.395	(0.001)	(0.0)
Paratransit Reimbursement	98.658	99.031	0.373	0.4	0.000	0.000	0.000	-	98.658	99.031	0.373	0.4
Other	84.433	84.021	(0.412)	(0.5)	0.000	0.000	0.000	-	84.433	84.021	(0.412)	(0.5)
Total Other Operating Revenue	242.487	242.447	(0.040)	(0.0)	0.000	0.000	0.000	-	242.487	242.447	(0.040)	(0.0)
Capital and Other Reimbursements	0.000	0.000	0.000	-	653.115	659.900	6.785	1.0	653.115	659.900	6.785	1.0
Total Revenue	\$3,012.242	\$3,033.938	\$21.696	0.7	\$653.115	\$659.900	\$6.785	1.0	\$3,665.357	\$3,693.838	\$28.481	0.8
Expenses												
Labor:												
Payroll	2,135.593	2,135.294	0.299	0.0	260.651	252.488	8.163	3.1	2,396.244	2,387.782	8.462	0.4
Overtime	219.248	237.648	(18.400)	(8.4)	55.603	58.532	(2.929)	(5.3)	274.851	296.180	(21.329)	(7.8)
Total Salaries & Wages	2,354.841	2,372.942	(18.101)	(0.8)	316.254	311.020	5.234	1.7	2,671.095	2,683.962	(12.867)	(0.5)
Health and Welfare	445.677	437.043	8.634	1.9	15.170	17.079	(1.909)	(12.6)	460.847	454.122	6.725	1.5
OPEB Current Payment	229.401	230.105	(0.704)	(0.3)	0.000	0.000	0.000	-	229.401	230.105	(0.704)	(0.3)
Pensions	885.284	915.391	(30.107)	(3.4)	18.312	31.448	(13.136)	(71.7)	903.596	946.839	(43.243)	(4.8)
Other Fringe Benefits	212.459	216.806	(4.347)	(2.0)	76.507	75.333	1.174	1.5	288.966	292.139	(3.173)	(1.1)
Total Fringe Benefits	1,772.821	1,799.345	(26.524)	(1.5)	109.989	123.860	(13.871)	(12.6)	1,882.810	1,923.205	(40.395)	(2.1)
Reimbursable Overhead	(149.421)	(145.184)	(4.237)	(2.8)	149.421	145.184	4.237	2.8	0.000	0.000	0.000	-
Total Labor Expenses	\$3,978.241	\$4,027.103	(\$48.862)	(1.2)	\$575.664	\$580.064	(\$4.400)	(0.8)	\$4,553.905	\$4,607.167	(\$53.262)	(1.2)
Non-Labor:												
Electric Power	230.870	228.734	2.136	0.9	0.188	0.229	(0.041)	(21.8)	231.058	228.963	2.095	0.9
Fuel	124.474	123.770	0.704	0.6	0.017	0.016	0.001	5.9	124.491	123.786	0.705	0.6
Insurance	39.923	40.479	(0.556)	(1.4)	0.000	0.000	0.000	-	39.923	40.479	(0.556)	(1.4)
Claims	71.267	73.394	(2.127)	(3.0)	0.000	0.000	0.000	-	71.267	73.394	(2.127)	(3.0)
Paratransit Service Contracts	279.173	270.031	9.142	3.3	0.000	1.493	(1.493)	-	279.173	271.524	7.649	2.7
Mtce. and Other Operating Contracts	120.257	111.998	8.259	6.9	23.304	25.705	(2.401)	(10.3)	143.561	137.703	5.858	4.1
Professional Service Contracts	91.833	94.262	(2.429)	(2.6)	11.343	13.460	(2.117)	(18.7)	103.176	107.722	(4.546)	(4.4)
Materials & Supplies	197.305	194.758	2.547	1.3	41.399	37.086	4.313	10.4	238.704	231.844	6.860	2.9
Other Business Expenses	48.839	46.189	2.650	5.4	1.200	1.847	(0.647)	(53.9)	50.039	48.036	2.003	4.0
Total Non-Labor Expenses	\$1,203.941	\$1,183.615	\$20.326	1.7	\$77.451	\$79.836	(\$2.385)	(3.1)	\$1,281.392	\$1,263.451	\$17.941	1.4
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$5,182.182	\$5,210.718	(\$28.536)	(0.6)	\$653.115	\$659.900	(\$6.785)	(1.0)	\$5,835.297	\$5,870.618	(\$35.321)	(0.6)
Depreciation	1,035.750	1,023.148	12.602	1.2	0.000	0.000	0.000	-	1,035.750	1,023.148	12.602	1.2
OPEB Account	1,019.383	1,091.461	(72.078)	(7.1)	0.000	0.000	0.000	-	1,019.383	1,091.461	(72.078)	(7.1)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$7,237.315	\$7,325.327	(\$88.012)	(1.2)	\$653.115	\$659.900	(\$6.785)	(1.0)	\$7,890.430	\$7,985.227	(\$94.797)	(1.2)
Net Surplus/(Deficit)	(\$4,225.073)	(\$4,291.389)	(\$66.316)	(1.6)	\$0.000	\$0.000	\$0.000	-	(\$4,225.073)	(\$4,291.389)	(\$66.316)	(1.6)

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
September 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
		\$	%		\$	%	
Payroll	NR	(2.0)	(0.9)	Largely higher earned employee separation payments and the unfavorable timing of expenses, partly offset by vacancy savings			
Overtime	NR	(5.9)	(26.9)	Additional requirements for vacancy/employee availability coverage and signals/bus maintenance	(18.4)	(8.4)	Additional requirements for vacancy/employee availability coverage, signals/bus maintenance, and unfavorable classification adjustments offset in payroll
Health & Welfare (including OPEB Current Payment)	NR	6.6	8.7	Mainly the favorable timing of expenses	7.9	1.2	Mainly the favorable timing of expenses
Pension	NR	(1.3)	(7.3)	Mostly the unfavorable timing of expenses	(30.1)	(3.4)	Primarily higher NYCERS accrued expenses, based upon recent actuarial information, applicable to NYCERS fiscal year ending June, 2013.
Other Fringe Benefits	NR	(3.4)	(15.6)	Primarily higher Workers' Compensation expenses and lower direct overhead credits, due to reimbursable payroll underruns	(4.3)	(2.0)	Primarily higher Workers' Compensation expenses and lower direct overhead credits, due to reimbursable payroll underruns
Reimbursable Overhead	NR	(2.0)	(11.2)	Lower overhead credits, due largely to reimbursable payroll underruns	(4.2)	(2.8)	Lower overhead credits, due largely to reimbursable payroll underruns
Electric Power	NR	(1.4)	(4.8)	Mostly accrual adjustments and higher prices, partly offset by lower consumption	2.1	0.9	Mainly due to lower consumption and the favorable timing of expenses, partly offset by higher prices
Fuel	NR	(4.5)	(47.9)	Mostly the unfavorable timing of receipt of 2011 CNG tax credits.			
Insurance	NR	(0.5)	(11.1)	The unfavorable timing expenses	(0.6)	(1.4)	The unfavorable timing of expenses

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
September 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
		\$	%		\$	%	
Claims	NR				(2.1)	(3.0)	Higher claims payouts than anticipated
Paratransit Service Contracts	NR	5.5	17.1	The favorable timing of expenses and the diversion of higher cost primary trips to lower cost vouchers/taxis, lower completed trips and reduced call center activity and eligibility certifications	9.1	3.3	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
Maintenance and Other Operating Contracts	NR	3.1	19.2	Mostly the favorable timing of auto purchases, and painting/building-related expenses	8.3	6.9	Mostly the favorable timing of painting and building-related expenses, and auto purchases
Professional Service Contracts	NR	0.9	8.3	Primarily the favorable timing of bond service expenses	(2.4)	(2.6)	Primarily the unfavorable timing of office equipment, supplies and data center expenses, partly offset by the favorable timing of IT hardware and Workers' Compensation Board expenses
Materials & Supplies	NR	(6.5)	(26.8)	Mainly unfavorable inventory obsolescence adjustments, partly offset by the favorable timing of vehicle maintenance requirements	2.5	1.3	Mainly the favorable timing of vehicle maintenance requirements, partly offset by unfavorable inventory obsolescence adjustments
Other Business Expenses	NR	0.7	13.5	Primarily lower MVM debit/credit card charges	2.7	5.4	Primarily lower MVM debit/credit card charges and stationery expenses
Depreciation Expense	NR	8.3	6.7	The favorable timing of assets reaching beneficial use	12.6	1.2	The favorable timing of assets reaching beneficial use
Other Post-Employment Benefits	NR	(64.4)	(19.2)	Higher accrued expenses, based on current actuarial information	(72.1)	(7.1)	Higher accrued expenses, based on current actuarial information
Capital and Other Reimbursements	R	(3.5)	(4.6)	Lower accrued revenues, consistent with decreased reimbursable expenses	6.7	1.0	Higher accrued revenues, consistent with increased reimbursable expenses
Payroll	R	2.8	9.1	Mainly lower capital construction and engineering requirements	8.2	3.1	Mainly lower capital construction and engineering requirements

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
September 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	(0.8)	(12.7)	Mostly additional track work requirements	(2.9)	(5.3)	Mostly additional track work requirements
Health & Welfare	R	(0.2)	(9.6)	Unfavorable timing of expenses	(1.9)	(12.6)	Unfavorable timing of expenses
Pension	R				(13.1)	(71.7)	Higher NYCERS expenses, based on current actuarial information
Other Fringe Benefits	R	0.7	7.3	Mainly reduced direct overhead expenses, based on lower reimbursable salaries & wages			
Paratransit Service Contracts	R	(1.0)	n/a	Represents support for Automatic Vehicle Locator and Interactive Voice Response systems	(1.5)	n/a	Represents support for Automatic Vehicle Locator and Interactive Voice Response systems
Maintenance Contracts	R	(0.7)	(29.1)	Largely the unfavorable timing of several expenses	(2.4)	(10.3)	Mainly due to the unfavorable timing of safety equipment and other expenses
Professional Service Contracts	R	0.9	65.7	Mostly the favorable timing of EDP consulting and other expenses	(2.1)	(18.7)	Mostly the unfavorable timing of Data Center, EDP maintenance & repair, and information technology-related expenses
Materials & Supplies	R				4.3	10.4	Primarily the favorable timing of non-vehicle maintenance requirements
Other Business Expenses	R	(0.4)	over (100.0)	Mainly the unfavorable timing of several expenses	(0.6)	(53.9)	Mainly the recording of accumulated travel expenses

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$302.349	\$288.436	(\$13.913)	(4.6)	\$2,769.872	\$2,784.790	\$14.918	0.5
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	0.000	0.000	-	71.391	71.426	0.035	0.0
Paratransit Reimbursement	33.855	2.005	(31.850)	(94.1)	125.094	93.735	(31.359)	(25.1)
Other	3.793	3.548	(0.245)	(6.5)	93.653	92.483	(1.170)	(1.2)
Total Other Operating Revenue	37.648	5.553	(32.095)	(85.3)	290.138	257.644	(32.494)	(11.2)
Capital and Other Reimbursements	96.623	90.118	(6.505)	(6.7)	697.372	598.079	(99.293)	(14.2)
Total Receipts	\$436.620	\$384.107	(\$52.513)	(12.0)	\$3,757.382	\$3,640.513	(\$116.869)	(3.1)
Expenditures								
Labor:								
Payroll	238.517	277.999	(39.482)	(16.6)	2,404.951	2,468.632	(63.681)	(2.6)
Overtime	26.195	0.000	26.195	100.0	311.276	267.146	44.130	14.2
Total Salaries & Wages	264.712	277.999	(13.287)	(5.0)	2,716.227	2,735.778	(19.551)	(0.7)
Health and Welfare	50.521	22.973	27.548	54.5	461.992	443.858	18.134	3.9
OPEB Current Payment	27.372	24.721	2.651	9.7	229.401	230.105	(0.704)	(0.3)
Pensions	17.912	19.217	(1.305)	(7.3)	465.653	470.037	(4.384)	(0.9)
Other Fringe Benefits	27.105	26.567	0.538	2.0	267.337	268.747	(1.410)	(0.5)
Total Fringe Benefits	122.910	93.478	29.432	23.9	1,424.383	1,412.747	11.636	0.8
GASB Account	2.541	2.622	(0.081)	(3.2)	26.745	27.151	(0.406)	(1.5)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$390.163	\$374.099	\$16.064	4.1	\$4,167.355	\$4,175.676	(\$8.321)	(0.2)
Non-Labor:								
Electric Power	30.901	28.235	2.666	8.6	216.565	222.861	(6.296)	(2.9)
Fuel	9.427	11.891	(2.464)	(26.1)	115.137	123.231	(8.094)	(7.0)
Insurance	10.469	2.104	8.365	79.9	52.982	31.745	21.237	40.1
Claims	6.950	4.670	2.280	32.8	66.192	69.461	(3.269)	(4.9)
Paratransit Service Contracts	33.444	28.347	5.097	15.2	273.252	265.709	7.543	2.8
Mtce. and Other Operating Contracts	17.546	13.769	3.777	21.5	157.730	135.589	22.141	14.0
Professional Service Contracts	11.063	8.282	2.781	25.1	101.477	107.344	(5.867)	(5.8)
Materials & Supplies	27.700	15.264	12.436	44.9	246.915	227.776	19.139	7.8
Other Business Expenditures	5.980	4.895	1.085	18.1	49.338	45.996	3.342	6.8
Total Non-Labor Expenditures	\$153.480	\$117.457	\$36.023	23.5	\$1,279.588	\$1,229.712	\$49.876	3.9
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	\$543.643	\$491.556	\$52.087	9.6	\$5,446.943	\$5,405.388	\$41.555	0.8
Net Surplus/(Deficit)	(\$107.023)	(\$107.449)	(\$0.426)	(0.4)	(\$1,689.561)	(\$1,764.875)	(\$75.314)	(4.5)

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
September 2012
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(13.9)	(4.6)	Mainly the unfavorable timing of the counting and depositing of receipts	14.9	0.5	Mainly the favorable timing of the counting and depositing of receipts
Other Operating Receipts	(32.1)	(85.3)	Primarily the unfavorable timing of NYC partial reimbursement of paratransit expenses	(32.5)	(11.2)	Primarily the unfavorable timing of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	(6.5)	(6.7)	Mostly the unfavorable timing of reimbursements and reimbursable expense underruns	(99.3)	(14.2)	Mostly the unfavorable timing of reimbursements
Health & Welfare (including OPEB Current Payment)	30.2	38.8	Largely the favorable timing of payments	17.4	2.5	Largely the favorable timing of payments
Electric Power	2.7	8.6	Primarily the favorable timing of payments	(6.3)	(2.9)	Primarily the unfavorable timing of payments
Fuel	(2.5)	(26.1)	Largely the unfavorable timing of expenses	(8.1)	(7.0)	Largely the unfavorable timing of payments
Insurance	8.4	79.9	The favorable timing of payments	21.2	40.1	The favorable timing of payments
Claims	2.3	32.8	The favorable timing of claims payouts	(3.3)	(4.9)	Higher claims payouts than anticipated
Paratransit Service Contracts	5.1	15.2	Mostly expense underruns			
Maintenance Contracts	3.8	21.5	Mostly lower expenses and the favorable timing of payments	22.1	14.0	Largely the favorable timing of payments
Professional Service Contracts	2.8	25.1	Mostly lower expenses and the favorable timing of payments	(5.9)	(5.8)	Primarily higher expenses and the unfavorable timing of payments
Materials & Supplies	12.4	44.9	Largely the favorable timing of payments	19.1	7.8	Largely the favorable timing of payments
Other Business Expenses	1.1	18.1	Mainly lower MVM debit/credit card charges	3.3	6.8	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)
September 2012
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$2.416)	(\$24.156)	(\$21.740)	(899.8)	\$0.117	(\$6.701)	(\$6.818)	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(6.090)	(6.089)	0.001	0.0	11.995	12.031	0.036	0.3
Paratransit Reimbursement	22.859	(9.048)	(31.907)	(139.6)	26.436	(5.296)	(31.732)	(120.0)
Other	(5.726)	(5.925)	(0.199)	(3.5)	9.220	8.462	(0.758)	(8.2)
Total Other Operating Revenue	11.043	(21.062)	(32.105)	(290.7)	47.651	15.197	(32.454)	(68.1)
Capital and Other Reimbursements	20.639	17.594	(3.045)	(14.8)	44.257	(61.821)	(106.078)	(239.7)
Total Receipts	\$29.266	(\$27.624)	(\$56.890)	(194.4)	\$92.025	(\$53.325)	(\$145.350)	(157.9)
Expenditures								
Labor:								
Payroll	21.454	(18.855)	(40.309)	(187.9)	(8.707)	(80.850)	(72.143)	(828.6)
Overtime	2.054	34.967	32.913	-	(36.425)	29.034	65.459	179.7
Total Salaries & Wages	23.508	16.112	(7.396)	(31.5)	(45.132)	(51.816)	(6.684)	(14.8)
Health and Welfare	0.000	23.774	23.774	-	(1.145)	10.264	11.409	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(0.001)	0.000	0.001	100.0	437.943	476.802	38.859	8.9
Other Fringe Benefits	4.246	7.503	3.257	76.7	21.629	23.392	1.763	8.2
Total Fringe Benefits	4.245	31.277	27.032	636.8	458.427	510.458	52.031	11.3
GASB Account	(2.541)	(2.622)	(0.081)	(3.2)	(26.745)	(27.151)	(0.406)	(1.5)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$25.212	\$44.767	\$19.555	77.6	\$386.550	\$431.491	\$44.941	11.6
Non-Labor:								
Electric Power	(1.246)	2.861	4.107	329.6	14.493	6.102	(8.391)	(57.9)
Fuel	0.001	2.054	2.053	-	9.354	0.555	(8.799)	(94.1)
Insurance	(6.179)	2.661	8.840	143.1	(13.059)	8.734	21.793	166.9
Claims	0.967	3.250	2.283	236.1	5.075	3.933	(1.142)	(22.5)
Paratransit Service Contracts	(1.307)	(0.720)	0.587	44.9	5.921	5.815	(0.106)	(1.8)
Misc. and Other Operating Contracts	1.154	2.530	1.376	119.2	(14.169)	2.114	16.283	114.9
Professional Service Contracts	1.499	2.436	0.937	62.5	1.699	0.378	(1.321)	(77.8)
Materials & Supplies	1.370	20.242	18.872	-	(8.211)	4.068	12.279	149.5
Other Business Expenses	(0.233)	0.484	0.717	307.7	0.701	2.040	1.339	191.0
Total Non-Labor Expenditures	(\$3.974)	\$35.798	\$39.772	-	\$1.804	\$33.739	\$31.935	-
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	\$21.238	\$80.565	\$59.327	279.3	\$388.354	\$465.230	\$76.876	19.8
Depreciation	124.000	115.683	(8.317)	(6.7)	1,035.750	1,023.148	(12.602)	(1.2)
OPEB Account	335.568	400.000	64.432	19.2	1,019.383	1,091.461	72.078	7.1
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$480.806	\$596.248	\$115.442	24.0	\$2,443.487	\$2,579.839	\$136.352	5.6
Total Cash Conversion Adjustments	\$510.072	\$568.624	\$58.552	11.5	\$2,535.512	\$2,526.514	(\$8.998)	(0.4)

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
September 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	266	257	9	
Office of the EVP	41	37	4	
Human Resources	239	259	(20)	
Office of Management and Budget	39	38	1	
Capital Planning & Budget	31	30	1	
Corporate Communications	251	244	7	
AFC Program Management & Sales	54	50	4	
Technology & Information Services	444	440	4	
Non-Departmental	84	-	84	
Labor Relations	96	90	6	
Materiel	238	234	4	
Controller	130	135	(5)	
Total Administration	1,942	1,845	97	
Operations				
Subways Service Delivery	7,416	7,238	178	
Subways Operations Support/Admin.	313	321	(8)	
Subways Stations	2,692	2,673	19	
Sub-total Subways	10,421	10,232	189	
Buses	10,356	10,340	16	
Paratransit	172	151	21	
Operations Planning	395	368	27	
Revenue Control	421	395	26	
Total Operations	21,765	21,486	279	
Maintenance				
Subways Operations Support/Admin.	163	163	0	
Subways Engineering	313	295	18	
Subways Car Equipment	4,118	4,105	13	
Subways Infrastructure	1,290	1,288	2	
Subways Elevators & Escalators	375	343	32	
Subways Stations	3,554	3,558	(4)	
Subways Track	2,730	2,672	58	
Subways Power	608	620	(12)	
Subways Signals	1,417	1,382	35	
Subways Electronic Maintenance	1,379	1,314	65	
Sub-total Subways	15,947	15,740	207	
Buses	3,731	3,683	48	
Revenue Control	150	137	13	
Supply Logistics	557	550	7	
System Safety	88	84	4	
Total Maintenance	20,473	20,194	279	
Engineering/Capital				
Capital Program Management	1,218	1,202	16	
Total Engineering/Capital	1,218	1,202	16	
Public Safety				
Security	550	485	65	
Total Public Safety	550	485	65	
Total Positions	45,948	45,212	736	
Non-Reimbursable				
	41,426	40,691	735	
Reimbursable				
	4,522	4,521	1	
Total Full-Time	45,789	45,014	775	
Total Full-Time Equivalents	159	198	(39)	

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
September 2012

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance	Explanation
			Fav./(Unfav)	
Administration:				
Managers/Supervisors	640	582	58	
Professional, Technical, Clerical	1,187	1,240	(53)	
Operational Hourlies	115	23	92	
Total Administration	1,942	1,845	97	
Operations				
Managers/Supervisors	2,521	2,408	113	
Professional, Technical, Clerical	378	372	6	
Operational Hourlies	18,866	18,706	160	
Total Operations	21,765	21,486	279	
Maintenance				
Managers/Supervisors	3,741	3,655	86	
Professional, Technical, Clerical	1,027	963	64	
Operational Hourlies	15,705	15,576	129	
Total Maintenance	20,473	20,194	279	
Engineering/Capital				
Managers/Supervisors	272	255	17	
Professional, Technical, Clerical	944	945	(1)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,202	16	
Public Safety				
Managers/Supervisors	173	126	47	
Professional, Technical, Clerical	34	29	5	
Operational Hourlies	343	330	13	
Total Public Safety	550	485	65	
Total Positions				
Managers/Supervisors	7,347	7,026	321	
Professional, Technical, Clerical	3,570	3,549	21	
Operational Hourlies	35,031	34,637	394	
Total Positions	45,948	45,212	736	

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

	<u>9/30/12</u>	<u>9/30/11</u>
<u>Operating Inventory</u>		
Gross Inventory	\$269.365	\$272.290
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(77.000)	(63.700)
Net Inventory	\$191.865	\$208.090

AUGUST SIR FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

August 2012

(All data are preliminary and subject to audit)

In the month of August, operating revenue was \$0.6 million, \$0.1 million (9.8 percent) below the Mid-Year Forecast (forecast), due primarily to the unfavorable timing of student fare reimbursements. Year to date, operating revenue was \$5.1 million, \$0.1 million (2.2 percent) below forecast, also mainly due to the unfavorable timing of student fare reimbursements.

August 2012 average weekday ridership was 13,708, 3.1 percent (417 riders) higher than August 2011, due largely to the effects of Hurricane Irene in 2011. Average weekday ridership for the twelve months ending August 2012 was 16,315, 3.4 percent (539 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 August by \$0.3 million (9.0 percent). Labor expenses underran forecast by a net \$0.2 million (8.1 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 \$0.1 million (10.6 percent), due largely to underruns in energy costs. Year-to-date, non-reimbursable expenses were below forecast by \$1.4 million (5.8 percent), due primarily to the same factors affecting the month results.

Depreciation expenses were \$6.0 million year-to-date, equal to forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$1.7 million year-to-date, equal to forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$18.0 million, \$0.6 million (3.2 percent) favorable to forecast.

Table 1

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 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	0.490	0.499	0.009	1.8	-	-	-	-	0.490	0.499	0.009	1.8
Other Operating Revenue	0.141	0.070	(0.071)	(50.4)	-	-	-	-	0.141	0.070	(0.071)	(50.4)
Capital and Other Reimbursements	-	-	-	-	0.120	0.318	0.198	165.0	0.120	0.318	0.198	165.0
Total Revenue	\$ 0.631	\$0.569	\$ (0.062)	(9.8)	\$ 0.120	\$ 0.318	\$ 0.198	165.0	\$ 0.751	\$ 0.887	\$ 0.136	18.1
Expenses												
Labor:												
Payroll	1.250	0.926	0.324	25.9	0.020	0.067	(0.047)	(235.0)	1.270	0.993	0.277	21.8
Overtime	\$ -	0.050	(0.050)	-	0.080	0.068	0.012	15.0	0.080	0.118	(0.038)	(47.5)
Total Salaries & Wages	\$ 1.250	\$ 0.976	\$ 0.274	21.9	\$ 0.100	\$ 0.135	\$ (0.035)	(35.0)	\$ 1.350	\$ 1.111	\$ 0.239	17.7
Health and Welfare	0.352	0.269	0.083	23.6	0.066	0.031	0.035	53.0	0.418	0.300	0.118	28.2
OPEB Current Portion	0.056	0.053	0.003	5.4	-	-	-	-	0.056	0.053	0.003	5.4
Pensions	0.337	0.461	(0.124)	(36.8)	0.001	0.034	(0.033)	(3,300.0)	0.338	0.495	(0.157)	(46.4)
Other Fringe Benefits	0.032	0.104	(0.072)	(225.0)	0.002	0.024	(0.022)	(1,100.0)	0.034	0.128	(0.094)	(276.5)
Total Fringe Benefits	\$ 0.777	\$ 0.887	\$ (0.110)	(14.2)	\$ 0.069	\$ 0.089	\$ (0.020)	(29.0)	\$ 0.846	\$ 0.976	\$ (0.130)	(15.4)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.027	\$ 1.863	\$ 0.164	8.1	\$ 0.169	\$ 0.224	\$ (0.055)	(32.5)	\$ 2.196	\$ 2.087	\$ 0.109	5.0
Non-Labor:												
Electric Power	0.442	0.393	0.049	11.1	-	-	-	-	0.442	0.393	0.049	11.1
Fuel	0.050	0.009	0.041	82.0	-	-	-	-	0.050	0.009	0.041	82.0
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	0.109	0.042	27.8	-	-	-	-	0.151	0.109	0.042	27.8
Professional Service Contracts	0.035	0.035	-	0.0	-	-	-	-	0.035	0.035	-	0.0
Materials & Supplies	0.397	0.410	(0.013)	(3.3)	(0.049)	0.094	(0.143)	(291.8)	0.348	0.504	(0.156)	(44.8)
Other Business Expenses	0.001	0.001	-	0.0	-	-	-	-	0.001	0.001	-	0.0
Total Non-Labor Expenses	\$ 1.121	\$ 1.002	\$ 0.119	10.6	\$ (0.049)	\$ 0.094	\$ (0.143)	(291.8)	\$ 1.072	\$ 1.096	\$ (0.024)	(2.2)
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 3.148	\$ 2.865	\$ 0.283	9.0	\$ 0.120	\$ 0.318	\$ (0.198)	(165.0)	\$ 3.268	\$ 3.183	\$ 0.085	2.6
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	\$ 4.039	\$ 3.756	\$ 0.283	7.0	\$ 0.120	\$ 0.318	\$ (0.198)	(165.0)	\$ 4.159	\$ 4.074	\$ 0.085	2.0
Net Surplus/(Deficit)	\$ (3.408)	\$ (3.187)	\$ 0.221	6.5	\$ -	\$ -	\$ -	-	\$ (3.408)	\$ (3.187)	\$ 0.221	6.5

Table 2

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 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	3.743	3.719	(0.024)	(0.6)	-	-	-	-	3.743	3.719	(0.024)	(0.6)
Other Operating Revenue	1.505	1.416	(0.089)	(5.9)	-	-	-	-	1.505	1.416	(0.089)	(5.9)
Capital and Other Reimbursements	-	-	-	-	1.196	1.510	0.314	26.3	1.196	1.510	0.314	26.3
Total Revenue	\$ 5.248	\$ 5.135	\$ (0.113)	(2.2)	\$ 1.196	\$ 1.510	\$ 0.314	26.3	\$ 6.444	\$ 6.645	\$ 0.201	3.1
Expenses												
Labor:												
Payroll	9.624	8.646	0.978	10.2	0.209	0.347	(0.138)	(66.0)	9.833	8.993	0.840	8.5
Overtime	0.661	0.861	(0.200)	(30.3)	0.385	0.294	0.091	23.6	1.046	1.155	(0.109)	(10.4)
Total Salaries & Wages	\$ 10.285	\$ 9.507	\$ 0.778	7.6	\$ 0.594	\$ 0.641	\$ (0.047)	(7.9)	\$ 10.879	\$ 10.148	\$ 0.731	6.7
Health and Welfare	2.350	2.270	0.080	3.4	0.247	0.123	0.124	50.2	2.597	2.393	0.204	7.9
OPEB Current Portion	0.433	0.427	0.006	1.4	-	-	-	-	0.433	0.427	0.006	1.4
Pensions	3.450	3.825	(0.375)	(10.9)	0.090	0.202	(0.112)	(124.4)	3.540	4.027	(0.487)	(13.8)
Other Fringe Benefits	0.968	1.116	(0.148)	(15.3)	0.071	0.105	(0.034)	(47.9)	1.039	1.221	(0.182)	(17.5)
Total Fringe Benefits	\$ 7.201	\$ 7.638	\$ (0.437)	(6.1)	\$ 0.408	\$ 0.430	\$ (0.022)	(5.4)	\$ 7.609	\$ 8.068	\$ (0.459)	(6.0)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 17.486	\$ 17.145	\$ 0.341	2.0	\$ 1.002	\$ 1.071	\$ (0.069)	(6.9)	\$ 18.488	\$ 18.216	\$ 0.272	1.5
Non-Labor:												
Electric Power	3.127	2.861	0.266	8.5	-	-	-	-	3.127	2.861	0.266	8.5
Fuel	0.206	0.086	0.120	58.3	-	-	-	-	0.206	0.086	0.120	58.3
Insurance	0.173	0.174	(0.001)	(0.6)	-	-	-	-	0.173	0.174	(0.001)	(0.6)
Claims	0.180	0.179	0.001	0.6	-	-	-	-	0.180	0.179	0.001	0.6
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.029	0.856	0.173	16.8	-	-	-	-	1.029	0.856	0.173	16.8
Professional Service Contracts	0.280	0.280	-	0.0	-	-	-	-	0.280	0.280	-	0.0
Materials & Supplies	2.047	1.531	0.516	25.2	0.194	0.439	(0.245)	(126.3)	2.241	1.970	0.271	12.1
Other Business Expenses	0.003	0.003	-	0.0	-	-	-	-	0.003	0.003	-	0.0
Total Non-Labor Expenses	\$ 7.045	\$ 5.970	\$ 1.075	15.3	\$ 0.194	\$ 0.439	\$ (0.245)	(126.3)	\$ 7.239	\$ 6.409	\$ 0.830	11.5
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 24.531	\$ 23.115	\$ 1.416	5.8	\$ 1.196	\$ 1.510	\$ (0.314)	(26.3)	\$ 25.727	\$ 24.625	\$ 1.102	4.3
Depreciation	6.032	6.032	-	0.0	-	-	-	-	6.032	6.032	-	0.0
Other Post Employment Benefits	1.700	1.700	-	0.0	-	-	-	-	1.700	1.700	-	0.0
Total Expenses	\$ 32.263	\$ 30.847	\$ 1.416	4.4	\$ 1.196	\$ 1.510	\$ (0.314)	(26.3)	\$ 33.459	\$ 32.357	\$ 1.102	3.3
Net Surplus/(Deficit)	\$ (27.015)	\$ (25.712)	\$ 1.303	4.8	\$ -	\$ -	\$ -	-	\$ (27.015)	\$ (25.712)	\$ 1.303	4.8

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN- 2012 MID-YEAR FORECAST
EXPLANATIONS OF VARIANCES BETWEEN 2012 MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
August 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.	(0.071)	(50.4)%	Unfavorable timing of student fare reimbursements	(0.089)	(5.9)%	Unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.324	25.9%	Timing of labor contract resolution and vacancy control savings	0.978	10.2%	Timing of labor contract resolution and vacancy control savings
Overtime	Non Reimb.				(0.200)	(30.3)%	Mostly vacancy coverage requirements and the timing of reimbursable project work classification adjustments
Health and Welfare	Non Reimb.	0.083	23.6%	Timing of expenses			
Pension	Non Reimb.	(0.124)	(36.8)%	Timing of expenses	(0.375)	(10.9)%	Timing of expenses
Other Fringe Benefits	Non Reimb.	(0.072)	over (100.0)	Mostly timing of expenses	(0.148)	(15.3)%	Mostly timing of expenses
Electric Power	Non Reimb.	0.049	11.1%	Mainly lower billings	0.266	8.5%	Mainly lower billings
Fuel	Non Reimb.	0.041	82.0%	Mostly lower non-revenue vehicle and diesel fuel usage	0.120	58.3%	Mostly lower non-revenue vehicle and diesel fuel usage
Mtce. And Other Operating Contracts	Non Reimb.	0.042	27.8%	Timing of expenses	0.173	16.8%	Timing of expenses
Materials and Supplies	Non Reimb.				0.516	25.2%	Timing of expenses
Capital and Other Reimbursements	Reimb.	0.198	over 100.0	Timing of Contractor requirements	0.314	26.3%	Timing of Contractor requirements
Payroll	Reimb.	(0.047)	over (100.0)	Timing of Contractor requirements	(0.138)	(66.0)%	Timing of Contractor requirements
Overtime	Reimb.	0.012	15.0%	Timing of Contractor requirements	0.091	23.6%	Timing of Contractor requirements
Health and Welfare	Reimb.	0.035	53.0%	Timing of Contractor requirements	0.124	50.2%	Timing of Contractor requirements
Pension	Reimb.	(0.033)	over (100.0)	Timing of Contractor requirements	(0.112)	over (100.0)	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	(0.022)	over (100.0)	Timing of Contractor requirements	(0.034)	(47.9)%	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.490	0.807	0.317	64.7	3.772	4.096	0.324	8.6
Other Operating Revenue	0.141	0.068	(0.073)	(51.8)	1.525	1.434	(0.091)	(6.0)
Capital and Other Reimbursements	0.314	-	(0.314)	(100.0)	1.130	0.188	(0.942)	(83.4)
Total Receipts	\$ 0.945	\$ 0.875	\$ (0.070)	(7.4)	\$ 6.427	\$ 5.718	\$ (0.709)	(11.0)
<u>Expenditures</u>								
Labor:								
Payroll	1.270	0.993	0.277	21.8	9.816	9.121	0.695	7.1
Overtime	0.094	0.118	(0.024)	(25.5)	0.990	1.084	(0.094)	(9.5)
Health and Welfare	0.423	0.300	0.123	29.1	2.576	2.357	0.219	8.5
OPEB Current Portion	0.056	0.053	0.003	5.4	0.433	0.427	0.006	1.4
Pensions	0.705	0.495	0.210	29.8	2.115	2.970	(0.855)	(40.4)
Other Fringe Benefits	0.164	0.128	0.036	22.0	1.153	0.966	0.187	16.2
GASB Account	0.049	-	0.049	100.0	0.147	0.049	0.098	66.7
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.761	\$ 2.087	\$ 0.674	24.4	\$ 17.230	\$ 16.974	\$ 0.256	1.5
Non-Labor:								
Electric Power	0.489	0.315	0.174	35.6	3.268	2.783	0.485	14.8
Fuel	0.050	0.009	0.041	82.0	0.206	0.086	0.120	58.3
Insurance	0.035	0.001	0.034	97.1	0.120	0.130	(0.010)	(8.3)
Claims	0.038	0.013	0.025	65.8	0.256	0.178	0.078	30.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.161	0.108	0.053	32.9	0.989	0.811	0.178	18.0
Professional Service Contracts	0.064	0.010	0.054	84.4	0.310	0.199	0.111	35.8
Materials & Supplies	0.310	0.354	(0.044)	(14.2)	2.451	2.493	(0.042)	(1.7)
Other Business Expenditures	0.051	0.030	0.021	41.2	0.162	0.042	0.120	74.1
Total Non-Labor Expenditures	\$ 1.198	\$ 0.840	\$ 0.358	29.9	\$ 7.762	\$ 6.722	\$ 1.040	13.4
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 3.959	\$ 2.927	\$ 1.032	26.1	\$ 24.992	\$ 23.696	\$ 1.296	5.2
Operating Cash Deficit	\$ (3.014)	\$ (2.052)	\$ 0.962	31.9	\$ (18.565)	\$ (17.978)	\$ 0.587	3.2

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN 2012 MID-YEAR FORECAST AND ACTUAL CASH BASIS
August 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	0.317	64.7%	Mainly adjustments to recognize MetroCard cash settlements with NYCT from May/June	0.324	8.6%	Mainly adjustments to recognize MetroCard cash settlements with NYCT from May/June
Other Operating Revenue	(0.073)	(51.8%)	The unfavorable timing of student fare reimbursements	(0.091)	(6.0%)	The unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.314)	(100.0%)	The unfavorable timing of reimbursements	(0.942)	(83.4%)	Mostly the unfavorable timing of reimbursements
Payroll	0.277	21.8%	Timing of labor contract resolution and vacancy control savings	0.695	7.1%	Timing of labor contract resolution and vacancy control savings
Overtime	(0.024)	(25.5%)	Mainly vacancy coverage requirements	(0.094)	(9.5%)	Mainly vacancy coverage requirements
Health and Welfare	0.123	29.1%	Favorable timing of payments/expenses and vacancies	0.219	8.5%	Favorable timing of payments/expenses and vacancies
Pensions	0.210	29.8%	Mostly favorable timing of payments	(0.855)	(40.4)%	Unfavorable timing of payments
Other Fringe Benefits	0.036	22.0%	Favorable timing of payments	0.187	16.2%	Favorable timing of payments
Electric Power	0.174	35.6%	Mainly lower billings and the favorable timing of payments	0.485	14.8%	Mainly lower billings and the favorable timing of payments
Fuel	0.041	82.0%	Mainly lower non-revenue vehicle and diesel fuel usage	0.120	58.3%	Mainly lower non-revenue vehicle and diesel fuel usage
Insurance	0.034	97.1%	The favorable timing of payments			
Claims	0.025	65.8%	The favorable timing of payments	0.078	30.4%	The favorable timing of payments
Maintenance Contracts	0.053	32.9%	Mostly the favorable timing of expenses	0.178	18.0%	Mostly the favorable timing of expenses
Professional Service Contracts	0.054	84.4%	Mostly favorable timing of payments	0.111	35.8%	Mostly favorable timing of payments
Other Business Expenses	0.021	41.2%	Favorable timing of payments	0.120	74.1%	Favorable timing of payments

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.000	0.308	0.308	-	0.029	0.377	0.348	1,200.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	(0.002)	(0.002)	-	0.020	0.018	(0.002)	(10.0)
Capital and Other Reimbursements	0.194	(0.318)	(0.512)	(263.9)	(0.066)	(1.322)	(1.256)	(1,903.0)
Total Receipts	\$0.194	(\$0.012)	(\$0.206)	(106.2)	(\$0.017)	(\$0.927)	(\$0.910)	(5,352.9)
Expenditures								
Labor:								
Payroll	0.000	0.000	0.000	-	0.017	(0.128)	(0.145)	(852.9)
Overtime	(0.014)	0.000	0.014	100.0	0.056	0.071	0.015	26.8
Health and Welfare	(0.005)	0.000	0.005	100.0	0.021	0.036	0.015	71.4
OPEB Current Portion	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(0.367)	0.000	0.367	100.0	1.425	1.057	(0.368)	(25.8)
Other Fringe Benefits	(0.130)	0.000	0.130	100.0	(0.114)	0.255	0.369	323.7
GASB Account	(0.049)	0.000	0.049	100.0	(0.147)	(0.049)	0.098	66.7
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$0.565)	\$0.000	\$0.565	100.0	\$1.258	\$1.242	(\$0.016)	(1.3)
Non-Labor:								
Electric Power	(0.047)	0.078	0.125	266.0	(0.141)	0.078	0.219	155.3
Fuel	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Insurance	(0.014)	0.020	0.034	242.9	0.053	0.044	(0.009)	(17.0)
Claims	(0.014)	0.011	0.025	178.6	(0.076)	0.001	0.077	101.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	(0.010)	0.001	0.011	-	0.040	0.045	0.005	12.5
Professional Service Contracts	(0.029)	0.025	0.054	186.2	(0.030)	0.081	0.111	370.0
Materials & Supplies	0.038	0.150	0.112	294.7	(0.210)	(0.523)	(0.313)	(149.0)
Other Business Expenditures	(0.050)	(0.029)	0.021	-	(0.159)	(0.039)	0.120	-
Total Non-Labor Expenditures	(\$0.126)	\$0.256	\$0.382	-	(\$0.523)	(\$0.313)	\$0.210	-
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	(\$0.691)	\$0.256	\$0.947	137.0	\$0.735	\$0.929	\$0.194	26.3
Depreciation Adjustment	0.741	0.741	0.000	0.0	6.032	6.032	0.000	0.0
Other Post Employment Benefits	0.150	0.150	0.000	0.0	1.700	1.700	0.000	0.0
Total Expenditures	\$0.200	\$1.147	\$0.947	473.5	\$8.467	\$8.661	\$0.194	2.3
Total Cash Conversion Adjustments	\$0.394	\$1.135	\$0.741	188.1	\$8.450	\$7.734	(\$0.716)	(8.5)

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

<u>Month of August</u>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.342	0.353	0.010	3.0%	
<u>Year to Date</u>				
3.021	3.012	(0.009)	(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)**

	Month of August				<u>Explanation</u>
	<u>2011</u>	<u>2012</u>	Variance		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.013	0.014	0.000	3.1%	Effects of Hurricane Irene in 2011
Average Weekend	0.007	0.009	0.002	32.6%	Effects of Hurricane Irene in 2011
12-Month Rolling Average					
Average Weekday	0.016	0.016	0.001	3.4%	Continuing positive trend.
Average Weekend	0.009	0.009	0.000	0.1%	

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

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

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	14	12	2
General Office	9	7	2
Purchasing/Stores	6	6	0
Total Administration	29	25	4
Operations			
Transportation	91	92	(1)
Total Operations	91	92	(1)
Maintenance			
Mechanical	43	41	2
Electronics/Electrical	12	8	4
Power/Signals	26	25	1
Maintenance of Way	46	47	(1)
Infrastructure	25	26	(1)
Total Maintenance	152	147	5
Total Positions	272	264	8
Non-Reimbursable	269	261	8
Reimbursable	3	3	0
Total Full-Time	272	264	8
Total Full-Time-Equivalents	0	0	0

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

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	12	4	
Professional, Technical, Clerical	13	13	0	
Operational Hourlies	0	0	0	
Total Administration	29	25	4	
Operations				
Managers/Supervisors	5	4	1	
Professional, Technical, Clerical	3	4	(1)	
Operational Hourlies	83	84	(1)	
Total Operations	91	92	(1)	
Maintenance				
Managers/Supervisors	7	12	(5)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	142	133	9	
Total Maintenance	152	147	5	
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	28	0	
Professional, Technical, Clerical	19	19	0	
Operational Hourlies	225	217	8	
Total Positions	272	264	8	

SEPTEMBER SIR FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

September 2012

(All data are preliminary and subject to audit)

In the month of September, operating revenue was \$0.5 million, \$0.1 million (16.2 percent) below the Mid-Year Forecast (forecast), due primarily to the unfavorable timing of student fare reimbursements. Year to date, operating revenue was \$5.6 million, \$0.2 million (3.6 percent) below forecast, also mainly due to the unfavorable timing of student fare reimbursements.

September 2012 average weekday ridership was 17,298, 0.3 percent (54 riders) higher than September 2011. Average weekday ridership for the twelve months ending September 2012 was 16,312, 2.8 percent (444 riders) higher than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits exceeded forecast in September by \$0.1 million (3.1 percent). Labor expenses were higher by \$0.3 million (14.4 percent), due mostly to the unfavorable timing of fringe benefit expenses, partly offset by lower payroll expenses due to the favorable timing of labor contract resolution and vacancy savings. Non-labor expenses were favorable by \$0.2 million (16.9 percent), due largely to underruns in energy costs. Year-to-date, non-reimbursable expenses were below forecast by \$1.3 million (4.8 percent). Labor expenses were \$0.1 million (0.3 percent) favorable to forecast as the unfavorable timing of fringe benefit expenses and higher overtime expenses, due mainly to vacancy coverage requirements, were essentially offset by lower payroll expenses. Non-labor expenses were favorable by \$1.3 million (15.5 percent), due primarily to energy cost underruns and the favorable timing of materials & supplies expenses.

Depreciation expenses were \$6.8 million year-to-date, equal to forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$1.9 million year-to-date, equal to forecast.

Cash results were not available at this time.

Table 1

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September 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	0.463	0.456	(0.007)	(1.5)	-	-	-	-	0.463	0.456	0.007	(1.5)
Other Operating Revenue	0.141	0.050	(0.091)	(64.5)	-	-	-	-	0.141	0.050	0.091	(64.5)
Capital and Other Reimbursements	-	-	-	-	0.120	0.226	0.106	88.3	0.120	0.226	0.106	88.3
Total Revenue	\$ 0.604	\$0.506	\$ (0.098)	(16.2)	\$ 0.120	\$ 0.226	\$ 0.106	88.3	\$ 0.724	\$ 0.732	\$ 0.008	1.1
Expenses												
Labor:												
Payroll	1.200	0.975	0.225	18.8	0.020	0.069	(0.049)	(245.0)	1.220	1.044	0.176	14.4
Overtime	\$ -	0.149	(0.149)	-	0.080	0.067	0.013	16.3	0.080	0.216	(0.136)	(170.0)
Total Salaries & Wages	\$ 1.200	\$ 1.124	\$ 0.076	6.3	\$ 0.100	\$ 0.136	\$ (0.036)	(36.0)	\$ 1.300	\$ 1.260	\$ 0.040	3.1
Health and Welfare	0.352	0.595	(0.243)	(69.0)	0.066	0.032	0.034	51.5	0.418	0.627	(0.209)	(50.0)
OPEB Current Portion	0.056	0.055	0.001	1.8	-	-	-	-	0.056	0.055	0.001	1.8
Pensions	0.337	0.461	(0.124)	(36.8)	0.001	0.034	(0.033)	(3,300.0)	0.338	0.495	(0.157)	(46.4)
Other Fringe Benefits	0.032	0.026	0.006	18.8	0.002	0.024	(0.022)	(1,100.0)	0.034	0.050	(0.016)	(47.1)
Total Fringe Benefits	\$ 0.777	\$ 1.137	\$ (0.360)	(46.3)	\$ 0.069	\$ 0.090	\$ (0.021)	(30.4)	\$ 0.846	\$ 1.227	\$ (0.381)	(45.0)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 1.977	\$ 2.261	\$ (0.284)	(14.4)	\$ 0.169	\$ 0.226	\$ (0.057)	(33.7)	\$ 2.146	\$ 2.487	\$ (0.341)	(15.9)
Non-Labor:												
Electric Power	0.442	0.306	0.136	30.8	-	-	-	-	0.442	0.306	0.136	30.8
Fuel	0.050	0.009	0.041	82.0	-	-	-	-	0.050	0.009	0.041	82.0
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	0.135	0.016	10.6	-	-	-	-	0.151	0.135	0.016	10.6
Professional Service Contracts	0.035	0.035	-	0.0	-	-	-	-	0.035	0.035	-	0.0
Materials & Supplies	0.397	0.400	(0.003)	(0.8)	(0.049)	-	(0.049)	(100.0)	0.348	0.400	(0.052)	(14.9)
Other Business Expenses	-	0.001	(0.001)	-	-	-	-	-	-	0.001	(0.001)	-
Total Non-Labor Expenses	\$ 1.120	\$ 0.931	\$ 0.189	16.9	\$ (0.049)	\$ -	\$ (0.049)	(100.0)	\$ 1.071	\$ 0.931	\$ 0.140	13.1
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 3.097	\$ 3.192	\$ (0.095)	(3.1)	\$ 0.120	\$ 0.226	\$ (0.106)	(88.3)	\$ 3.217	\$ 3.418	\$ (0.201)	(6.2)
Depreciation	0.742	0.741	0.001	0.1	-	-	-	-	0.742	0.741	0.001	0.1
Other Post Employment Benefits	0.150	0.150	-	0.0	-	-	-	-	0.150	0.150	-	0.0
Total Expenses	\$ 3.989	\$ 4.083	\$ (0.094)	(2.4)	\$ 0.120	\$ 0.226	\$ (0.106)	(88.3)	\$ 4.109	\$ 4.309	\$ (0.200)	(4.9)
Net Surplus/(Deficit)	\$ (3.385)	\$ (3.577)	\$ (0.192)	(5.7)	\$ -	\$ -	\$ -	-	\$ (3.385)	\$ (3.577)	\$ (0.192)	(5.7)

Table 2

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September 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	4.206	4.175	(0.031)	(0.7)	-	-	-	-	4.206	4.175	(0.031)	(0.7)
Other Operating Revenue	1.646	1.466	(0.180)	(10.9)	-	-	-	-	1.646	1.466	(0.180)	(10.9)
Capital and Other Reimbursements	-	-	-	-	1.316	1.736	0.420	31.9	1.316	1.736	0.420	31.9
Total Revenue	\$ 5.852	\$ 5.641	\$ (0.211)	(3.6)	\$ 1.316	\$ 1.736	\$ 0.420	31.9	\$ 7.168	\$ 7.377	\$ 0.209	2.9
Expenses												
Labor:												
Payroll	10.824	9.621	1.203	11.1	0.229	0.416	(0.187)	(81.7)	11.053	10.037	1.016	9.2
Overtime	0.661	1.010	(0.349)	(52.8)	0.465	0.361	0.104	22.4	1.126	1.371	(0.245)	(21.8)
Total Salaries & Wages	\$ 11.485	\$ 10.631	\$ 0.854	7.4	\$ 0.694	\$ 0.777	\$ (0.083)	(12.0)	\$ 12.179	\$ 11.408	\$ 0.771	6.3
Health and Welfare	2.702	2.865	(0.163)	(6.0)	0.313	0.155	0.158	50.5	3.015	3.020	(0.005)	(0.2)
OPEB Current Portion	0.489	0.482	0.007	1.4	-	-	-	-	0.489	0.482	0.007	1.4
Pensions	3.787	4.286	(0.499)	(13.2)	0.091	0.236	(0.145)	(159.3)	3.878	4.522	(0.644)	(16.6)
Other Fringe Benefits	1.000	1.142	(0.142)	(14.2)	0.073	0.129	(0.056)	(76.7)	1.073	1.271	(0.198)	(18.5)
Total Fringe Benefits	\$ 7.978	\$ 8.775	\$ (0.797)	(10.0)	\$ 0.477	\$ 0.520	\$ (0.043)	(9.0)	\$ 8.455	\$ 9.295	\$ (0.840)	(9.9)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 19.463	\$ 19.406	\$ 0.057	0.3	\$ 1.171	\$ 1.297	\$ (0.126)	(10.8)	\$ 20.634	\$ 20.703	\$ (0.069)	(0.3)
Non-Labor:												
Electric Power	3.569	3.167	0.402	11.3	-	-	-	-	3.569	3.167	0.402	11.3
Fuel	0.256	0.095	0.161	62.9	-	-	-	-	0.256	0.095	0.161	62.9
Insurance	0.194	0.195	(0.001)	(0.5)	-	-	-	-	0.194	0.195	(0.001)	(0.5)
Claims	0.204	0.203	0.001	0.5	-	-	-	-	0.204	0.203	0.001	0.5
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.180	0.991	0.189	16.0	-	-	-	-	1.180	0.991	0.189	16.0
Professional Service Contracts	0.315	0.315	-	0.0	-	-	-	-	0.315	0.315	-	0.0
Materials & Supplies	2.444	1.931	0.513	21.0	0.145	0.439	(0.294)	(202.8)	2.589	2.370	0.219	8.5
Other Business Expenses	0.003	0.004	(0.001)	(33.3)	-	-	-	-	0.003	0.004	(0.001)	(33.3)
Total Non-Labor Expenses	\$ 8.165	\$ 6.901	\$ 1.264	15.5	\$ 0.145	\$ 0.439	\$ (0.294)	(202.8)	\$ 8.310	\$ 7.340	\$ 0.970	11.7
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 27.628	\$ 26.307	\$ 1.321	4.8	\$ 1.316	\$ 1.736	\$ (0.420)	(31.9)	\$ 28.944	\$ 28.043	\$ 0.901	3.1
Depreciation	6.774	6.773	0.001	0.0	-	-	-	-	6.774	6.773	0.001	0.0
Other Post Employment Benefits	1.850	1.850	-	0.0	-	-	-	-	1.850	1.850	-	0.0
Total Expenses	\$ 36.252	\$ 34.930	\$ 1.322	3.6	\$ 1.316	\$ 1.736	\$ (0.420)	(31.9)	\$ 37.568	\$ 36.666	\$ 0.902	2.4
Net Surplus/(Deficit)	\$ (30.400)	\$ (29.289)	\$ 1.111	3.7	\$ -	\$ -	\$ -	-	\$ (30.400)	\$ (29.289)	\$ 1.111	3.7

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

4.62

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.	(0.091)	(64.5)%	Unfavorable timing of student fare reimbursements	(0.180)	(10.9)%	Unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.225	18.8%	Timing of labor contract resolution and vacancy control savings	1.203	11.1%	Timing of labor contract resolution and vacancy control savings
Overtime	Non Reimb.				(0.349)	(52.8)%	Mostly vacancy coverage requirements and the timing of reimbursable project work classification adjustments
Health and Welfare	Non Reimb.	(0.243)	(69.0)%	Timing of expenses	(0.163)	(6.0)%	Timing of expenses
Pension	Non Reimb.	(0.124)	(36.8)%	Timing of expenses	(0.499)	(13.2)%	Timing of expenses
Other Fringe Benefits	Non Reimb.	0.006	18.8%	Mostly timing of expenses	(0.142)	(14.2)%	Mostly timing and higher Workers' Compensation expenses
Electric Power	Non Reimb.	0.136	30.8%	Mainly lower billings	0.402	11.3%	Mainly lower billings
Fuel	Non Reimb.	0.041	82.0%	Mostly lower non-revenue vehicle and diesel fuel usage	0.161	62.9%	Mostly lower non-revenue vehicle and diesel fuel usage
Mtce. And Other Operating Contracts	Non Reimb.	0.016	10.6%	Timing of expenses	0.189	16.0%	Timing of expenses
Materials and Supplies	Non Reimb.				0.513	21.0%	Timing of expenses
Capital and Other Reimbursements	Reimb.	0.106	88.3%	Timing of Contractor requirements	0.420	31.9%	Timing of Contractor requirements
Payroll	Reimb.	(0.049)	over (100.0)	Timing of Contractor requirements	(0.187)	(81.7)%	Timing of Contractor requirements
Overtime	Reimb.	0.013	16.3%	Timing of Contractor requirements	0.104	22.4%	Timing of Contractor requirements
Health and Welfare	Reimb.	0.034	51.5%	Timing of Contractor requirements	0.158	50.5%	Timing of Contractor requirements
Pension	Reimb.	(0.033)	over (100.0)	Timing of Contractor requirements	(0.145)	over (100.0)	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	(0.022)	over (100.0)	Timing of Contractor requirements	(0.056)	(76.7)%	Timing of Contractor requirements

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

<u>Month of September</u>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.382	0.380	(0.002)	(0.6%)	

<u>Year to Date</u>			
3.403	3.392	(0.011)	(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 September</u>		<u>Variance</u>		<u>Explanation</u>
	<u>2011</u>	<u>2012</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.017	0.017	0.000	0.3%	
Average Weekend	0.010	0.009	(0.000)	(3.2%)	Due to better weekend weather in September 2011 than in September 2012
<u>12-Month Rolling Average</u>					
Average Weekday	0.016	0.016	0.000	2.8%	
Average Weekend	0.009	0.009	(0.000)	(0.5%)	

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
September 2012

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	14	12	2
General Office	9	6	3
Purchasing/Stores	6	6	0
Total Administration	29	24	5
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	48	(2)
Infrastructure	25	27	(2)
Total Maintenance	152	148	4
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
September 2012

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	11	5	
Professional, Technical, Clerical	13	13	0	
Operational Hourlies	0	0	0	
Total Administration	29	24	5	
Operations				
Managers/Supervisors	5	4	1	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	83	86	(3)	
Total Operations	91	93	(2)	
Maintenance				
Managers/Supervisors	7	13	(6)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	142	133	9	
Total Maintenance	152	148	4	
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	28	0	
Professional, Technical, Clerical	19	18	1	
Operational Hourlies	225	219	6	
Total Positions	272	265	7	

AUGUST CAPITAL PROGRAM STATUS REPORT



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through August 30, New York City Transit's performance against its 2012 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$73.5	\$54.5	74
Design Completions	86.5	29.4	34
Awards	1,833.8	1,664.2	91
Substantial Completions	2,155.2	1,657.0	77
Closeouts	3,655.5	676.6	19

During August, NYCT awarded projects totaling \$27.6 million, including:

- reconstruction of segments of mainline track on the Eastern Parkway Line in Brooklyn;
- upgrade of the HVAC system at seven communication rooms along the 4th Avenue, Brighton, and Canarsie Lines in Brooklyn; and
- replacement of three bus washers at the Manhattanville Bus Depot in Manhattan.

During the same period, NYCT substantially completed projects totaling \$39.2 million. The completions included:

- installation of fire detection, fire alarm and fire suppression systems at 25 signal relay rooms systemwide; and
- the purchase and installation of approximately 17,000 identified signal relays to ensure safe and reliable signal operation.

Also during August, NYCT started six design projects totaling \$8.0 million, completed one design project for \$0.8 million, and closed out one project for \$10.8 million.

Capital Program Status
August 2012

During August, NYCT awarded projects totaling \$27.6 million, including the \$18.8 million reconstruction of segments of mainline track on the Eastern Parkway Line in Brooklyn. The project scope includes, as required, replacement of track switches, switch valves, connecting rails, contact rails, ties, signal cable including positive and negative connections, and any associated signal and equipment work for switches.

NYCT also awarded a \$5.1 million project to upgrade the HVAC system at seven communication rooms located along the 4th Avenue, Brighton, and Canarsie Lines in Brooklyn. Work will vary per location but may include the modification / relocation of fans, installation of self contained or wall mounted air conditioning (AC) units, or installation of split AC units with associated duct work and refrigerant piping.

NYCT committed \$3.7 million to install three new bus washers at the Manhattanville Bus Depot to replace existing units that have exceeded their useful life. The new washers have an expected useful life of 15 years.

Also during August, NYCT substantially completed projects totaling \$39.2 million, including the \$18.8 million installation of fire detection, fire alarm, and fire suppression systems at 25 signal relay rooms system-wide in order to provide protection for critical signal equipment.

NYCT also completed the \$10.8 million replacement of approximately 17,000 signal relays. The new B1 Alstom relays were installed system-wide and insure safe and reliable signal operation.

Also during August, NYCT started six design projects totaling \$8.0 million, completed one design project for \$0.8 million, and closed out one project for \$10.8 million.

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

Projects Closed During August 2012
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Alstom Relay Replacement	\$6.6	\$10.8	08/12	0

CAPITAL PROJECT MILESTONE SUMMARY 2012

(THROUGH AUGUST 31, 2012)

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

August

Design Starts	\$5.6	4	\$8.0	6	141.7	150.0
Design Completions	23.4	17	0.8	1	3.5	5.9
Construction Awards	20.3	3	27.6	6	135.9	200.0
Substantial Completions	66.1	8	39.2	5	59.4	62.5
Closeouts	407.3	21	10.8	1	2.7	4.8

2012 Year-To-Date

Design Starts	\$73.5	44	\$54.5	55	74.2	125.0
Design Completions	86.5	69	29.4	30	34.0	43.5
Construction Awards	1,833.8	82	1,664.2	102	90.7	124.4
Substantial Completions	2,155.2	128	1,657.0	82	76.9	64.1
Closeouts	3,655.5	109	676.6	38	18.5	34.9

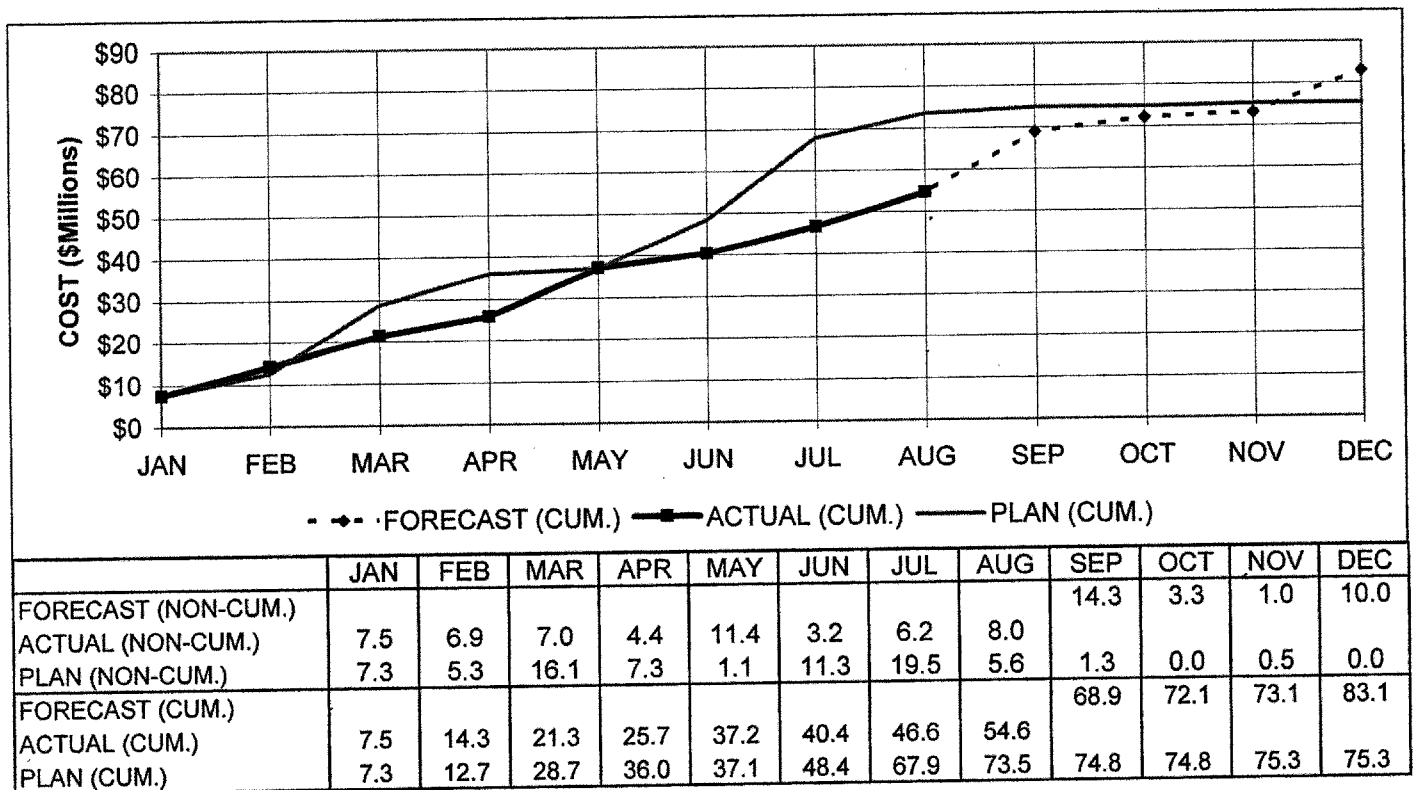
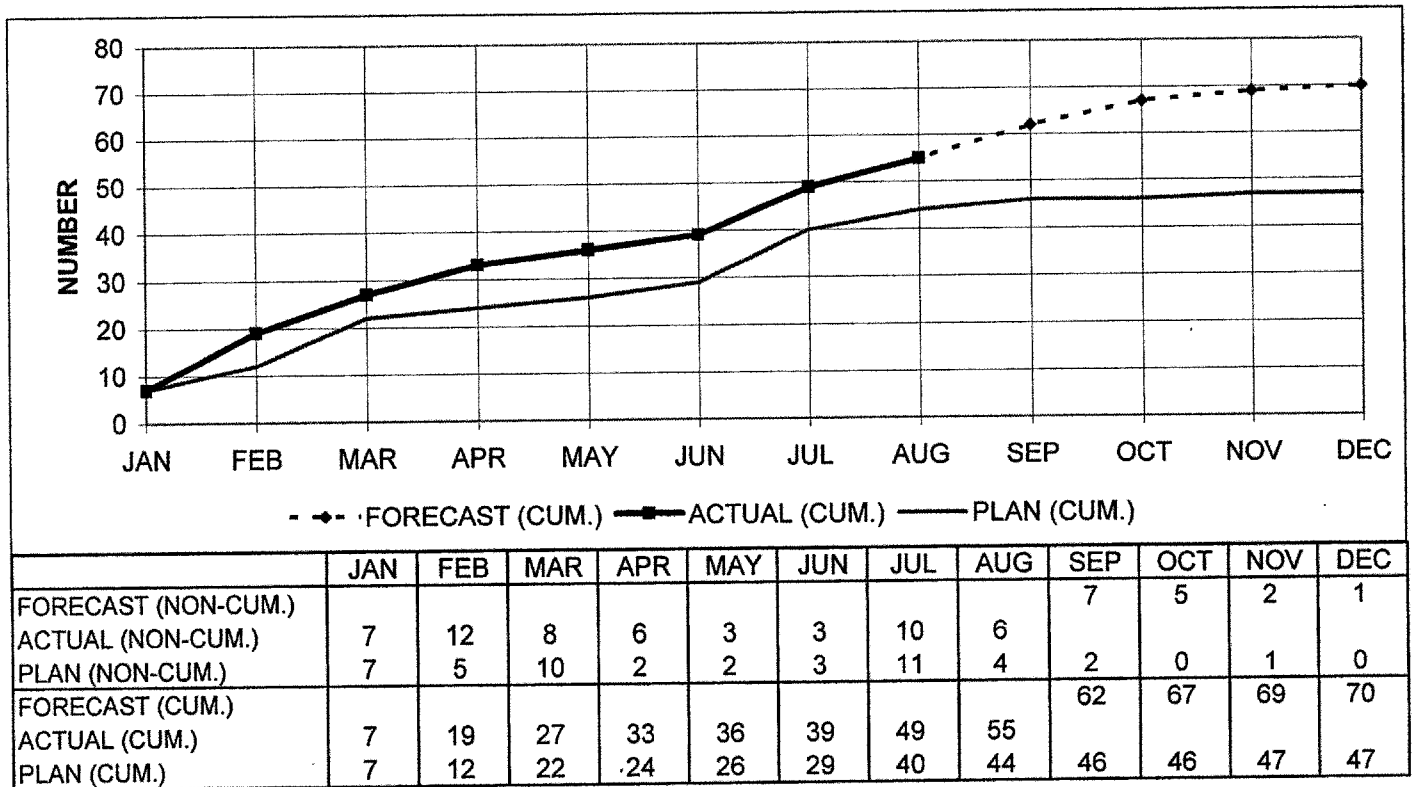
2012 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$75.3	47	\$83.1	70	110.4	148.9
Design Completions	119.7	92	94.6	89	79.0	96.7
Construction Awards	3,854.2	127	3,377.4	137	87.6	107.9
Substantial Completions	2,962.0	184	2,732.2	160	92.2	87.0
Closeouts	4,915.5	178	3,891.5	133	79.2	74.7

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

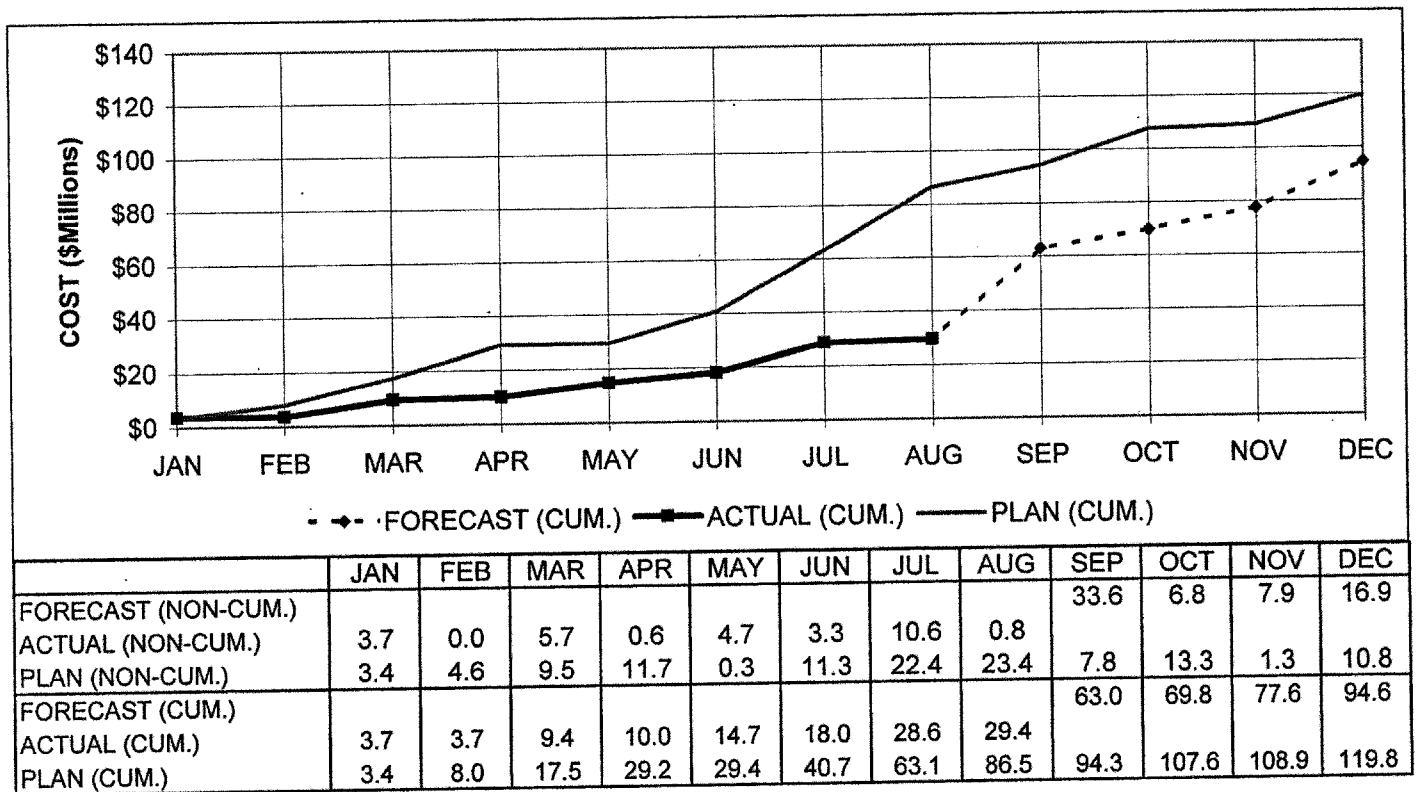
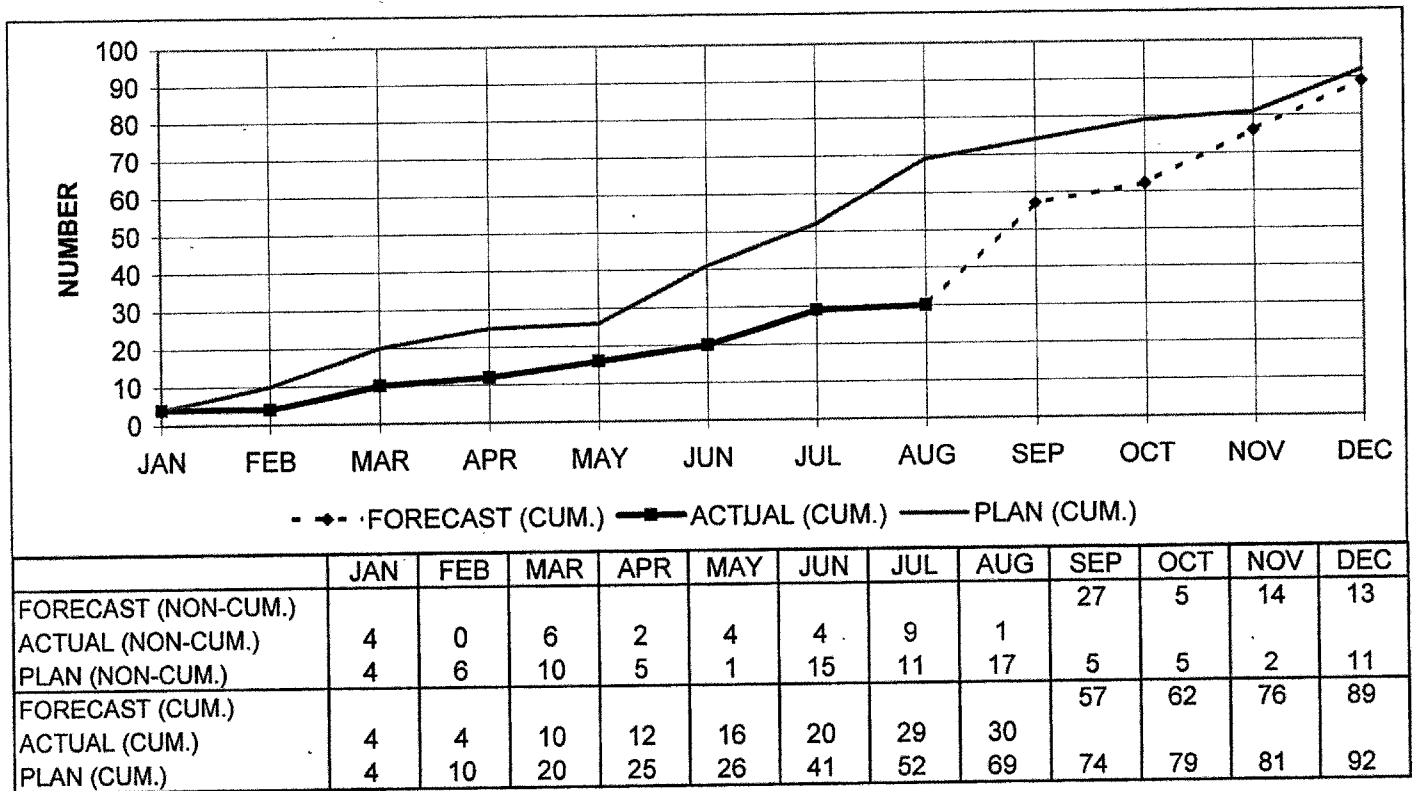
2012 Design Starts Charts

As of August 2012



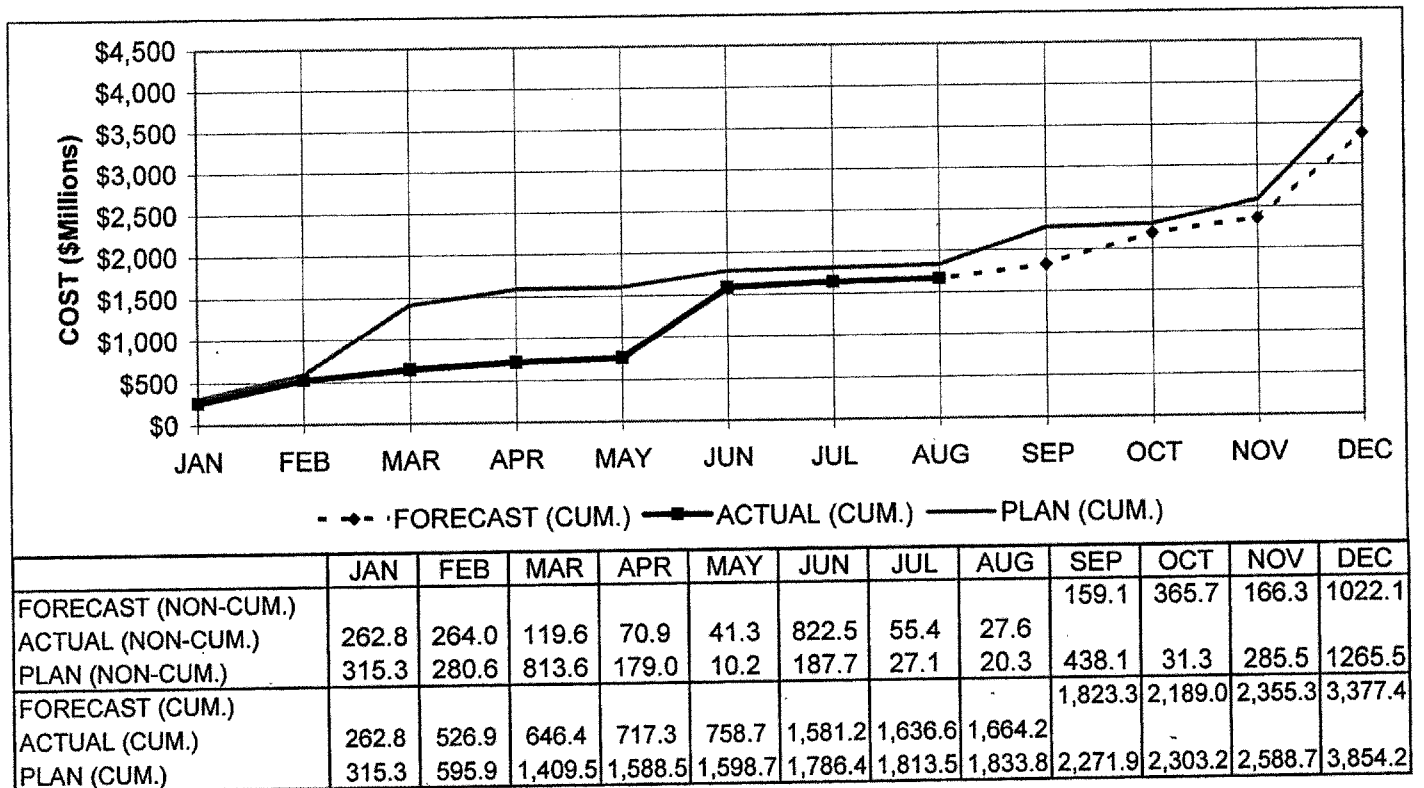
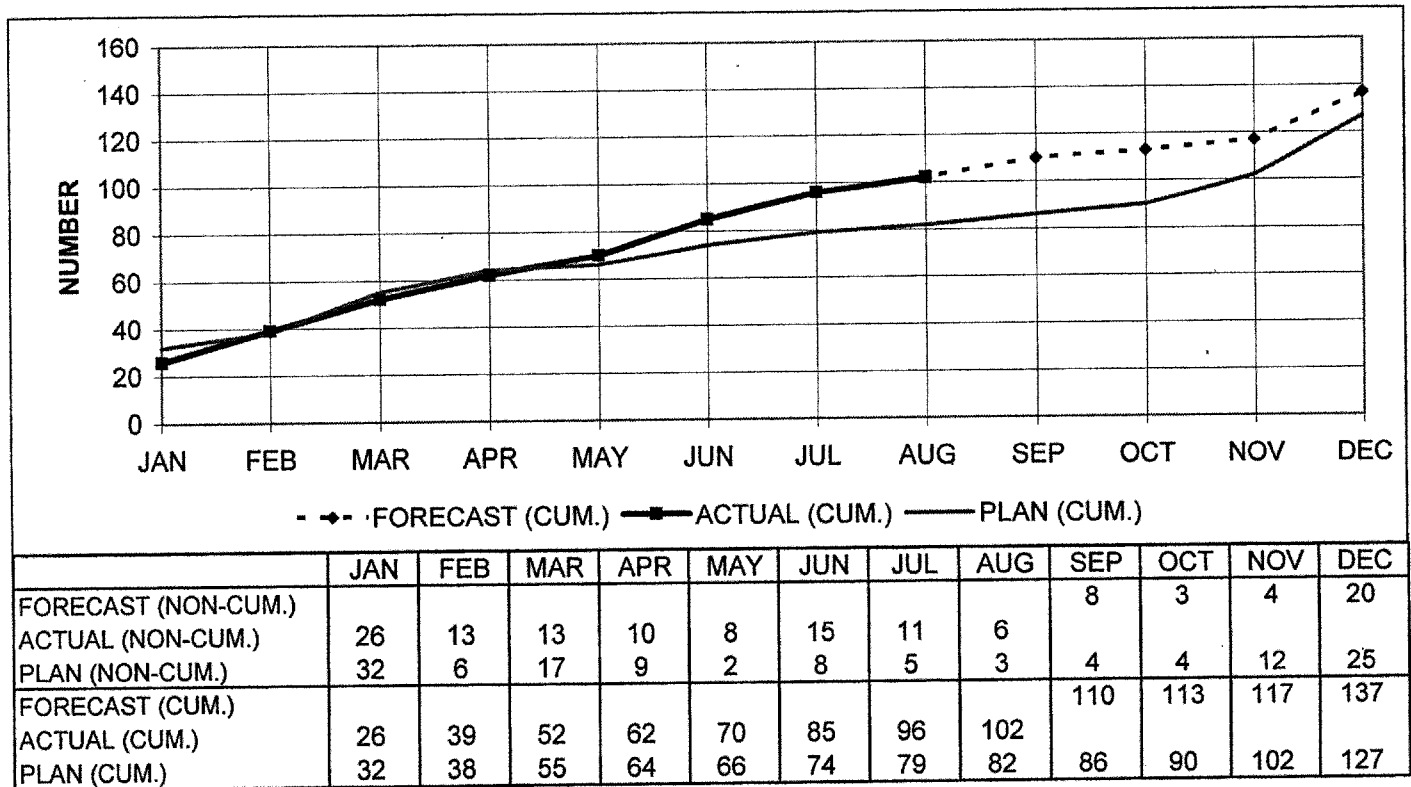
2012 Design Completions Charts

As of August 2012



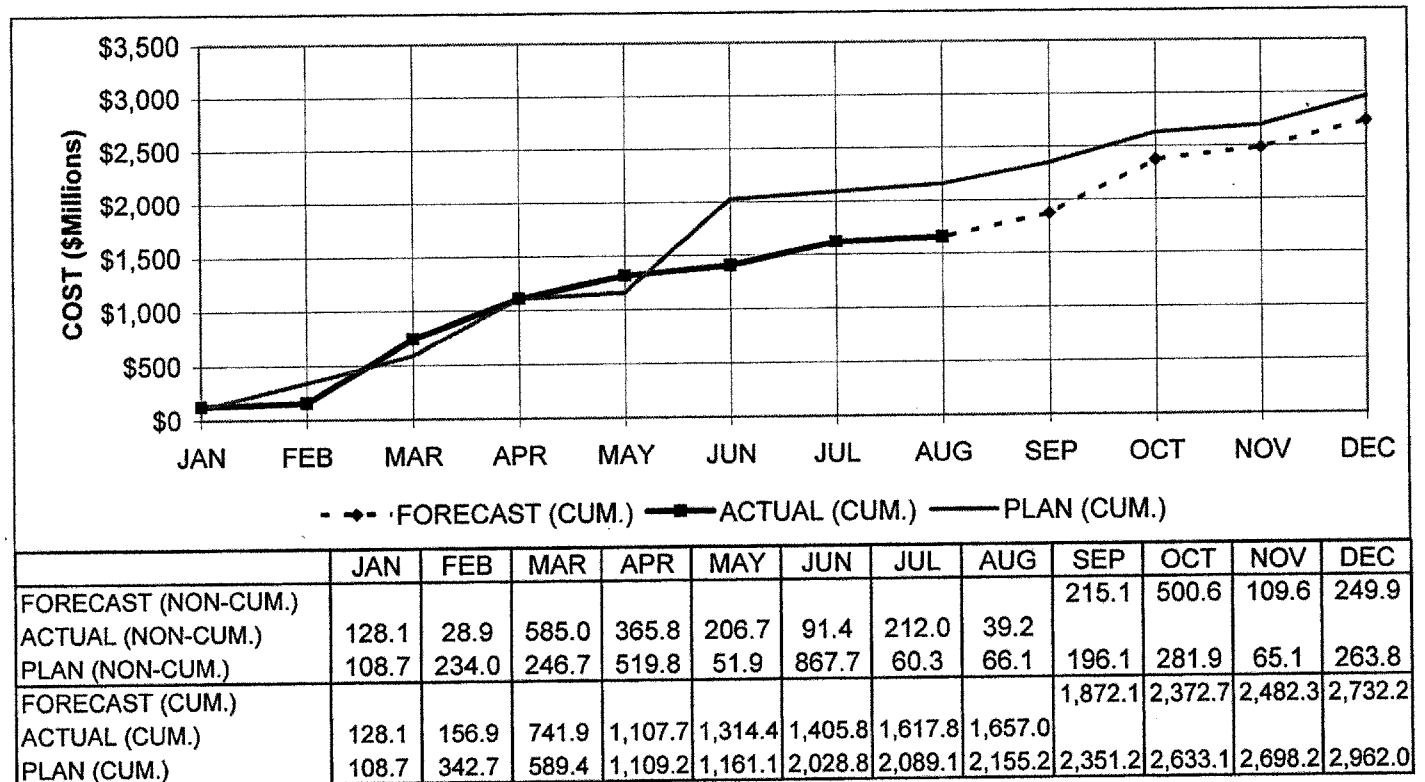
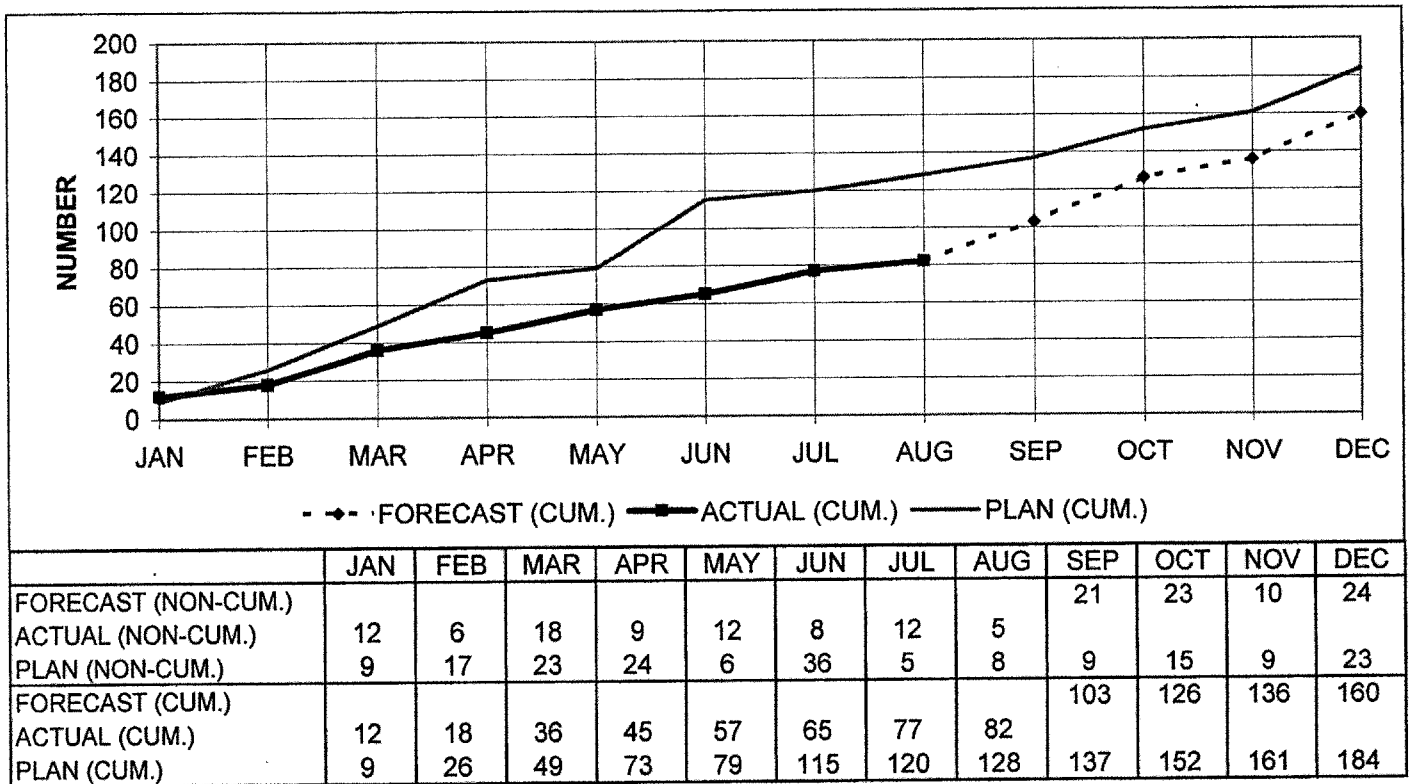
2012 Awards Charts

As of August 2012



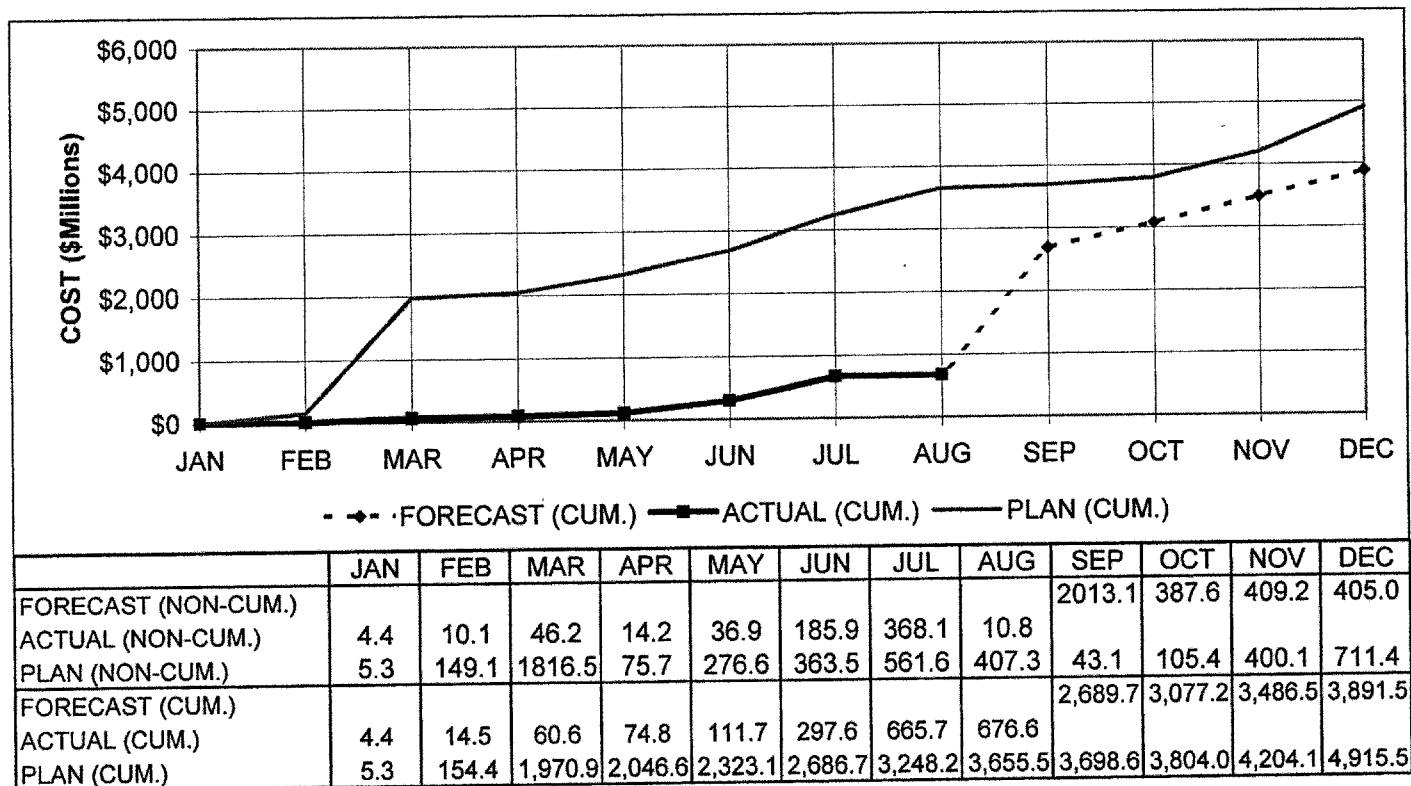
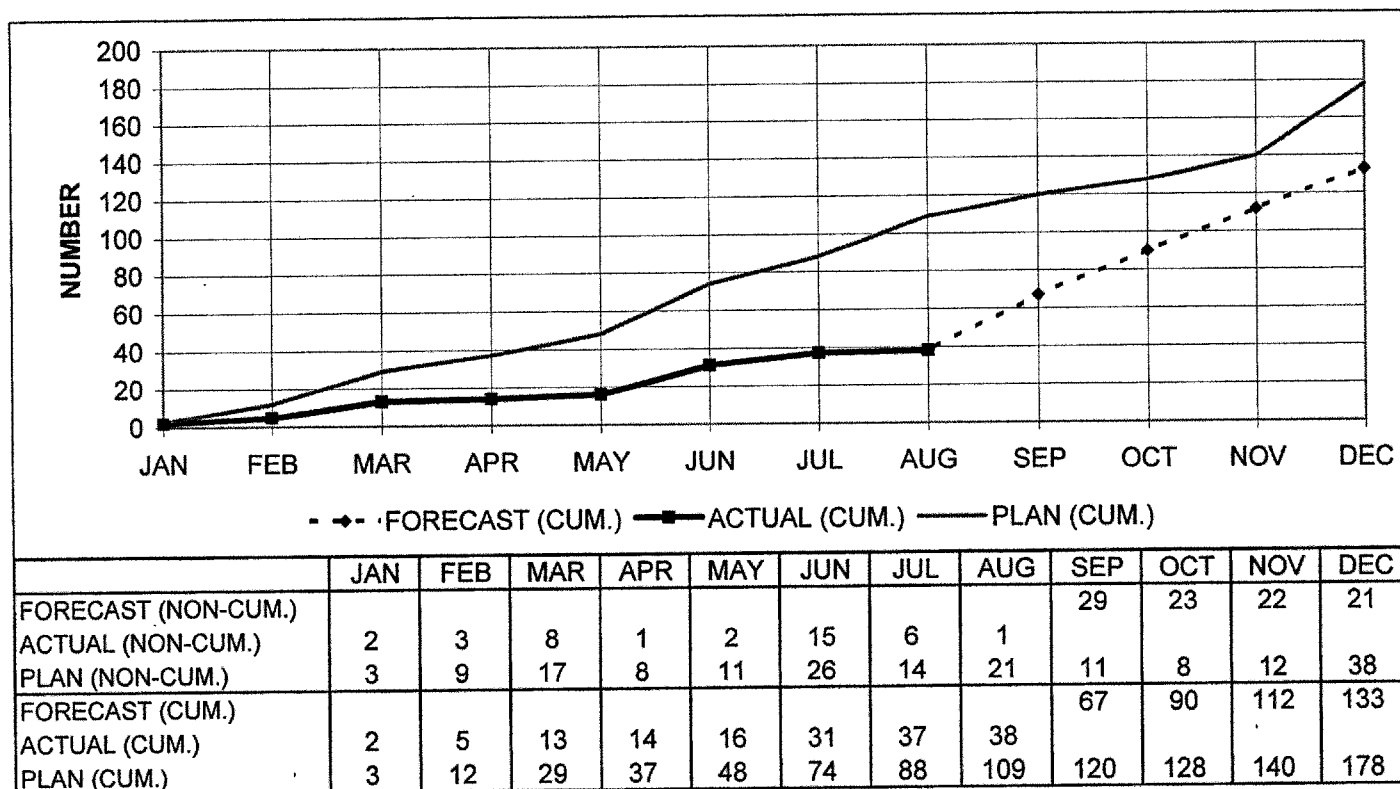
2012 Substantial Completions Charts

As of August 2012



2012 Closeouts Charts

As of August 2012



SEPTEMBER CAPITAL PROGRAM STATUS REPORT

Report



New York City Transit

FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through September 30, New York City Transit's performance against its 2012 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$74.8	\$55.7	75
Design Completions	94.3	41.4	44
Awards	2,271.9	1,760.0	78
Substantial Completions	2,351.2	1,718.2	73
Closeouts	3,698.6	907.5	25

During September, NYCT awarded projects totaling \$96.2 million, including:

- ☐ upgrade of the HVAC systems at 21 communication rooms at selected priority locations throughout the subway system; and
- ☐ the purchase of 90 new articulated buses.

During the same period, NYCT substantially completed a \$13.3 million project to rehabilitate the heating system at the 207th Street Overhaul Shop in Manhattan.

Also during September, NYCT started one design project for \$0.3 million, completed five design projects for \$10.9 million, and closed out five projects for \$227.5 million.

Capital Program Status
September 2012
(November 2012)

During September, NYCT awarded projects totaling \$96.2 million, including the \$70 million purchase of 90 new articulated buses. 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 also awarded three projects totaling \$22 million to upgrade the HVAC systems at 21 communication rooms at selected priority locations throughout the subway system. Work will vary per location but may include the modification or relocation of fans, installation of self contained or wall mounted air conditioning (AC) units, or installation of split AC units with associated duct work and refrigerant piping.

Also during September, NYCT substantially completed a \$13.3 million project to rehabilitate the heating system at the 207th Street Overhaul Shop in Manhattan. This project is part of the overall rehabilitation of the 207th Street Overhaul Shop and Yard and includes associated environmental remediation work associated with the heating plant.

Also during September, NYCT started one design project for \$0.3 million, completed five design projects for \$10.9 million, and closed out five projects for \$227.5 million.

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

Projects Closed During September 2012
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Purchase of 125 Standard CNG Buses			05/2005	88
Purchase of 125 Standard Hybrid-electric Buses			12/2006	69
Purchase of 135 Standard CNG Buses			12/2006	69
Purchase of 200 Standard Hybrid-electric Buses			06/2007	63
Asbestos Air Monitoring 2006			06/2011	15

Four bus purchase contracts experienced lengthy closeout delays in order to resolve warrantee issues. These contracts were part of a February 12, 2010 settlement agreement with the manufacturer and were required to be closed at the same time under one release document.

CAPITAL PROJECT MILESTONE SUMMARY 2012

(THROUGH SEPTEMBER 30, 2012)

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

September

Design Starts	\$1.3	2	\$0.3	1	25.1	50.0
Design Completions	7.8	5	10.9	5	139.9	100.0
Construction Awards	438.1	4	96.2	6	22.0	150.0
Substantial Completions	196.1	9	13.3	1	6.8	11.1
Closeouts	43.1	11	227.5	5	528.1	45.5

2012 Year-To-Date

Design Starts	\$74.8	46	\$55.7	57	74.5	123.9
Design Completions	94.3	74	41.4	36	43.9	48.6
Construction Awards	2,271.9	86	1,760.4	108	77.5	125.6
Substantial Completions	2,351.2	137	1,718.2	84	73.1	61.3
Closeouts	3,698.6	120	907.5	44	24.5	36.7

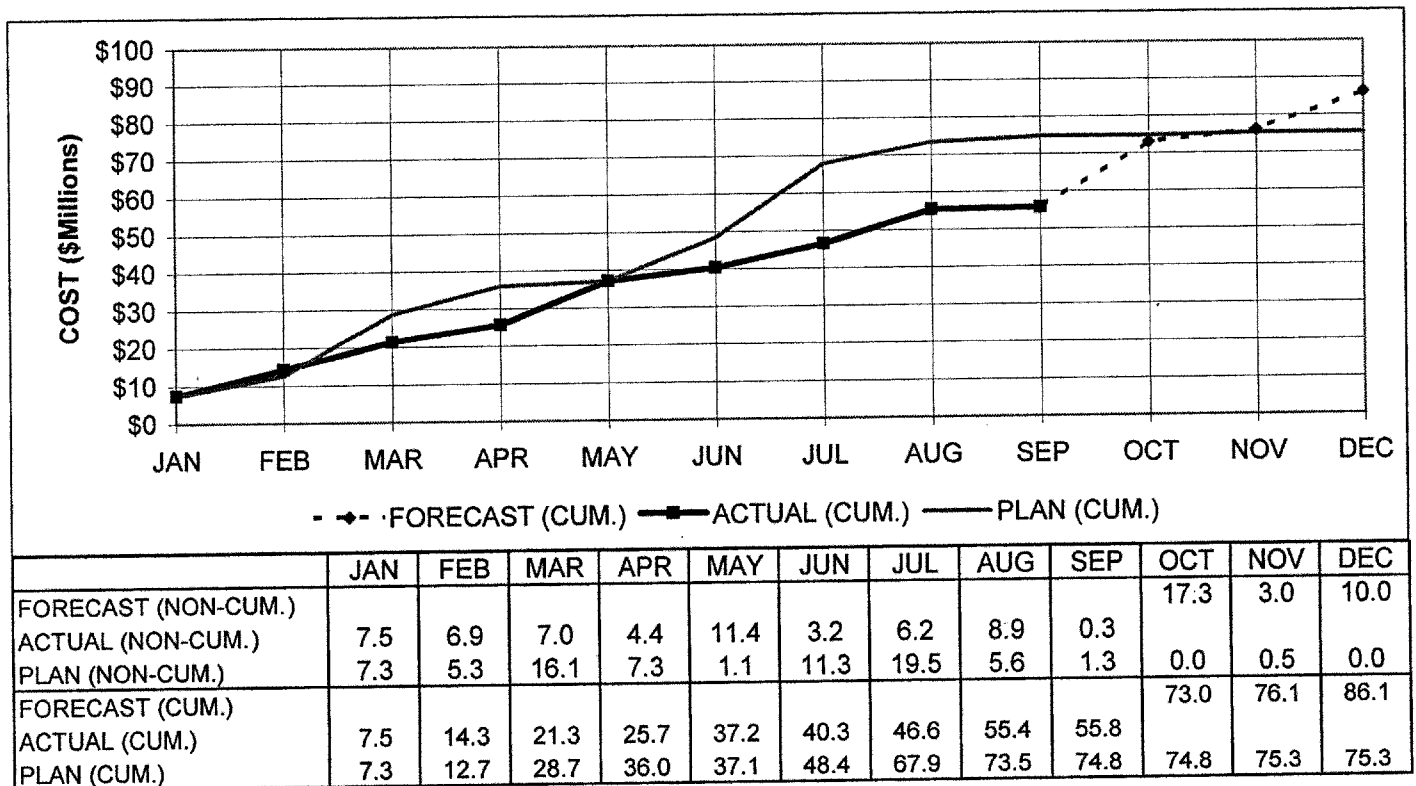
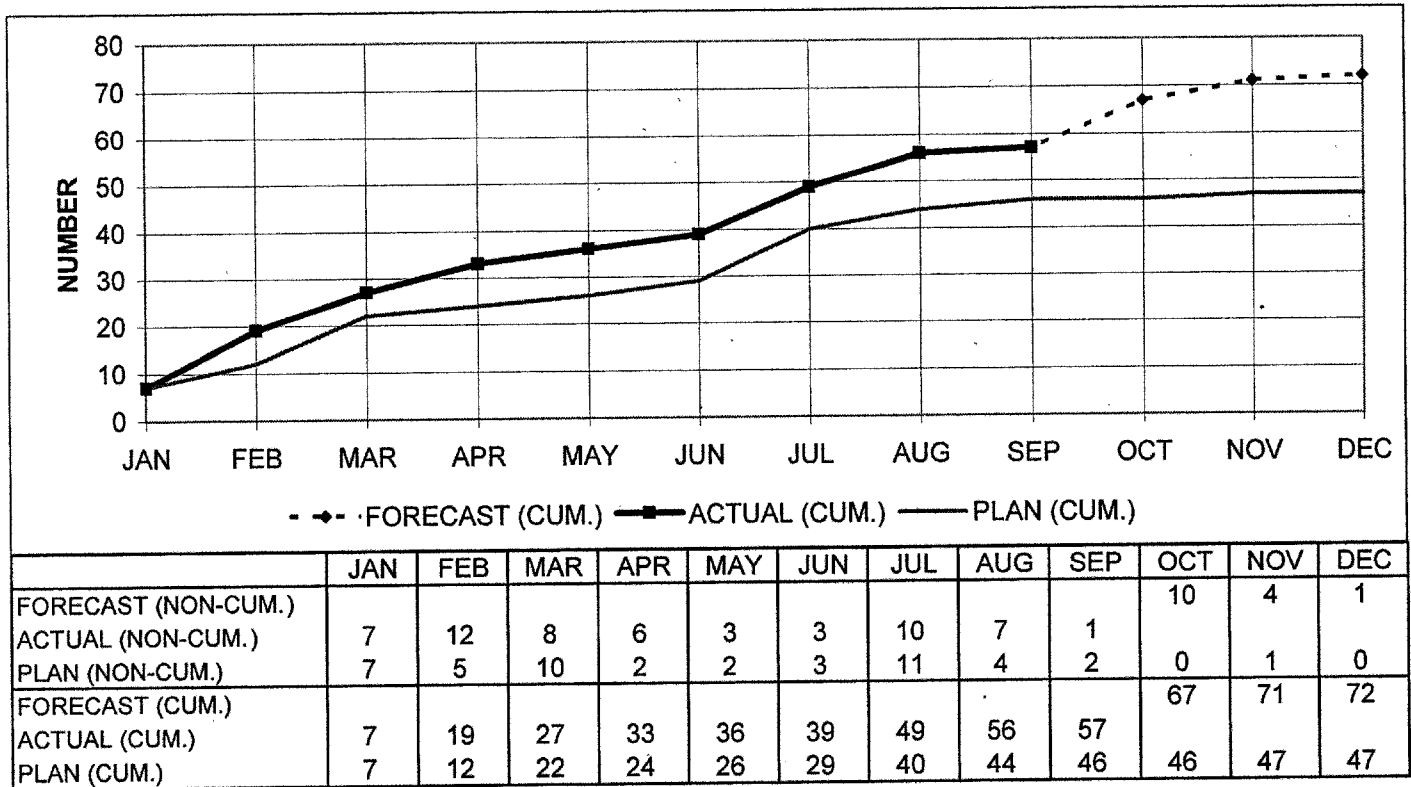
2012 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$75.3	47	\$86.0	72	114.3	153.2
Design Completions	119.7	92	93.9	87	78.5	94.6
Construction Awards	3,854.2	127	2,761.2	135	71.6	106.3
Substantial Completions	2,962.0	184	2,706.7	159	91.4	86.4
Closeouts	4,915.5	178	3,883.0	130	79.0	73.0

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

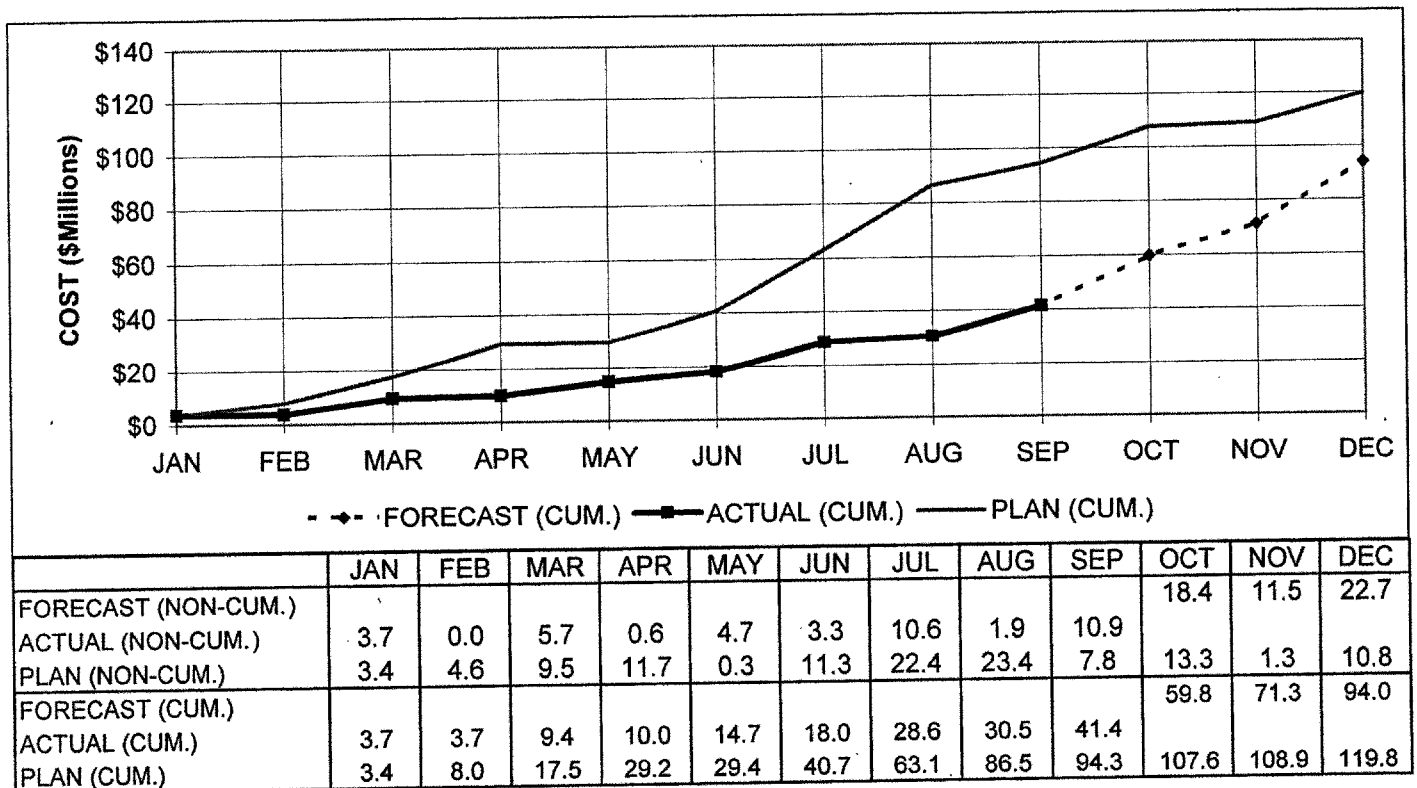
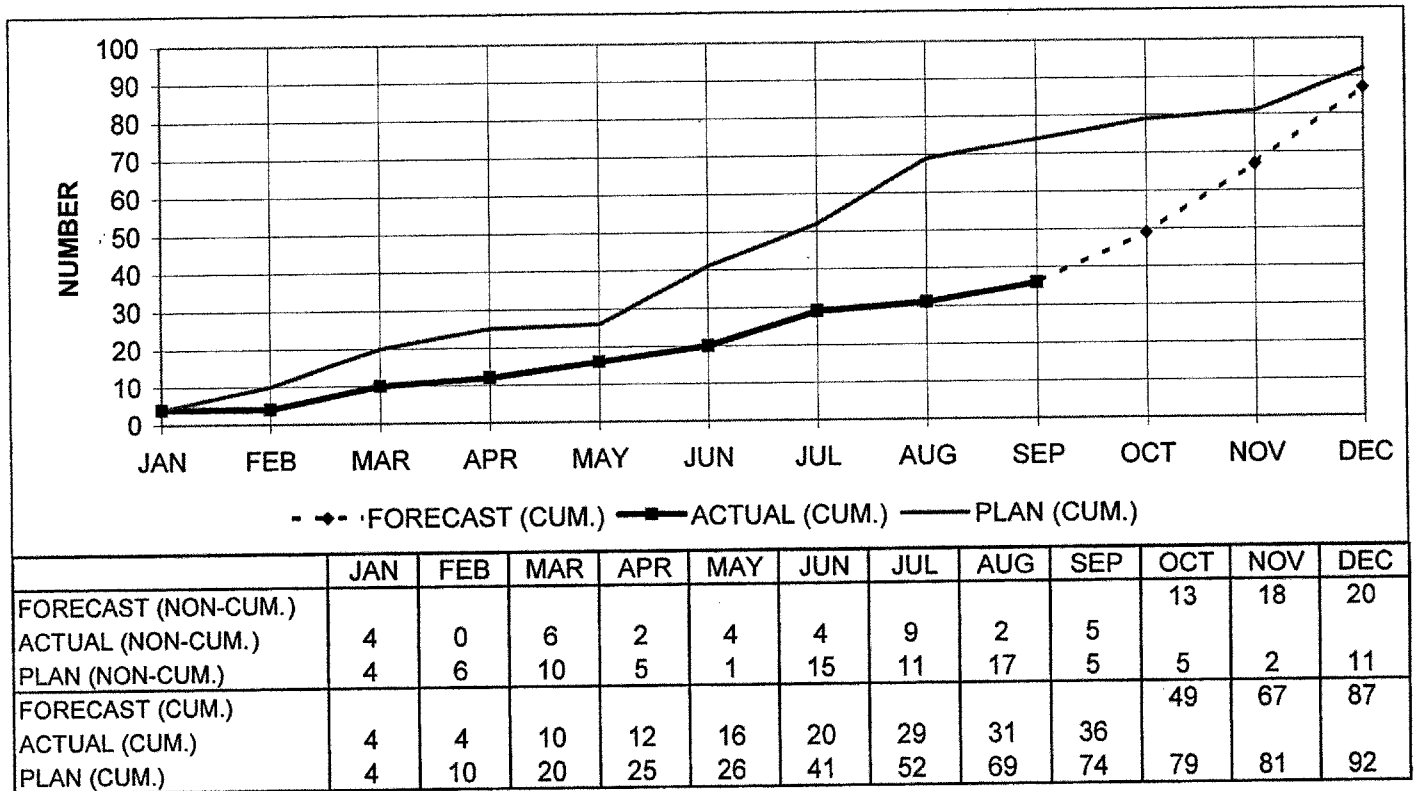
2012 Design Starts Charts

As of September 2012



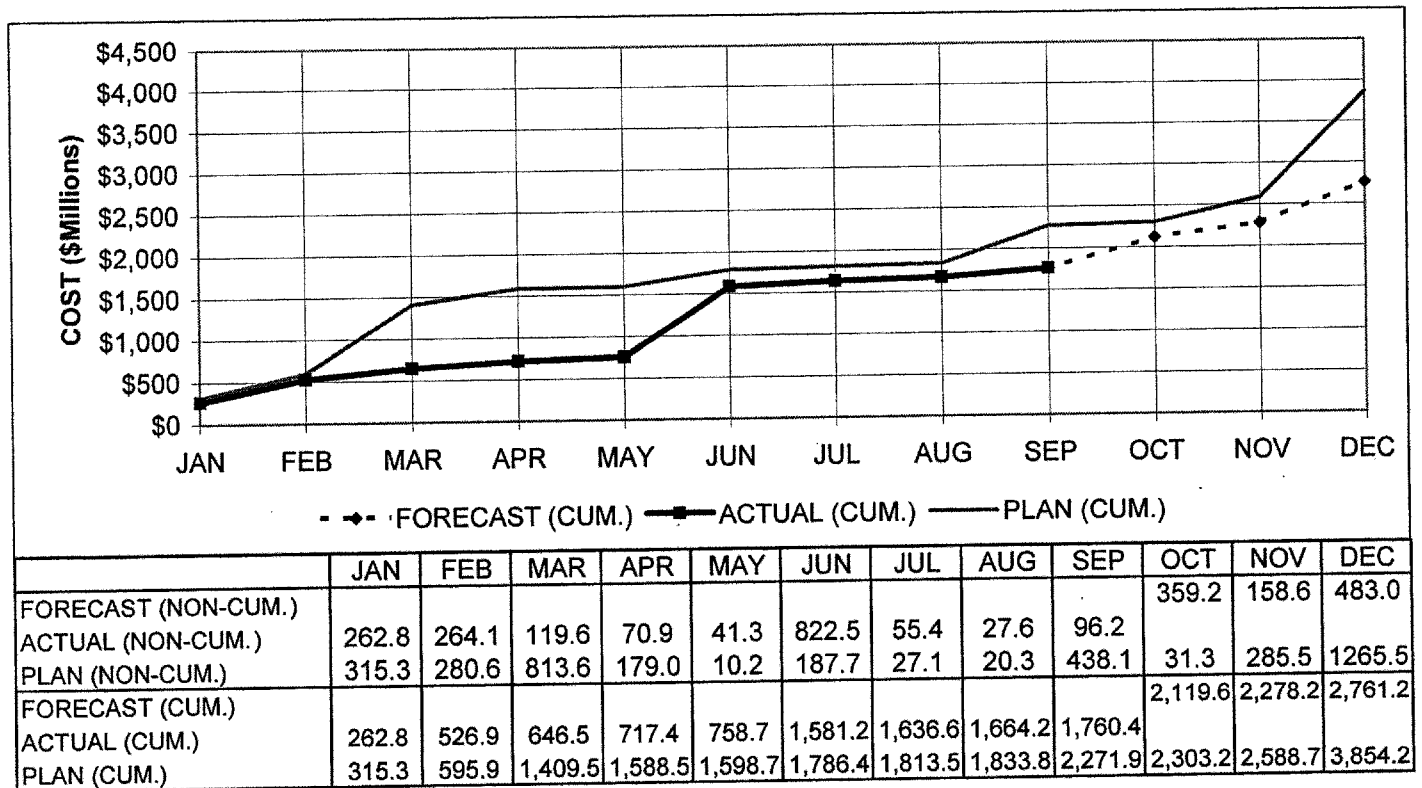
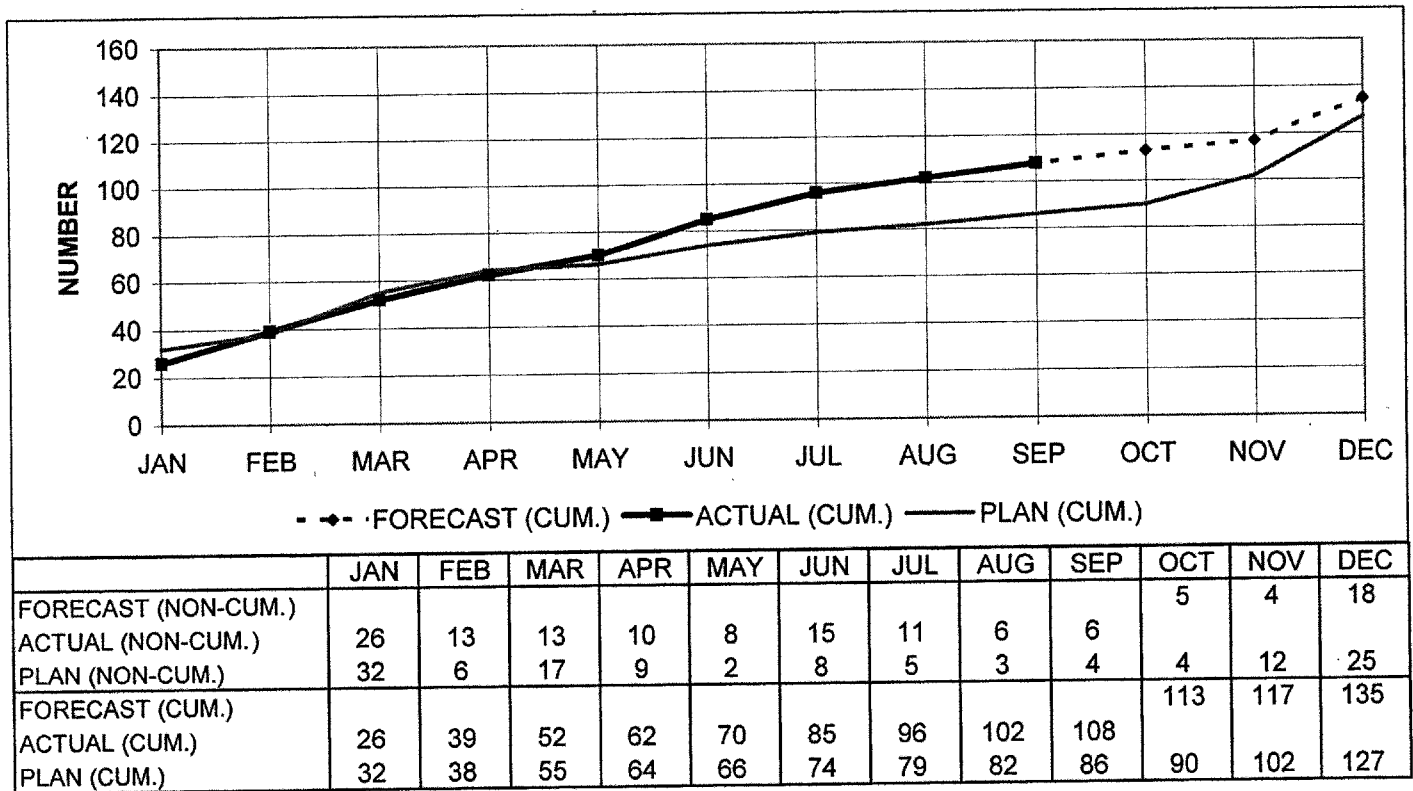
2012 Design Completions Charts

As of September 2012



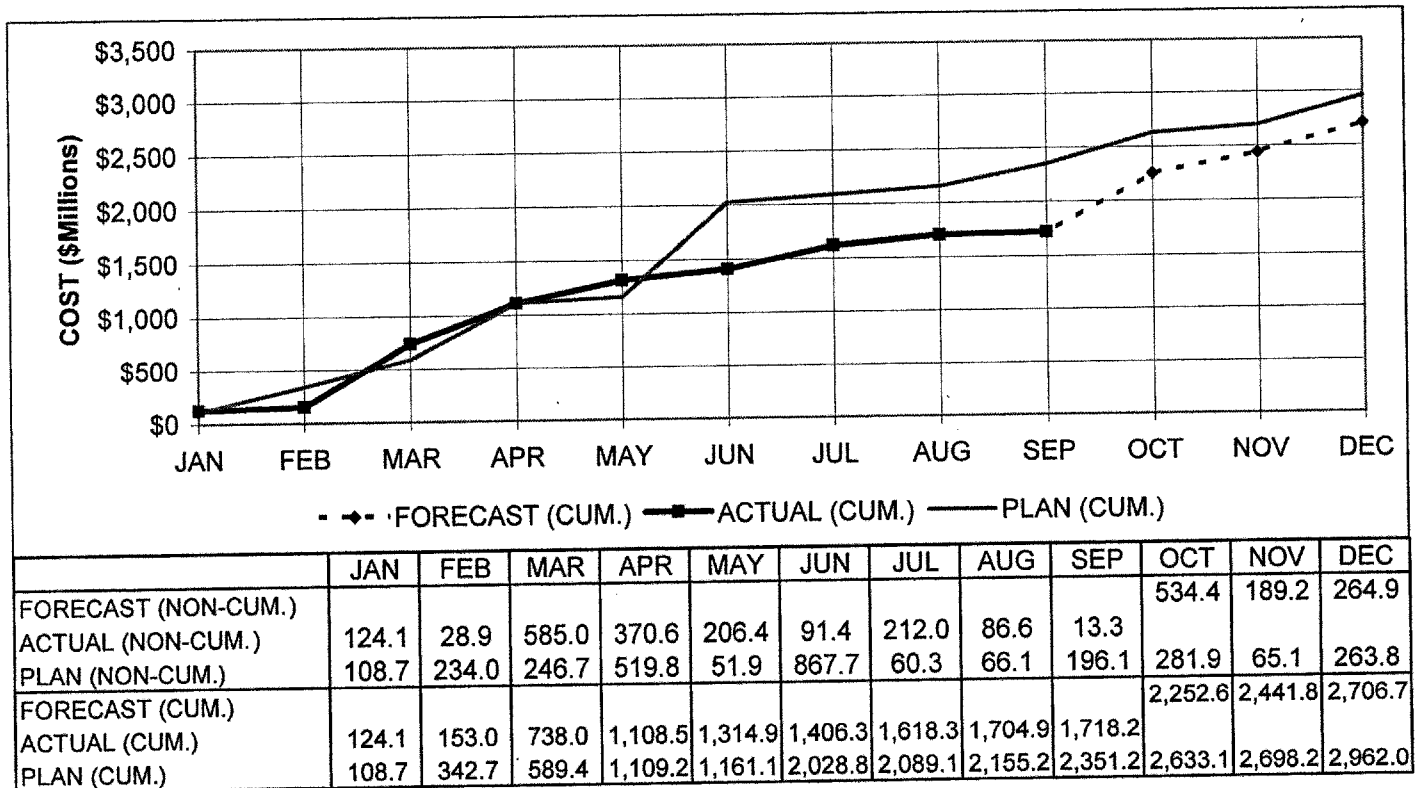
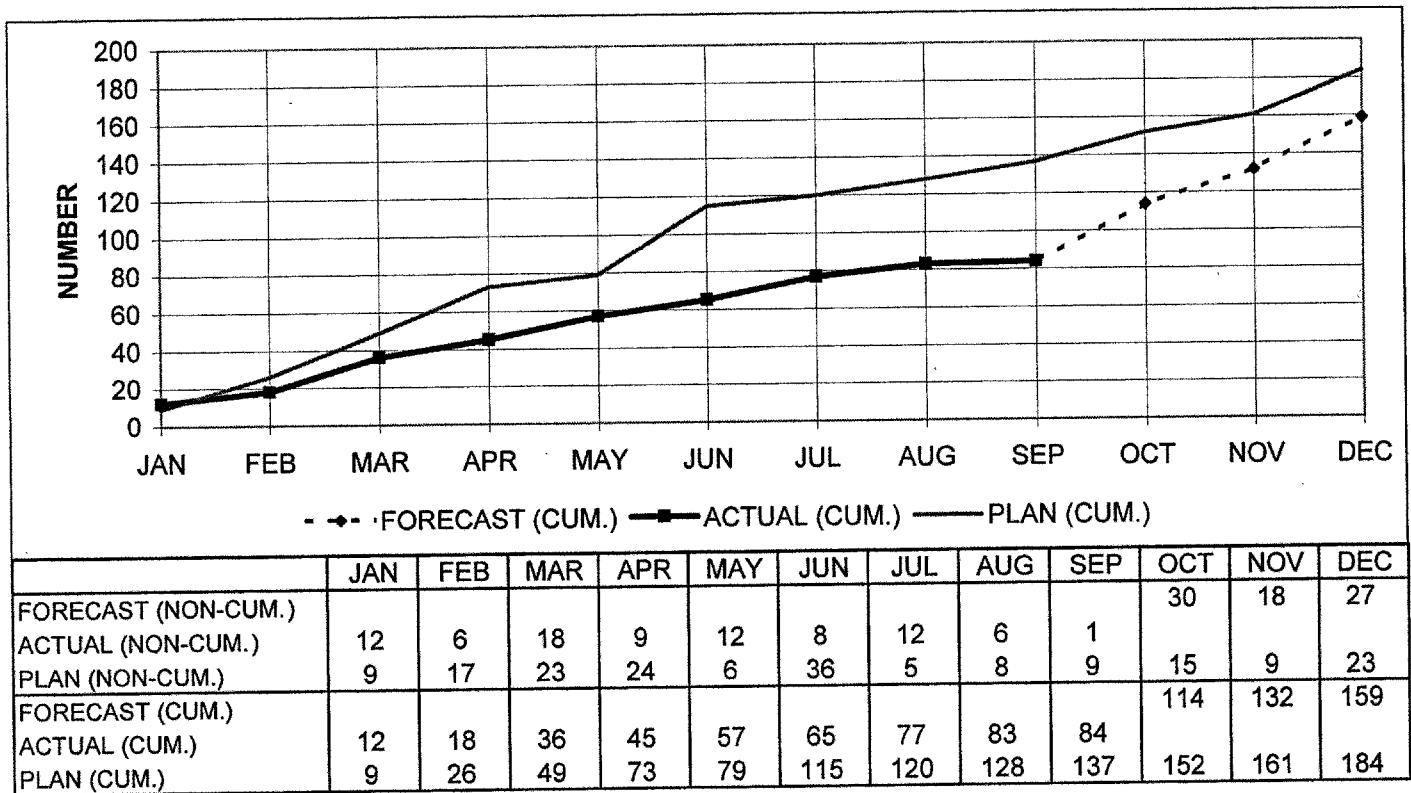
2012 Awards Charts

As of September 2012



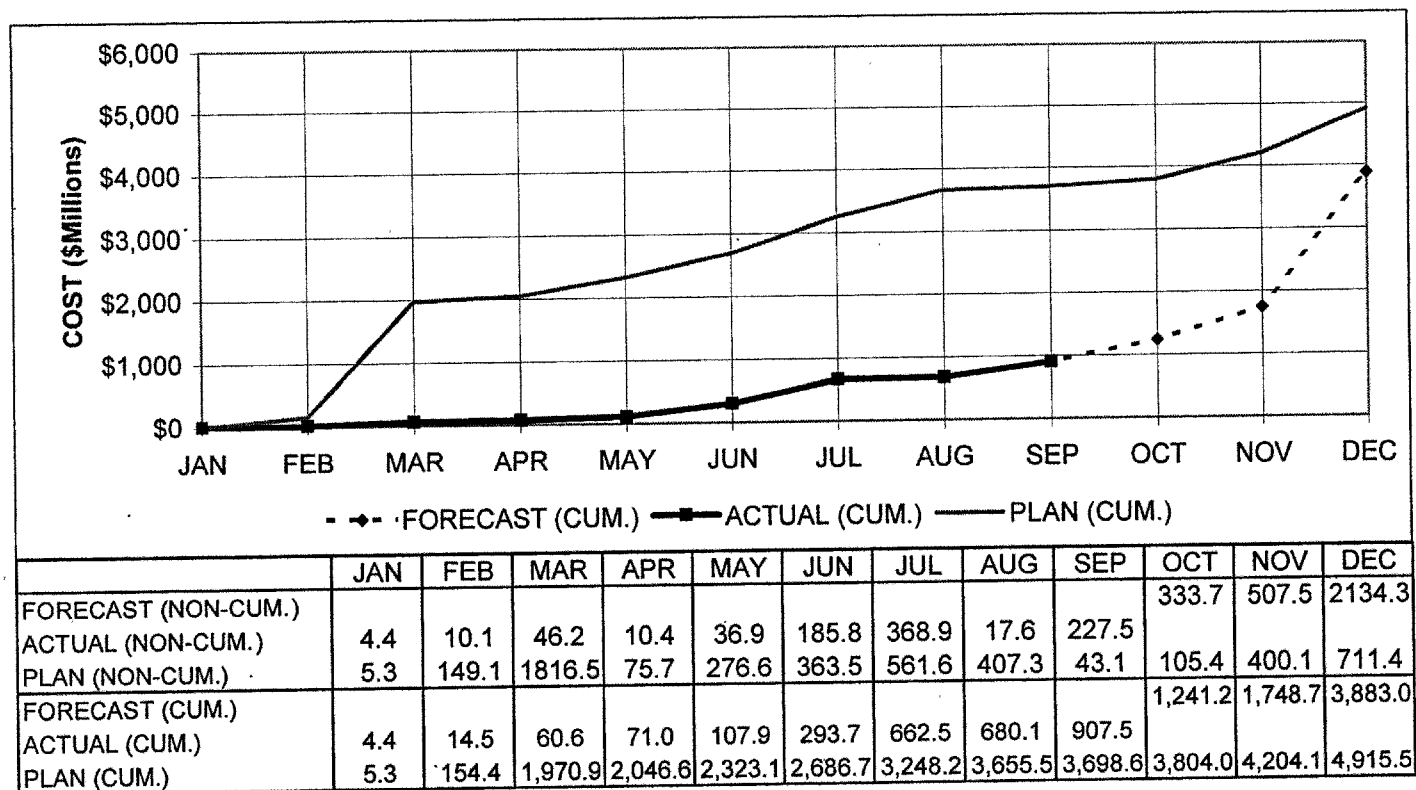
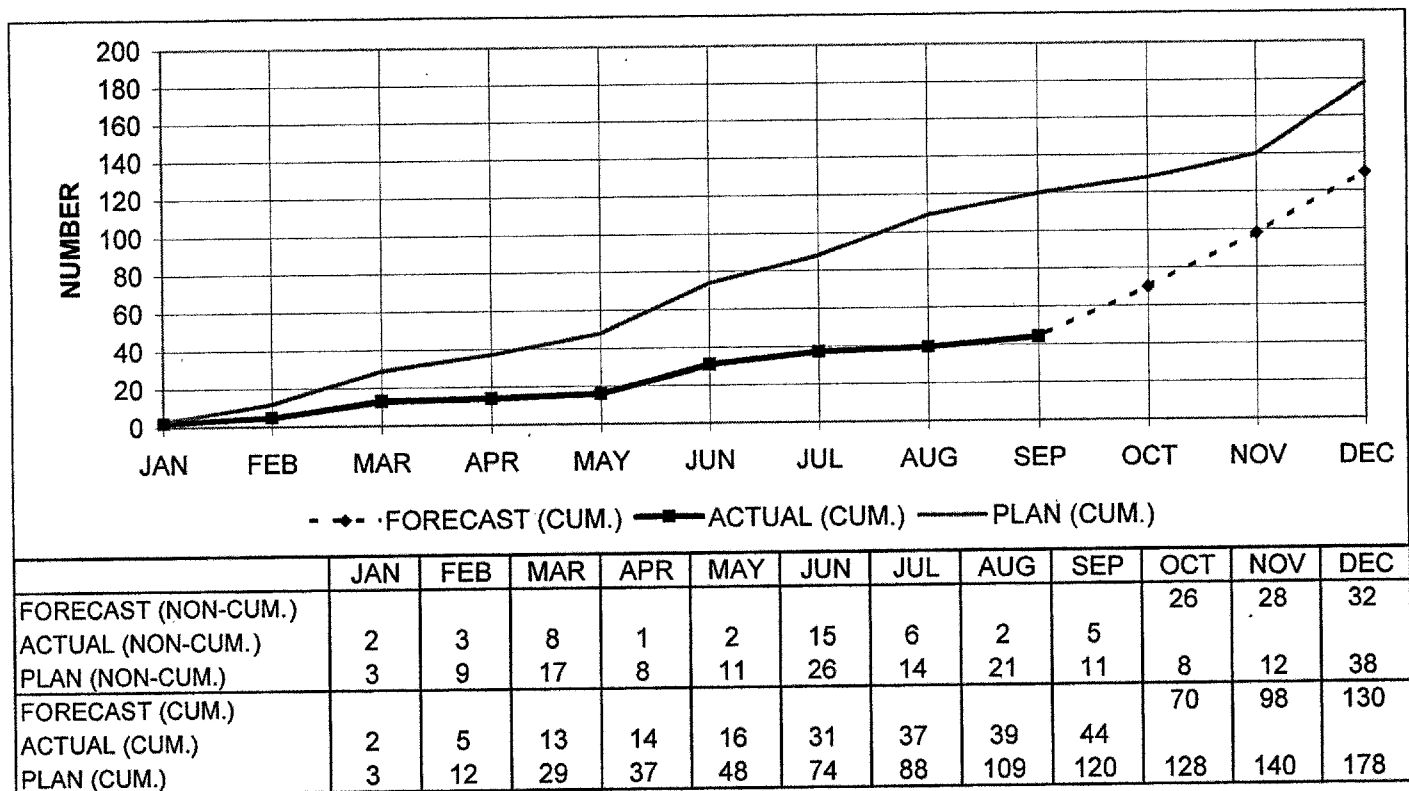
2012 Substantial Completions Charts

As of September 2012



2012 Closeouts Charts

As of September 2012



5. PROCUREMENTS

Report



New York City Transit

PROCUREMENTS

The Procurement Agenda this month includes 19 actions for a proposed expenditure of \$54.9M.



Staff Summary

Subject Expedited Change Order Procedure for R179 Train Procurement
Department Materiel
Department Head Name Stephen M. Plochocki
Department Head Signature

Date September 10, 2012
Vendor name N/A
Contract Number R34179
Contract Manager Name Andrew J. Layman <i>ASL</i>
Table of Contents Ref #

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

Internal Approvals			
Order	Approval	Order	Approval
1 X	Law	<i>10/3/12</i>	President
2 X	DDCR		
3 X	Subways		
<i>4/10/13</i>	Executive VP		

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

Purpose

To obtain authorization from the Board to use the expedited change order procedure developed pursuant to Articles IX and X of the All-Agency Procurement Guidelines for the R179 Train Procurement with Bombardier Transit Corporation (Bombardier). The change order procedure will be the same as previously authorized for the R142 Train Procurement with Bombardier, the R142A, R143 and R188 Train Procurements with Kawasaki, and the R160 Train Procurement with ALSKAW.

Discussion

The R179 Train Procurement is for a quantity of 300 cars. As work progresses on the Contract, changes may be required by reason of legal, safety, design or maintenance concerns or requirements. The need for these changes can be raised by either NYC Transit or the Contractor. Once the need for the change is recognized, it is critical that an additional work order (AWO) be finalized and issued as quickly as possible. Due to the rapid rate of production, any delay in the issuance of AWOs will result in additional costs associated with redesign efforts or retrofit of already manufactured equipment. The greater the delay in issuance of AWOs, the greater likelihood of increased costs. For example, based on a random sampling of change orders from various prior car contracts, retrofit work generally costs two to five times higher than work done during the manufacturing process.

A specific expedited change order procedure has been developed and was utilized for the R142, R142A, R143, R160 and R188 Train Procurements. In July 1997, the Board first authorized the use of the expedited change order procedure as developed pursuant to Articles VIII and IX of the then-current All-Agency Procurement Guidelines for all AWOs for the R142 and R142A Train Procurements. The Board subsequently granted authorization to utilize this procedure for the R143 and R160 Train Procurements, and then most recently in December 2010, granted authorization to use it for the R188 Train Procurement. The same rationale that applied to the R142, R142A, R143, R160 and R188 Train Procurements also applies to the R179 Train Procurement.

Under normal AWO procedures, all change orders exceeding \$250,000 which do not meet the Article IX expedited approval standard must be submitted to the Board through its regular processing cycle while change orders of \$250,000 or less require the approval of no higher than the Assistant Chief Procurement Officer. As the R179 order quantity is 300 cars, each R179 change order for as little as \$834 per car would require Board action, potentially causing a more lengthy approval process. Any delay in issuance of an R179 change order could result in additional costs and delay delivery of the cars. However, Article IX, Paragraph B, of the All-Agency Procurement Guidelines permits the President or his designee to enter into AWOs without Board action if there exists the risk of substantial increase of cost or delay if prompt action is not taken. The expedited change order procedure establishes specific, consistent approval thresholds depending on the dollar value of the change order. For all change orders with a total value of \$50,000 or more (or credits of \$50,000 or more), approval is required from the Vice President, Materiel before the change order can be executed. Change orders of less than \$50,000 (or credits of less than \$50,000) can be approved by the Assistant Chief Procurement Officer. This staff summary is consistent with the requirements set forth in Article X regarding staff summary content.

Discussion: (continued)

Proper fiscal controls over the issuance of AWOs exist in the form of the already-established 2% R179 budgetary contingency for AWOs. Capital Budget approval would be necessary to exceed this contingency amount. Maximum hourly personnel rates for AWO work performed by the Contractor are set forth in the R179 Contract and each AWO will comply with the rules for conducting cost/price analyses. Cost estimates related to each proposed AWO will be provided by NYC Transit's independent engineering consultant, who has extensive experience in rail car manufacturing and NYC Transit Train procurements.

Whenever possible, a lump sum price will be negotiated for an AWO prior to its issuance. When advance negotiations cannot be concluded, NYC Transit will issue a Change Order Directive which obligates the Contractor to commence the work. Negotiations would continue to be conducted with a goal of reaching an agreed-upon price prior to completion of the AWO work.

Use of this expedited change order procedure will also standardize the AWO process by keeping the existing administrative process and will avoid confusion of having separate administrative AWO programs for the R160, R188 and R179 Train Procurements. The Board will be apprised of the status of the R179 Train Procurement in regular presentations to the Capital Project Oversight Committee (CPOC) by the MTA, NYC Transit and the MTA oversight consultant as was the case for the R142, R142A and R143 Train Procurements and is currently performed for the R160 and R188 Train Procurements.

Impact on Funding

None

Recommendation

It is recommended that the Board adopt the attached resolution to authorize the use of the expedited change order procedure developed pursuant to Articles IX and X of the All-Agency Procurement Guidelines for all change orders under the R179 Train Procurement with Bombardier.

RESOLUTION

WHEREAS, in a Staff Summary dated September 10, 2012, the Vice President, Materiel, has recommended that the Authority be authorized to use the expedited change order process developed pursuant to Articles IX and X of the All-Agency Procurement Guidelines for the R179 Train Procurement; and

WHEREAS, the expedited process is the same as that authorized for the R142 and R142A Train Procurements at the Board meeting of July 30, 2007, for the R143 Train Procurement at the Board meeting of June 30, 1999, for the R160 Train Procurement at the Board meeting of September 26, 2002, and for the R188 Train Procurement at the Board meeting of December 15, 2010; and

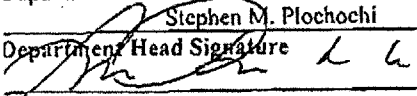
WHEREAS, the Authority has determined that, in order to avoid the submission of an excessive number of change orders to the Board, it is in the public interest to authorize the expedited process for the R179 Train Procurement as recommended in the said Staff Summary;

NOW, THEREFORE, BE IT RESOLVED, effective immediately, that the Authority is authorized to use the expedited change order process developed pursuant to Articles IX and X of the All-Agency Procurement Guidelines for all change orders under the R179 Train Procurement.

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	11/26/12			
2	Board	11/28/12			

November 16, 2012

Department Law and Procurement - MTACC

Department Head Name Evan Eisland





Department Head Signature 

Table of Contents Ref #

Internal Approvals			
	Approval		Approval
 President NYCT			President MTACC 
 Executive VP		X	Subways
X Capital Prog. Management		X	Buses
Law		X	Diversity/Civil Rights

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

PURPOSE:

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

DISCUSSION:

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

Procurements Requiring Two Thirds Vote:

- Schedule A: Non-Competitive Purchases and Public Work Contracts
- Kone Spares \$ 5.0 M
 - Racine Railroad Products, Inc. 0.7 M
 - Vapor Stone Rail Systems \$ 20.0 M

# of Actions	\$ Amount
3	\$ 25.7 M

Schedules Requiring Majority Vote

- Schedule F: Personal Service Contracts
- Microsoft Corporation \$ 0.7 M

1	\$ 0.7 M
---	----------

- Schedule H: Modifications to Personal/Miscellaneous Service Contracts
- NYS Industries for the Disabled \$ 3.6 M

1	\$ 3.6 M
---	----------

SUBTOTAL	5	\$ 30.0 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	\$	4.3 M
Schedule G: Miscellaneous Service Contracts	1	\$	0.8 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	2	\$	7.4 M
	<u>4</u>	<u>\$</u>	<u>12.5 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	2	\$	1.9 M
	<u>2</u>	<u>\$</u>	<u>1.9 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	1	\$	3.2 M
---	---	----	-------

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	2	\$	1.8 M
	<u>3</u>	<u>\$</u>	<u>5.0 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	\$	5.5 M
	<u>5</u>	<u>\$</u>	<u>5.5 M</u>
SUBTOTAL			
	<u>19</u>	<u>\$</u>	<u>54.9 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.

NOVEMBER 2012LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVALProcurements Requiring Two-Thirds Vote:**A. Non-Competitive Purchases and Public Work Contracts**

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

1. Kone Spares \$5,000,000 (Est.) Staff Summary Attached
Sole Source - Three-year omnibus
Purchase of inventory and non-inventory replacement escalator and powerwalk parts.
2. Racine Railroad Products, Inc. \$730,000 (Est.) Staff Summary Attached
Sole Source – Three-year contract
RFQ # 34566
Multi-agency contract for the purchase of non-inventory replacement track parts for NYC Transit, LIRR, and Staten Island Railway.
3. Vapor Stone Rail Systems \$20,000,000 (Est.) Staff Summary Attached
A Division of Wabtec Company
Sole Source - Three-year omnibus
Purchase of door operator parts and other sole-source parts for subway cars.

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.)

4. Microsoft Corporation \$715,453 (NTE) Staff Summary Attached
Sole Source – Two-year contract
Contract #9630
All-Agency contract for Microsoft Premier Support to manage various Microsoft software applications.

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.)

5. NYS Industries for the Disabled \$3,638,768 (Est.) Staff Summary Attached
Contract # 05H9259.2
Modification to the contract for janitorial and window cleaning services, in order to extend the contract term.



NOVEMBER 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. CH2M HILL New York, Inc. \$4,321,069 (NTE)

Staff Summary Attached

Two Proposals/Low Proposer – Thirty-nine month contract
Contract #CM-1868

Consulting services for the R211 Subway Car contract.

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. Shared Solutions and Services, Inc. \$751,225 (Est.)

Staff Summary Attached

Non-Competitive – Forty-seven month contract
REQ #11744

Maintenance of NYC Transit's private branch exchange telephone switches.

NOVEMBER 2012LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVALL. Budget Adjustments to Estimated Quantity Contracts

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

3. Wright Express, Inc. Contract # 10D0260B (DOB) May 1, 2010 – April 30, 2015 Fuel Card	Original Amount:	\$	2,816,687
	Prior Modifications:	\$	0
	Prior Budgetary Increases:	\$	0
	Current Amount:	\$	2,816,687
	This Request:	\$	1,870,000
	% of This Request to Current Amount:		66.4%
	% of Mods/Budget Adjustments (including This Request) to Original Amount:		66.4%
4. Wright Express, Inc. Contract # 10D0260C (DOS) May 1, 2010 – April 30, 2015 Fuel Card	Original Amount:	\$	5,190,480
	Prior Modifications:	\$	0
	Prior Budgetary Increases:	\$	0
	Current Amount:	\$	5,190,480
	This Request:	\$	5,500,000
	% of This Request to Current Amount:		105.9%
	% of Mods/Budget Adjustments (including This Request) to Original Amount:		105.9%

Discussion: (Items 3-4)

This contract is part of a joint-agency award, led by Metro-North Railroad (MNR) awarded to Wright Express, Inc. (WEX) for fuel card services for the non revenue divisions of the Department of Buses (DOB) and Department of Subways (DOS), as well as the Paratransit division. The fuel card is accepted at a network of retail fuel stations which enables users to fuel at gas stations throughout the five boroughs.

These budget adjustments are required for DOB and DOS only. The primary reason for these budget adjustment requests is that there has been a significant increase in fuel costs. Since award of the contract in May 2010, pump prices for gasoline have increased by 81.3% and diesel prices have increased by 57.8%.

In addition to the price of fuel having significantly increased in the past 2.5 years, there are other reasons for the additional funding requirements varying between the divisions. Reasons include: original estimates were underestimated; unforeseen additional fuel card usage due to repairs to fuel tanks (making the tanks inaccessible); and weather related issues (increase in equipment usage).

NOVEMBER 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

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

1. Plaza Schiavone JV \$835,000 Staff Summary Attached
Contract # A-36125.172
Modification to the contract for the Fulton Center Enclosure, in order to furnish and install new housings for signage and advertising display panels.

2. Skanska/Railworks JV \$1,075,000 Staff Summary Attached
Contract #C-26505.14
Modification to the contract to furnish and install finishes and systems for the No. 7 Line Extension, in order to provide various changes to the medium voltage switchgear at Sites J and K.



NOVEMBER 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. Construction Polymers Company | \$3,182,930 | <u>Staff Summary Attached</u> |
| Commodity #s 01-64-3342/43/44/45/46/47 | | |
| Immediate Operating Need | | |
| Purchase of 10,465 Resilient Fastener (RF) Plates. | | |

Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board approval.)

- | | | |
|--|-----------|-------------------------------|
| 2. Citnalta Construction/Judlau | \$350,000 | <u>Staff Summary Attached</u> |
| Contracting, JV | | |
| Contract #A-35797.51 | | |
| Modification to the contract for the rehabilitation of seven stations and line structures on the West End Line, in order to perform additional excavation of column bases. | | |
-
- | | | |
|--|-------------|-------------------------------|
| 3. John Civetta & Sons | \$1,423,622 | <u>Staff Summary Attached</u> |
| Contract #A-36065.34 | | |
| Modification to the contract for the rehabilitation of the Dyckman Street Station and component repair of five stations on the Broadway/Seventh Avenue Line in Manhattan and The Bronx, in order to provide various landmark enhancements to the Dyckman Street Station. | | |

NOVEMBER 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board approval.)

- | | | | |
|----|---|-------------|---------------------------------|
| 1. | E.E. Cruz and Tully Construction Company, JV, LLC
Contract # C-26005.107 | \$365,000 | <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 perform additional work associated with revised station waterproofing requirements. | | |
| 2. | Judlau Contracting, Inc.
Contract # A-36126.114 | \$461,000 | <u>Staff Summary Attached</u> |
| | Modification to the contract for the restoration of the Corbin Building, in order to apply Keim coating system to preserve existing Terra Cotta. | | |
| 3. | Parsons Brinckerhoff, Inc.
Contract # CM-1338.12 | \$3,716,340 | <u>Staff Summary Attached</u> |
| | Modification to the contract for Consultant Construction Management for the Second Avenue Subway, for the expansion and management of the Community Outreach Program. | | |
| 4. | Plaza Schiavone JV
Contract # A-36125.90 | \$540,000 | <u>Staff Summary Attached</u> |
| | Modification to the contract for the Fulton Center Enclosure, in order to perform miscellaneous iron and metal work changes. | | |
| 5. | S3 Tunnel Constructors, JV
Contract #C-26002.130 | \$395,000 | <u>Staff Summaries Attached</u> |
| | Modification to the contract for the construction of the Second Avenue Subway Tunnel from 92nd to 63rd Streets, in order to resolve a differing site condition claim associated with construction of the secant pile wall. | | |

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 1

Vendor Name (& Location) Kone Spares (Moline, IL)
Description Purchase of non-inventory and inventory escalator and powerwalk parts
Contract Term (including Options, if any) December 1, 2012 - November 30, 2015
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: Omnibus Sole Source Approval

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$5,000,000 (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: Division of Materiel, Stephen M. Plochochi	

Discussion:

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

There are approximately 305 items covered by this approval for the purchase of escalator and powerwalk parts supplied by Kone. Kone is also the sole distributor for O&K, Montgomery, and APV Baker for aftermarket spare parts used on existing NYC Transit escalators. These sole source parts will be used by the Elevator & Escalator Division of Infrastructure (E & E) for normal maintenance and repair requirements for approximately 118 escalators and two powerwalks throughout the NYC Transit system.

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

The current omnibus approval, approved by the Board in November 2009 and expiring November 28, 2012 was for \$3,000,000.00. However, there is a remaining balance of approximately \$117,754.40. The increase in the amount sought for the omnibus approval is attributed to safety stock requirements for Kone escalator steps and gearboxes as well as to support new escalators whose warranties have recently expired.

Procurement has performed a price analysis on the 15 sole source items for which contracts were issued during the term of the current omnibus approval which exceeded the \$15,000 threshold. All 15 items have a comparative history and represent 86% of the value of the contracts issued under the current omnibus. A comparative price analysis of these 15 items shows an overall weighted average annual decrease of 0.68%. The decrease compares favorably with the Producer Price Index (PPI) for Elevator & Escalator Components that had an annual increase of 0.16% from November 2009 to August 2012, which is the time period of the current omnibus approval. Each item to be purchased under the omnibus approval will be subject to a price analysis and determination that the negotiated price is found to be fair and reasonable.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 2

Vendor Name (& Location) Racine Railroad Products, Inc. (Racine, WI)
Description Purchase of non-inventory parts for Track tools and equipment
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: Sole Source

Contract Number RFQ #34566	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
NYCT: \$600,000 LIRR: \$100,000 SIR: \$30,000	
Total Amount:	\$730,000 (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:

These sole source estimated quantity contracts for the participating agencies are for the purchase of non-inventory replacement parts such as engines, pistons, connecting rods, carburetors and handles for the maintenance and repair of track tools and equipment manufactured by Racine Railroad Products, Inc. (Racine). These contracts don't include consumables such as saw blades, drill bits, etc. It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law §1209, subsection 9(b) for NYC Transit and SIR, and §1265-a, subsection 4(b) for LIRR, due to the existence of a single responsible source and approve the award of these estimated quantity contracts.

NYC Transit, SIR and LIRR utilize rail saws, impact wrenches, rail drills, tie drills, profile grinders, tie plate inserters, power units, retrievers, and fast clippers manufactured by Racine. Awarding these contracts will reduce administrative lead times for the procurement of non-inventory replacement parts for maintaining and repairing this equipment. NYC Transit, SIR and LIRR are unable to use similar parts from other manufacturers because of the parts' incompatibility with the Racine equipment.

Three separate contracts will be awarded in the amounts of \$600,000 for NYC Transit, \$30,000 for SIR and \$100,000 for LIRR. The previous contracts with Racine for the three year contract period were in the amounts of \$600,000 for NYC Transit, \$30,000 for SIR and \$250,000 for LIRR.

Racine publishes an industry-wide price book on or about March 1st of each year. Racine's industry-wide price book does not include delivery charges in its prices. The participating agencies require that pricing include delivery charges, therefore Racine produces a price book that shows Racine's published prices as well as a column showing delivered pricing which includes a 5% markup.

Prices are capped at the MTA-delivered pricing for the three year period; however, the most favored customer clause provides that the participating MTA agencies will be charged the lowest prices charged to any customer throughout the three-year period.

Procurement has performed a pricing analysis on a sampling of high value and high usage sole source items purchased by each agency during the term of the current contract. The comparative price analysis of the items shows an average annual price decrease of 2.5%. This decrease compares favorably with the Producer Price Index (PPI) for Machine and Equipment (metal cutting machine tools) which had an average annual price increase of 2.5%. The prices and markup quoted by Racine have been found to be fair and reasonable.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 3

Vendor Name (& Location) Vapor Stone Rail Systems, a Division of Wabtec Corp. (Plattsburgh, NY)	
Description Purchase of door operator parts and other sole-source parts for subway cars.	
Contract Term (including Options, if any) October 31, 2012 – October 30, 2015	
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: Omnibus Sole Source Approval	

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$20,000,000 (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: Division of Materiel, Stephen M. Plochochi	

Discussion:

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

There are approximately 5,672 items covered by this approval for the purchase of all replacement door operator parts, HVAC parts and monitoring and diagnostic parts supplied by Vapor Stone. These sole source parts will be used by the Division of Car Equipment (DCE) for normal maintenance and Scheduled Maintenance System (SMS) requirements for door equipment for all subway cars with the exception of the 660 Kawasaki-built R160 cars. Vapor Stone will also be supplying HVAC parts for approximately 2,788 cars (all pre-R142 and R142A cars) as well as monitoring & diagnostic parts for 1,030 R142 subway cars. This is the first time that a heavy overhaul will be performed on the R142 and R142A door equipment and on the R142 monitoring & diagnostic equipment. Based on forecasts for the upcoming SMS programs, it is anticipated that DCE will require approximately \$20,000,000 of sole source items from Vapor Stone during the term of this omnibus approval request.

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

The current omnibus approval, approved by the Board in December 2010 and expiring December 27, 2013, was for \$8,000,000. However, there is a remaining balance of \$428,049. A new omnibus approval is required because the remaining balance will be insufficient to support SMS and regular running repair projects for NYC Transit's subway cars through 2013. The greater-than-anticipated spend of approved funds is attributed to new and modified SMS work scopes that have developed since the current omnibus was approved by the Board as well as one high usage item which was recently classified as sole source to Vapor Stone.

Procurement has performed a price analysis on 27 sole source items for which contracts were issued during the term of the current omnibus approval which exceeded the \$15,000 threshold. All 27 items have a comparative history and represent 100% of the value of the contracts issued under the current omnibus. A comparative price analysis of these 27 items shows an overall weighted average annual price decrease of 4.8% over the past 22 months. This price decrease was largely due to quantity increases on certain items. The decrease compares favorably with the PPI over the same time period and revealed an annual weighted average price increase of approximately 2.6%. Each item to be purchased under the omnibus approval will be subject to a price analysis and determination that the negotiated price is found to be fair and reasonable.

Staff Summary



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

SUMMARY INFORMATION	
Vendor Name Microsoft Corporation	Req Number 9630
Description Two year subscription for Microsoft Premier Support	
Total Amount \$715,453 (NYCT-\$214,880; B&T-\$125,300; MTAHQ-\$123,451; LIRR-\$125,911; BSC-\$125,911) (NTE)	
Contract Term: Two Years	
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 <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	
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 award five two-year non-competitive personal services contracts to Microsoft Corporation (Microsoft) for Microsoft Premier Support for NYC Transit for \$214,880; Bridges & Tunnels (B&T) for \$125,300; MTA Headquarters (MTAHQ) for \$123,451; Long Island Railroad (LIRR) for \$125,911 and MTA Business Service Center (BSC) for \$125,911 for a combined total not-to-exceed amount of \$715,453.

II. DISCUSSION

NYC Transit's Division of Technology & Information Services (TIS) and the respective Agency Information Technology Divisions have requested a continuation of their respective contracts for Microsoft Premier Support to assist in managing various applications such as Microsoft Exchange for the NYC Transit email system, Microsoft Office and SQL. SQL is the database utilized for wireless mobility of Paratransit's vehicle locator services and the Streets and Trips application, as well as for the Department of Subways' elevator and escalator maintenance. NYC Transit also uses Microsoft Premier Support to manage/maintain the email system; Active Directory and SharePoint services used by the MTA Bus Company, Capital Construction and Staten Island Railway. B&T uses Microsoft Premier Support to provide technical support for financial and tracking based systems running Microsoft SQL databases. MTAHQ uses the Microsoft Premier Support for all Microsoft products including Windows 7, Microsoft Office (Word, Excel, Access, Project) and Windows Server 2008.

Over the past year, the LIRR and the BSC have migrated several key components of their Information Technology infrastructure to Microsoft based technologies and requested participation in this procurement. In March 2012, LIRR's IT department completed the migration of its email system from Novell GroupWise to Microsoft Exchange/Outlook, and the LIRR is currently in the process of moving to Windows based file and print services. With this increased reliance upon Microsoft technology, it has become necessary for the LIRR to obtain support that will allow quick resolution to technical issues. MTA BSC uses Microsoft Premier Support for applications such as Contact Center Anywhere and Oracle Imaging/Process Management.

This two year contract, like the prior contract, includes the assignment of a dedicated Technical Account Manager (TAM) to each Agency that will provide account management, escalation management, planning services and technical assistance on a 24/7 basis utilizing a yearly pool of hours established for each Agency. Also included is unlimited user access to Microsoft's Premier website, problem resolution support and on-site support for critical situations, if required.

Microsoft, as the developer and author of the software code and applications, is the sole provider of Microsoft Premier Services; these services are not available through a third party. Microsoft Premier Support is the only form of technical assistance from Microsoft that is available on a 24/7 basis. The number of account management and technical support hours for each Agency were established based on historical usage and projected requirements as follows: NYC Transit - 480 hours per year; MTAHQ, B&T, LIRR and BSC each at 280 hours per year.

For the prior contract, NYC Transit, MTAHQ and B&T received Board approval in June 2009 to utilize a New York State Office of General Services (OGS) Contract No. PT5457 to award a three year contract to Microsoft for Microsoft Premier Support services for the combined amount of \$393,930. Although OGS is currently in discussions with Microsoft regarding a new contract for Microsoft Premier Support, a contract has not yet been finalized. In the interim, the only alternative to obtain these services is by contracting directly with Microsoft. The agreed to hourly billing rate for all Agencies for the first year reflects an annual escalation of approximately 2.7% over the prior OGS rate. This hourly billing rate is the same for NYC Transit as that offered to NYS OGS per Microsoft's public sector services published price list. The MTA rate is 6.7% lower than the current Federal GSA rate. Based on the above comparisons, Procurement finds the total combined amount of \$715,453 to be fair and reasonable. MTAHQ, B&T, LIRR and BSC concur with this determination and recommend award.

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

III. MWDBE INFORMATION

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

IV. IMPACT ON FUNDING

The services to be provided under these contracts will be funded by the participating Agencies operating budgets as follows: NYC Transit - \$214,880; MTAHQ - \$123,451; B&T - \$125,300; LIRR - \$125,911 and BSC - \$125,911. Each participating Agency will issue its own respective purchase order.

Approved funding for NYC Transit is available in TIS' Operating Budget under GLA No. 711557/80822, Function No. 7522 and Job No. 940.

V. ALTERNATIVES

None. The Agencies would not be able to obtain this level of technical support and problem resolution without Microsoft Premier Support.

Schedule H: Modifications to Personal and Miscellaneous Service Contracts



New York City Transit

Item Number: 5

Vendor Name (& Location)	
NYS Industries for the Disabled (NYSID) (New York, NY)	
Description	
Janitorial and window cleaning services	
Contract Term (Including Options, If any)	
January 8, 2008 – December 31, 2012	
Option(s) Included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Department of Subways, Carmen Bianco	

Contract Number	AWO/Modification #
05H9259	2
Original Amount:	\$ 37,997,359
Prior Modifications:	\$ 27,883
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 38,025,242
This request:	\$ 3,638,768 (Est.)
% of This Request to Current Amount:	9.6%
% of Modifications (including This Request) to Original Amount:	9.6%

Discussion:

This modification will extend the contract for janitorial and window cleaning services for up to six months to June 30, 2013 in the estimated amount of \$3,638,768, or until the award of a new contract, whichever occurs first.

This contract was awarded in accordance with Section 162 and 163 of the New York State Finance Law, pursuant to which NYC Transit is required to purchase designated services from preferred sources. This contract provides for janitorial services from Fedcap Rehabilitation Services, Inc. and New York City Association for the Help of Retarded Citizens. Both are represented by the NYS Industries for the Disabled (NYSID), the central non-profit facilitator who represents certified disabled preferred sources.

The contract includes all labor and equipment to provide janitorial and window cleaning services for 20 administrative offices and other operating NYC Transit locations of varying sizes and requirements in Brooklyn, Queens, the Bronx, Manhattan and Staten Island. The services include cleaning of lavatories, dusting, vacuum cleaning, carpet cleaning, trash removal, snow removal, window cleaning and graffiti removal, landscaping, etc. necessary to maintain NYC transit's facilities in a clean and healthful condition.

NYSID has provided satisfactory service to NYC Transit over the term of this contract. This modification will extend the contract for up to six months in order to facilitate the completion of contract negotiations for a new multi-year contract and obtain the necessary approvals of the new contract.

Overall pricing for this extension is at a slightly reduced rate from the existing contract and includes an adjustment for the allowable change in the NYC Controller prevailing wage rates for the extension term. The Cost/Price Analysis Unit has determined that the prices are fair and reasonable.

Staff Summary



New York City Transit

Page 1 of 2

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

SUMMARY INFORMATION	
Vendor Name	Contract Number
CH2M HILL New York, Inc.	CM-1868
Description	
Consulting Services for the R211 Subway Cars	
Total Amount	
\$4,321,069	
Contract Term (including Options, if any)	
39 months from NOA	
Option(s) Included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain Board approval to award a competitively solicited personal services contract to CH2M HILL New York, Inc (CH2M HILL) to provide consulting services for the upcoming R211 subway car contract at a total price of \$4,321,069 for a period of 39 months.

DISCUSSION:

CH2M HILL will provide consulting services for a duration of 39 months by assisting NYC Transit with the development of the technical specification and pre-award support for the upcoming R211 subway car contract. The services shall include support in defining the car class that will be deployed as a model vehicle for the next several subway car orders. The Consultant shall assist NYC Transit in the selection of car/train type, system/components and overall design. As part of this contract, the Consultant shall develop a feasibility study within six months of the receipt of Notice of Award and subsequently use it to develop the technical specifications for the R211 subway car contract based on successful prototypes of other subway cars/components along with NYC Transit and industry standards. Finally, the Consultant shall provide support during the RFP process for the R211 subway cars by assisting with the evaluation of proposals, negotiations with prospective Carbuilders and Buy-America audits.

The RFP was publicly advertised in June 2012 and notification was sent to 17 firms. Nine firms picked up the RFP package. On August 7, 2012, two proposals were received. CH2M HILL and Innovative Transit Solutions (ITS), a joint venture between Louis T. Klauder and Associates (LTK) and STV Incorporated (STV), submitted proposals in the amounts of \$4,553,393 and \$4,876,614, respectively. Among the six other firms who picked up the RFP package, some joined the CH2M HILL team as subconsultants and the balance opted not to propose.

After evaluating CH2M HILL's and ITS' proposals, the Selection Committee determined that both proposers were qualified to perform the work. This evaluation was conducted in accordance with the stated evaluation criteria, which included the following: plan of approach; experience in relevant areas; experience of project team; experience of prime and sub-consultant key personnel; current workload of prime and sub-consultants; past performance on similar projects; management of the contract; quality assurance plan; pricing and other relevant matters including quality of written proposal, quality of oral presentation and compliance with and acceptance of NYC Transit's terms and conditions.

The Selection Committee voted unanimously to invite both proposers to give oral presentations. After oral presentations, the Selection Committee unanimously decided to negotiate with both proposers.

Negotiations with CH2M HILL and ITS took place between September 13, 2012 and September 18, 2012, and each session initially focused on the technical aspects of each proposal and subsequently focused on each proposer's average hourly labor rates, fixed fees, overhead and out-of-pocket expenses. Since the labor rates were considerably higher than the Cost/Price objective for such rates, each proposer was encouraged to lower its labor rates, as well as its fees. Each firm was also asked to adjust its overhead based on a review of its pricing documentation. Additionally, NYC Transit established a \$343,247 ceiling on travel expenses for both proposers.

On September 26, 2012, NYC Transit requested Best and Final Offers (BAFOs). BAFOs were received on October 12, 2012, yet there were some elements of both proposals that required further clarification, such as rounding issues and in the instance of one proposer, mathematical errors. Upon receiving the clarifications from both proposers, the BAFOs were as listed below. The pricing includes labor rate reductions offered by both proposers.

CH2M HILL

\$4,321,069

ITS

\$4,739,483

Procurement and the Division of Car Equipment (DCE) consider CH2M HILL's and ITS' proposals fair and reasonable, based on the competitive nature of the RFP as well as a favorable comparison to DCE's in-house estimate of \$4,341,984.

After review of the BAFOs in accordance with the evaluation criteria, the Selection Committee, by a majority vote, chose CH2M HILL for award of this contract. The majority determined that as the proposers were deemed essentially "technically equal" the lower price offered by CH2M HILL provided the best overall value to NYC Transit. CH2M HILL's price of \$4,321,069 is 8.8% lower than that of ITS'.

A background investigation and information submitted by CH2M HILL disclosed no "significant adverse information" within the meaning of the All-Agency Responsibility Guidelines. Procurement finds CH2M HILL to be responsible and financially qualified to receive this contract award.

CH2M HILL has been in business for over 60 years providing specialized engineering consulting services. In 2011, CH2M HILL acquired the portion of Booz Allen Hamilton's (BAH) business that dealt with public transportation. BAH has been doing business both directly with NYC Transit and as a sub-consultant for over 20 years. BAH worked on the R160 new car contract as a sub-consultant. CH2M HILL, since its takeover of BAH, is currently a sub-consultant to the consultant on the R188 and R179 subway car contracts.

MBE/WBE:

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

IMPACT ON FUNDING:

The funding consisting of 100% MTA funds is available in Program Design Reserve for Planning Number CM09-6891, Project Number T34259. A WAR certificate will be requested and the contract will not be executed until a WAR certificate has been issued.

ALTERNATIVE:

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

RECOMMENDATION:

That the Board approve this request to award a competitively solicited personal services contract to CH2M HILL to provide consulting services for the upcoming R211 subway car contract at a total price of \$4,321,069 for a period of 39 months.

Schedule G: Miscellaneous Service Contracts

Item Number: 2

Vendor Name (& Location) Shared Solutions and Services (Irving, TX)
Description Maintenance of NYC Transit Private Branch Exchange
Contract Term (including Options, If any) 47 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 type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: MTAHQ Contract Ride

Contract Number Req. 11744	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$751,225 (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:

This contract will utilize a competitively negotiated MTA Headquarters (MTAHQ) miscellaneous service contract to provide maintenance for NYC Transit's eight Private Branch Exchange (PBX) telephone SL-100 switches for the period December 1, 2012 through October 31, 2016.

In March 1999, the Board approved the award of a contract to GTE Communications Corp. (GTE) as a Y2K initiative for the replacement and upgrade of Northern Telecom telephone switches to PBX telephone switches to be located at eight NYC Transit sites. GTE installed PBX switches manufactured by Nortel (now Avaya) and also provided support of the switches for eight years after installation and repair of faulty electronic components as well as software upgrades. In June 2000, GTE merged with Bell Atlantic, which later was renamed Verizon Business Network Services, Inc., who has been the provider of maintenance support for these eight PBX switches.

Avaya released an End of Sale Notice to all customers advising them of its intent to limit support for this type of system after December 31, 2012. In response, NYC Transit contacted potential providers and asked if they could commit to a multi-year contract for maintenance support to allow sufficient time to solicit and award a contract to replace this equipment. In response, only two firms, Blackbox and Shared Solutions and Services, Inc. (Shared Solutions) were willing to provide this critical support. These were the same two firms that were finalists for the 2011 RFP for award of the MTAHQ contract. Both firms were requested to submit pricing. Shared Solutions, the holder of the MTAHQ All-Agency contract, submitted the lowest price for multiple years of support. Verizon did not submit a proposal since it will no longer support this equipment.

Rather than issue its own contract, NYC Transit will utilize MTAHQ's competitively awarded Contract No. 11012-0100 with Shared Solutions for maintenance support of the eight PBX switches consisting of 24/7 technical assistance and parts replacement for 47 months, from December 1, 2012 through October 31, 2016 to coincide with the end of the MTAHQ contract. Utilizing MTAHQ's contract is the most efficient manner for continued maintenance support of these PBX switches. Shared Solutions has vast resources in the NY City area and a proven track record in maintaining equipment at 2 Broadway and other MTA locations.

Shared Solutions' final proposal of \$751,225 reflects coverage for all items identified in the Scope of Work and is \$82,380 less than their initial proposal of \$833,605 and approximately 60% less than Blackbox's proposal. The rate for support reflects the annual escalation of approximately 1% above the current contract. Based on this comparison and the amount proposed by Blackbox, Procurement finds Shared Solutions proposal of \$751,225 to be fair and reasonable.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 1

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

Contract Number	AWO/Modification #
A-36125	172
Original Amount:	\$ 175,988,000
Prior Modifications:	\$ 15,168,859
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 191,156,859
This Request:	\$835,000
% of This Request to Current Amount:	0.4%
% of Modifications (Including This Request) to Original Amount:	9.0%

Discussion:

This modification is to furnish and install new metal housings for advertising and signage for the Fulton Street Transit Center (Fulton Center).

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

This is another of several modifications to be presented to the Board, across the various Fulton Center contracts, for the implementation of technology changes and the reprogramming of space previously identified for use by NYC Transit personnel at Fulton Center and the Corbin Building into commercial tenant, retail and public spaces. After the contract was awarded, and as a result of a new technology initiative, the designer proposed a new continuous technology system that would utilize dynamic visual displays for way-finding and advertising throughout Fulton Center's public areas.

The Board approved a prior modification to provide for electronic power to the displays. This modification includes the furnishing and installation of 44 metal housings and support steel for the new dynamic signage and advertising display panels, as well as ornamental metal and glass interior casework. The actual electronic dynamic display screens are not included in this modification, as they are still being designed.

The contractor's proposal was \$869,000; MTACC's estimate was \$790,906. Negotiations resulted in the agreed upon lump sum price of \$835,000, which is considered fair and reasonable. Savings of \$34,000 were achieved.

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 2

Vendor Name (& Location) Skanska/Railworks Joint Venture (New York, NY)	
Description Furnishing and Installing Finishes and Systems – No. 7 Line Extension	
Contract Term (including Options, if any) August 10, 2011- June 9, 2014	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: HYDC	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number C-26505	AWO/Modification # 14
Original Amount:	\$ 513,700,497
Prior Modifications:	\$ 2,434,941
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 516,135,438
This Request:	\$ 1,075,000
% of This Request to Current Amount:	0.2%
% of Modifications (including This Request) to Original Amount:	0.7%

Discussion:

This modification is for revisions to the medium voltage switchgear. Funding for this modification is provided by the Hudson Yards Development Corporation.

This contract includes the completion of the 34th Street Station and covers the entire No. 7 Line extension which runs from Times Square to Site A at 26th Street and 11th Avenue. It includes the furnishing and installation of finishes and systems including elevators and escalators; HVAC, tunnel ventilation and fire protection; plumbing, electrical power and lighting; signal, communications and traction power systems; and track work. The work also includes construction of the ventilation building at Site A.

The contract requires Con Edison service for facility power at Sites J and K associated with power substations, tunnel ventilation fans, escalators, elevators, main communication equipment room, HVAC and plumbing systems. These requirements were based on a schematic/preliminary design that was submitted to Con Edison during the design phase. Final review and approval could not be obtained from Con Edison until after contract award, at which time, the manufacturer of the substation switch gears was identified along with their detailed equipment layout and design.

This modification is for various changes resulting from Con Edison's detailed review of the system. Some of the changes include: modifying the Mimic Panels in the switchgear rooms for Sites J and K, including additional controls and indications to enable control at each site as well as remotely; connecting circuit breakers for the water mist fire suppression system to the load side, including additional conduits and cables; revising a detailed interlocking for the main circuit breakers for Sites J and K; and modifying the circuit breakers for tripping requirements, etc. This Mod. #14 also includes various revisions to other equipment and devices including breakers, relays, circuits, panels, battery chargers, transfer switches and disconnects, etc., as well as additional circuits and interconnections between Sites J and K due to Con Edison's designation of each site as a single Power Facility.

The contractor's proposal was \$1,532,900; MTACC's revised estimate was \$993,577. Following negotiations, the price of \$1,075,000 was agreed upon and is considered fair and reasonable. Savings of \$457,900 were achieved.

Schedule D: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) Construction Polymers Co. (Chagrin Falls, OH)	
Description Purchase of 10,465 RF Plates	
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 checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	

Contract Number Commodity #01-64-3342/43/44/45/46/47	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
This request: \$3,182,930	
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 competitive bidding pursuant to Public Authorities Law §1209, subsection 9(a) and ratify the awards made to Construction Polymers Company (Construction Polymers) for the purchase of a total of 10,465 RF Plates for six individual commodities (RF Plates Types A, B and D, each for two sizes of rail).

The RF Plates are used as one of the basic elements of track construction, especially for guarded and unguarded curves. The RF Plates consist of a steel rail plate resting on an elastomeric pad supported by a base plate with studs, springs and bushings that absorb the stresses and vibrations generated by the wheel/rail interface, and also reduce ongoing maintenance by reducing the occurrence of broken plates (and plate components such as screw spikes and clips) and rails, especially on high stress areas such as guarded and unguarded curves. At the time of this procurement RF Plates were only produced by Construction Polymers which has been the only approved supplier on the Qualified Products List (QPL) despite ongoing efforts to qualify additional sources.

While a sole source QPL procurement process was underway in February 2012 to purchase RF Plates from Construction Polymers to support the Track Capital Program, responsibility issues arose concerning Construction Polymers which were satisfactorily resolved prior to this ION award in May 2012. Within the same approximate time frame, Track's requirements for RF Plates increased dramatically due to more extensive utilization of weekend and weeknight track closures thus causing Track to almost exhaust its then available supply of RF Plates before a QPL procurement award could be processed; therefore, an ION was declared in order to support the Track Construction Program.

The requisite cost/price analysis was performed and the prices quoted by Construction Polymers were found to be fair and reasonable based on a comparison to past prices paid and to changes in the applicable Producer Price Indices.

NYC Transit had been working with another manufacturer that has developed its own version of NYC Transit's RF Plates (using the NYC Transit technical specifications and drawings) that was undergoing lab testing and review at the time of this ION. That manufacturer began the qualification process in early 2012. That manufacturer's RF Plates were approved on September 21, 2012 for inclusion on the QPL and competitive QPL procurements for Track's requirements for RF Plates will now be conducted.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

Vendor Name (& Location)	
Citnalta Construction/Judlau Contracting, JV (Brooklyn, NY)	
Description	
Rehabilitation of Seven Stations – West End Line	
Contract Term (including Options, if any)	
August 3, 2009 – March 2, 2012	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
A-35797	51
Original Amount:	\$ 88,472,000
Prior Modifications:	\$ 5,293,417
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 93,765,417
This Request:	\$ 350,000
% of This Request to Current Amount:	0.4%
% of Modifications (including This Request) to Original Amount:	6.4%

Discussion:

This retroactive modification is for additional excavation at column bases.

This contract is for improvements to seven stations on the West End Line (71st Street, 79th Street, 18th Avenue, 20th Avenue, Bay Parkway, 25th Avenue and Bay 50th Street) and line structure rehabilitation.

There are a total of 490 line structure columns. Each column rests on an underground foundation. The contract calls for each column to be exposed down to its foundation, so the column and column base plate can be inspected, repaired as needed, painted, and provided with a new reinforced concrete encasement. To expose a column, jackhammers are used to remove asphalt and concrete from around the column and the area around the column is excavated using a backhoe and manual labor.

The contract drawing states that the typical existing column foundation is 24 inches below the surface. The drawing states that this figure is approximate. As each column was excavated, its depth was surveyed. As the work progressed, the surveys determined that the actual average depth was 32 inches. Accordingly, additional excavation was required throughout the project.

The subject modification covers the net additional cost of excavation for 201 columns, which includes 194 columns that were deeper than 24 inches, offset by 7 columns that were less than 24 inches. The balance of columns was addressed in a prior modification that was below the Board threshold. The modification covers the cost of laborers, foreman, backhoe operator and teamster, as well as the equipment and truck rental costs incurred for the additional excavation. The modification also covers the cost of concrete workers, foreman, metal lathers, carpenters, as well as the formwork, rebar and concrete required for the additional quantity of underground reinforced concrete encasements required by the deeper column bases. The contractor's proposal was \$833,056; NYC Transit's revised estimate was \$320,621. Following negotiations, the lump sum of \$350,000 was agreed upon and found to be fair and reasonable. A savings of \$483,056 was achieved.

The additional excavation at column bases did not impact the contractor's schedule. A modification is being negotiated for extension of time requested by the contractor in connection with other, unrelated modifications.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

Vendor Name (& Location) John Civetta & Sons (Bronx, NY)	
Description Full Rehabilitation of Dyckman Street Station and Component Repair of Five Stations on the Broadway/Seventh Avenue Line in Manhattan and The Bronx	
Contract Term (including Options, if any) June 29, 2010 – June 29, 2012	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No	
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-36065	34
Original Amount:	\$ 46,906,344
Prior Modifications:	\$ 740,233
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 47,646,577
This Request:	\$ 1,423,622
% of This Request to Current Amount:	3.0%
% of Modifications (including This Request) to Original Amount:	4.6%

Discussion:

This retroactive modification provides for interior and exterior landmark finishes, civil, lighting, communications work and extends the substantial completion date by 94 work days to November 12, 2012.

The contract covers stations on the Broadway/Seventh Avenue Line in Manhattan (Dyckman Street, 207th and 215th Street Stations) and The Bronx (225th, 238th and 242nd Street Stations). The contract provides for the full rehabilitation of the Dyckman Street Station. The contract also provides for component replacements at five stations, consisting of the replacement of street stairs at two stations (207th and 225th Streets) and the replacement of platform edges and canopies at five stations (207th, 215th, 225th, 238th and 242nd Streets).

The contract calls for the installation of ADA elements at the Dyckman Street Station. These elements involve raising the platform; rebuilding stair cases; and installing ADA compliant railings and door handles. Although this is not a designated fully accessible key station, these elements enhance ADA accessibility to the Dyckman Street Station. After contract award, a disability advocacy group filed a federal lawsuit claiming that the Americans with Disabilities Act requires MTA to provide more ADA elements. In March 2011, the lawsuit was settled with NYC Transit's agreement to provide an elevator and access ramp for the southbound platform at the Dyckman Street Station.

This retroactive modification is for architectural and electrical work. The architectural work is provided in accordance with an agreement with the NY State Office of Parks Recreation and Historic Preservation (OPRHP). To gain OPRHP approval of the ADA changes. NYC Transit agreed to provide additional landmark enhancements to the station. About half the cost of this modification is for landmark enhancements, including increasing the size of the landmark windows to match the original size from 1904, additional tile and mosaic work to conceal the new conduits and ducts in the walls which were required by the new ADA fare array layout, and granite tile flooring in the area regarded to accommodate ADA. The other half of the cost of this modification is for electrical and communications ducts, conduit and cabling needed for the ADA elevator and ADA fare array, as well as test pits, painting, plumbing and other miscellaneous work. The contractor submitted a proposal in the amount of \$2,663,137; NYC Transit's revised estimate was \$1,363,650. Following negotiations, the lump sum of \$1,423,622 was agreed upon and found to be fair and reasonable. A savings of \$1,239,515 was achieved.

On January 30, 2012, the SVP & Chief Engineer signed a retroactive waiver and a direction to proceed was issued immediately to mitigate delay. The 94 work day extension of time provided by this modification includes 84 impactable work days; the impact cost will be negotiated under a future modification.

In February 2012, the Board approved a modification for elevator machine room civil and structural work. Future modifications will provide construction of the elevator platform slab; furnishing and installation the elevator cab, machinery and controls; and construction of the ADA compliant access ramp and sidewalk improvements. Construction of the elevator, access ramp and related changes to the station by means of a separate contract was estimated to cost more than one-third greater than the combined value of the modifications to be issued to the subject contract to accomplish this work.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

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

Contract Number	AWO/Modification #:
C-26005	107
Original Amount:	\$ 303,863,700
Option 1 Amount:	\$ 17,526,300
Option 2 Amount:	\$ 3,610,000
Total Amount:	\$ 325,000,000
Prior Modifications:	\$ *34,140,712
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 359,140,712
This Request:	\$ 365,000
% of This Request to Current Amount:	0.1%
% of Modifications (including This Request) to Total Amount:	10.6%

Discussion:

This retroactive modification will address station waterproofing changes. This contract is for civil, structural, and utility relocation work for the 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 contractor to install waterproofing on top of the existing mud slab. The original design required that the joint between the mud slab and the slurry wall be waterproofed by chipping a notch into the joint, inserting a compressible tube into the notch and then applying a waterproofing membrane material over the notch. Although the manufacturer of the waterproofing materials did not object to this design during the design phase, post award, they refused to warrant their product citing their concern that the original design would not provide the required water tightness. This modification implements a new waterproofing design that complies with the manufacturer's warranty requirements by eliminating the notch and compressible tube and revising the splicing tape detail to be used with the waterproofing membrane.

Additionally, based on their experience with waterproofing on prior projects, NYC Transit requested that additional changes be made to the new design including increasing the membrane overlap from 3 inches to 6 inches, applying additional tape to seal the waterproofing material, applying a liquid Bituthene termination bead, and installing a hydrophilic water stop.

Retroactive approval was obtained from the MTACC President on May 16, 2012 in order to avoid impact on the project schedule associated with the material lead-time and performance of the work.

The contractor submitted a cost proposal in the amount of \$434,322; MTACC's revised estimate was \$367,068. Negotiations resulted in the agreed upon lump sum price of \$365,000, which is considered fair and reasonable. Savings of \$69,322 were achieved.

*Note: This amount was incorrectly listed as \$5,794,462 when AWO # 97 for this contract was presented to the Board in September 2012.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

Vendor Name (& Location)	
Judlau Contracting, Inc. (College Point, NY)	
Description	
Restoration of the Historical Corbin Building	
Contract Term (including Options, if any)	
February 19, 2010 – December 18, 2012	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #
A-36126	114
Original Amount:	\$ 59,210,000
Prior Modifications:	\$ 4,550,431
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 63,760,431
This Request:	\$461,000
% of This Request to Current Amount:	0.7%
% of Modifications (Including This Request) to Original Amount:	8.5%

Discussion:

This retroactive modification is for the additional cleaning and protection of existing terra cotta on the facade of the historical Corbin Building. To avoid schedule impact, this work had to begin without delay. Consequently, the MTACC President approved a retroactive waiver on September 28, 2012.

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

The contract requires only the cleaning of existing terra cotta utilizing a specified chemical, but does not call for any coating to be applied to the existing terra cotta. After cleaning and upon closer inspection of the terra cotta, it became apparent that the fire-skin on the majority of terra cotta pieces has deteriorated, hence requiring a level of protection from further deterioration. It was determined by MTACC's design consultant that the terra cotta could be protected from further deterioration with the application of Keim Mineral System Coating to all of the existing terra cotta, so as to preserve the original look of the building exterior. Additionally, in order to comply with Keim's 15 year warranty of this product, testing to assess the soluble salts on the existing terra cotta and additional cleaning with a Chlor*Rid solution is required.

This modification addresses all costs associated with the terra cotta restoration of the building façade utilizing Keim Mineral System Coating, including testing to assess the soluble salts on the terra cotta and additional cleaning with a Chlor*Rid solution.

The Contractor's proposal was \$645,137; MTACC's estimate was \$453,927. Negotiations resulted in the agreed upon lump sum price of \$461,000, which is considered fair and reasonable. Savings of \$184,137 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	AWO/Modification #
CM-1338	12
Original Amount:	
	\$ 80,940,647
Prior Modifications:	
	\$ 1,117,100
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 82,057,747
This Request:	
	\$3,716,340
% of This Request to Current Amount:	
	4.5%
% of Modifications (Including This Request) to Original Amount:	
	5.9%

Discussion:

This retroactive modification is to expand and manage the Community Outreach (CO) program due to Second Avenue Subway (SAS) construction activities between 63rd and 105th Streets. The work will be performed commencing on the retroactive start date of October 1, 2011 through the end of the current contract term of December 31, 2014 or 39 months.

During 2011, the local communities surrounding the SAS construction areas began to raise various concerns due to increased construction activities associated with the SAS. The construction footprint of the SAS spans 30 blocks in one of the highest density (100,000+ people per square mile) areas in the United States.

The original scope of work contained one CO liaison from Sam Schwartz Engineering (SSE). In an effort to be more responsive to community concerns, the scope was expanded to provide for one CO liaison for each station; 96th Street, 86th Street, 72nd Street and 63rd Street. Construction Advisory Task Force (CATF) meetings are held four times per month (alternating each week at one of the four stations) in addition to Quarterly Public Workshops which are held four times per calendar year.

This modification includes the implementation and management of a more comprehensive CO plan which will provide the public with increased SAS project status updates and information, respond to community issues in a more timely manner, improve public image and support and maintain a dialog with the local communities to minimize impact to the affected neighborhoods and improve the MTA's responsiveness. In addition to staff from SSE, MTACC staff is also involved with Community Outreach.

The consultant submitted a proposal of \$4,063,562, based on a 39-month duration. MTACC's estimate was \$3,821,441 for the effort. Negotiations resulted in the agreed upon price of \$3,716,340 for the 39 months which is considered fair and reasonable. Savings of \$347,222 were achieved. This modification utilizes 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.

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	AWO/Modification #
A-36125	90
Original Amount:	\$ 175,988,000
Prior Modifications:	\$ 15,168,859
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 191,156,859
This Request:	\$540,000
% of This Request to Current Amount:	0.3%
% of Modifications (Including This Request) to Original Amount:	8.9%

Discussion:

This retroactive modification is for miscellaneous iron and ornamental metals changes for the Fulton Street Transit Center (Fulton Center). To avoid schedule impact, this work had to begin without delay. Consequently, the MTACC President approved a retroactive waiver on September 27, 2012.

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

This is another of several modifications to be presented to the Board, across the various Fulton Center contracts, for the implementation of technology changes and the reprogramming of space previously identified for use by NYC Transit personnel at Fulton Center and the Corbin Building into commercial tenant, retail and public spaces. The original contract called for the build-out of the third floor as office space to be utilized by NYC Transit personnel. As part of the reprogramming of Fulton Center, the third floor will be converted from office space to retail space. As a result of the reprogramming, significant changes are being made to the layout of the building, including the provision of additional vertical circulation (both elevators and stairs) to provide additional access to the new retail space. Reprogramming Mod. #65 addressed the structural upgrades related to the new retail space including structural modifications associated with the new elevators and stairs. Reprogramming Mod. #104 addressed the two new passenger elevators and all associated equipment.

This modification includes the furnishing and installation of all steel framing and trim angles for the hoist-way of the new elevators including stainless steel support angles and angle bracings for each level of the new elevators. This modification also includes additional steel work for elevated slabs; a new steel stairway including framing, stringers, metal deck and balustrade; reconfiguration of a secondary steel stairway with platform and picket rails/handrails; approximately 150 SF of galvanized catwalk grating; several steel ladders; and the installation of support angles and seismic restraint clips for new masonry walls. The glass cladding of the elevator hoist-way will be addressed under another modification.

The contractor's proposal was in the amount of \$874,068; MTACC's revised estimate was \$508,713. Negotiations resulted in the agreed upon lump sum price of \$540,000, which is considered fair and reasonable. Savings of \$334,068 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 5

Vendor Name (& Location)	
S3 Tunnel Constructors (Queens, NY)	
Description	
Second Avenue Subway: Tunnels from 92 nd Street to 63 rd Street	
Contract Term (including Options, if any)	
March 20, 2007- July 20, 2011	
Option(s) Included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Michael Horodniceanu	

Contract Number	AWO/Modification #
C-26002	130
Original Amount:	\$ 337,025,000
Prior Modifications:	\$ 45,527,126
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 382,552,126
This Request:	\$ 395,000
% of This Request to Current Amount:	0.1%
% of Modifications (Including This Request) to Original Amount:	13.6%

Discussion:

This modification is for the resolution of a differing site condition claim associated with the construction of the secant pile wall for the tunnel boring machine (TBM) launch box.

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

The contract requires the installation of secant pile walls in order to construct the launch box. The contract documents indicate the rock elevations at which the contractor should expect to encounter sound rock. At the south end of the launch box, sound rock was found along portions of the east and west secant pile walls at elevations lower than indicated in the GBR. S3 Tunnel Constructors (S3TC) presented a claim for additional compensation associated with these differing site conditions and after performing an independent investigation, MTACC found partial merit to the contractor's position. This modification addresses the additional costs resulting from the lower rock elevations. The costs are for additional soil excavation and the installation of longer piles, additional core beams and tiebacks in order to build the secant pile walls.

S3TC submitted a proposal of \$424,975. MTACC's revised estimate was \$379,651. Negotiations resulted in the agreed upon lump sum of \$395,000 that was found to be fair and reasonable. Savings of \$29,975 were achieved.

6. SERVICE CHANGE

Report



New York City Transit

SERVICE CHANGES:

**NYC TRANSIT COMMITTEE NOTIFICATION:
①, ⑦ AND ⑨ SCHEDULE CHANGES EFFECTIVE
SUMMER 2013**

Service Issue

To ensure that subway schedules accurately match current rider demand, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYC Transit routinely changes service to reflect changes in demand in compliance with MTA Board-adopted subway loading guidelines.

Recommendation

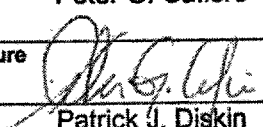
Routine ①, ⑦ and ⑨ schedule adjustments are proposed for implementation.

Budget Impact

Implementation of the proposed routine schedule changes will cost \$2 million annually, which is consistent with the 2013 Operating Budget.









Proposed Implementation Date

Summer 2013.

Subject	①, ⑦ and ⑨ Schedule Changes Effective Summer 2013
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Patrick J. Diskin

Date	November 13, 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 Committee			X	

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

Purpose

To obtain Presidential approval, and to inform the NYC Transit Committee, of ①, ⑦ and ⑨ schedule changes in response to changes in subway ridership.

Discussion

①, ⑦ and ⑨ schedule changes identified for implementation in 2013 are a product of NYC Transit's continuing effort to review and revise subway schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-adopted subway loading guidelines.

Weekday evening ① line service increases will bring train loads to within NYC Transit's loading guidelines, with the percent of guideline capacity going from 112 percent to 91 percent. Weekday evening ⑦ train loads will go from 110 percent of guideline capacity to 92 percent. Maintenance work precludes increasing service to meet guideline loading levels on the ① and ⑦ lines during late evenings and late nights. On weekday middays, ⑦ train loads will go from 116 percent of guideline capacity to 96 percent. On Saturday evenings, ① train loads will go from 107 percent of guideline capacity to 92 percent.

Recommendation

Three schedule changes have been identified for implementation in Summer 2013. These changes represent increases in service levels during off-peak periods to more closely align ①, ⑦ and ⑨ service with customer demand and established guidelines for subway operation. Weekday ① service will be increased a total of 6 round trips, weekday ⑦ service will be increased a total of 13 round trips, and Saturday ⑨ service will be increased a total of 3 round trips.

Alternative to the Proposed Service Change

Do nothing. NYCT would not make normal ①, ⑦ and ⑨ service adjustments to better meet customer demand.

Staff Summary



Budget Impact

Implementation of the proposed routine ①, ⑦ and ① schedule changes will cost \$2 million annually, which is consistent with the 2013 Operating Budget.

Proposed Implementation Date

Summer 2013.

Approved:

A handwritten signature in black ink, appearing to read "T. F. Prendergast", written over a horizontal line.

Thomas F. Prendergast
President

7. SPECIAL REPORTS & PRESENTATIONS

AUGUST METROCARD REPORT



New York City Transit

SPECIAL REPORTS AND PRESENTATIONS:

MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>August 2011</u>	<u>August 2012*</u>	<u>Difference</u>
Cash	3.6%	3.4%	(0.2%)
Single-Ride Ticket	1.4%	1.2%	(0.1%)
Bonus Pay-Per-Ride	38.2%	38.0%	(0.2%)
Non-Bonus Pay-Per-Ride	10.8%	11.1%	0.4%
7-Day Farecard	17.1%	18.0%	0.9%
30-Day Farecard	<u>29.0%</u>	<u>28.2%</u>	(0.8%)
Total	100.0%	100.0%	

* Preliminary

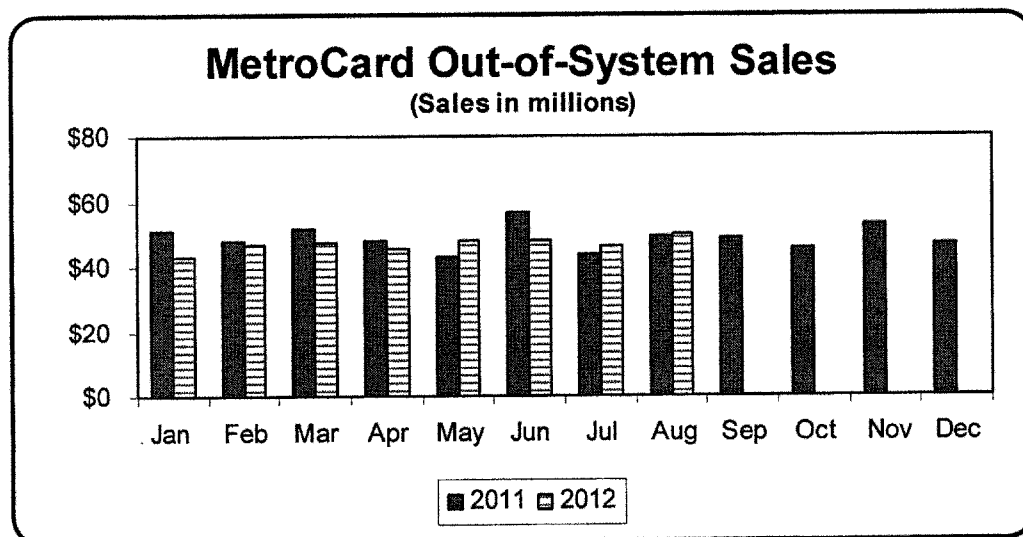
Note: Percentages may not add due to rounding.

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 August 2012 was 5,068, a 2.6 percent increase from the same period last year. The average value of a credit issued was \$61.78.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$49.7 million in August 2012, a 1.0 percent increase compared to August 2011. Year-to-date sales totaled \$375.0 million, a 4.3 percent decrease compared to the same period last year.



Retail Sales

There were 4,443 active out-of-system sales and distribution locations for MetroCards, generating \$26.5 million in sales revenue during August 2012.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 224,370 MetroCards valued at approximately \$17.2 million were made in August 2012 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$76.51. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 42,321 for August 2012, generating an additional \$4.4 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$160.5 million, a 5.0 percent decrease when compared to last year.

Mobile Sales Program

In August 2012, the Mobile Sales unit completed 240 site visits, of which 176 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$113,000 in revenue was generated. In August 2012, the Mobile Sales unit assisted and enabled 2,216 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as the Yankee Stadium-Back to School Immunization (Bronx).

Reduced-Fare Program

During August 2012 enrollment in the Reduced-Fare Program increased by 6,866 new customers, while 8,367 customers left the program. The total number of customers in the program is 775,234. Seniors account for 624,497 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 150,737 customers. Of those, a total of 33,116 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 August 2012, the EasyPay Reduced Fare program enrollment totaled 118,700 accounts. During the month, EasyPay customers accounted for approximately 1.8 million subway and bus rides with \$1.5 million charged to their accounts. Each account averaged 27 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In August 2012, the EasyPay Xpress PPR program enrollment totaled 49,693 accounts. During this month, Xpress PPR customers accounted for approximately 943,000 subway, express bus and local bus rides with \$2.2 million charged to their accounts. Each account averaged 24 trips per month, with an average monthly bill of \$56.

EasyPay Xpress Unlimited Program

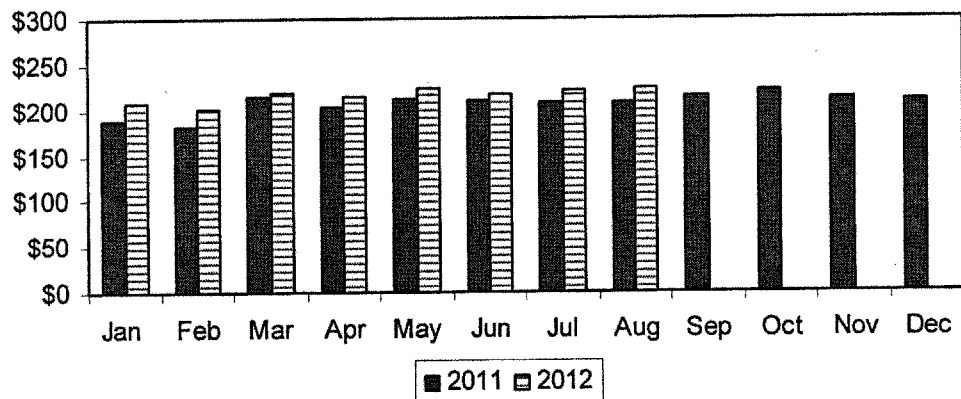
In August 2012, the EasyPay Xpress Unlimited program enrollment totaled 9,135 accounts. During this month, Xpress Unlimited customers accounted for approximately 420,000 subway and local bus rides with \$774,000 charged to their accounts. Each account averaged 52 trips per month with a fixed monthly bill of \$104.

In-System Automated Sales

Vending machine sales (MVMs & MEMs) during August 2012 totaled \$222.4 million, on a base of 16.3 million customer transactions. Year-to-date, the number of transactions at vending machines is 120.6 million, a 4.9% increase compared to the same period last year. During August 2012, MEMs accounted for 1,863,731 transactions resulting in \$42,903,565 in sales. Debit/credit card purchases account for 70.4 percent of total vending machine revenue, while cash purchases account for 29.6 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 \$25.64, more than three times the average cash sale of \$7.06. The average debit sale is \$17.99.

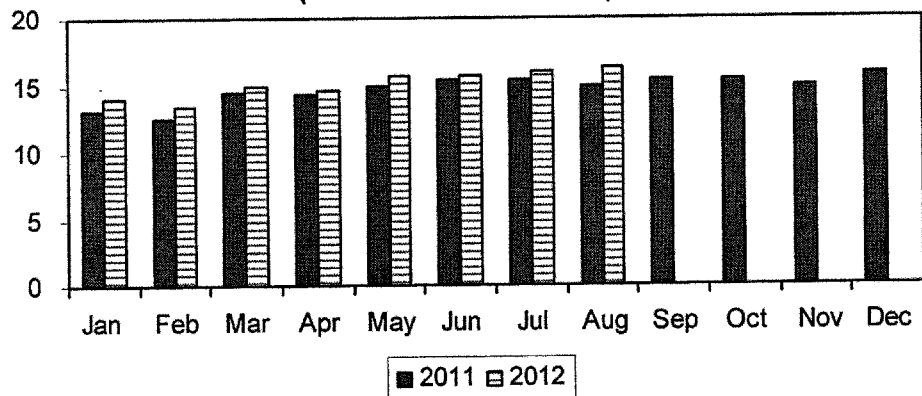
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



SEPTEMBER METROCARD REPORT

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>September 2011</u>	<u>September 2012*</u>	<u>Difference</u>
Cash 3.4%	3.2%	(0.2%)	
Single-Ride Ticket	1.3%	1.2%	(0.1%)
Bonus Pay-Per-Ride	38.0%	37.5%	(0.5%)
Non-Bonus Pay-Per-Ride	10.4%	10.5%	0.1%
7-Day Farecard	16.7%	17.8%	1.1%
30-Day Farecard	<u>30.1%</u>	<u>29.8%</u>	(0.4%)
Total 100.0%	100.0%		

* Preliminary

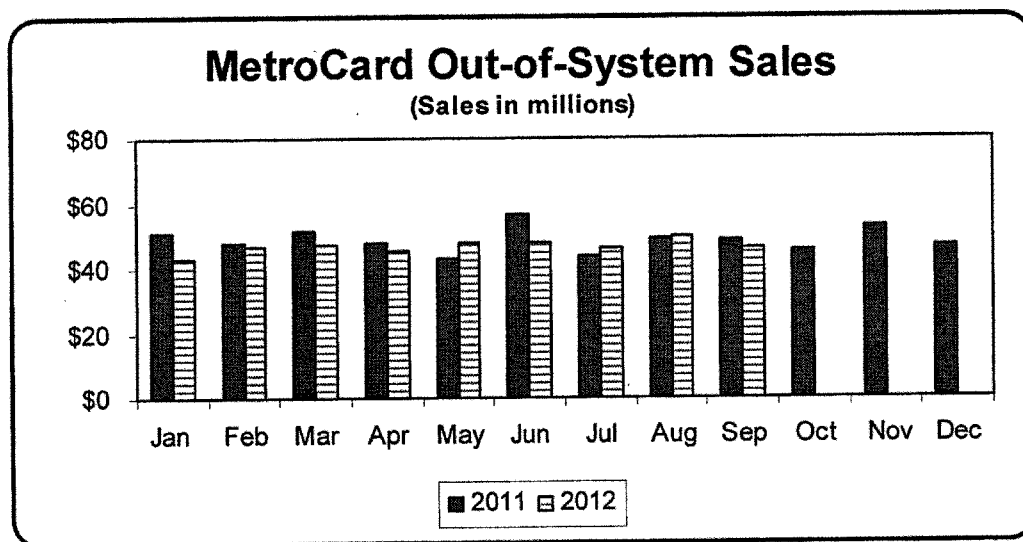
Note: Percentages may not add due to rounding.

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 September 2012 was 4,047, a 17.5 percent decrease from the same period last year. The average value of a credit issued was \$62.64.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$46.2 million in September 2012, a 5.0 percent decrease compared to September 2011. Year-to-date sales totaled \$421.2 million, a 4.4 percent decrease compared to the same period last year.



Retail Sales

There were 4,431 active out-of-system sales and distribution locations for MetroCards, generating \$23.9 million in sales revenue during September 2012.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 197,810 MetroCards valued at approximately \$16.3 million were made in September 2012 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$78.81. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 42,086 for September 2012, generating an additional \$4.4 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$181.2 million, a 4.6 percent decrease when compared to last year.

Mobile Sales Program

In September 2012, the Mobile Sales unit completed 211 site visits, of which 151 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$111,000 in revenue was generated. In September 2012, the Mobile Sales unit assisted and enabled 1,995 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as the US (Tennis) Open (Queens).

Reduced-Fare Program

During September 2012 enrollment in the Reduced-Fare Program increased by 5,505 new customers, while 1,404 customers left the program. The total number of customers in the program is 795,319. Seniors account for 643,417 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 151,902 customers. Of those, a total of 33,341 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Reduced-fare customers added approximately \$5.8 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In September 2012, the EasyPay Reduced Fare program enrollment totaled 119,715 accounts. During the month, EasyPay customers accounted for approximately 1.8 million subway and bus rides with \$1.5 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 September 2012, the EasyPay Xpress PPR program enrollment totaled 51,000 accounts. During this month, Xpress PPR customers accounted for approximately 945,000 subway, express bus and local bus rides with \$2.3 million charged to their accounts. Each account averaged 23 trips per month, with an average monthly bill of \$56.

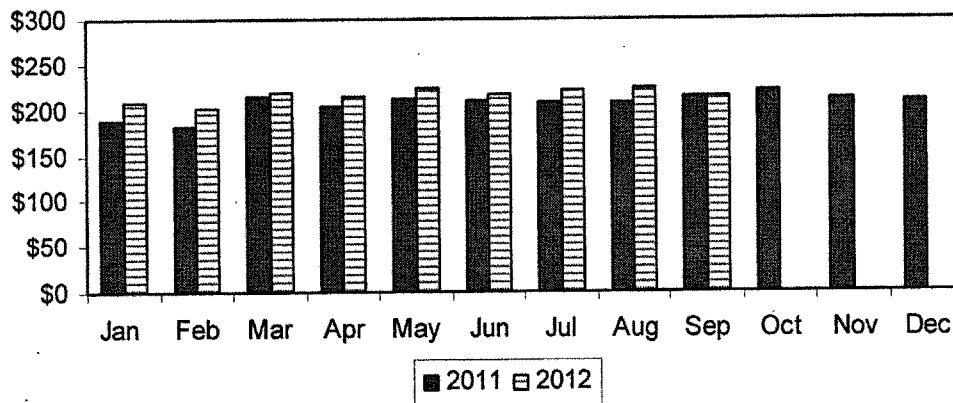
EasyPay Xpress Unlimited Program

In September 2012, the EasyPay Xpress Unlimited program enrollment totaled 9,394 accounts. During this month, Xpress Unlimited customers accounted for approximately 420,000 subway and local bus rides with \$793,000 charged to their accounts. Each account averaged 50 trips per month with a fixed monthly bill of \$104.

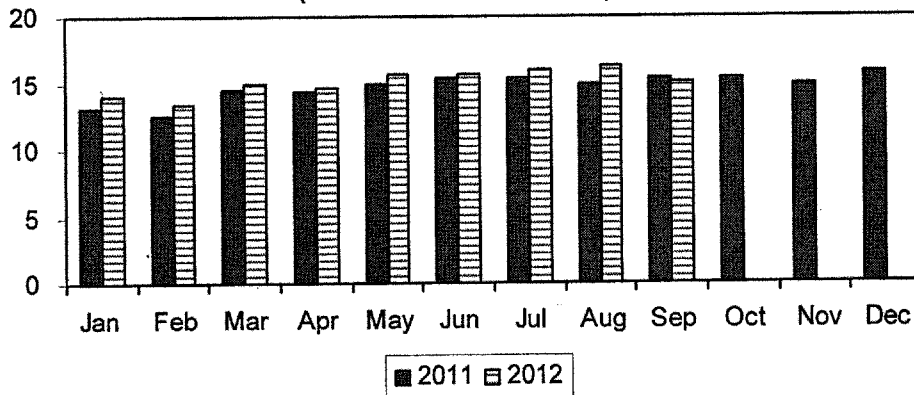
In-System Automated Sales

Vending machine sales (MVMs & MEMs) during September 2012 totaled \$215.0 million, on a base of 15.1 million customer transactions. Year-to-date, the number of transactions at vending machines is 135.7 million, a 4.1% increase compared to the same period last year. During September 2012, MEMs accounted for 1,727,742 transactions resulting in \$41,407,975 in sales. Debit/credit card purchases account for 71.1 percent of total vending machine revenue, while cash purchases account for 28.9 percent. Debit/credit card transactions account for 43.3 percent of total vending machine transactions, while cash transactions account for 56.7 percent. The average credit sale is \$26.65, more than three times the average cash sale of \$7.22. The average debit sale is \$18.82.

Vending Machine Sales (Sales in millions)



Vending Machine Transactions (Transactions in millions)



8. STANDARD FOLLOW-UP REPORTS

Report



New York City Transit

STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU THIRD QUARTER

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

- Summons issuance decreased slightly by 1.2 percent (from 26,500 in 2011 to 26,200 in 2012).
- TAB received 18,600 payments in 2012, a 3.5 percent decrease from 2011 third quarter payments of 19,300. Direct payments decreased slightly by 2.5 percent from the third quarter of 2011 and payments received from state tax refunds declined 23 percent from 1,000 to 700.
- Overall total revenue for the quarter totaled \$1,641,200, a decrease of 3.7 percent from the 2011 third quarter revenue of \$1,703,100. This includes \$55,000 receipts from state tax refunds relating to outstanding judgments from prior years, representing a 41.7 percent decrease from total state tax refunds of \$94,200 in 2011. Receipts from direct payments decreased slightly by 1.4 percent to \$1,592,500 in 2012 as compared to \$1,615,100, in the third quarter of 2011.
- TAB revenue reported at \$1,641,200 for this quarter. Expenses for the quarter are awaiting verification.

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

INDICATOR	3rd QTR	3rd QTR	Y-T-D	Y-T-D	ANNUAL TOTAL	
	2012	2011	2012	2011	2012 GOAL/EST *	2011 ACTUAL
ISSUANCE DATA						
Violations Issued	26,200	26,500	87,700	87,500	115,900	113,200
% With Telephone Data	64%	66%	65%	67%	66%	67%
% With Employer Data	24%	23%	25%	24%	25%	24%
PAYMENT DATA						
Number of Payments	18,600	19,300	71,800	73,900	95,700	93,000
Regular	17,900	18,300	59,100	59,700	--	77,700
State Tax Refund	700	1,000	12,700	14,200	--	15,300
Amount Paid	\$1,647,500	\$1,709,300	\$6,861,700	\$6,925,700	\$8,573,800	\$8,635,700
Regular	\$1,592,500	\$1,615,100	\$5,300,600	\$5,250,300	--	\$6,866,800
State Tax Refund	\$55,000	\$94,200	\$1,561,100	\$1,675,400	--	\$1,768,900
Average Payment	\$88.00	\$89.00	\$96.00	\$94.00	\$89.00	\$93.00
Yield per NOV	\$63.00	\$64.00	\$78.00	\$79.00	\$71.00	\$76.00
REVENUE/EXPENSE DATA**						
Revenue	\$1,641,200	\$1,703,100	\$6,846,200	\$6,860,200	\$8,557,900	\$8,544,200
Expenses	**	\$1,345,900	**	\$3,928,300	**	\$5,312,700
ADJUDICATIONS/ADJOURNMENTS						
Total Cases Adjudicated	6,933	7,678	21,244	22,307	30,500	29,830
Admin Dismissals	567	613	1,874	2,051	--	2,629
Hearings	6,366	7,065	19,370	20,256	27,800	27,201

*2012 Goal/Est derived at Sept, 2012

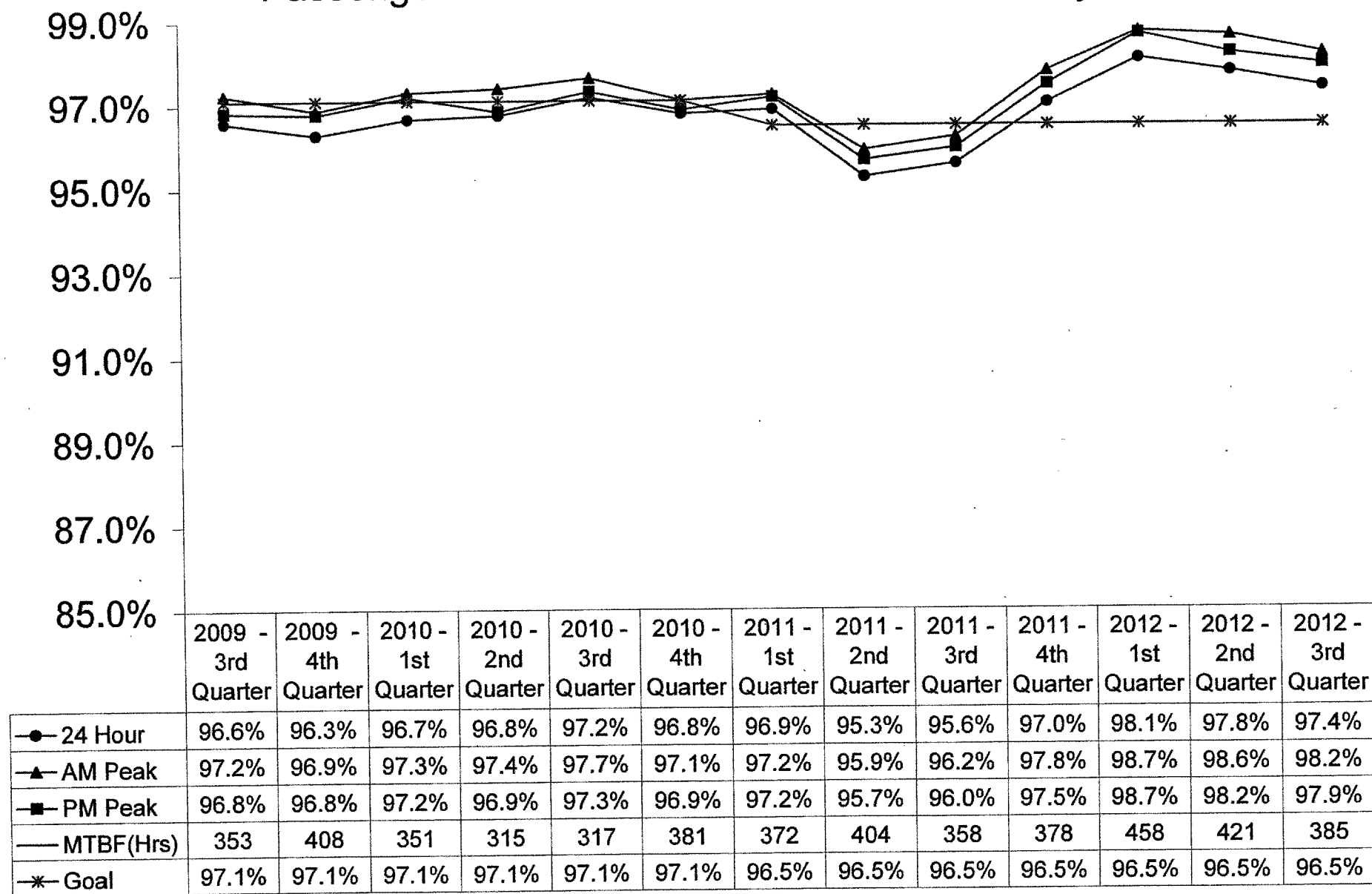
**Awaiting Final Tabulation

ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

Third Quarter - 2012

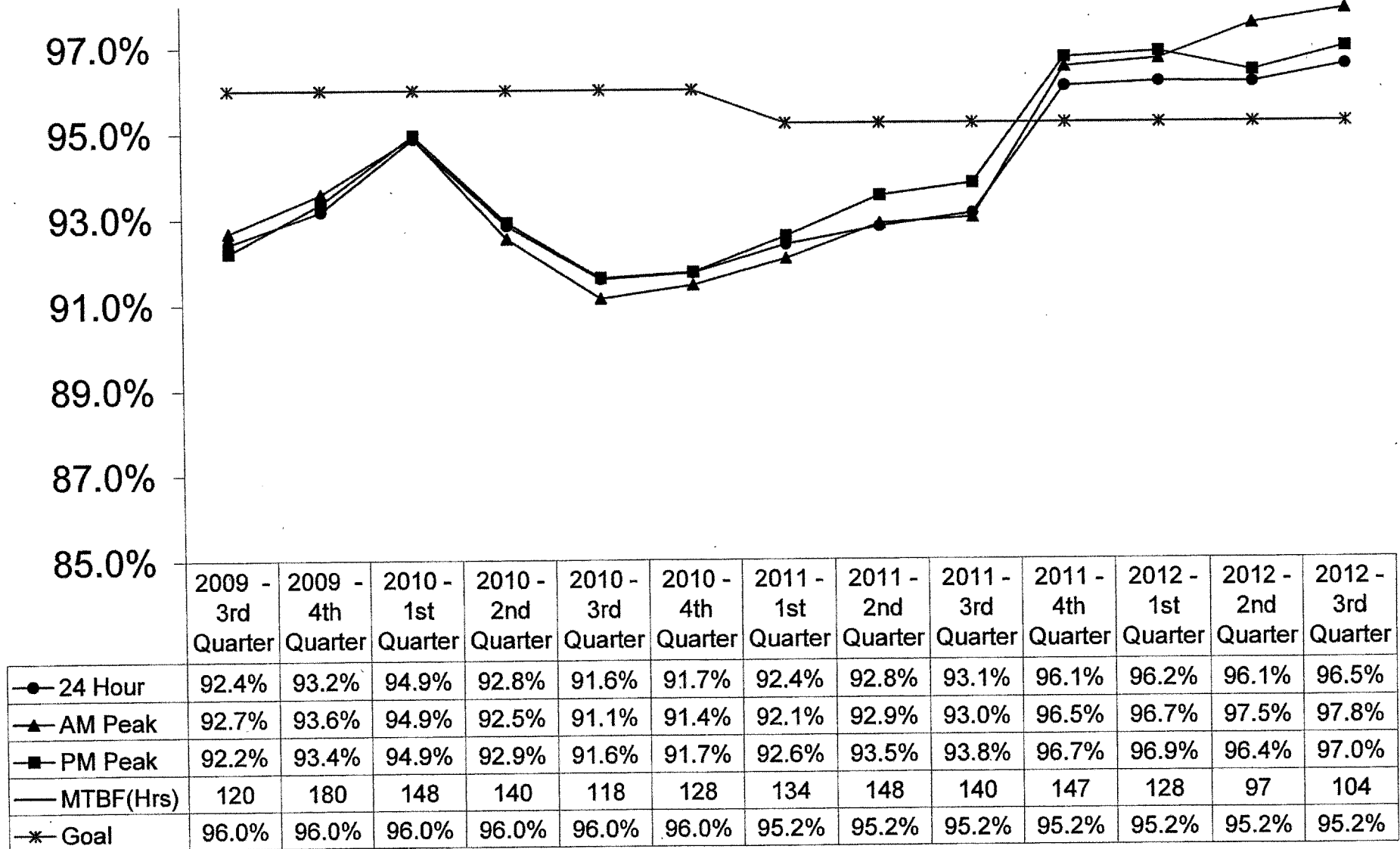
Passenger Elevator 2012 3rd Quarter Availability



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)

Escalator 2012 3rd Quarter Availability

8.5



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)

Elevator and Escalator Quarterly Performance Summary Third Quarter - 2012

Elevator Performance

Borough	No. Units	Avg Age	2012 3rd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled	
Bronx	24	7.5	98.5%	99.0%	98.9%	268	75	193	9
Brooklyn	51	7.5	97.5%	98.2%	98.0%	476	210	266	18
Manhattan	102	10.0	97.5%	98.3%	97.9%	1147	342	805	46
Queens	31	10.5	96.2%	97.3%	97.0%	411	132	279	13
System	208	8.8	97.4%	98.2%	97.9%	2302	759	1543	86

Escalator Performance

Borough	No. Units	Avg Age	2012 3rd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled	
Bronx	12	13.0	93.3%	94.2%	94.4%	503	70	433	0
Brooklyn	27	11.0	95.0%	96.9%	94.4%	970	138	832	0
Manhattan	90	12.0	97.1%	98.4%	97.7%	2840	556	2284	0
Queens	44	10.5	97.2%	98.3%	97.6%	930	212	718	0
System	173	11.5	96.5%	97.8%	97.0%	5243	976	4267	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
Third Quarter - 2012

2012 3rd Quarter Availability													
Borough:		Bronx											
		Age		2012 3rd Quarter Availability			2011 3rd Qtr. Availability	Outages			Entrap ments		
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Sche- duled	Non- Sched			
					Peak	Peak							
1	EL132	10	161 St-Yankee Stadium 4	94.5%	93.2%	95.3%	97.4%	33	3	30	2		
2	EL194	5	233rd St 25	95.7%	95.7%	96.7%	99.2%	9	4	5	0		
3	EL135	10	161 St-Yankee Stadium BD	96.3%	96.8%	97.3%	98.4%	12	4	8	3		
4	EL131	10	161 St-Yankee Stadium 4BD	97.2%	98.3%	99.6%	91.8%	28	4	24	1		
5	EL182	5	Gun Hill Rd 25	97.3%	98.6%	97.6%	99.2%	23	4	19	1		
6	EL122	22	Pelham Bay Park 6	97.3%	98.0%	97.8%	99.4%	10	2	8	0		
7	EL186	6	Fordham Rd 4	98.2%	99.4%	97.0%	98.9%	12	3	9	0		
8	EL129	15	3rd Ave-149 St 25	98.6%	99.3%	99.6%	99.5%	13	4	9	0		
9	EL136	4	Pelham Pkwy 25	98.7%	99.7%	98.8%	96.2%	16	5	11	0		
10	EL187	6	Fordham Rd 4	98.9%	99.8%	98.2%	81.1%	9	1	8	0		
11	EL183	5	Gun Hill Rd 25	99.0%	99.9%	98.1%	96.7%	13	4	9	0		
12	EL130	15	3rd Ave-149 St 25	99.1%	99.3%	99.7%	99.4%	12	3	9	0		
13	EL159	0	180th Street 25	99.1%	100.0%	99.9%	0.0%	7	3	4	0		
14	EL160	0	180th Street 25	99.1%	100.0%	99.1%	0.0%	5	3	2	0		
15	EL121	22	Pelham Bay Park 6	99.1%	98.9%	100.0%	99.3%	5	2	3	0		
16	EL134	10	161 St-Yankee Stadium BD	99.2%	99.5%	98.9%	97.3%	13	4	9	1		
17	EL133	10	161 St-Yankee Stadium 4	99.4%	100.0%	100.0%	99.4%	8	4	4	0		
18	EL192	5	233rd St 25	99.4%	100.0%	100.0%	99.1%	12	2	10	0		
19	EL127	7	Simpson St 25	99.4%	99.2%	100.0%	84.2%	5	2	3	0		
20	EL137	4	Pelham Pkwy 25	99.4%	100.0%	99.8%	98.7%	6	4	2	0		
21	EL128	6	Simpson St 25	99.5%	99.7%	99.7%	96.7%	6	2	4	0		
22	EL138	4	Pelham Pkwy 25	99.6%	100.0%	99.4%	96.3%	4	2	2	1		
23	EL193	5	233rd St 25	99.6%	100.0%	100.0%	99.2%	4	3	1	0		
24	EL188	6	Fordham Rd 4	99.7%	100.0%	100.0%	99.2%	3	3	0	0		
	24	7.5	Elevator Subtotal:	98.5%	99.0%	98.9%	96.7%	268	75	193	9		
1	ES113	10	161 St-Yankee Stadium 4	64.2%	64.4%	65.6%	91.2%	25	5	20	0		
2	ES108	19	Intervale Av 25	91.1%	87.1%	92.2%	69.3%	69	4	65	0		
3	ES114	13	161 St-Yankee Stadium 4	92.8%	98.1%	97.8%	84.7%	98	12	86	0		
4	ES106	7	West Farms Sq-E Tremont Av 25	94.5%	95.5%	94.3%	94.5%	70	8	62	0		
5	ES104	6	Gun Hill Rd 25	94.6%	95.3%	94.8%	96.2%	42	4	38	0		
6	ES121	22	Pelham Bay Park 6	95.1%	96.4%	96.3%	76.7%	16	4	12	0		
7	ES105	6	Gun Hill Rd 25	96.6%	98.1%	95.8%	85.2%	57	5	52	0		
8	ES112	10	Norwood-205 St D	97.1%	99.1%	98.8%	86.1%	29	5	24	0		
9	ES111	11	Parkchester 6	97.9%	100.0%	99.0%	96.6%	35	12	23	0		
10	ES122	16	Pelham Pkwy 25	98.0%	98.4%	98.4%	94.7%	28	3	25	0		
11	ES120	22	Pelham Bay Park 6	98.3%	98.2%	99.7%	91.4%	19	4	15	0		
12	ES123	15	Pelham Pkwy 25	98.9%	100.0%	99.4%	98.5%	15	4	11	0		
	12	13.0	Escalator Subtotal:	93.3%	94.2%	94.4%	88.8%	503	70	433	0		
*Note the number of entrapments are included in the non scheduled outages count.													

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2012

	Borough:		Manhattan								
		Age	Station	2012 3rd Quarter Availability			2011 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Sche- duled	Non- Sched	
					Peak	Peak					
1	EL334	7	West 4 St ABCDEFM	63.0%	63.7%	62.4%	95.6%	17	3	14	1
2	EL325	11	Canal St 6	78.1%	78.3%	78.3%	97.9%	4	3	1	0
3	EL104	8	191 St 1	86.9%	88.0%	88.2%	97.9%	10	3	7	3
4	EL202	11	51 St 6	90.6%	98.4%	88.1%	93.2%	27	2	25	0
5	EL218	12	14 St-Union Sq L	92.3%	94.4%	93.4%	93.9%	19	4	15	2
6	EL245	7	Lexington Av-53 St EM	94.9%	96.6%	95.0%	42.3%	7	2	5	0
7	EL114	14	168 St 1	95.0%	95.2%	95.5%	86.8%	44	5	39	0
8	EL111	14	168 St 1	95.1%	96.2%	95.4%	96.9%	11	4	7	0
9	EL277	2	59th St-Columbus Circle ABCD1	95.2%	95.0%	95.8%	79.8%	24	3	21	5
10	EL402	22	Lexington Av-63 St F	95.8%	96.0%	98.5%	94.8%	28	8	20	0
11	EL115	11	190 St A	95.8%	96.7%	95.4%	97.8%	19	4	15	2
12	EL710	5	Bowling Green 45	96.3%	98.9%	96.0%	99.0%	23	5	18	1
13	EL244	10	Grand Central-42 St 7	96.4%	96.7%	99.0%	88.3%	18	7	11	1
14	EL240	8	72 St 123	96.5%	99.3%	96.8%	99.0%	16	5	11	1
15	EL228	10	34 St-Penn Station CE	96.7%	98.9%	95.9%	92.8%	20	2	18	0
16	EL119	26	181 St A	96.8%	97.5%	98.0%	90.0%	23	4	19	1
17	EL220	12	14 St-Union Sq NQR	96.8%	98.7%	96.5%	90.7%	12	5	7	0
18	EL110	12	181 St 1	96.9%	97.5%	97.8%	96.6%	12	4	8	2
19	EL103	8	191 St 1	97.0%	97.9%	97.3%	93.1%	18	4	14	1
20	EL237	12	66 St-Lincoln Center 1	97.2%	98.5%	97.0%	91.1%	20	3	17	4
21	EL224	9	8 Av L	97.3%	99.2%	98.6%	97.4%	15	3	12	1
22	EL730	3	South Ferry 1	97.3%	98.8%	98.6%	99.7%	14	6	8	0
23	EL711	5	Bowling Green 45	97.4%	99.6%	97.8%	99.5%	21	8	13	0
24	EL206	21	Grand Central-42 St 456	97.4%	100.0%	95.9%	97.0%	16	4	12	0
25	EL120	26	190 St A	97.5%	97.3%	98.7%	91.4%	23	4	19	0
26	EL118	7	181 St A	97.5%	98.7%	98.2%	92.7%	17	2	15	0
27	EL145	1	96th St 231	97.6%	98.0%	98.8%	96.1%	15	3	12	3
28	EL333	7	West 4 St ABCDEFM	97.7%	97.4%	98.1%	97.1%	15	5	10	0
29	EL217	12	14 St-Union Sq LNQR	97.7%	97.3%	98.4%	99.0%	14	2	12	1
30	EL126	21	125 St 456	97.7%	98.1%	98.4%	94.5%	21	2	19	0
31	EL108	12	181 St 1	97.8%	98.6%	99.1%	83.6%	19	4	15	1
32	EL731	3	South Ferry 1	97.8%	100.0%	98.0%	99.2%	13	6	7	0
33	EL144	6	125 St ABCD	97.9%	98.5%	98.7%	98.5%	10	3	7	0
34	EL222	9	14 St ACE	97.9%	100.0%	97.5%	97.1%	14	5	9	0
35	EL280	2	59th St-Columbus Circle ABCD1	97.9%	98.9%	99.1%	92.7%	8	5	3	0
36	EL123	22	175 St A	98.0%	99.4%	99.1%	97.0%	10	3	7	0
37	EL221	9	14 St/8 Av ACEL	98.0%	98.5%	98.4%	93.8%	13	2	11	0
38	EL125	8	125 St 456	98.1%	99.4%	97.5%	96.3%	15	3	12	1
39	EL107	12	181 St 1	98.2%	98.7%	99.1%	96.3%	10	4	6	1
40	EL732	4	Fulton St 23	98.2%	99.9%	98.9%	98.7%	10	5	5	0
41	EL117	9	181 St A	98.2%	97.2%	99.4%	98.0%	15	3	12	0
42	EL139	5	168 St 1AC	98.2%	99.3%	100.0%	98.6%	19	7	12	0
43	EL142	6	125 St ABCD	98.3%	98.9%	97.6%	97.7%	17	1	16	0
44	EL212	18	34 St-Herald Sq NQR	98.4%	98.9%	98.3%	99.2%	6	2	4	0
45	EL201	11	51 St 6	98.4%	99.6%	99.1%	98.0%	15	6	9	0
46	EL109	12	181 St 1	98.5%	98.7%	97.6%	99.5%	13	4	9	2

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2012

Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2012 3rd Quarter Availability			2011 3rd Qtr. Availability	Outages			Entrap ments
				24 Hr	AM	PM		24 Hr	Total	Sche- duled	
					Peak	Peak				Non- Sched	
47	EL230	9	Times Sq-42 St NQR	98.5%	98.9%	98.4%	99.4%	11	3	8	0
48	EL336	3	Chambers St 123	98.5%	99.2%	98.7%	99.5%	12	6	6	0
49	EL234	3	47-50 Sts-Rockefeller Center BDFM	98.5%	100.0%	98.8%	99.0%	14	3	11	1
50	EL279	2	59th St-Columbus Circle ABCD1	98.5%	99.8%	98.5%	96.2%	7	2	5	1
51	EL229	9	Times Sq-42 St NQR	98.6%	99.9%	99.2%	98.2%	5	4	1	0
52	EL281	3	57 St-7 Av NQR	98.7%	99.7%	99.6%	97.1%	19	5	14	0
53	EL184	5	231 St 1	98.7%	99.6%	100.0%	90.8%	13	5	8	0
54	EL219	12	14 St-Union Sq NQR	98.7%	99.6%	99.8%	96.6%	7	4	3	0
55	EL235	3	47-50 Sts-Rockefeller Center BDFM	98.7%	98.7%	100.0%	98.9%	10	3	7	1
56	EL225	10	34 St-Penn Station CE	98.8%	99.8%	98.5%	93.3%	8	2	6	0
57	EL112	14	168 St 1	98.8%	99.9%	100.0%	99.3%	8	4	4	1
58	EL401	22	Lexington Av-63 St F	98.8%	100.0%	100.0%	98.8%	6	4	2	0
59	EL314	19	Brooklyn Bridge 456	98.8%	99.3%	99.6%	99.7%	10	3	7	0
60	EL105	9	191 St 1	98.9%	99.2%	100.0%	93.1%	7	5	2	0
61	EL338	3	Chambers St 123	98.9%	100.0%	99.2%	99.6%	5	3	2	0
62	EL223	9	14 St ACE	98.9%	99.9%	98.8%	99.0%	9	4	5	1
63	EL180	4	135 St 23	98.9%	99.8%	100.0%	99.1%	9	6	3	0
64	EL278	2	59th St-Columbus Circle ABCD1	98.9%	97.9%	99.4%	99.4%	10	0	10	0
65	EL335	7	West 4 St ABCDEFM	98.9%	100.0%	98.6%	99.2%	6	3	3	1
66	EL146	1	96th St 231	99.0%	99.7%	100.0%	98.8%	8	3	5	0
67	EL116	7	190 St A	99.0%	100.0%	100.0%	33.2%	9	6	3	0
68	EL185	5	231 St 1	99.0%	99.8%	100.0%	99.1%	10	3	7	1
69	EL106	9	191 St 1	99.0%	99.5%	99.8%	96.8%	10	4	6	1
70	EL316	19	Brooklyn Bridge 456	99.0%	100.0%	98.5%	95.2%	9	4	5	1
71	EL113	14	168 St 1	99.0%	99.3%	100.0%	97.9%	11	3	8	1
72	EL124	22	175 St A	99.1%	99.4%	100.0%	98.3%	6	4	2	0
73	EL181	4	135 St 23	99.1%	99.8%	99.6%	98.3%	11	4	7	0
74	EL204	21	Grand Central-42 St 4567S	99.1%	100.0%	100.0%	93.7%	7	4	3	0
75	EL143	6	125 St ABCD	99.2%	99.6%	99.7%	98.4%	4	2	2	0
76	EL213	18	34 St-Herald Sq BDFMNQR	99.2%	99.9%	99.5%	89.4%	6	3	3	0
77	EL324	11	Canal St 6	99.2%	99.8%	99.5%	78.2%	6	4	2	0
78	EL233	6	Times Sq-42 St 123	99.2%	99.9%	99.4%	99.2%	9	4	5	0
79	EL226	10	34 St-Penn Station CE	99.2%	100.0%	100.0%	95.8%	7	4	3	0
80	EL205	21	Grand Central-42 St 456	99.3%	100.0%	99.5%	98.1%	7	1	6	1
81	EL239	8	72 St 123	99.3%	100.0%	100.0%	97.8%	5	3	2	0
82	EL140	5	168 St AC	99.4%	98.9%	100.0%	95.9%	5	2	3	0
83	EL209	18	34 St-Herald Sq BDFM	99.4%	98.9%	100.0%	98.6%	9	1	8	0
84	EL337	3	Chambers St 123	99.4%	100.0%	99.8%	82.9%	4	3	1	0
85	EL214	8	34 St-Penn Station 1	99.4%	100.0%	99.8%	99.4%	6	2	4	0
86	EL141	5	168 St AC	99.5%	100.0%	99.4%	99.4%	4	2	2	0
87	EL232	6	Times Sq-42 St 1237	99.5%	99.7%	99.8%	99.0%	16	1	15	0
88	EL148	12	Inwood-207 St A	99.5%	100.0%	100.0%	99.2%	4	3	1	0
89	EL211	18	34 St-Herald Sq NQR	99.5%	100.0%	100.0%	98.3%	6	2	4	0
90	EL315	19	Brooklyn Bridge 456	99.5%	99.8%	99.5%	99.0%	7	3	4	1
91	EL216	8	34 St-Penn Station 1	99.5%	99.9%	100.0%	99.6%	8	3	5	0
92	EL227	10	34 St-Penn Station A	99.5%	100.0%	100.0%	97.6%	6	2	4	0
93	EL236	3	47-50 Sts-Rockefeller Center BDFM	99.5%	100.0%	100.0%	99.2%	6	3	3	0
94	EL149	12	Inwood-207 St A	99.5%	100.0%	100.0%	99.4%	3	2	1	0
95	EL215	12	34 St-Penn Station 23	99.6%	100.0%	100.0%	97.4%	3	2	1	0
96	EL238	12	66 St-Lincoln Center 1	99.6%	100.0%	100.0%	94.1%	4	3	1	0
97	EL210	18	34 St-Herald Sq BDFM	99.8%	100.0%	100.0%	99.2%	5	1	4	0
98	EL328	0	Bleecker St DFBM6	100.0%	100.0%	100.0%	0.0%	0	0	0	0
99	EL329	0	Bleecker St DFBM6	100.0%	100.0%	100.0%	0.0%	0	0	0	0

Elevator and Escalator

Quarterly Performance By Borough

Third Quarter - 2012

Borough:		Manhattan									
	Unit ID	Age	Station	2012 3rd Quarter Availability			2011 3rd Qtr. Availability	Outages			Entrap ments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched	
100	EL330	0	Bleecker St DFBM6	100.0%	100.0%	100.0%	0.0%	0	0	0	0
101	EL331	0	Bleecker St DFBM6	100.0%	100.0%	100.0%	0.0%	0	0	0	0
102	EL332	0	Bleecker St DFBM6	100.0%	100.0%	100.0%	0.0%	0	0	0	0
	102	10.0	Elevator Subtotal:	97.5%	98.3%	97.9%	94.9%	1147	342	805	46

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2012

Borough:		Manhattan														
		Age	Station	2012 3rd Quarter Availability			2011 3rd Qtr. Availability	Outages			Entrap ments					
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Sche- duled	Non- Sched						
				Peak	Peak											
1	ES300	0	Bleecker St DFBM6	83.3%	78.1%	81.8%	0.0%	7	0	7	0					
2	ES115	11	145 St BD	90.8%	93.3%	96.3%	91.7%	95	16	79	0					
3	ES239	13	5 Av-53 St EM	92.1%	93.0%	91.6%	93.9%	139	4	135	0					
4	ES232	5	34 St-Herald Sq BDFM	92.4%	92.5%	93.3%	94.7%	44	6	38	0					
5	ES375	3	South Ferry 1	93.6%	95.4%	94.1%	98.2%	37	6	31	0					
6	ES204	12	Grand Central-42 St 7	94.0%	96.7%	93.9%	93.3%	108	9	99	0					
7	ES406	22	Lexington Av-63 St F	94.0%	95.3%	95.7%	95.8%	24	5	19	0					
8	ES229	5	34 St-Herald Sq BDFM	94.1%	95.0%	95.9%	93.1%	36	6	30	0					
9	ES102	10	125 St 1	94.2%	95.6%	91.2%	94.2%	69	5	64	0					
10	ES339	8	Bowling Green 45	94.2%	95.3%	92.7%	58.5%	50	4	46	0					
11	ES374	3	South Ferry 1	94.9%	95.8%	95.9%	94.4%	37	5	32	0					
12	ES238	13	7 Av BDE	95.3%	96.2%	97.8%	94.0%	110	7	103	0					
13	ES103	16	125 St 1	95.3%	97.4%	95.4%	96.2%	25	5	20	0					
14	ES246	15	Lexington Av-53 St EM	95.4%	96.4%	95.7%	95.8%	71	5	66	0					
15	ES230	5	34 St-Herald Sq BDFM	95.5%	97.7%	96.6%	86.1%	49	5	44	0					
16	ES372	3	South Ferry 1	95.6%	97.3%	95.9%	98.4%	32	4	28	0					
17	ES231	5	34 St-Herald Sq BDFM	95.9%	95.0%	95.7%	82.1%	26	1	25	0					
18	ES216	5	Times Sq-42 St 7	96.0%	96.7%	97.7%	99.1%	12	5	7	0					
19	ES213	13	59 St 456	96.1%	97.3%	97.8%	98.1%	49	6	43	0					
20	ES203	12	Grand Central-42 St 7	96.2%	99.3%	97.6%	98.3%	59	6	53	0					
21	ES119	15	181 St A	96.3%	98.6%	98.8%	98.8%	31	22	9	0					
22	ES408	22	Lexington Av-63 St F	96.3%	100.0%	96.2%	88.8%	27	5	22	0					
23	ES241	14	5 Av-53 St EM	96.4%	96.5%	96.4%	97.0%	74	5	69	0					
24	ES409	22	Lexington Av-63 St F	96.4%	98.1%	96.2%	99.0%	23	5	18	0					
25	ES255	23	Grand Central-42 St 4567S	96.5%	99.5%	96.4%	98.2%	35	12	23	0					
26	ES245	15	Lexington Av-53 St EM	96.6%	97.8%	98.0%	95.6%	65	3	62	0					
27	ES249	9	Lexington Av-59 St NQR	96.6%	98.2%	96.2%	94.5%	26	3	23	0					
28	ES205	11	Grand Central-42 St 7	96.6%	99.9%	98.2%	82.3%	46	16	30	0					
29	ES208	11	Grand Central-42 St 7	96.7%	99.2%	95.1%	94.5%	69	6	63	0					
30	ES212	13	59 St 456	96.7%	98.2%	96.7%	96.8%	34	16	18	0					
31	ES243	15	Lexington Av-53 St EM	96.7%	98.0%	98.7%	95.5%	24	7	17	0					
32	ES326	13	West 4 St ABCDEFM	96.7%	99.6%	95.1%	97.3%	46	9	37	0					
33	ES338	8	Bowling Green 45	96.9%	97.9%	97.2%	97.1%	23	6	17	0					
34	ES118	15	181 St A	97.0%	98.2%	98.9%	12.2%	25	14	11	0					
35	ES214	14	59 St 456	97.0%	97.9%	98.1%	97.8%	60	19	41	0					
36	ES256	23	Grand Central-42 St 4567S	97.1%	97.8%	98.9%	98.6%	9	3	6	0					
37	ES370	3	South Ferry 1	97.1%	99.5%	97.6%	95.3%	33	5	28	0					
38	ES343	9	Bowling Green 45	97.2%	98.9%	97.1%	97.9%	27	3	24	0					
39	ES221	5	34 St-Herald Sq BDFMNQR	97.2%	97.3%	97.4%	95.3%	43	3	40	0					
40	ES211	14	59 St 456	97.3%	98.6%	98.9%	97.6%	23	11	12	0					
41	ES248	9	Lexington Av-59 St NQR	97.3%	97.9%	98.0%	96.4%	21	4	17	0					
42	ES209	10	Grand Central-42 St 7	97.3%	99.8%	99.3%	97.7%	24	7	17	0					
43	ES337	9	Bowling Green 45	97.3%	99.0%	98.1%	96.4%	30	10	20	0					
44	ES342	7	Bowling Green 45	97.3%	98.9%	97.9%	97.8%	29	3	26	0					
45	ES269	8	Lexington Av-53 St EM	97.3%	99.6%	97.4%	93.8%	45	11	34	0					
46	ES217	5	Times Sq-42 St 7	97.4%	98.3%	98.6%	90.3%	25	5	20	0					

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2012

Borough:			Manhattan												
		Age	Station	2012 3rd Quarter Availability			2011 3rd Qtr. Availability	Outages			Entrap ments				
	Unit ID	(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched					
47	ES117	15	181 St A	97.4%	99.2%	99.6%	97.4%	38	18	20	0				
48	ES404	22	Lexington Av-63 St F	97.4%	99.8%	98.1%	98.0%	18	5	13	0				
49	ES101	10	125 St 1	97.5%	98.3%	97.5%	91.1%	29	6	23	0				
50	ES403	22	Lexington Av-63 St F	97.5%	98.7%	97.9%	93.9%	10	3	7	0				
51	ES325	13	West 4 St ABCDEFM	97.6%	98.9%	97.5%	96.9%	29	7	22	0				
52	ES224	5	34 St-Herald Sq BDFMNQR	97.7%	97.7%	98.7%	98.1%	26	4	22	0				
53	ES341	8	Bowling Green 45	97.8%	99.5%	97.2%	96.3%	20	4	16	0				
54	ES327	13	Delancey St F	97.8%	99.5%	98.0%	71.5%	23	8	15	0				
55	ES340	7	Bowling Green 45	97.9%	99.9%	98.8%	98.6%	19	6	13	0				
56	ES311	10	Whitehall St R	97.9%	99.7%	99.0%	95.4%	15	7	8	0				
57	ES336	9	Bowling Green 45	97.9%	99.6%	98.3%	88.7%	26	8	18	0				
58	ES206	11	Grand Central-42 St 7	97.9%	100.0%	99.9%	98.8%	20	15	5	0				
59	ES233	4	34 St-Herald Sq BDFM	98.0%	99.6%	98.3%	98.0%	54	1	53	0				
60	ES407	22	Lexington Av-63 St F	98.0%	99.4%	98.7%	98.8%	22	7	15	0				
61	ES218	6	Times Sq-42 St 7	98.1%	99.2%	99.8%	85.2%	23	6	17	0				
62	ES116	10	145 St BD	98.1%	100.0%	99.6%	81.8%	18	11	7	0				
63	ES369	3	South Ferry 1	98.1%	99.5%	99.2%	98.2%	20	5	15	0				
64	ES242	14	5 Av-53 St EM	98.1%	99.7%	97.4%	98.1%	33	4	29	0				
65	ES234	4	34 St-Herald Sq BDFM	98.1%	96.3%	99.4%	97.4%	44	3	41	0				
66	ES236	4	34 St-Herald Sq BDFM	98.2%	97.1%	99.5%	96.5%	21	3	18	0				
67	ES240	13	5 Av-53 St EM	98.2%	99.3%	99.6%	96.7%	27	6	21	0				
68	ES345	16	Bowling Green 45	98.2%	98.2%	99.4%	99.3%	13	5	8	0				
69	ES244	15	Lexington Av-53 St EM	98.3%	99.9%	98.2%	94.5%	19	5	14	0				
70	ES252	23	51 St 6	98.3%	99.4%	99.6%	98.0%	13	6	7	0				
71	ES410	22	Lexington Av-63 St F	98.3%	100.0%	98.3%	98.1%	11	5	6	0				
72	ES223	5	34 St-Herald Sq BDFMNQR	98.4%	98.5%	98.7%	98.3%	18	3	15	0				
73	ES351	12	Whitehall St R	98.4%	99.9%	98.9%	98.3%	12	5	7	0				
74	ES328	13	Delancey St F	98.4%	100.0%	99.0%	89.0%	21	5	16	0				
75	ES207	11	Grand Central-42 St 7	98.5%	99.4%	98.9%	98.0%	25	4	21	0				
76	ES210	10	Grand Central-42 St 7	98.6%	100.0%	100.0%	97.5%	8	6	2	0				
77	ES215	15	Lexington Av-59 St NQR	98.7%	99.5%	99.5%	98.6%	12	1	11	0				
78	ES402	22	Lexington Av-63 St F	98.7%	100.0%	98.1%	95.6%	10	5	5	0				
79	ES312	28	Whitehall St R	98.7%	98.7%	98.0%	61.5%	20	2	18	0				
80	ES222	5	34 St-Herald Sq BDFMNQR	98.8%	98.6%	99.8%	95.1%	23	4	19	0				
81	ES401	22	Lexington Av-63 St F	98.8%	100.0%	99.6%	97.9%	10	4	6	0				
82	ES334	28	Bowery JZ	98.8%	99.6%	98.6%	96.7%	16	4	12	0				
83	ES302	12	Park Pl 23	98.9%	100.0%	99.6%	96.8%	16	11	5	0				
84	ES405	22	Lexington Av-63 St F	98.9%	99.8%	99.6%	71.3%	9	4	5	0				
85	ES371	3	South Ferry 1	99.0%	100.0%	99.7%	95.2%	7	5	2	0				
86	ES237	13	7 Av BDE	99.1%	99.9%	100.0%	95.7%	9	4	5	0				
87	ES373	3	South Ferry 1	99.2%	100.0%	98.9%	70.2%	11	2	9	0				
88	ES329	28	East Broadway F	99.3%	99.9%	99.8%	99.0%	9	2	7	0				
89	ES235	4	34 St-Herald Sq BDFM	99.5%	99.7%	99.9%	93.9%	14	1	13	0				
90	ES301	12	Park Pl 23	99.7%	100.0%	100.0%	98.5%	3	3	0	0				
	90	12	Escalator Subtotal:	97.1%	98.4%	97.7%	93.0%	2840	556	2284	0				
*Note the number of entrapments are included in the non scheduled outage count.															

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

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2012

Borough:		Brooklyn									
				2012 3rd Quarter Availability			2011 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	Age (Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Sche- duled	Non- Sched	
					Peak	Peak					
1	EL312	11	Clark St 23	83.6%	84.2%	84.8%	97.4%	10	5	5	1
2	EL307	8	Atlantic Av BQ	86.2%	86.0%	85.6%	99.2%	11	3	8	1
3	EL376	0	Bay Parkway D	90.6%	90.7%	90.5%	0.0%	8	0	8	3
4	EL321	14	Church Av 25	92.9%	93.2%	93.2%	98.9%	6	2	4	0
5	EL370	7	DeKalb Av BQR	94.5%	94.9%	94.7%	99.6%	15	6	9	2
6	EL323	7	Crown Hts-Utica Av 34	95.0%	95.5%	96.2%	99.3%	14	6	8	0
7	EL310	11	Clark St 23	95.0%	94.8%	96.0%	98.5%	7	3	4	1
8	EL343	6	Euclid Av AC	95.1%	96.7%	96.7%	98.9%	11	6	5	0
9	EL319	14	Brooklyn College-Flatbush Av25	95.7%	96.4%	96.1%	86.5%	9	5	4	2
10	EL396	4	Myrtle-Wyckoff Avs LM	96.6%	98.1%	98.5%	98.6%	17	8	9	0
11	EL378	0	Bay Parkway D	97.0%	100.0%	96.9%	0.0%	7	0	7	0
12	EL391	7	Marcy Av JMZ	97.4%	98.6%	98.2%	99.1%	15	5	10	0
13	EL339	12	Frankin Av CS	97.4%	98.5%	97.8%	91.8%	11	3	8	1
14	EL394	9	Flushing Av JM	97.5%	98.4%	99.4%	97.0%	16	10	6	0
15	EL392	7	Marcy Av JMZ	97.5%	97.3%	99.0%	96.2%	19	6	13	1
16	EL393	9	Flushing Av JM	97.8%	98.3%	98.3%	90.2%	11	4	7	0
17	EL341	6	Euclid Av AC	97.8%	98.9%	98.4%	98.6%	10	6	4	0
18	EL377	0	Bay Parkway D	97.9%	97.1%	98.6%	0.0%	1	0	1	0
19	EL701	6	Coney Island-Stillwell Av DFNQ	98.1%	99.3%	98.9%	96.0%	19	5	14	0
20	EL322	7	Crown Hts-Utica Av 34	98.2%	98.9%	98.9%	93.8%	8	6	2	0
21	EL706	2	Jay St ACFR	98.2%	99.7%	98.7%	98.7%	19	5	14	1
22	EL317	17	Borough Hall 2345	98.4%	100.0%	98.1%	98.0%	17	6	11	0
23	EL340	12	Frankin Av CS	98.5%	100.0%	98.4%	97.5%	9	5	4	0
24	EL342	6	Euclid Av AC	98.5%	100.0%	98.3%	91.4%	11	5	6	0
25	EL306	8	Atlantic Av 23	98.5%	99.0%	98.4%	97.4%	10	4	6	0
26	EL302	8	Pacific St-Atlantic Av DNR	98.6%	99.3%	98.1%	85.1%	10	3	7	0
27	EL395	9	Flushing Av JM	98.6%	97.8%	100.0%	91.3%	14	4	10	0
28	EL308	11	Court St R	98.7%	100.0%	98.4%	98.0%	9	4	5	0
29	EL371	7	DeKalb Av BQR	98.7%	100.0%	99.2%	98.5%	9	6	3	0
30	EL709	1	Jay St ACFR	98.7%	100.0%	97.9%	99.3%	12	4	8	1
31	EL702	6	Coney Island-Stillwell Av DFNQ	98.7%	99.8%	100.0%	98.7%	10	7	3	0
32	EL303	8	Pacific St-Atlantic Av DNR	98.8%	99.8%	98.9%	98.4%	5	3	2	1
33	EL398	4	Myrtle-Wyckoff Avs M	98.8%	98.9%	99.7%	73.0%	6	4	2	0
34	EL372	7	DeKalb Av BQR	98.8%	99.1%	99.8%	90.6%	9	5	4	0
35	EL383	9	Prospect Park BQS	98.8%	100.0%	98.3%	95.1%	11	3	8	0
36	EL311	11	Clark St 23	98.9%	98.7%	99.1%	98.1%	5	3	2	0
37	EL382	9	Prospect Park BQS	98.9%	100.0%	98.5%	98.2%	6	3	3	1
38	EL309	11	Court St R	98.9%	100.0%	100.0%	97.7%	8	4	4	0
39	EL375	4	Church Av FG	99.1%	100.0%	99.3%	99.5%	7	2	5	0
40	EL708	2	Jay St ACFR	99.1%	100.0%	100.0%	97.9%	8	5	3	0
41	EL397	4	Myrtle-Wyckoff Avs L	99.1%	100.0%	100.0%	99.7%	5	5	0	0
42	EL301	8	Pacific St-Atlantic Av DNR	99.1%	100.0%	99.3%	99.1%	8	3	5	1
43	EL304	8	Atlantic Av 23	99.2%	98.6%	100.0%	99.4%	6	3	3	0
44	EL707	2	Jay St ACFR	99.2%	99.3%	100.0%	98.3%	7	4	3	0
45	EL761	0	Kings Highway BQ	99.3%	99.6%	99.6%	0.0%	5	2	3	1
46	EL374	4	Church Av FG	99.3%	100.0%	99.5%	99.5%	7	3	4	0
47	EL318	17	Borough Hall 2345	99.3%	100.0%	100.0%	88.6%	5	4	1	0
48	EL373	4	Church Av FG	99.5%	99.9%	100.0%	97.8%	5	4	1	0
49	EL320	14	Church Av 25	99.5%	99.2%	100.0%	94.5%	4	4	0	0
50	EL760	0	Kings Highway BQ	99.6%	100.0%	100.0%	0.0%	2	2	0	0
51	EL305	8	Atlantic Av 45	99.7%	100.0%	100.0%	99.9%	2	2	0	0
	51	7.5	Elevator Subtotal:	97.5%	98.2%	98.0%	96.1%	476	210	266	18

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2012

Borough:		Brooklyn									
		Age	Station	2012 3rd Quarter Availability			2011 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched	
1	ES357	1	Jay St ACFR	83.7%	85.1%	84.5%	94.6%	37	8	29	0
2	ES346	9	Brighton Beach BQ	87.2%	92.5%	82.8%	75.9%	93	5	88	0
3	ES307	12	Lawrence St R	89.1%	95.2%	84.0%	92.1%	158	5	153	0
4	ES331	16	Broadway Junction ACJLZ	90.9%	93.9%	90.8%	95.0%	38	6	32	0
5	ES347	15	Broadway Junction ACJLZ	91.1%	93.9%	87.5%	59.7%	51	5	46	0
6	ES309	12	DeKalb Av BQR	91.4%	92.3%	92.2%	98.4%	19	3	16	0
7	ES335	8	West 8 St-NY Aquarium FQ	92.1%	96.9%	89.7%	94.8%	62	7	55	0
8	ES305	9	Court St R	92.5%	94.3%	91.7%	83.0%	39	5	34	0
9	ES356	1	Jay St ACFR	92.9%	94.6%	91.7%	97.6%	35	7	28	0
10	ES323	13	High St AC	93.7%	92.1%	95.0%	96.5%	37	3	34	0
11	ES333	9	Myrtle-Wyckoff Avs LM	95.4%	97.9%	95.0%	95.3%	36	5	31	0
12	ES330	15	Broadway Junction ACJLZ	95.5%	98.0%	95.7%	97.9%	37	6	31	0
13	ES324	12	High St AC	96.0%	97.6%	96.1%	94.1%	41	4	37	0
14	ES306	9	Court St R	96.4%	98.5%	92.8%	91.5%	40	5	35	0
15	ES303	8	Borough Hall 2345	96.4%	98.8%	95.9%	98.5%	34	9	25	0
16	ES318	12	Jay St ACF	96.5%	99.3%	94.7%	96.8%	44	6	38	0
17	ES304	10	President St 25	96.6%	98.5%	98.4%	82.8%	31	4	27	0
18	ES308	12	DeKalb Av BQR	97.9%	99.2%	99.1%	95.9%	21	5	16	0
19	ES332	9	Myrtle-Wyckoff Avs LM	98.0%	99.6%	97.6%	70.8%	28	5	23	0
20	ES320	14	Jay St ACF	98.2%	99.6%	97.6%	99.5%	19	6	13	0
21	ES352	12	Franklin Av S	98.4%	99.7%	99.2%	92.8%	14	4	10	0
22	ES319	14	Jay St ACF	98.7%	100.0%	99.2%	97.5%	12	7	5	0
23	ES310	10	Atlantic Av BQ	98.7%	99.2%	99.3%	96.7%	12	4	8	0
24	ES350	15	High St AC	99.0%	99.5%	100.0%	96.3%	10	6	4	0
25	ES321	14	High St AC	99.0%	100.0%	98.7%	99.1%	9	3	6	0
26	ES322	14	High St AC	99.3%	100.0%	99.7%	88.1%	8	4	4	0
27	ES317	12	Jay St ACF	99.7%	99.8%	99.7%	87.8%	5	1	4	0
	27	11.0	Escalator Subtotal:	95.0%	96.9%	94.4%	91.4%	970	138	832	0
*Note the number of entrapments are included in the non scheduled outage out.											

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2012

	Borough:		Queens								
		Age		2012 3rd Quarter Availability			2011 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Sche- duled	Non- Sched	
					Peak	Peak					
1	EL433	7	Jamaica-179 St F	66.3%	69.7%	65.1%	98.8%	51	4	47	4
2	EL497	0	Mott Avenue A	89.7%	90.4%	90.0%	0.0%	22	7	15	0
3	EL412	23	Jamaica Center EJZ	90.1%	91.9%	90.6%	91.2%	19	6	13	0
4	EL498	0	Mott Avenue A	92.1%	93.2%	92.9%	0.0%	11	5	6	0
5	EL425	5	Junction Blvd 7	93.1%	92.6%	92.3%	87.1%	28	4	24	0
6	EL404	22	Roosevelt Island F	93.7%	93.8%	97.1%	97.6%	21	5	16	0
7	EL405	22	21 St-Queensbridge F	95.0%	95.5%	96.2%	99.1%	18	5	13	0
8	EL426	5	Junction Blvd 7	96.4%	97.8%	97.3%	98.3%	15	2	13	3
9	EL413	23	Jamaica Center EJZ	96.7%	99.8%	96.8%	66.6%	26	7	19	1
10	EL430	6	Queens Plaza EMR	97.3%	97.9%	97.8%	99.5%	11	2	9	0
11	EL420	6	74 St-Broadway 7	97.7%	98.9%	99.5%	98.6%	18	7	11	1
12	EL427	5	Junction Blvd 7	98.1%	99.6%	99.5%	95.1%	10	7	3	0
13	EL411	23	Sutphin Blvd-Archer Av-JFK EJZ	98.1%	100.0%	98.5%	98.8%	12	5	7	1
14	EL434	4	Kew Gardens-Union Tpke EF	98.2%	98.7%	99.3%	98.2%	14	5	9	0
15	EL432	7	Jamaica-179 St F	98.3%	99.5%	100.0%	98.8%	11	6	5	1
16	EL414	12	Flushing-Main St 7	98.3%	99.9%	98.9%	99.1%	11	6	5	0
17	EL429	6	Queens Plaza EMR	98.4%	98.3%	99.5%	99.2%	11	3	8	0
18	EL409	23	Jamaica-Van Wyck E	98.4%	100.0%	100.0%	99.2%	8	6	2	0
19	EL406	22	21 St-Queensbridge F	98.4%	99.8%	99.8%	98.0%	11	4	7	0
20	EL431	7	Jamaica-179 St F	98.4%	99.9%	99.0%	97.9%	9	5	4	0
21	EL421	6	Jackson Hts-Roosevelt Av EFMR	98.5%	99.8%	99.8%	97.1%	16	3	13	1
22	EL428	6	Queens Plaza EMR	98.8%	100.0%	100.0%	99.3%	8	4	4	0
23	EL422	6	Jackson Hts-Roosevelt Av EFMR	98.9%	100.0%	99.9%	94.8%	8	5	3	0
24	EL408	23	Jamaica-Van Wyck E	99.1%	100.0%	100.0%	92.9%	4	4	0	0
25	EL407	22	21 St-Queensbridge F	99.1%	100.0%	100.0%	96.3%	10	3	7	0
26	EL403	22	Roosevelt Island F	99.2%	100.0%	100.0%	98.3%	8	3	5	0
27	EL446	1	CitiCorp/Court Square 7EG	99.2%	100.0%	99.1%	99.1%	6	3	3	0
28	EL435	4	Kew Gardens-Union Tpke EF	99.3%	99.7%	100.0%	97.6%	5	2	3	0
29	EL447	1	CitiCorp/Court Square 7EG	99.4%	99.6%	99.7%	98.1%	4	2	2	1
30	EL436	4	Kew Gardens-Union Tpke EF	99.4%	99.7%	99.6%	98.6%	2	1	1	0
31	EL423	6	74 St-Broadway 7	99.7%	100.0%	100.0%	95.0%	3	1	2	0
	31	10.5	Elevator Subtotal:	96.2%	97.3%	97.0%	96.2%	411	132	279	13

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2012

Borough:			Queens								
		Age	Station	2012 3rd Quarter Availability			2011 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Sche- duled	Non- Sched	
				Peak	Peak	Peak					
1	ES451	14	74 St-Broadway 7	90.2%	91.5%	92.9%	92.2%	63	6	57	0
2	ES412	3	Roosevelt Island F	90.2%	91.0%	89.1%	95.1%	18	3	15	0
3	ES422	22	21 St-Queensbridge F	91.3%	92.3%	91.7%	98.6%	20	3	17	0
4	ES439	4	Jamaica Center EJZ	93.5%	96.1%	93.2%	96.0%	34	6	28	0
5	ES455	13	Flushing-Main St 7	95.2%	96.1%	94.7%	91.1%	34	4	30	0
6	ES449	13	74 St-Broadway 7	95.4%	95.9%	96.1%	77.5%	38	4	34	0
7	ES457	13	Flushing-Main St 7	95.5%	97.4%	95.1%	88.5%	22	7	15	0
8	ES445	3	Jamaica Center EJZ	96.3%	98.6%	97.0%	98.5%	25	7	18	0
9	ES456	13	Flushing-Main St 7	96.6%	98.7%	96.8%	96.0%	36	9	27	0
10	ES438	3	Jamaica Center EJZ	96.7%	97.3%	97.8%	98.4%	20	4	16	0
11	ES426	22	21 St-Queensbridge F	96.7%	95.9%	96.7%	99.1%	20	2	18	0
12	ES453	20	74 St-Broadway 7	96.7%	98.9%	96.1%	92.1%	33	7	26	0
13	ES430	4	Jamaica-Van Wyck E	97.1%	98.0%	98.8%	91.8%	21	6	15	0
14	ES421	22	21 St-Queensbridge F	97.1%	98.1%	97.5%	98.4%	14	3	11	0
15	ES450	13	74 St-Broadway 7	97.2%	99.5%	98.8%	95.4%	24	6	18	0
16	ES416	16	Roosevelt Island F	97.2%	99.3%	94.9%	99.0%	17	4	13	0
17	ES444	4	Jamaica Center EJZ	97.4%	98.9%	98.3%	89.6%	19	6	13	0
18	ES431	4	Jamaica-Van Wyck E	97.6%	98.3%	98.6%	98.2%	26	6	20	0
19	ES414	4	Roosevelt Island F	97.7%	98.5%	96.3%	94.6%	40	2	38	0
20	ES427	3	Jamaica-Van Wyck E	97.8%	99.7%	100.0%	96.2%	15	8	7	0
21	ES413	16	Roosevelt Island F	97.9%	99.4%	97.9%	99.1%	18	4	14	0
22	ES440	3	Jamaica Center EJZ	97.9%	100.0%	97.8%	99.0%	17	6	11	0
23	ES429	3	Jamaica-Van Wyck E	97.9%	97.8%	99.4%	98.0%	22	6	16	0
24	ES428	3	Jamaica-Van Wyck E	97.9%	99.1%	98.9%	96.8%	21	6	15	0
25	ES452	20	74 St-Broadway 7	98.0%	99.5%	98.8%	86.7%	20	6	14	0
26	ES418	4	Roosevelt Island F	98.0%	99.0%	96.7%	91.9%	26	3	23	0
27	ES443	4	Jamaica Center EJZ	98.1%	99.9%	99.6%	98.2%	19	7	12	0
28	ES448	12	Woodside-61 St 7	98.3%	99.5%	98.6%	94.3%	21	3	18	0
29	ES437	23	Sutphin Blvd-Archer Av-JFK EJZ	98.3%	99.2%	99.5%	98.1%	21	6	15	0
30	ES436	23	Sutphin Blvd-Archer Av-JFK EJZ	98.4%	99.6%	100.0%	98.6%	21	5	16	0
31	ES434	23	Sutphin Blvd-Archer Av-JFK EJZ	98.5%	99.8%	99.4%	98.5%	13	4	9	0
32	ES419	4	Roosevelt Island F	98.5%	99.7%	97.8%	95.8%	14	5	9	0
33	ES446	3	Jamaica Center EJZ	98.6%	100.0%	99.6%	96.0%	16	6	10	0
34	ES442	4	Jamaica Center EJZ	98.7%	99.4%	99.4%	97.3%	29	4	25	0
35	ES425	22	21 St-Queensbridge F	98.7%	98.9%	99.4%	98.4%	10	3	7	0
36	ES447	4	Jamaica Center EJZ	98.7%	100.0%	99.0%	98.5%	16	5	11	0
37	ES435	23	Sutphin Blvd-Archer Av-JFK EJZ	98.7%	98.9%	100.0%	98.0%	7	4	3	0
38	ES411	4	Roosevelt Island F	98.7%	100.0%	97.3%	96.6%	15	3	12	0
39	ES423	22	21 St-Queensbridge F	98.8%	99.1%	99.7%	98.8%	8	4	4	0
40	ES441	4	Jamaica Center EJZ	98.9%	100.0%	100.0%	92.1%	14	6	8	0
41	ES415	3	Roosevelt Island F	99.0%	98.9%	98.6%	97.1%	16	3	13	0
42	ES420	4	Roosevelt Island F	99.0%	100.0%	98.7%	99.3%	11	4	7	0
43	ES424	22	21 St-Queensbridge F	99.0%	100.0%	99.6%	98.7%	9	4	5	0
44	ES417	4	Roosevelt Island F	99.4%	99.7%	99.5%	98.0%	7	2	5	0
	44	10.5	Escalator Subtotal:	97.2%	98.3%	97.6%	95.7%	930	212	718	0

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

2012 3RD QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL131	161 St-Yankee Stadium 4BD	1	The entrapment on 9/12/12 was a result of a tripped circuit breaker that supplies power to the unit. The breaker was reset and the machine was tested and placed back in service.
EL132	161 St-Yankee Stadium 4	2	The entrapment on 7/23/12 was caused by debris in the lower landing door saddle that prevented the doors from closing properly. MOW Control reported passengers were entrapped on 7/27/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered
EL134	161 St-Yankee Stadium BD	1	The entrapment on 8/20/12 was a result of the car over speeding in the down direction. The hydraulic control valve was adjusted; the machine was tested and placed back in service.
EL135	161 St-Yankee Stadium BD	3	The three entrapments were caused by the intermittent activation of the rupture valve. The defective valve was replaced and a full load weight test was performed prior to returning the machine to service.
EL138	Pelham Pkwy 25	1	The entrapment on 8/25/12 was a result of the upper landing hatch door interlock being out of adjustment. The interlock was adjusted; the machine was tested and returned to service.
EL182	Gun Hill Rd 25	1	The entrapment on 8/23/12 was caused by a defective slow down limit switch. In addition the top of car guide shoes were also replaced
MANHATTAN			
EL103	191 St 1	1	The entrapment on 8/2/12 was caused by worn electrical contacts in the control relays. Two relays were replaced; the machine was tested and returned to service.
EL104	191 St 1	3	The three entrapments were caused by a defective compensation sheave bearing. The bearing was replaced; the unit was tested and returned to service.
EL106	191 St 1	1	MOW Control reported passengers were entrapped on 8/2/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered
EL107	181 St 1	1	The entrapment on 8/5/12 was the result of a defective control relay. The relay was replaced; the machine was tested and returned to service.
EL108	181 St 1	1	The entrapment on 8/12/12 was caused by the top of car emergency escape hatch not being completely closed which activated the safety switch.
EL109	181 St 1	2	The entrapment on 7/21/12 was a result of the emergency side escape door not being closed completely which activated the safety switch. The entrapment on 8/27/12 was caused by a defective upper landing normal limit switch.
EL110	181 St 1	2	The entrapment on 9/6/12 was caused by a defective brake coil. The entrapment on 9/14/12 was a result of the guide rollers being out of adjustment. In addition the worn locator guide shoes were replaced.
EL112	168 St 1	1	The entrapment on 8/3/12 was caused by dirty electrical contacts in the upper landing hatch door interlock.
EL113	168 St 1	1	The entrapment on 9/6/12 was caused by a blown fuse in the door operator circuit. The fuse was replaced and the door operation was tested prior to returning the unit to service.

2012 3RD QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL115	190 St A	2	The two entrapments that occurred on 7/19/12 were a result of the brakes not releasing properly. The brakes were adjusted; the unit was tested and returned to service.
EL119	181 St A	1	The entrapment on 7/26/12 was caused by the top of car emergency escape hatch not being completely closed which activated the safety switch.
EL125	125 St 456	1	The entrapment on 8/17/12 was caused by a worn door operator drive belt.
EL145	96th St 231	3	The three entrapments were caused by a reduction in voltage from Con Edison; the low voltage condition caused the elevator drive unit to fault.
EL185	231 St 1	1	The entrapment on 8/22/12 was a result of debris in the upper landing door saddle that prevented the doors from completely closing.
EL205	Grand Central-42 St 456	1	The entrapment on 8/24/12 was caused by a defective phase monitoring relay.
EL217	14 St-Union Sq LNQR	1	The entrapment on 9/28/12 was caused by a defective car door clutch; in addition the upper and lower release roller assemblies were also replaced.
EL218	14 St-Union Sq L	2	MOW Control reported passengers were entrapped on 8/17/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered. The entrapment on 8/23/12 was caused by a broken lower landing release roller assembly; in addition the clutch was adjusted.
EL223	14 St ACE	1	The entrapment on 9/5/12 was a result of the door operator close limit switch not being properly adjusted.
EL224	8 Av L	1	The entrapment on 8/29/12 was caused by a defective control relay; in addition the lower landing hatch door release rollers were adjusted.
EL234	47-50 Sts-Rockefeller Center BDFM	1	The entrapment on 7/7/12 was a result of debris in the door saddle that prevented the doors from completely closing.
EL235	47-50 Sts-Rockefeller Center BDFM	1	The entrapment on 9/6/12 was caused by a lid from a plastic cup preventing the lower landing door from closing completely.
EL237	66 St-Lincoln Center 1	4	The four entrapments were caused by intermittent door operation problems. The upper and lower release roller assemblies were replaced; the door operator open limit switches were adjusted and the clutch roller was replaced. The machine was tested and returned to service.
EL240	72 St 123	1	The entrapment on 9/7/12 was a result of the lower landing hatch door hangers not being adjusted properly.
EL244	Grand Central-42 St 7	1	The entrapment on 9/29/12 was caused by worn car guide rollers; the rollers were replaced; the unit was tested and returned to service.
EL277	59th St-Columbus Circle ABCD1	5	The five entrapments were a result of the car not leveling properly. The high speed control relay was replaced; the down acceleration port on the hydraulic control valve was adjusted; and the up slow down limit switch was replaced. The unit was tested and returned to service.
EL279	59th St-Columbus Circle ABCD1	1	The entrapment on 7/2/12 was caused by a blown fuse in the door operator circuit. The fuse was replaced and the door operation was tested prior to returning the unit to service.
EL315	Brooklyn Bridge 456	1	The entrapment on 8/31/12 was caused by a pit from a piece of fruit that blocked the lower landing hatch doors from closing completely.
EL316	Brooklyn Bridge 456	1	The entrapment on 7/9/12 was a result of a defective power monitoring relay; in addition a worn front door stop roller was also replaced.

2012 3RD QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL334	West 4 St ABCDEFM	1	The entrapment on 8/13/12 was a result of the door operator assembly not being properly secured; the operator hold down bolts were tightened and the car door was adjusted.
EL335	West 4 St ABCDEFM	1	The entrapment on 9/4/12 was caused by a defective electrical contact in the lower landing hatch door interlock.
EL710	Bowling Green 45	1	The entrapment on 8/7/12 was a result of a defective control relay for the oil cooler circuit.
BROOKLYN			
EL301	Pacific St-Atlantic Av DNR	1	The entrapment on 9/30/12 was a result of worn guide shoes; the guide shoes were replaced and the clutch was adjusted.
EL303	Pacific St-Atlantic Av DNR	1	The entrapment on 7/11/12 was a result of the lower landing hatch door failing to open because the spring loaded retractable door closure mechanism was not adjusted properly.
EL307	Atlantic Av BQ	1	The entrapment on 8/17/12 was caused by worn guide rails. The guide rails, guide shoes, leveling switches and release roller assemblies were replaced. The machine was tested and returned to service.
EL310	Clark St 23	1	The entrapment on 7/16/12 was caused by a blown fuse in the door operator circuit. The fuse was replaced and the door operation was tested prior to returning the unit to service. The lower landing hatch door interlock was also replaced.
EL312	Clark St 23	1	The entrapment on 8/10/12 was caused by a failure of the speed monitoring circuit; due to a defective resistor. In addition the hoist ropes were replaced.
EL319	Brooklyn College-Flatbush Av 25	2	The two entrapments that occurred on 8/24/12 & 8/27/12 were a result of corroded safety switch (interlock & slack cable) wiring connections. The defective wiring was replaced and the connections in the half-way junction box were tightened.
EL339	Franklin Av CS	1	The entrapment on 9/5/12 was a result of the lower landing hatch door interlock and release rollers not being adjusted properly.
EL370	DeKalb Av BQR	2	The entrapment on 9/7/12 was caused by debris in the upper landing door saddle that prevented the doors from closing properly. The entrapment on 9/20/12 was a result of the car not leveling properly in the down direction due to the hydraulic control valve being out of adjustment.
EL376	Bay Parkway D	3	The entrapment on 7/23/12 was a result of the upper landing door restrictor not being properly adjusted. The two entrapments that occurred on 8/15/12 & 9/18/12 were caused by debris in the lower landing door saddle that prevented the doors from closing properly.
EL382	Prospect Park BQS	1	The entrapment on 9/28/12 was caused by a blown fuse in the door operator circuit. The fuse was replaced and the door operation was tested prior to returning the unit to service.
EL392	Marcy Av JMZ	1	The entrapment on 9/28/12 was a result of the door operator limit switches being out of adjustment; the lower landing hatch door release roller assembly was also adjusted.
EL706	Jay St ACFR	1	The entrapment on 9/18/12 was caused by debris in the lower landing door saddle that prevented the doors from closing properly.

2012 3RD QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL709	Jay St ACFR	1	The entrapment on 8/14/12 was the result of a defective control relay. The relay was replaced; the machine was tested and returned to service.
EL761	Kings Highway BQ	1	The entrapment on 7/4/12 was caused by one of the safety switches that prevent movement if the glass panels are open being out of adjustment.
QUEENS			
EL411	Sutphin Blvd-Archer Av-JFK EJZ	1	The entrapment on 9/16/12 was caused by top of car escape hatch switch wiring not making a proper connection in the controller terminals.
EL413	Jamaica Center EJZ	1	The entrapment on 9/12/12 was a result of the car guide rollers being out of adjustment. In addition the hatch door release roller assembly was also replaced.
EL420	74 St-Broadway 7	1	MOW Control reported passengers were entrapped on 7/4/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL421	Jackson Hts-Roosevelt Av EFMR	1	The entrapment on 9/27/12 was caused by a loose bolt on the door operator linkage assembly.
EL426	Junction Blvd 7	3	The three entrapments were a result of the door operator fuse blowing because the door restricted opening device was intermittently not releasing properly. The door restrictor was adjusted; the machine was tested and returned to service.
EL432	Jamaica-179 St F	1	The entrapment on 9/23/12 was caused by debris in the lower landing door saddle that prevented the doors from closing properly.
EL433	Jamaica-179 St F	4	The four entrapments were a result of problems associated with the low profile hydraulic door operator. The problematic low profile hydraulic door operator that is manufactured by Atlantic Tech. Incorporated; was replaced with a motorized unit manufactured by G.A.L. Incorporated. The machine was tested and returned to service.
EL447	CitiCorp/Court Square 7EG	1	The entrapment on 9/8/12 was caused by a blown fuse in the door operator circuit. The fuse was replaced and the door operation was tested prior to returning the unit to service.

2012 3RD QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
MANHATTAN			
EL334	West 4 St ABCDEFM	63.0%	This elevator was out of service from 8/30/12 thru 9/25/12 to replace the problematic low profile hydraulic door operator that is manufactured by Atlantic Tech. Incorporated. The unit was replaced with a motorized unit manufactured by G.A.L. Incorporated
EL325	Canal St 6	78.1%	This elevator was out of service from 7/13/12 thru 8/1/12 to allow for the replacement of the hydraulic oil pump unit.
BROOKLYN			
EL312	Clark St 23	83.6%	This elevator was out of service from 8/10/12 thru 8/24/12 to replace the hoist ropes and repair electrical problem in the speed monitoring circuit. A full load weight test was performed and the machine was placed back in service.
QUEENS			
EL433	Jamaica-179 St F	66.3%	This elevator was out of service from 8/26/12 thru 9/18/12 to replace the problematic low profile hydraulic door operator that is manufactured by Atlantic Tech. Incorporated. The unit was replaced with a motorized unit manufactured by G.A.L. Incorporated

2012 3RD QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES

Equip #	Station Name:	Station / Line	# of Inspections (7/1/12 to 9/30/12)	# of Inspections Found Out of Service
EL200X	34 St - Herald Square	6th Avenue	276	12
EL203X	Lexington Av - 53 St	Queens Blvd	276	7
EL207X	50 Street	8th Avenue	276	9
EL208X	50 Street	8th Avenue	276	1
EL231X	Times Square - 42 St	Broadway / 7th Avenue	276	14
EL268X	49th Street (Uptown)	Broadway	276	0
EL276X	59 St - Columbus Circle	8th Avenue	276	3
EL287X	42nd St - Bryant Park	6th Avenue	276	0
EL288X	42nd St - Port Authority Bus Terminal	8th Avenue	276	3
EL289X	42nd St - Port Authority Bus Terminal	8th Avenue	276	4
EL290X	42nd St - Port Authority Bus Terminal	8th Avenue	276	11
EL291X	42nd St - Port Authority Bus Terminal	8th Avenue	276	0
EL300X	Atlantic Avenue	LIRR	42	2
EL415X	61 St - Woodside	Flushing	276	16
EL416X	61 St - Woodside	Flushing	276	13
EL417X	61 St - Woodside	Flushing	276	0
EL418X	61 St - Woodside	Flushing	276	0
EL419X	61 St - Woodside	Flushing	276	1
EL445X	Court Square	Flushing	276	9
EL448X	Sutphin Blvd - Archer Av JFK	ARC	276	1
EL449X	Sutphin Blvd - Archer Av JFK	ARC	276	9
EL450X	Sutphin Blvd - Archer Av JFK	ARC	276	0
EL490X	Howard Beach - JFK Airport	Rockaway	276	35
EL491X	Howard Beach - JFK Airport	Rockaway	276	0
EL492X	Howard Beach - JFK Airport	Rockaway	276	1
EL493X	Howard Beach - JFK Airport	Rockaway	276	0
EL494X	Howard Beach - JFK Airport	Rockaway	276	0
EL495X	Howard Beach - JFK Airport	Rockaway	276	0
ES250X	59 St - Columbus Circle	8th Avenue	276	188
ES251X	59 St - Columbus Circle	8th Avenue	276	47
ES253X	Lexington Av - 53 St	Queens Blvd	276	6
ES254X	Lexington Av - 53 St	Queens Blvd	276	276
ES257X	14 St - Union Square	Lexington Avenue	276	13
ES258X	14 St - Union Square	Lexington Avenue	276	35
ES261X	Times Square - 42 St	Broadway / 7th Avenue	276	58

2012 3RD QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES

Equip #	Station Name:	Station / Line	# of Inspections (7/1/12 to 9/30/12)	# of Inspections Found Out of Service
ES262X	Times Square - 42 St	Broadway / 7th Avenue	276	20
ES263X	50 Street	8th Avenue	276	45
ES264X	50 Street	8th Avenue	276	20
ES265X	Court Square	Crosstown	276	45
ES266X	Court Square	Crosstown	276	30
ES267X	Times Square - 42 St	Broadway / 7th Avenue	276	40
ES268X	Times Square - 42 St	Broadway / 7th Avenue	276	195
ES358X	Atlantic Avenue	Eastern Parkway	42	3
ES359X	Atlantic Avenue	Eastern Parkway	42	2
ES376X	Fulton St	Nassau Loop BMT	276	0
ES377X	Fulton St	Nassau Loop BMT	276	6
ES378X	Wall St	Clark Street	276	72
ES379X	Wall St	Clark Street	276	0
ES380X	Cortlandt St	Broadway	276	1
ES432X	Sutphin Blvd - Archer Av JFK	ARC	276	4
ES433X	Sutphin Blvd - Archer Av JFK	ARC	276	3
ES461X	Court Square	Flushing	276	39
ES462X	Court Square	Flushing	276	47
ES496X	Howard Beach - JFK Airport	Rockaway	276	2
ES497X	Howard Beach - JFK Airport	Rockaway	276	53
ES498X	Howard Beach - JFK Airport	Rockaway	276	0
ES499X	Howard Beach - JFK Airport	Rockaway	276	1
ES600X	Lexington Av - 53 St	Queens Blvd	276	1
ES606X	42nd St - Port Authority Bus Terminal	8th Avenue	276	7
ES607X	42nd St - Port Authority Bus Terminal	8th Avenue	276	28
ES608X	Grand Central - 42nd St	Lexington	276	17
ES609X	Grand Central - 42nd St	Lexington	276	127
ES610X	Grand Central - 42nd St	Lexington	276	14
EL700X	Atlantic Avenue	Eastern Parkway	42	3
63			16728	1599

2012 3RD QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES113	161 St-Yankee Stadium 4	64.2%	This escalator was out of service from 6/22/12 thru 7/30/12 to allow for the replacement of the step chain, steps, handrail drive chains and repair of lower landing load tracks.
MANHATTAN			
ES300	Bleeker St DFBM6	83.3%	This escalator was out of service from 9/25/12 thru 9/26/12 to allow the contractor to replace a defective smoke detector and adjust the lower landing step sag switch as a warranty repair.
BROOKLYN			
ES357	Jay St ACFR	83.7%	This escalator was out of service from 6/22/12 thru 7/5/12 and again from 8/20/12 thru 8/22/12 to allow the contractor to complete ongoing warranty repair work associated with the replacement of the lower landing up thrust tracks. The up thrust tracks were being damaged and the step counter brackets were bending as a result of the steps shifting out of position because the lower landing right side step chain guide and lip bracket were not properly aligned.

9. MTACC MONTHLY PROJECT STATUS REPORTS:

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

SEPTEMBER MTACC MONTHLY PROJECT STATUS REPORT

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - October 2012

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

	Budget	Expenditures
Construction	\$ 943.6	\$ 681.1
Design	105.3	104.1
Construction Management	130.2	80.9
Real Estate	220.9	205.8
Total	\$ 1,400.0	\$ 1,072.0

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

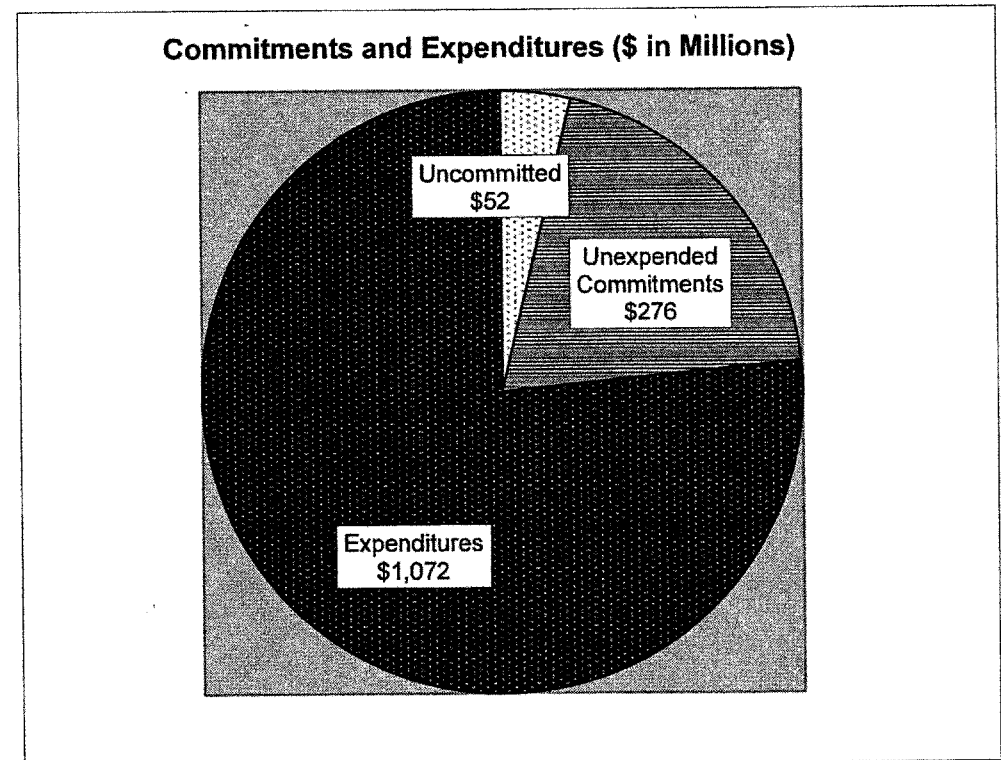
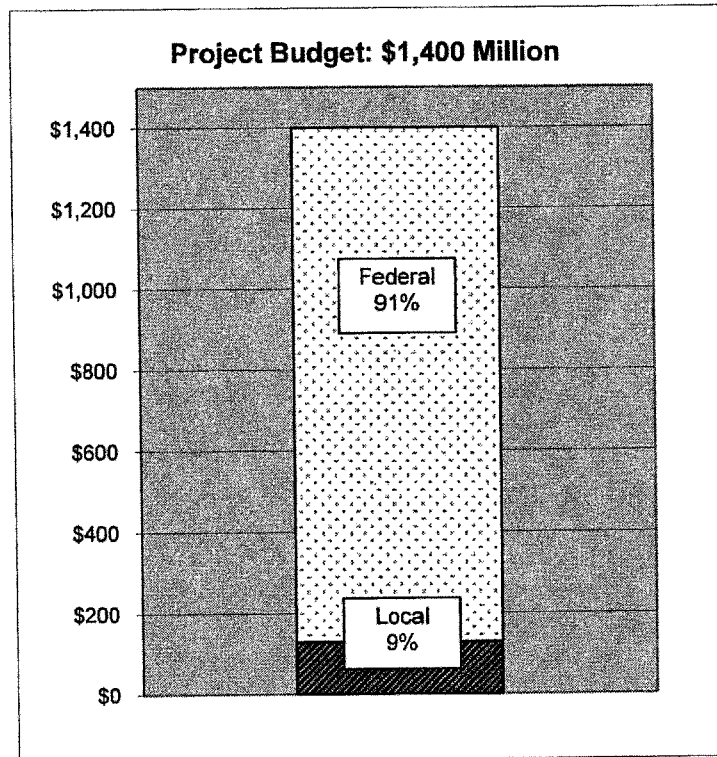
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone*	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i>	\$ 131.1	\$ 128.8	\$ 2.4	\$ 114.7	Aug-2009	Jul-2009	Mar-2013	Mar-2013	Mar-2013
4C/D: 4/5 Station Rehab & Dey St HH Finishes <i>WDF</i>	64.5	62.2	2.3	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	21.6	0.8	17.9	Sep-2010	Mar-2010	Nov-2012	Jun-2014	Nov-2012
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	206.8	191.1	15.8	83.8	Jan-2011	Aug-2010	Jun-2014	Jun-2014	Jun-2014
4G: Corbin Building Restoration <i>Judlau Contracting</i>	66.8	64.9	1.9	45.5	Mar-2010	Feb-2010	Dec-2012	Jun-2014	Feb-2013
R to E Connector	To be Coordinated with Port Authority				TBD	TBD	TBD	TBD	TBD

* Customer Benefit Milestone represents the latest projected dates.

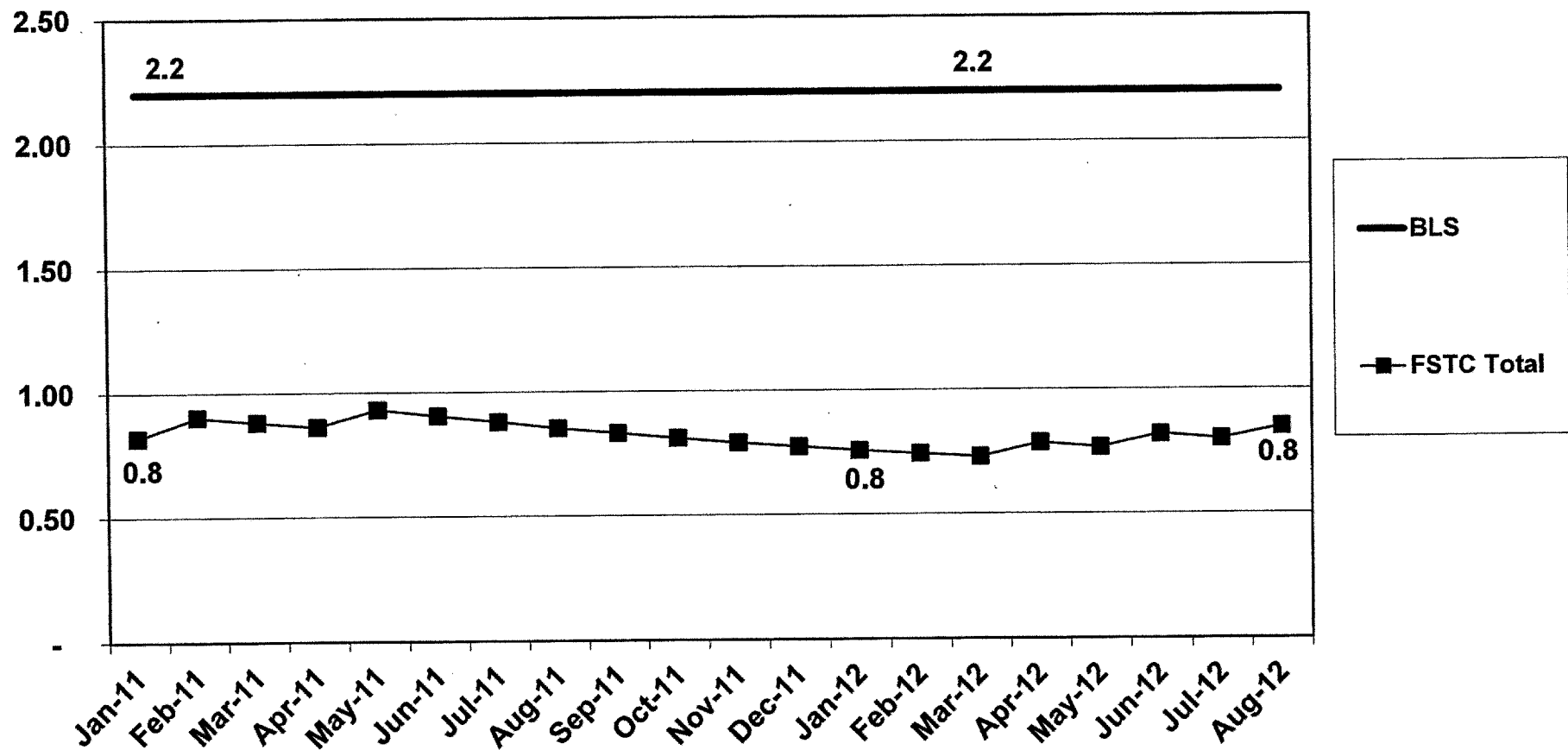
Fulton Center Status

Report to the Transit Committee - October 2012
(data thru September 2012)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 956	\$ 130	\$ 826	\$ 826	\$ 925	\$ 31	\$ 806
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	266
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,348	\$ 52	\$ 1,072



**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 - October 2012

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

	Budget	Expenditures
Final Design	\$ 114.0	\$ 108.2
Construction	1,870.9	1,375.4
Construction Management	40.0	21.7
Subway Project Reserve	75.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,505.3
HYDC-Funded Non-Subway Work [†]	266.0	166.5
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 1,671.7
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 1,724.8

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
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	54.7	Jul-2010	Aug-2012	Oct-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	94.0	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	47.5	Feb-2011	Feb-2013	Dec-2012
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	517.4	25.0	127.0	Aug-2011	Jun-2014	Jun-2014
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes ^{††} <i>John P. Picone Inc.</i>	92.3	83.9	8.4	0.0	Sep-2012	Apr-2016	Apr-2016

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

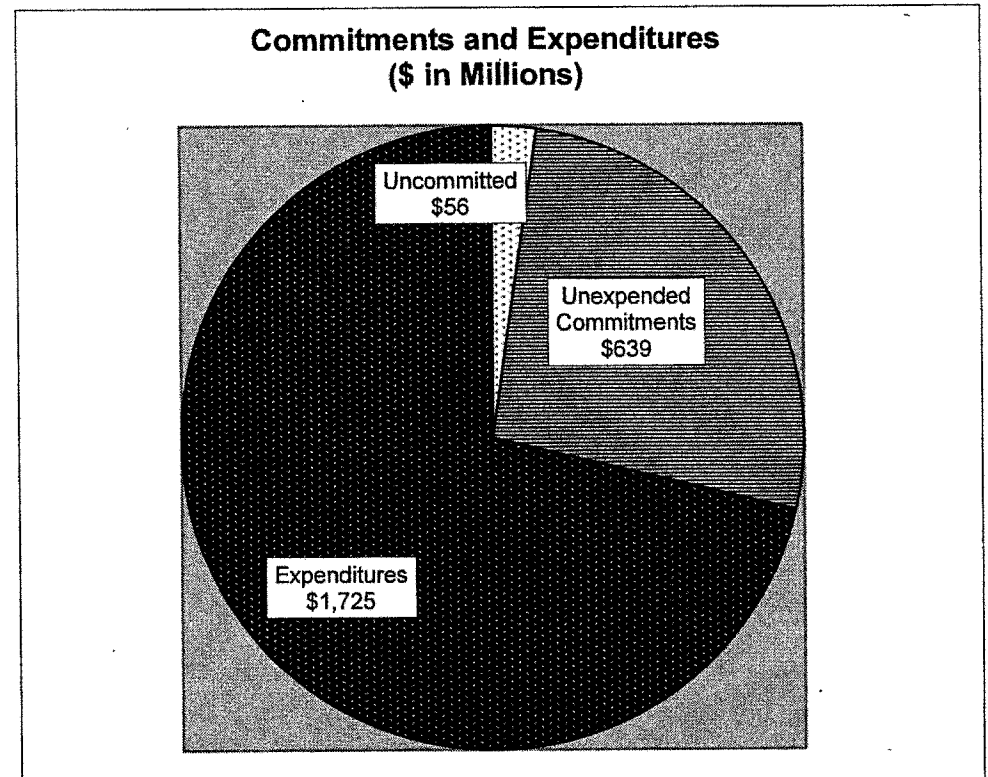
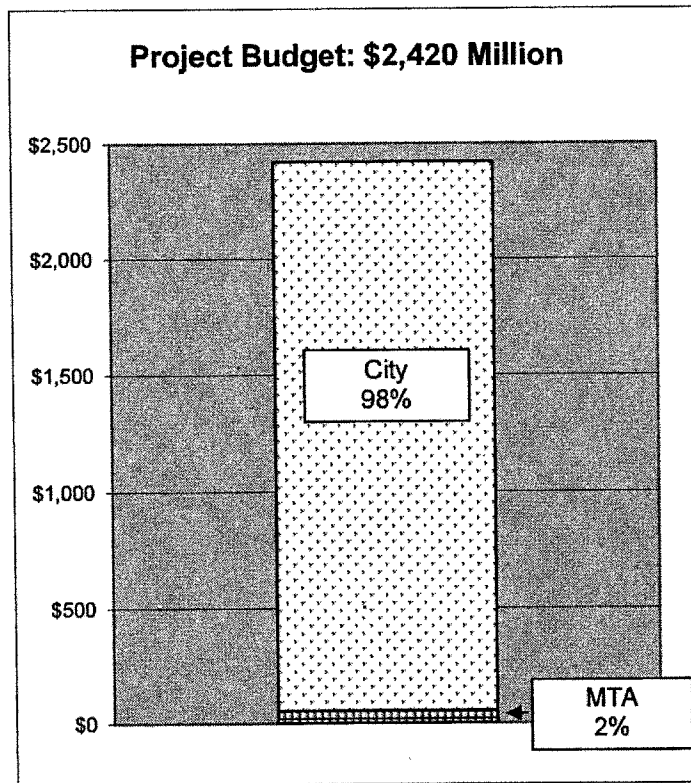
^{††} The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

7 Line Extension Status

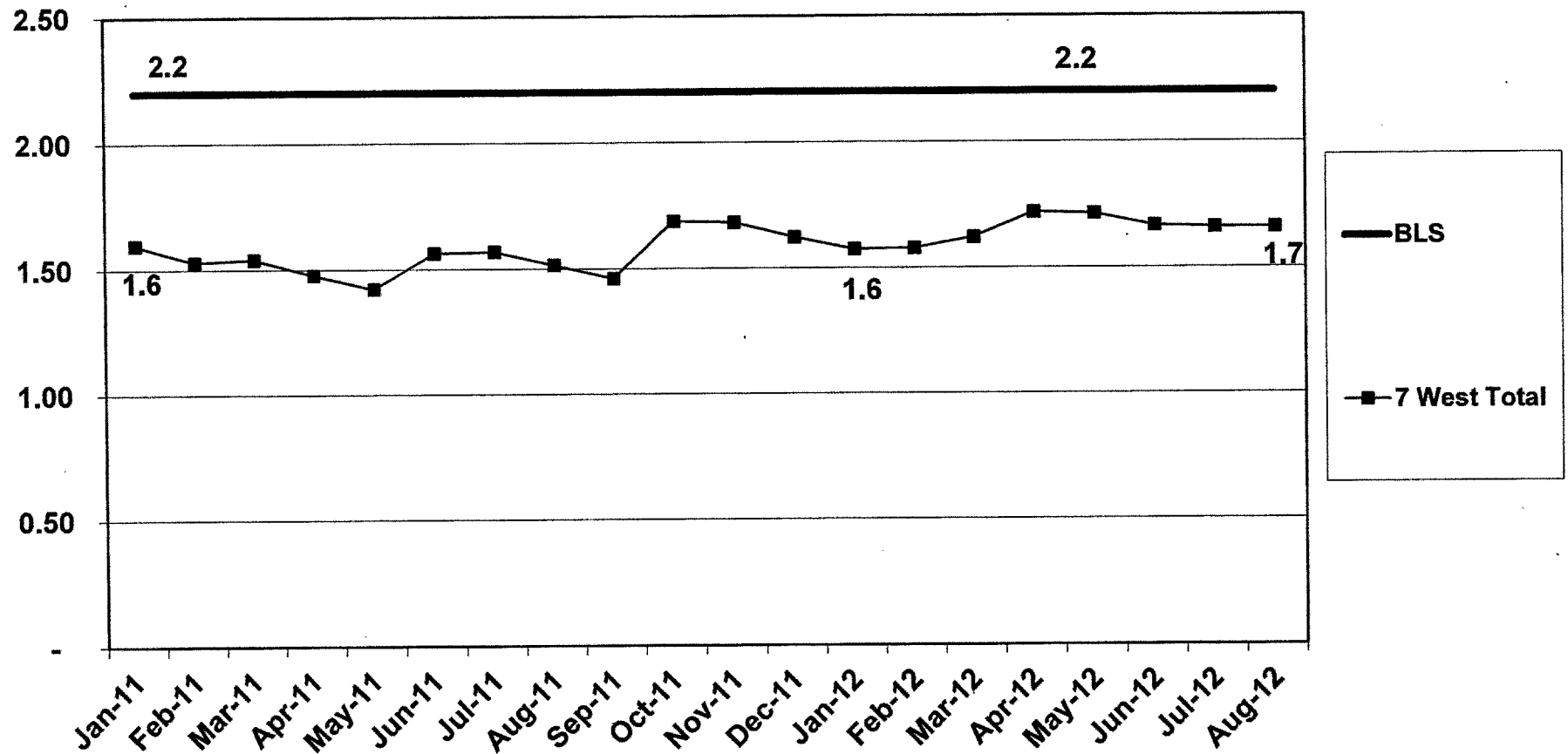
Report to the Transit Committee - October 2012
(data thru September 2012)

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	1,672
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,311	\$ 2,364	\$ 56	\$ 1,725

* 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 - October 2012

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

	Budget	Expenditures
Construction	\$ 3,503.0	\$ 1,187.1
Design	475.5	430.8
Construction Management	191.0	74.2
Real Estate	281.5	190.4
Total	\$ 4,451.0	\$ 1,882.6

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

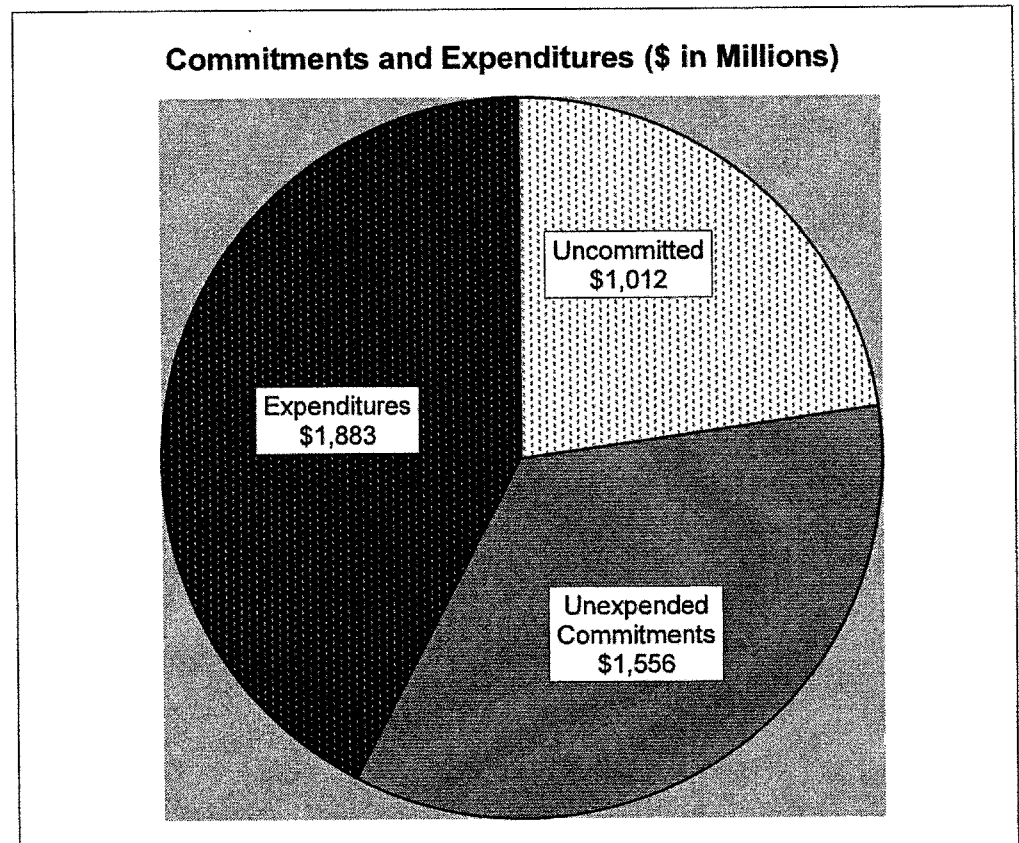
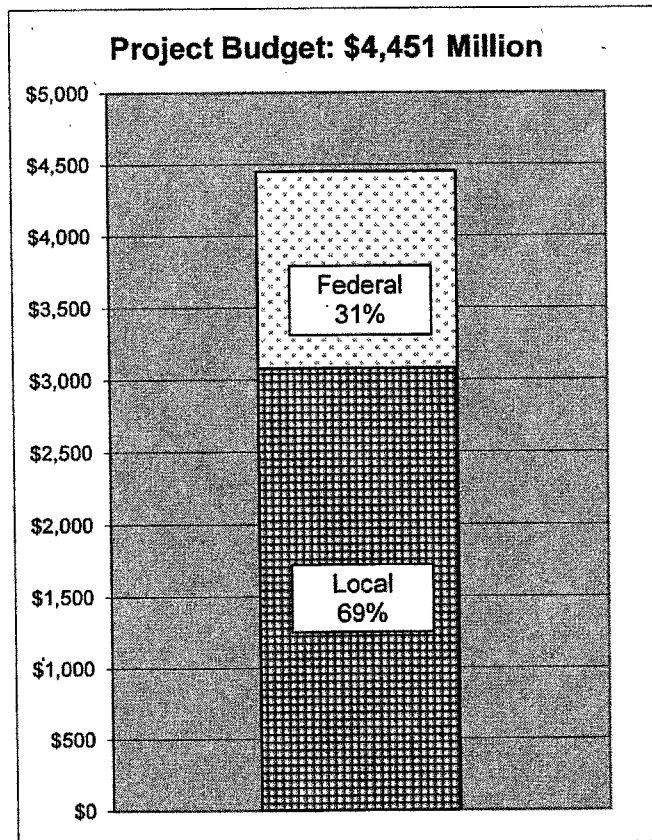
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
96th St Station Structure <i>EE Cruz & Tully, JV</i>	369.1	360.0	9.1	263.3	Feb-2009	May-2009	Jan-2013	Jul-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	450.9	18.6	231.0	Jun-2010	Oct-2010	Oct-2013	Dec-2013
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	177.3	8.0	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	68.0	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	4.4	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 Procurement</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

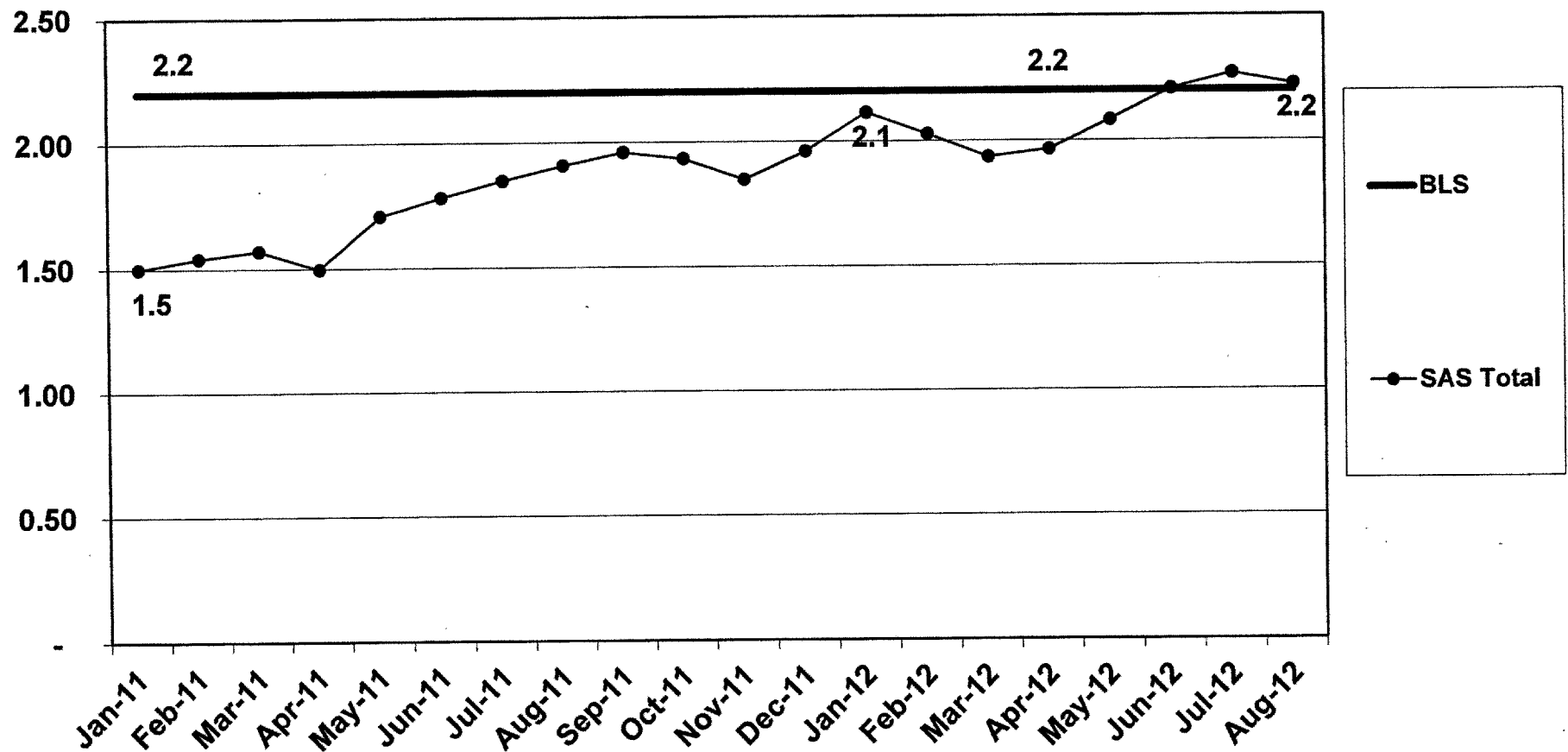
Report to the Transit Committee - October 2012

(data thru September 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	\$ 981
2005-2009	1,914	846	1,067	758	1,766	147	833
2010-2014	1,487	1,487	-	-	623	864	69
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 3,439	\$ 1,012	\$ 1,883



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)

OCTOBER MTACC MONTHLY PROJECT STATUS REPORT

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - November 2012

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

	Budget	Expenditures
Construction	\$ 943.3	\$ 685.7
Design	105.3	104.2
Construction Management	130.5	82.3
Real Estate	220.9	205.8
Total	\$ 1,400.0	\$ 1,077.9

	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>	\$ 131.1	\$ 128.8	\$ 2.4	\$ 114.7	Aug-2009	Jul-2009	Mar-2013	Mar-2013	Mar-2013
4C/D: 4/5 Station Rehab & Dey St HH Finishes <i>WDF</i>	64.5	62.2	2.3	54.4	Sep-2009	Aug-2009	Jul-2012	Oct-2012	Dec-2012
4E: Dey St Concourse & R Underpass Finishes <i>Skanska US Civil Northeast</i>	22.4	21.6	0.8	17.9	Sep-2010	Mar-2010	Nov-2012	Jun-2014	Dec-2012
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	206.8	191.1	15.8	83.8	Jan-2011	Aug-2010	Jun-2014	Jun-2014	Jun-2014
4G: Corbin Building Restoration <i>Judlau Contracting</i>	66.8	64.9	1.9	48.6	Mar-2010	Feb-2010	Dec-2012	Jun-2014	Feb-2013
R to E Connector	To be Coordinated with Port Authority				TBD	TBD	TBD	TBD	TBD

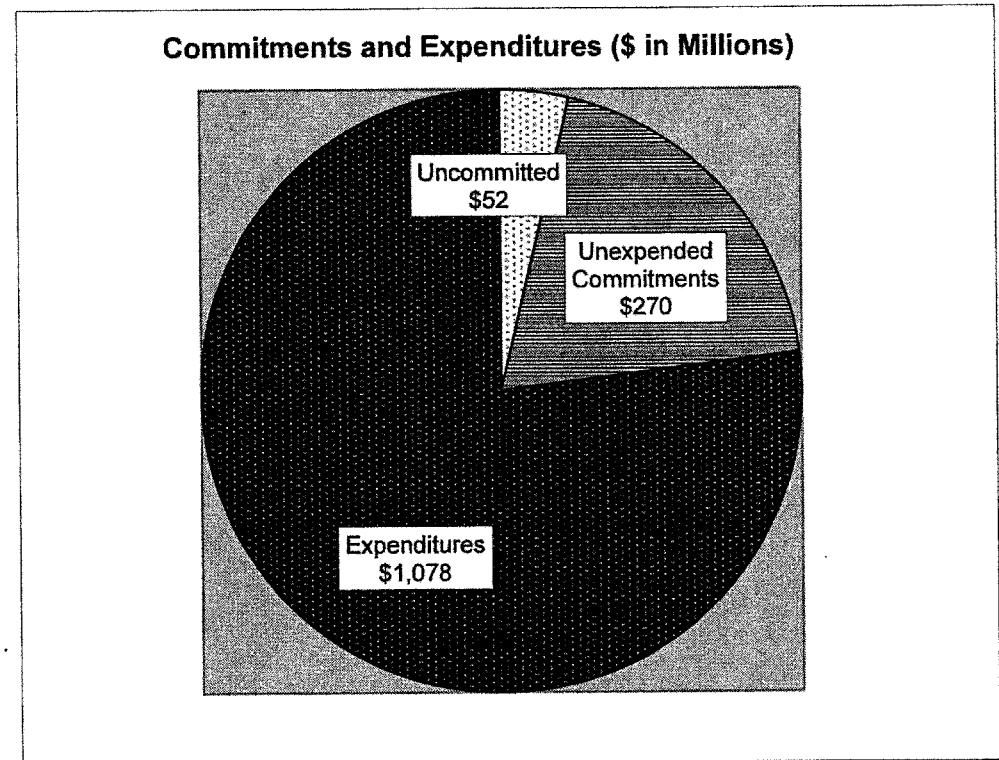
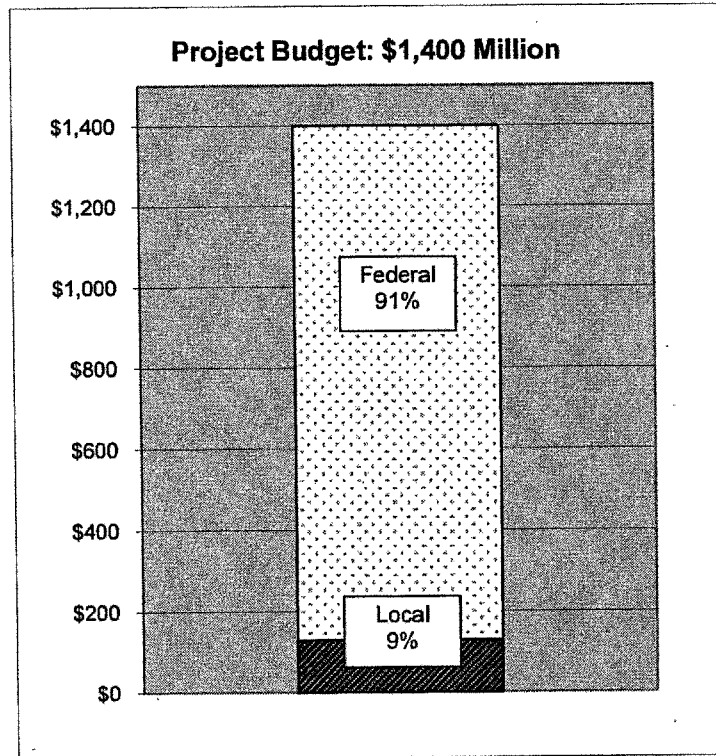
* Customer Benefit Milestone represents the latest projected dates.

Potential Impacts from Sandy: None of MTACC's construction sites experienced any flooding or damage from Sandy and work has resumed at all sites.

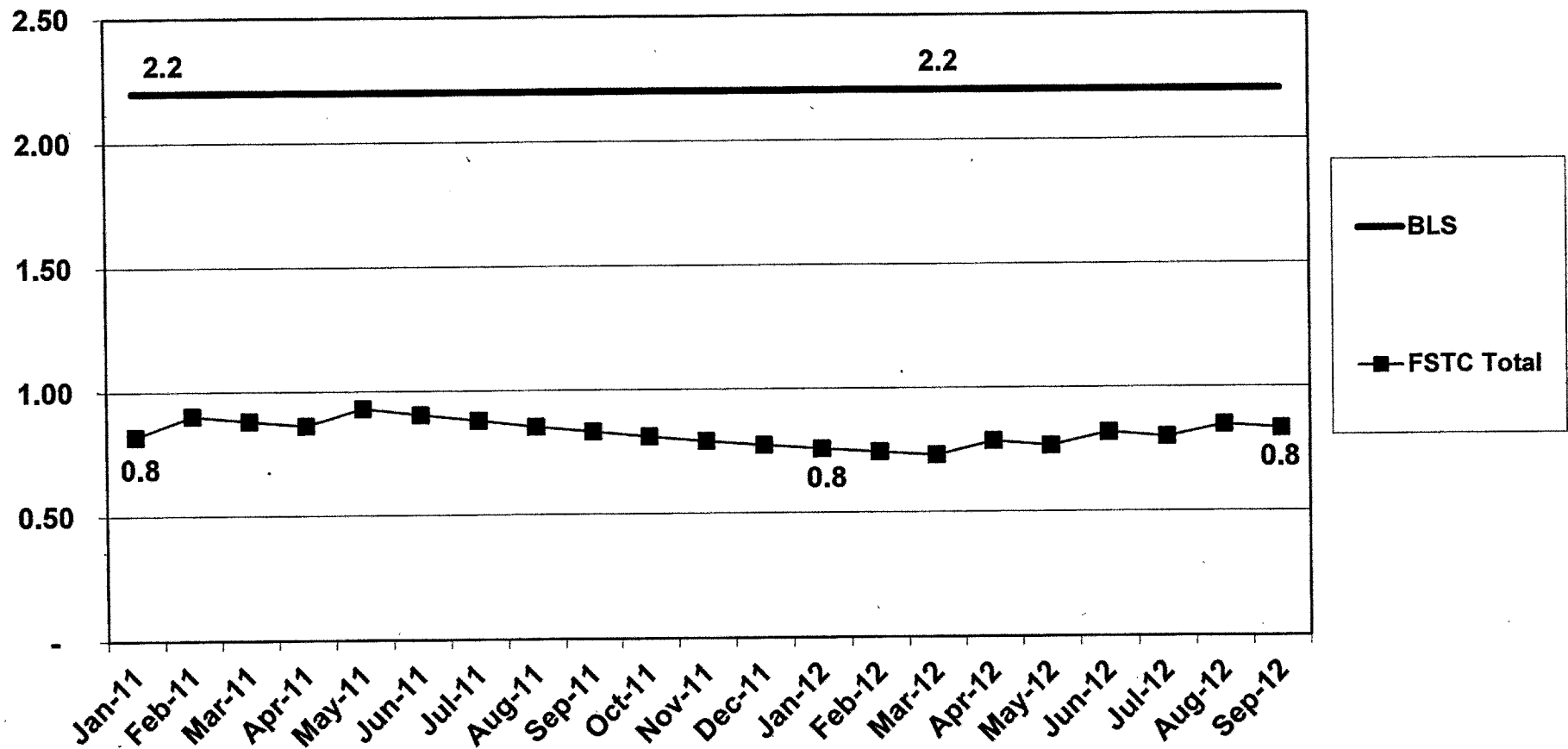
Fulton Center Status

Report to the Transit Committee - November 2012
(data thru October 2012)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 956	\$ 130	\$ 826	\$ 826	\$ 925	\$ 31	\$ 807
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	271
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,348	\$ 52	\$ 1,078



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 - November 2012

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

	Budget	Expenditures
Final Design	\$ 114.0	\$ 108.2
Construction	1,870.9	1,402.6
Construction Management	40.0	22.0
Subway Project Reserve	75.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,532.7
HYDC-Funded Non-Subway Work [†]	266.0	172.8
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 1,705.5
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 1,758.5

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
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	55.2	Jul-2010	Aug-2012	Oct-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	104.4	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	50.3	Feb-2011	Feb-2013	Dec-2012
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	517.4	25.0	146.1	Aug-2011	Jun-2014	Jun-2014
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes ^{††} <i>John P. Picone Inc.</i>	92.3	83.9	8.4	0.0	Sep-2012	Apr-2016	Apr-2016

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

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

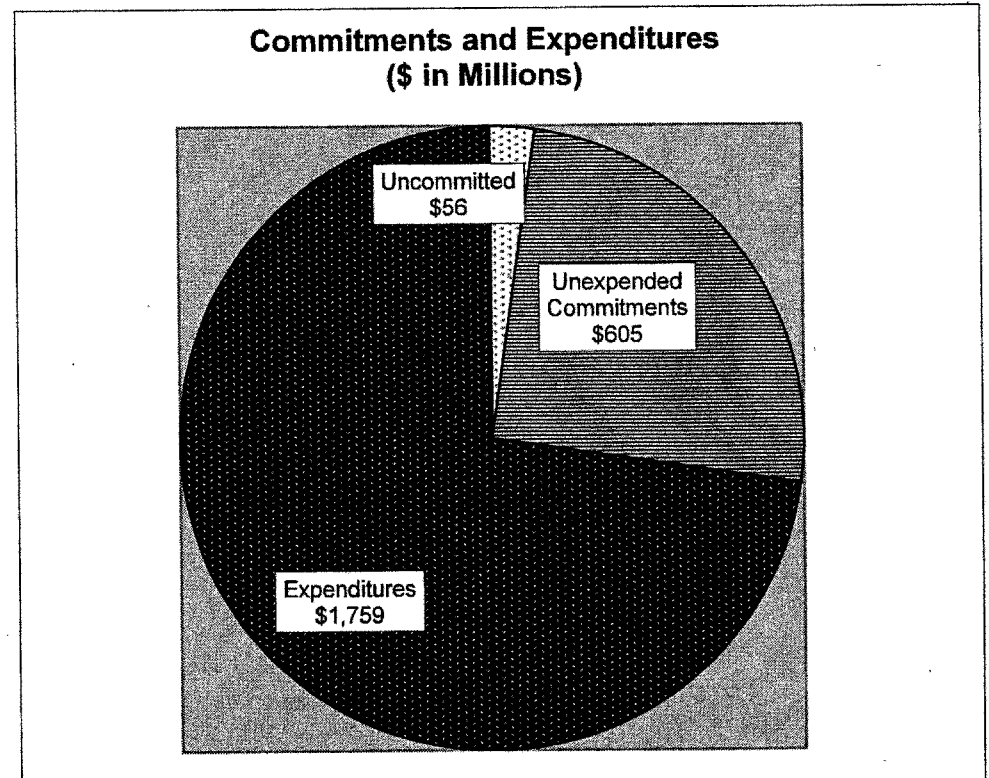
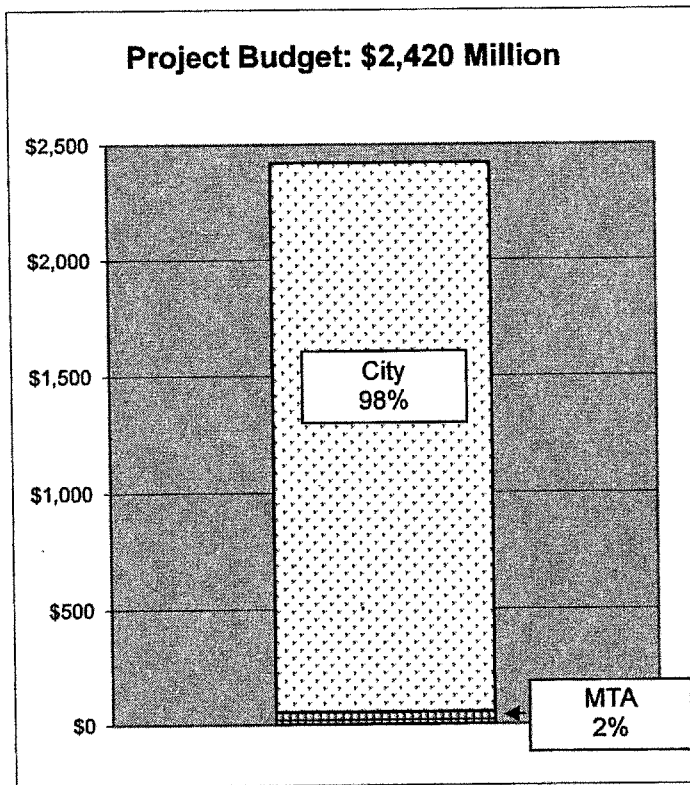
Potential Impacts from Sandy: None of MTACC's construction sites experienced any flooding or damage from Sandy and work has resumed at all sites.

7 Line Extension Status

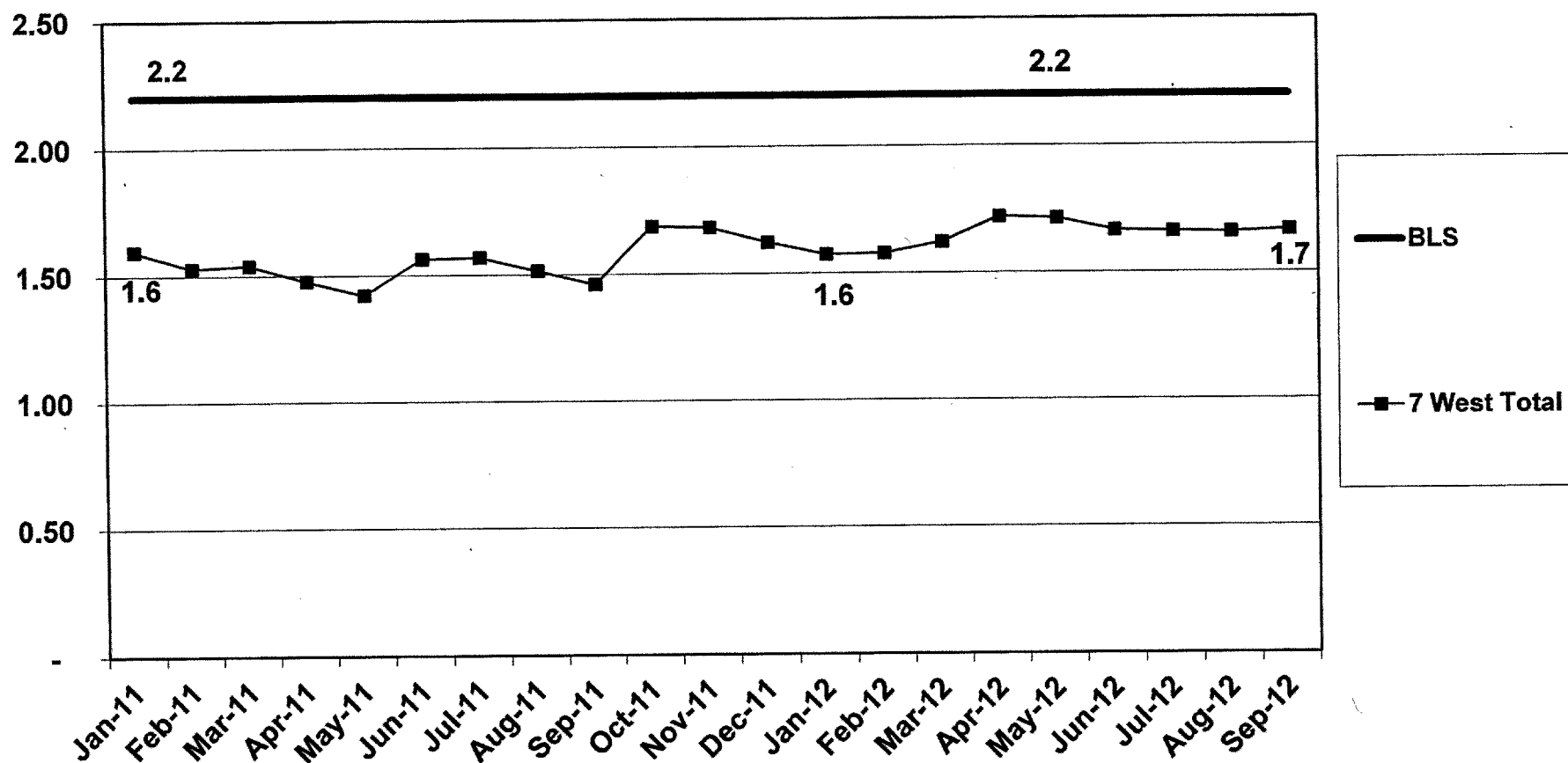
Report to the Transit Committee - November 2012
(data thru October 2012)

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	1,706
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,311	\$ 2,364	\$ 56	\$ 1,759

* 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 - November 2012

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

	Budget	Expenditures
Construction	\$ 3,503.0	\$ 1,218.4
Design	475.5	430.9
Construction Management	191.0	75.9
Real Estate	281.5	192.6
Total	\$ 4,451.0	\$ 1,917.9

	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>	369.1	360.0	9.1	270.8	Feb-2009	May-2009	Jan-2013	Jul-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	450.9	18.6	241.7	Jun-2010	Oct-2010	Oct-2013	Jan-2014
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	177.3	8.0	39.6	Jul-2010	Jan-2011	May-2014	Aug-2014
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	303.5	28.6	76.1	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	4.4	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 Procurement</i>			Nov-2012	Feb-2013	N/A	Jan-2015
86th St Station Finishes		<i>In Design</i>			Oct-2013	May-2013	N/A	Jul-2016

Potential Impacts from Sandy: None of MTACC's construction sites experienced any flooding or damage from Sandy and work has resumed at all sites.

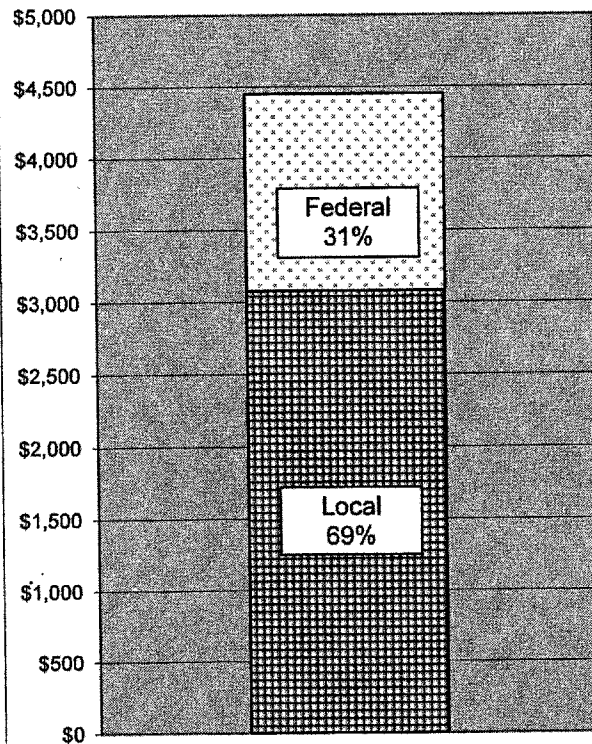
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - November 2012

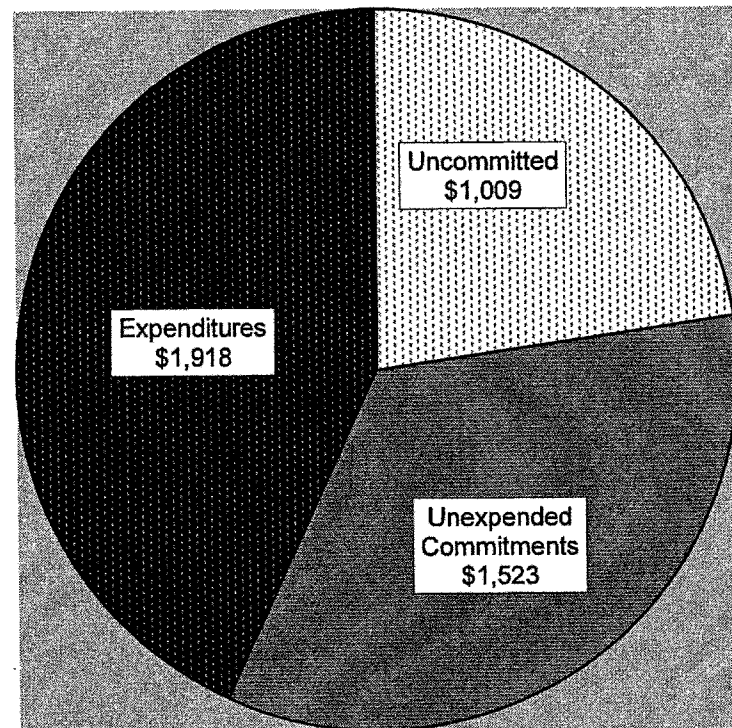
(data thru October 2012)

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	\$ 983
2005-2009	1,914	846	1,067	758	1,769	145	858
2010-2014	1,487	1,487	-	-	623	864	77
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 3,441	\$ 1,009	\$ 1,918

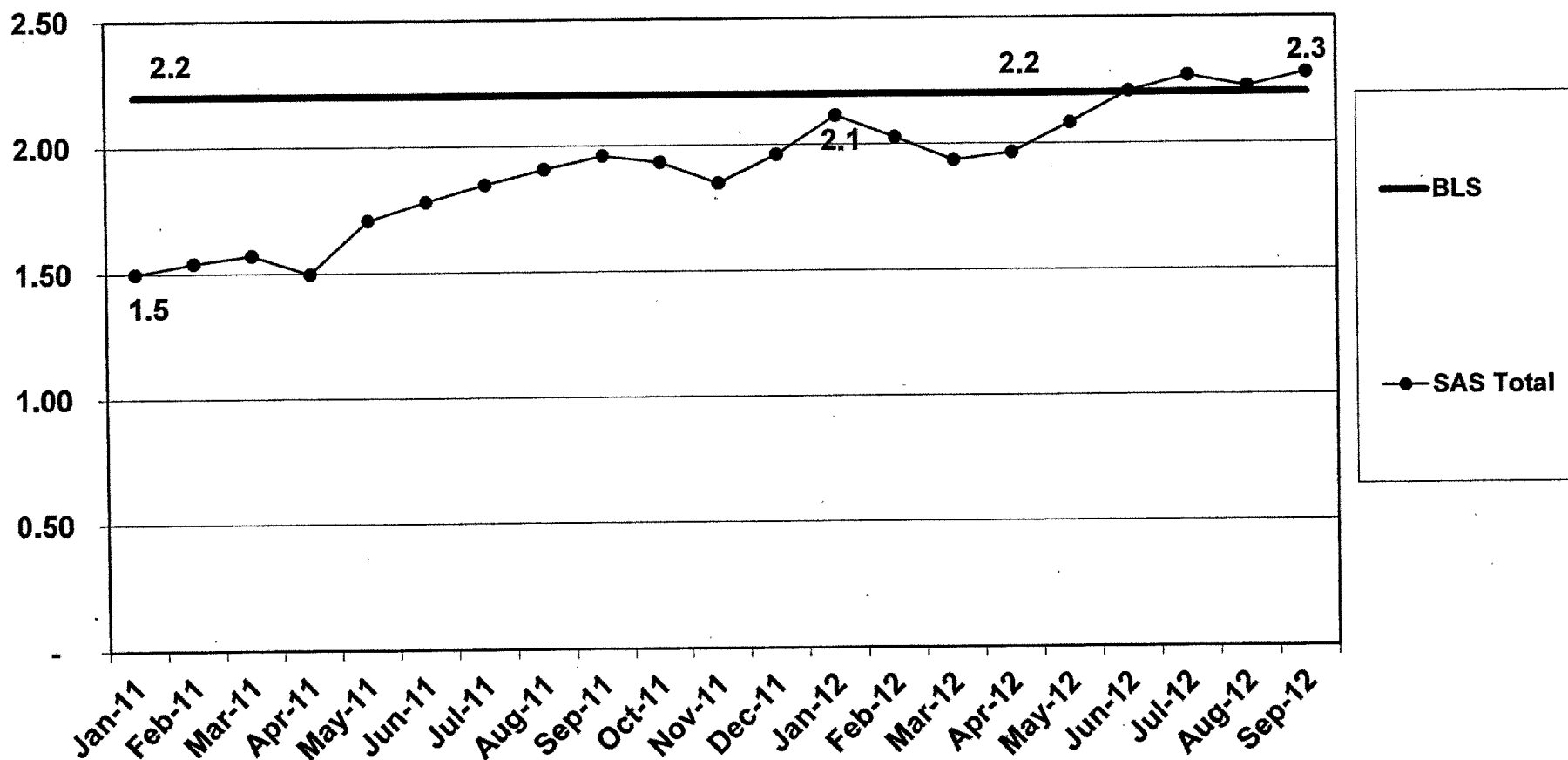
Project Budget: \$4,451 Million



Commitments and Expenditures (\$ in Millions)



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



Note:

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