



New York City Transit

Transit Committee Meeting

December 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

December 17, 2012 - 10:00 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

PUBLIC COMMENTS PERIOD

- | | |
|--|------|
| 1. APPROVAL OF MINUTES – NOVEMBER 26, 2012 | 1.1 |
| 2. COMMITTEE WORK PLAN | 2.1 |
| 3. OPERATIONS PERFORMANCE SUMMARY | 3.1 |
| 4. FINANCIAL REPORTS | |
| ➤ NYCT Financial & Ridership Report | 4.1 |
| ➤ SIR Financial & Ridership Report | 4.25 |
| ➤ Capital Program Status Report | 4.38 |
| ➤ Inventory Report | 4.47 |
| 5. PROCUREMENTS | 5.1 |
| ➤ NYCT Non-Competitive | 5.5 |
| ➤ NYCT Ratifications | 5.6 |
| ➤ MTACC Ratifications | 5.7 |
| 6. ACTION ITEMS | |
| ➤ 2013 Final Proposed NYC Transit Budget | 6.1 |
| ➤ 2013 Final Proposed SIR Budget | 6.12 |
| 7. SPECIAL REPORTS & PRESENTATIONS | |
| ➤ Metrocard | 7.1 |
| 8. STANDARD FOLLOW-UP | |
| ➤ EEO and Diversity Report-Efforts to Address Underutilization | 8.1 |
| 9. MTACC PROJECTS REPORT | 9.1 |

Date of next meeting: January 28, 2013 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
November 26, 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. Jeffrey Kay
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. David Paterson
Hon. James L. Sedore, Jr.

Hon. Robert C. Bickford
Hon. Ira R. Greenberg
Carl V. Wortendyke

The following Member was absent:

Hon. Mark Page

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

Michael Horodniceanu, President, MTA Capital Construction

I. Chairman Lebow opened the meeting and thanked Chairman Lhota, President Prendergast, senior NYCT staff, and all Transit employees for their efforts both in preparing for Hurricane Sandy and in restoring service in its wake.

II. Public Speakers

Murray Bodin commended President Prendergast and SVP Bianco on their leadership and their creativity in adopting the FASTRACK program, noting that the work done under that initiative facilitated the restoration of service after Hurricane Sandy.

William Henderson, Executive Director of the Permanent Citizens Advisory Committee to the MTA, thanked NYCT and MTA Bus for their efficiency in restoring service following the hurricane, specifically acknowledging the patience and forbearance of the bus operators who performed their duties under extraordinarily difficult conditions. He also urged the Committee to use its best efforts to reduce the current backlog in Metro Card claims and to address reduced fare issues as expeditiously as possible.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the September 2012 meeting subject to the following correction requested by Member Albert: "Bleecker Street Station" in Section IV.B. of the September Minutes should be changed to "Bleecker Street/Broadway-Lafayette Station".

There were no changes to the work plan.

IV. Presentation

President Prendergast made a presentation to the Committee on the effects of Hurricane Sandy and the preparatory and recovery measures taken in connection with the storm. He reported on the advance preparations made, including the physical hardening of the system, the establishment of an incident command center, and the use of buses to evacuate residents in at-risk neighborhoods. He informed the Committee of the scope of the storm's effect upon the system, noting in particular the significant flood damage at under-river tubes, subway stations, train yards and bus depots, and the damage to the facilities of the Staten Island Railway. He highlighted the total washout of the track structure spanning Jamaica Bay, and the serious damage to the South Ferry subway station, the 86th Street station on the Sea Beach line, and the 148th Street station on the Lenox line in Harlem, as well as the damage done to the Far Rockaway bus depot in Queens, the 126th Street and Michael J. Quill bus depots in Manhattan, and the Staten Island Railway shop in Clifton. President Prendergast also described to the Committee the continuing issues with the R, J and Z lines and the damage to the central instrument room housing signal relays in the Montague Street tube. He further outlined the three-tiered management system relied upon prior to and during the hurricane and described the additional measures taken to alleviate some of the effects of subway disruption, including increasing bus service and offering customers a large scale bus bridge between Manhattan and Brooklyn.

In response to an inquiry from Member Albert, President Prendergast informed the Committee that the shuttle from Far Rockaway to Howard Beach runs non-stop.

President Prendergast advised the Committee that latent issues associated with the floodwater damage could emerge in the future and negatively affect equipment failure rates. He also described the productive collaboration between Con Edison and NYCT's Operations Planning Division and the significant public outreach and informational efforts made by the Authority. President Prendergast expressed his concurrence with Governor Cuomo's statement that a proactive and comprehensive approach to protecting the system from future storms was necessary, and described some measures that could be considered to achieve this end. He also reiterated Chairman Lhota's perspective that it is necessary to reach out to other stakeholders at the state and federal level for assistance.

In response to an inquiry from Member Moerdler, President Prendergast informed the Committee that the only rolling stock that was damaged were eight subway cars, and that the bulk of the expenses incurred were associated with damage to infrastructure and with preparing for and mitigating the effects of the storm.

IV. Agenda Items

A. Operations Report

Chair Lebow noted that, while the Agenda for the November Committee meeting covered data from both August and September, presentations to the Committee would focus on September alone.

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

In response to an inquiry from Member Albert, SVP Bianco informed the Committee that delays in ② line on-time performance were attributable to a few discrete delay events and not to the reliability of the R142 and R142A subway cars.

Vice President Kennedy presented the monthly Safety Report, noting that subway customer safety results for the month of August and employee safety results for the month of September were not available for inclusion in the Agenda due to the closing of Two Broadway following the hurricane.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to an inquiry from Member Moerdler, Chief Fox noted that the increase in the number of felonies was attributable to thefts of electronic devices. He also responded to Member Moerdler's suggestion that a means for tracking repeat offenders be established, noting that individuals can be tracked through the District Attorneys' offices. Member Moerdler also urged that a separate Transit court be created, and expressed his opinion that

the state legislature should require all Smart Phones to have safety devices that allow them to be tracked if stolen. Chief Fox commented on the fact that the trend is improving and that there has been a reduction in the number of crimes over the last four months.

B. Financial Reports

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

- Financial and Ridership Report
- Capital Program Status

C. Procurements

VP Plochochi introduced to the Committee the NYCT and MTACC procurement agenda, which consisted of 19 procurement action items totaling \$54.9 Million in proposed expenditures and a resolution to authorize an expedited change order process for the R179 train procurement.

In response to an inquiry from Member Moerdler regarding the request for expedited processing of R179 change orders, VP Plochochi explained that all change orders are negotiated to ensure that a fair and reasonable price is agreed upon, and that audits are performed on all change orders in excess of \$1 Million. President Prendergast further addressed Member Moerdler's concern by explaining that audits are also performed prior to contract closeout and that, if warranted, a corrective adjustment could be made at that time by withholding monies from retainage amounts.

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

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

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

Peter Cafiero, Chief, Operations Planning, informed the Committee of the subway schedule changes that will become effective in the summer of 2013.

Chair Lebow and President Prendergast noted the importance of the role played by the Operations Planning Division in coordinating the restoration of service after the hurricane.

VI. Special Reports and Presentations

The Metro Card Reports for August and September, and the 2013 Preliminary NYCT and SIR Budgets were presented to the Committee for information.

VII. Standard Follow-Up Reports

President Prendergast presented the Elevator and Escalator Performance Report and the Transit Adjudication Bureau Report for the Committee's information, noting that the EEO and Diversity Reports on Workforce Utilization would not be presented until December.

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 7 Extension projects.

In response to an inquiry from Member Greenberg regarding an increase in the lost time injury rate on the Second Avenue Subway project, President Horodniceanu informed the Committee that MTACC would be working with the contractor to ascertain the cause of the increase and to reverse the trend.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary

2. COMMITTEE WORK PLAN



2012 Transit Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes
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

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
Enclosed for Committee Review

Office of the EVP



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

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

The Transit Committee Work Plan for 2013 is enclosed for Committee Review and Comment. The plan will be presented for approval in January 2013.



2012 Transit Committee Work Plan (Showing Changes Proposed for 2013)

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2012

Approval of 2012 NYC Transit
Committee Work Plan

Committee Chair & Members

February 2012

All Reports Moved to March 2013 & MTA Bus Reports Added

Preliminary Review of NYC Transit 2011 Operating Results	Management & Budget
Preliminary Review of SIR 2011 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2012-2015	Management & Budget
SIR Adopted Budget/Financial Plan 2012-2015	Management & Budget
Service Quality Indicators (including PES)	Operations Planning
ADA Compliance Report	Capital Program Management
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law

March 2012

EEO & Diversity Report – 2011 Year-End Report

EEO & Human Resources

April 2012

Final Review of NYC Transit 2011 Operating Results
Final Review of SIR 2011 Operating Results

Management & Budget
Management & Budget

II. SPECIFIC AGENDA ITEMS

Responsibility

May 2012

All Reports Moved to June 2013

EEO & Diversity Report – Workforce, New Hires & Complaints
Elevator & Escalator Service Report
Transit Adjudication Bureau Report

EEO & Human Resources
Subways
Law

June 2012

July 2012

August 2012

No Meetings Held

September 2012

MTA Bus Reports Added to September 2013

Public comment/Committee review of budget
2012 NYC Transit Mid-Year Forecast Monthly Allocation
2012 SIR Mid-Year Forecast Monthly Allocation
2013 Preliminary NYC Transit Budget
2013 Preliminary SIR Budget
Service Quality Indicators (including PES)
Elevator & Escalator Service Report
Transit Adjudication Bureau Report
EEO & Diversity Report – Efforts to Address Underutilization

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

October 2012

All Reports Moved to November 2013 & MTA Bus Reports Added

Public Comment/Committee review of budget
2013 Preliminary NYC Transit Budget
2013 Preliminary SIR Budget
EEO & Diversity Report – Efforts to Address Underutilization

Management & Budget
Management & Budget
EEO & Human Resources

November 2012

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

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

December 2012

MTA Bus Report Added to December 2013

2013 Final Proposed NYC Transit Budget
2013 Final Proposed SIR Budget

Management & Budget
Management & Budget



Draft 2013 Transit Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2013

Approval of 2013 Transit Committee
Work Plan

Committee Chair & Members

March 2013

Preliminary Review of NYC Transit 2012 Operating
Results
Preliminary Review of SIR 2012 Operating Results
Preliminary Review of MTA Bus 2012 Operating Results
NYC Transit Adopted Budget/Financial Plan 2013-2016
SIR Adopted Budget/Financial Plan 2013-2016
MTA Bus Adopted Budget/Financial Plan 2013-2016
NYC Transit Service Quality Indicators & PES
(including MTA Bus PES)
ADA Compliance Report
Elevator & Escalator Service Report
Transit Adjudication Bureau Report
2012 Year-End Safety Report and 2013 Safety Agenda
EEO & Diversity Report – 2012 Year-End Report

Management & Budget

Management & Budget

Management & Budget

Management & Budget

Management & Budget

Management & Budget

Operations Planning

Capital Program Management

Subways

Law

System Safety

EEO & Human Resources

April 2013

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

Management & Budget

Management & Budget

Management & Budget

II. SPECIFIC AGENDA ITEMS

Responsibility

June 2013

Elevator & Escalator Service Report
Transit Adjudication Bureau Report
EEO & Diversity Report

Subways
Law
EEO & Human Resources

July 2013

September 2013

Public comment/Committee review of budget
2013 NYC Transit Mid-Year Forecast Monthly Allocation
2013 SIR Mid-Year Forecast Monthly Allocation
2013 MTA Bus Mid-Year Forecast Monthly Allocation
2014 Preliminary NYC Transit Budget
2014 Preliminary SIR Budget
2014 Preliminary MTA Bus Budget
NYC Transit Service Quality Indicators & PES
(including MTA Bus PES)
Elevator & Escalator Service Report
Transit Adjudication Bureau Report
EEO & Diversity Report

Management & Budget
Management & Budget
Management & Budget
Management & Budget
Management & Budget
Management & Budget
Operations Planning

Subways
Law
EEO & Human Resources

November 2013

Public comment/Committee review of budget
Charter for Transit Committee
2014 Preliminary NYC Transit Budget
2014 Preliminary SIR Budget
2014 Preliminary MTA Bus Budget
Elevator & Escalator Service Report
Transit Adjudication Bureau Report

Law
Management & Budget
Management & Budget
Management & Budget
Subways
Law

December 2013

2014 Final Proposed NYC Transit Budget
2014 Final Proposed SIR Budget
2014 Final Proposed MTA Bus Budget
EEO & Diversity Report

Management & Budget
Management & Budget

EEO & Human Resources



Draft 2013 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

JANUARY 2013

Approval of Committee Work Plan

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

MARCH 2013

Preliminary Review of NYC Transit's 2012 Operating Results

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

Preliminary Review of SIR 2012 Operating Results

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

Preliminary Review of MTA Bus 2012 Operating Results

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

Adopted Budget/Financial Plan 2013-2016

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

SIR Adopted Budget/Financial Plan 2013-2016

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

MTA Bus Adopted Budget/Financial Plan 2013-2016

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

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

II. SPECIFIC AGENDA ITEMS (con't)

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

2012 Year-End Safety Report and 2013 Safety Agenda

2012 year-end figures for customer injuries, collisions and employee lost time restricted duty injuries will be presented along with New York City Transit and MTA Bus safety goals for 2013. The report will also provide detail on important safety programs that are underway or planned.

EEO & Diversity Report- 2012 Year-End Report

A detailed year-end 2012 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's Equal Employment Opportunity and Diversity efforts.

APRIL 2013

Final Review of NYC Transit 2012 Operating Results

NYC Transit will review the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of SIR 2012 Operating Results

NYC Transit will review SIR's prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of MTA Bus 2012 Operating Results

NYC Transit will review MTA Bus' prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

JUNE 2013

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's Equal Employment Opportunity and Diversity efforts.

II. SPECIFIC AGENDA ITEMS (con't)

JULY 2013

SEPTEMBER 2013

2013 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2013 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2013 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2013 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2013 MTA Bus Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of MTA Bus' 2013 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2014 NYC Transit Preliminary Budget

Public comments will be accepted on the 2014 Preliminary Budget.

2014 SIR Preliminary Budget

Public comments will be accepted on the 2014 Preliminary Budget.

2014 MTA Bus Preliminary Budget

Public comments will be accepted on the 2014 Preliminary Budget.

Service Quality Indicators / PES Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's Equal Employment Opportunity and Diversity efforts.

II. SPECIFIC AGENDA ITEMS (con't)

NOVEMBER 2013

Charter for Transit Committee

Once annually, the Transit Committee will be presented with the Committee Charter and will be asked to formally adopt it for use.

2014 Preliminary NYC Transit Budget

Public comments will be accepted on the 2014 Preliminary Budget.

2014 SIR Preliminary Budget

Public comments will be accepted on the SIR 2014 Preliminary Budget.

2014 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2014 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 2013

2014 Final Proposed NYC Transit Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2014.

2014 Final Proposed SIR Budget

The Committee will recommend action to the Board on the SIR Final Proposed Budget for 2014.

2014 Final Proposed MTA Bus Budget

The Committee will recommend action to the Board on the MTA Bus Final Proposed Budget for 2014.

EEO & Diversity Report

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's Equal Employment Opportunity and Diversity efforts.

3. OPERATIONS PERFORMANCE SUMMARY

Monthly Operations Report

Statistical results for the month of October 2012 are shown below. Details on each indicator are provided on the following pages.

Subways

Indicator	Current Month: October 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Weekday Wait Assessment (charts 1-2)				79.5%	78.5%	+1.0%
IRT Weekday Wait Assessment - ATS-A lines (1 thru 6 lines)	76.7%	73.9%	+2.8%			
IRT Weekday Wait Assessment - (All Lines)				76.9%	74.2%	+2.7%
BMT Weekday Wait Assessment	82.7%	81.4%	+1.3%	81.5%	81.4%	+0.1%
IND Weekday Wait Assessment	82.9%	76.6%	+6.3%	79.7%	79.4%	+0.3%
System Weekend Wait Assessment (charts 3)				85.1%	82.4%	+2.7%
IRT Weekend Wait Assessment - ATS-A lines (1 thru 6 lines)	86.2%	+82.0%	+4.2%			
IRT Weekend Wait Assessment - (All Lines)				85.2%	81.7%	+3.5%
BMT Weekend Wait Assessment	91.1%	+83.1%	+8.0%	86.8%	86.6%	+0.2%
IND Weekend Wait Assessment	84.8%	+80.5%	+4.3%	83.4%	79.1%	+4.3%
System Weekday Terminal On-Time Performance (charts 4-5)	82.6%	84.5%	-1.9%	84.0%	N/A	N/A
IRT Weekday Terminal On-Time Performance	74.1%	77.4%	-3.3%	77.4%	N/A	N/A
BMT Weekday Terminal On-Time Performance	90.7%	90.9%	-0.2%	90.6%	N/A	N/A
IND Weekday Terminal On-Time Performance	86.2%	88.2%	-2.0%	86.5%	N/A	N/A
System Number of Terminal Delays (chart 6)	24,532	22,741	+7.9%	23,591	N/A	N/A
System Weekend Terminal On-Time Performance (Chart 7-8)	87.7%	82.8%	+4.9%	88.4%	N/A	N/A
IRT Weekend Terminal On-Time Performance	81.1%	75.3%	+5.8%	82.7%	N/A	N/A
BMT Weekend Terminal On-Time Performance	93.0%	91.2%	+1.8%	93.9%	N/A	N/A
IND Weekend Terminal On-Time Performance	90.6%	83.3%	+7.3%	89.9%	N/A	N/A
System Number of Weekend Terminal Delays (chart 9)	4,793	8,648	-44.6%	5,315	N/A	N/A
Mean Distance Between Failures (charts 10-12)	147,905	169,616	-12.8%	164,538	171,655	-4.1%
IRT Mean Distance Between Failures	141,962	168,114	-15.6%	149,886	167,248	-10.4%
BMT Mean Distance Between Failures	174,268	195,329	-10.8%	214,695	214,779	-0.0%
IND Mean Distance Between Failures	138,470	155,157	-10.8%	155,690	153,024	+1.7%
System Weekday Service-KPI (charts 13-14)	82.2%	82.5%	-0.3%			
IRT Weekday Service-KPI	77.3%	77.7%	-0.4%			
BMT Weekday Service-KPI	86.1%	86.1%	0.0%			
IND Weekday Service-KPI	83.0%	83.3%	-0.3%			
System Weekday PES-KPI (charts 15-17)	90.8%	91.1%	-0.3%			
Staten Island Railway						
24 Hour On-Time Performance	93.3%	94.5%	-1.3%	95.0%	95.0%	0.0%
AM Rush On-Time Performance	96.4%	91.8%	+5.0%	98.1%	95.4%	+2.8%
PM Rush On-Time Performance	96.5%	97.8%	-1.3%	98.0%	98.2%	-0.2%
Percentage of Completed Trips	99.0%	99.2%	-0.2%	99.3%	98.7%	+0.6%
Mean Distance Between Failures	94,071	97,285	-3.3%	94,306	198,754	-52.6%
Staten Island Railway PES-KPI (charts 18)	91.6%	84.4%	+7.2%			

Safety

Indicator	Current Month: October 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents/Million Customers (chart 19) ¹	2.69	2.77	-2.9%	2.77	3.03	-8.6%
Subway Customer Injuries/Million Customers (chart 20) ¹	3.10	2.81	+10.3%	2.81	3.10	-9.4%
Subway Collisions (chart 21) ^{2,4}	0	1	-100.0%	0	4	-100.0%
Subway Derailments (chart 22) ^{2,4}	0	0		1	3	-66.7%
Subway Fires (charts 23-24) ²	69	93	-25.8%	807	1076	-25.0%
Employee On-Duty Lost-Time Accidents (chart 25)	2.71	3.48	-22.1%	3.12	3.40	-8.2%
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	2.78	2.68	+3.7%	2.78	2.99	-7.0%
Subway Customer Injuries/Million Customers (chart 20) ¹	2.82	2.69	+4.8%	2.79	3.06	-8.8%
Subway Collisions (chart 21) ^{2,4}	0	0		1	3	-66.7%
Subway Derailments (chart 22) ^{2,4}	1	1	0.0%	1	3	-66.7%
Subway Fires (charts 23-24) ²	61	72	-15.3%	831	1056	-21.3%
Employee On-Duty Lost-Time Accidents (chart 25)	2.43	3.12	-22.1%	3.16	3.36	-6.0%

Crime

Indicator	Current Month: November 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies (Attachments 26-28) ^{3,4}	210	236	-11.0%	2,465	2,312	+6.6%
Robberies ^{3,4}	51	66	-22.7%	727	709	+2.5%

¹ Current month data are for September 2012.

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

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

⁴ Current month data are for November 2012.

Monthly Departmental Update

Department of Subways

FASTRACK

The 2012 FastTrack program concluded October 26th, with a total of 15 weeks of work completed. (The FastTrack work planned for the week of November 5th was cancelled due to Super Storm Sandy).

Car Equipment

Two new snow throwers were received in November, with two more due by the end of December.

The second production R156 locomotive is under testing in Boise Idaho, with shipment scheduled for the last week of December.

A consultant contract was awarded to CH2M Hill to support technical evaluations and specifications of the next generation of subway cars (R211).

Station Environment & Operations

The Work Experience Program (WEP) has 961 participants to date, towards a goal of 1,500.

Maintenance of Way

Switch work was completed at New Lots Avenue on the Eastern Parkway Line.

Open-cut work is in progress on the Brighton Line north of Sheepshead Bay, with 255 concrete tie panels installed on this line year-to-date.

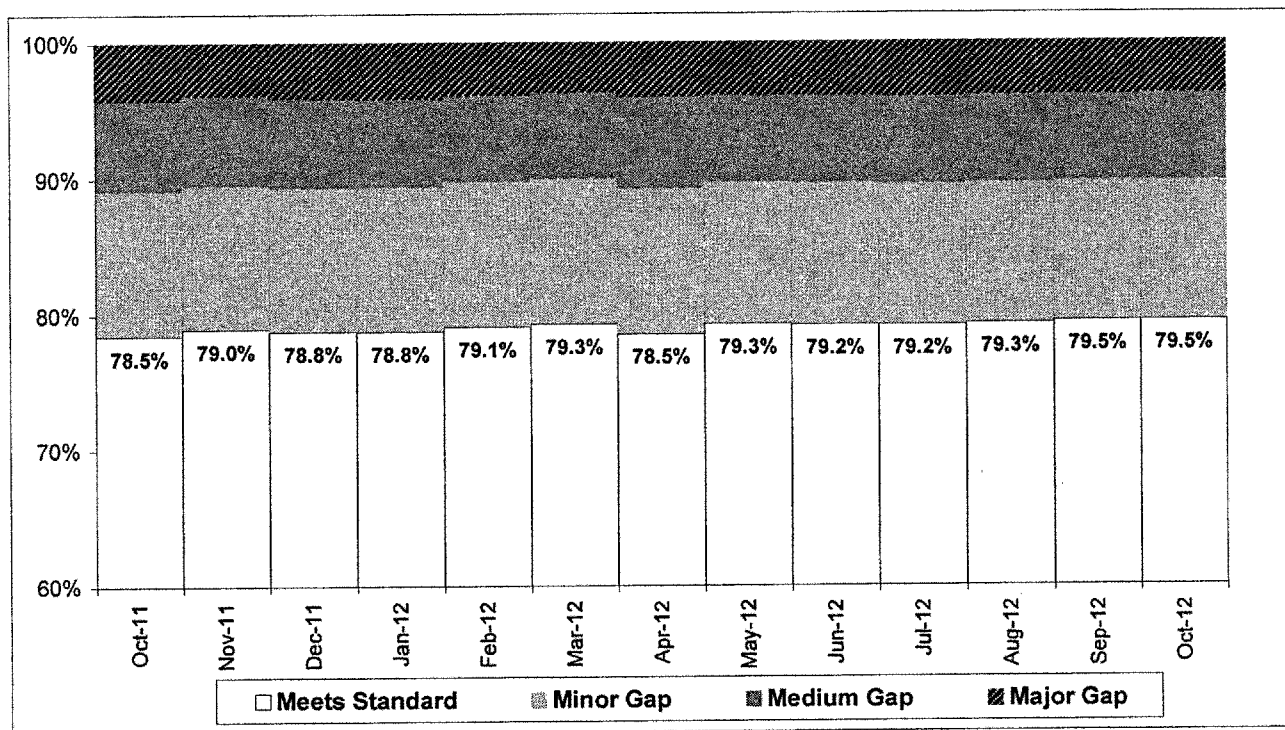
Component renewal work was completed north of 47th-50th Street/Rockefeller Center, and at 149th Street on the Jerome Line.

Staten Island Railway

Repair work on the Amboy Road Bridge adjacent to the Huguenot Station was completed in October, and work adjacent to the Bay Terrace Station is estimated to be completed in December.

The second phase of the Micro-tunneling project is underway to continue replacement of water mains that supply Staten Island from Brooklyn.

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>	
Nov '11-Oct '12	79.5%	10.2%	6.4%	3.9%	2012 GOAL: 79.2%
Nov '10-Oct '11	78.5%	10.7%	6.6%	4.2%	2011 ACTUAL: 78.8%

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

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

Nov '11-Oct '12					Nov '10-Oct '11				
Line	Meets Standard	Headways*			Meets Standard	Meets Minor	Headways*		Standard Difference
		Minor	Medium	Major			Minor	Medium	
①	84.9%	7.2%	4.3%	3.6%	79.8%	10.3%	6.3%	3.6%	+5.1%
②	74.5%	10.9%	8.5%	6.1%	72.6%	11.3%	9.0%	7.1%	+1.9%
③	77.6%	10.5%	6.8%	5.1%	75.9%	11.1%	7.5%	5.6%	+1.7%
④	73.1%	10.0%	8.1%	8.7%	70.8%	10.6%	9.3%	9.3%	+2.3%
⑤	71.0%	9.9%	8.8%	10.3%	69.3%	10.9%	9.1%	10.7%	+1.7%
⑥	79.0%	8.1%	5.9%	7.0%	74.7%	9.9%	7.6%	7.8%	+4.3%
⑦	78.0%	12.4%	7.0%	2.6%	76.3%	12.3%	7.8%	3.6%	+1.7%
⑤ 42nd	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	
IRT	76.9%	9.8%	7.1%	6.2%	74.2%	10.9%	8.1%	6.8%	+2.7%
③	79.4%	12.0%	6.3%	2.4%	78.9%	11.4%	6.2%	3.5%	+0.5%
③ ②	82.4%	9.7%	6.0%	1.9%	82.6%	9.9%	5.5%	2.0%	-0.2%
③	80.4%	11.5%	6.2%	1.8%	79.8%	12.2%	5.8%	2.2%	+0.6%
③	78.1%	12.3%	7.2%	2.3%	79.0%	12.3%	6.7%	2.1%	-0.9%
③	79.5%	12.1%	6.0%	2.4%	77.7%	11.9%	7.4%	2.9%	+1.8%
③	79.8%	11.6%	6.0%	2.6%	78.4%	11.6%	6.3%	3.6%	+1.4%
⑤ Fkin	96.1%	2.9%	0.9%	0.1%	96.8%	2.5%	0.5%	0.2%	-0.7%
③	76.7%	11.1%	8.6%	3.6%	78.2%	10.8%	7.2%	3.8%	-1.5%
BMT	81.5%	10.4%	5.9%	2.1%	81.4%	10.3%	5.7%	2.5%	+0.1%
③	73.0%	10.5%	9.4%	7.1%	73.2%	10.7%	9.0%	7.1%	-0.2%
⑤ Rock	93.1%	5.1%	1.1%	0.6%	93.4%	5.5%	1.0%	0.1%	-0.3%
③	79.6%	11.2%	6.0%	3.2%	81.0%	11.6%	5.7%	1.7%	-1.4%
③	78.8%	12.4%	6.1%	2.7%	79.2%	11.5%	6.3%	3.1%	-0.4%
③	75.5%	11.5%	8.4%	4.6%	73.4%	12.2%	8.6%	5.9%	+2.1%
③	73.7%	11.3%	9.4%	5.5%	74.1%	12.2%	8.4%	5.3%	-0.4%
③	84.2%	10.9%	3.5%	1.4%	81.7%	12.5%	4.3%	1.5%	+2.5%
IND	79.7%	10.4%	6.3%	3.6%	79.4%	10.9%	6.2%	3.5%	+0.3%
Systemwide	79.5%	10.2%	6.4%	3.9%	78.5%	10.7%	6.6%	4.2%	+1.0%

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)

Nov '11-Oct '12					Nov '10-Oct '11				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	GAP			Minor	GAP		
			Medium	Major			Medium	Major	
①	89.7%	7.4%	2.4%	0.5%	85.7%	9.7%	3.7%	1.0%	+4.0%
②	84.5%	8.9%	4.8%	1.8%	79.9%	11.1%	7.0%	2.1%	+4.6%
③	88.5%	7.2%	2.2%	2.1%	90.7%	7.0%	1.7%	0.5%	-2.2%
④	78.3%	9.2%	6.1%	6.5%	75.3%	11.7%	8.3%	4.7%	+3.0%
⑤	90.6%	5.6%	3.4%	0.4%	78.1%	9.9%	5.3%	6.8%	+12.5%
⑥	85.7%	8.0%	4.4%	1.8%	82.3%	10.5%	5.1%	2.1%	+3.4%
⑦	78.8%	13.4%	6.5%	1.3%	79.7%	12.3%	4.9%	3.0%	-0.9%
Ⓢ 42nd	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A
IRT	85.2%	8.5%	4.3%	2.1%	81.7%	10.3%	5.1%	2.9%	+3.5%
Ⓜ ①	88.0%	8.2%	2.9%	1.0%	90.1%	7.7%	2.0%	0.2%	-2.1%
Ⓜ ②	86.3%	8.8%	3.5%	1.4%	85.9%	11.1%	2.2%	0.8%	+0.4%
Ⓜ ③	87.1%	8.0%	4.1%	0.7%	79.6%	11.5%	5.3%	3.6%	+7.5%
Ⓜ ④	84.4%	11.2%	3.6%	0.8%	83.8%	10.7%	4.4%	1.1%	+0.6%
Ⓢ Fkln	95.1%	4.0%	0.7%	0.2%	99.1%	0.9%	0.0%	0.0%	-4.0%
Ⓜ ⑤	79.8%	14.2%	4.7%	1.4%	81.3%	12.2%	3.9%	2.7%	-1.5%
BMT	86.8%	9.1%	3.2%	0.9%	86.6%	9.0%	3.0%	1.4%	+0.2%
Ⓐ	76.2%	11.9%	8.3%	3.6%	79.5%	9.0%	8.8%	2.7%	-3.3%
Ⓒ	85.5%	9.3%	4.6%	0.6%	76.6%	12.1%	9.0%	2.3%	+8.9%
Ⓓ	81.6%	11.7%	5.5%	1.2%	79.0%	12.7%	6.1%	2.2%	+2.6%
Ⓔ	86.6%	7.6%	2.8%	3.0%	76.8%	13.7%	4.8%	4.8%	+9.8%
Ⓕ	82.1%	11.3%	5.8%	0.8%	76.4%	13.4%	8.4%	1.7%	+5.7%
Ⓖ	88.1%	9.1%	1.9%	0.8%	86.6%	11.3%	1.9%	0.2%	+1.5%
IND	83.4%	10.2%	4.8%	1.7%	79.1%	12.0%	6.5%	2.3%	+4.3%
Systemwide	85.1%	9.2%	4.1%	1.6%	82.4%	10.5%	4.9%	2.2%	+2.7%

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 Ⓜ and Rockaway Shuttle are not reported as sufficient sample was not collected.

*** Headway Definitions:**

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

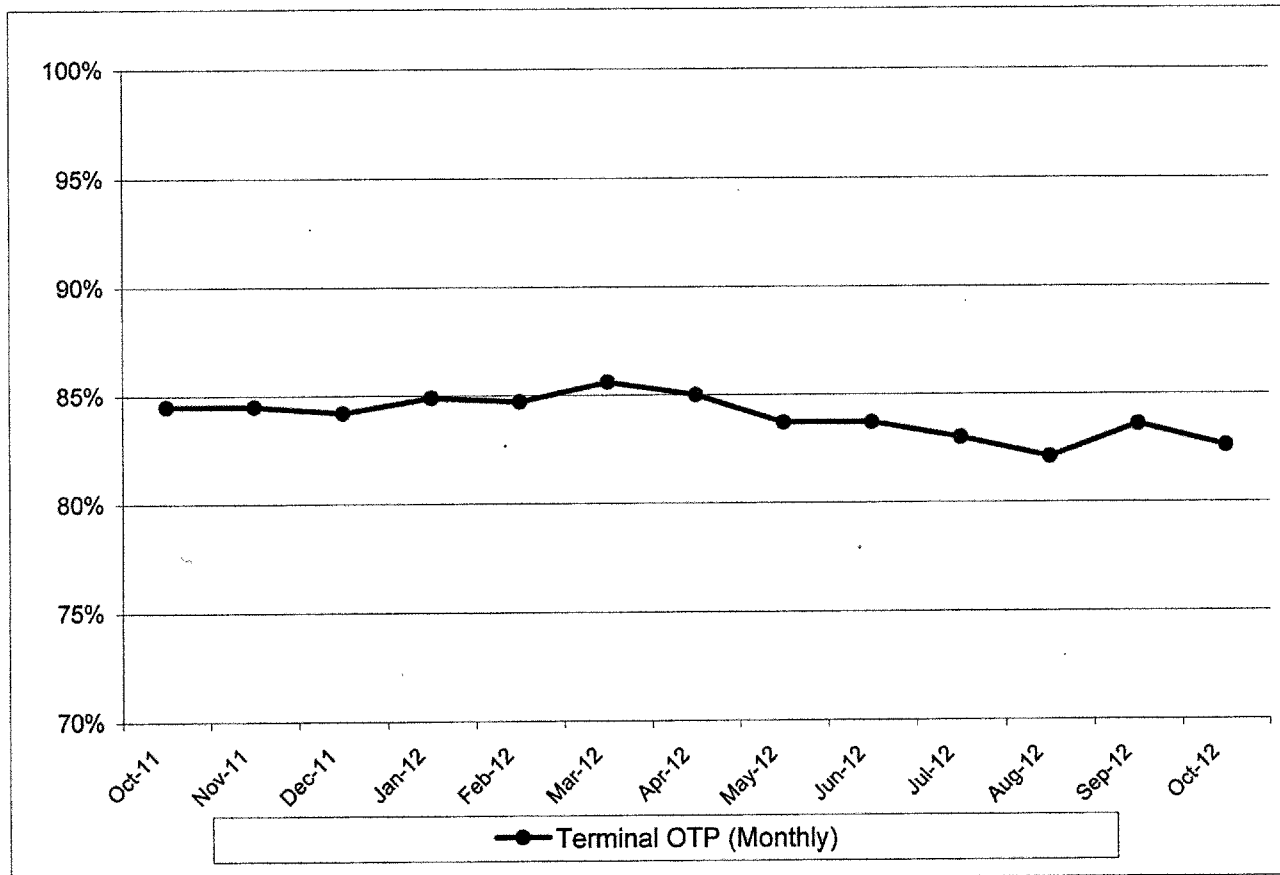
Minor Gap: from 25% to 50% over scheduled headway

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

Oct 2012: 82.6%
Oct 2011: 84.5%
12-Mon Avg: 84.0%
Nov '11-Oct '12)

IRT Monthly Results

Oct 2012: 74.1%
Oct 2011: 77.4%
12-Mon Avg: 77.4%
Nov '11-Oct '12)

BMT Monthly Results

Oct 2012: 90.7%
Oct 2011: 90.9%
12-Mon Avg: 90.6%
Nov '11-Oct '12)

IND Monthly Results

Oct 2012: 86.2%
Oct 2011: 88.2%
12-Mon Avg: 86.5%
Nov '11-Oct '12)

Discussion of Results

In October 2012, Right Of Way (5,978 delays), Track Gangs (4,853 delays), and Over Crowding (4,586 delays) were the highest categories of delays, representing 62.8% of the total (24,532) delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Oct '12</u>	<u>Oct '11</u>	<u>% Difference</u>
①	87.3%	91.4%	-4.1%
②	54.6%	62.7%	-8.1%
③	67.6%	74.3%	-6.7%
④	59.7%	62.5%	-2.8%
⑤	61.3%	62.9%	-1.6%
⑥	76.9%	76.9%	+0.0%
⑦	91.2%	93.7%	-2.5%
⑤ 42 St	N/A*	N/A*	
IRT	74.1%	77.4%	-3.3%
①	85.0%	87.6%	-2.6%
① ②	96.7%	95.2%	+1.5%
①	95.4%	97.8%	-2.4%
①	89.7%	90.1%	-0.4%
①	81.8%	81.4%	+0.4%
①	88.0%	88.9%	-0.9%
⑤ Fkln	97.5%	99.6%	-2.1%
①	89.7%	85.6%	+4.1%
BMT	90.7%	90.9%	-0.2%
①	81.4%	83.5%	-2.1%
⑤ Rock	95.8%	96.9%	-1.1%
①	86.9%	91.2%	-4.3%
①	86.1%	89.8%	-3.7%
①	86.6%	88.4%	-1.8%
①	83.2%	82.6%	+0.6%
①	92.8%	95.0%	-2.2%
IND	86.2%	88.2%	-2.0%
Systemwide	82.6%	84.5%	-1.9%

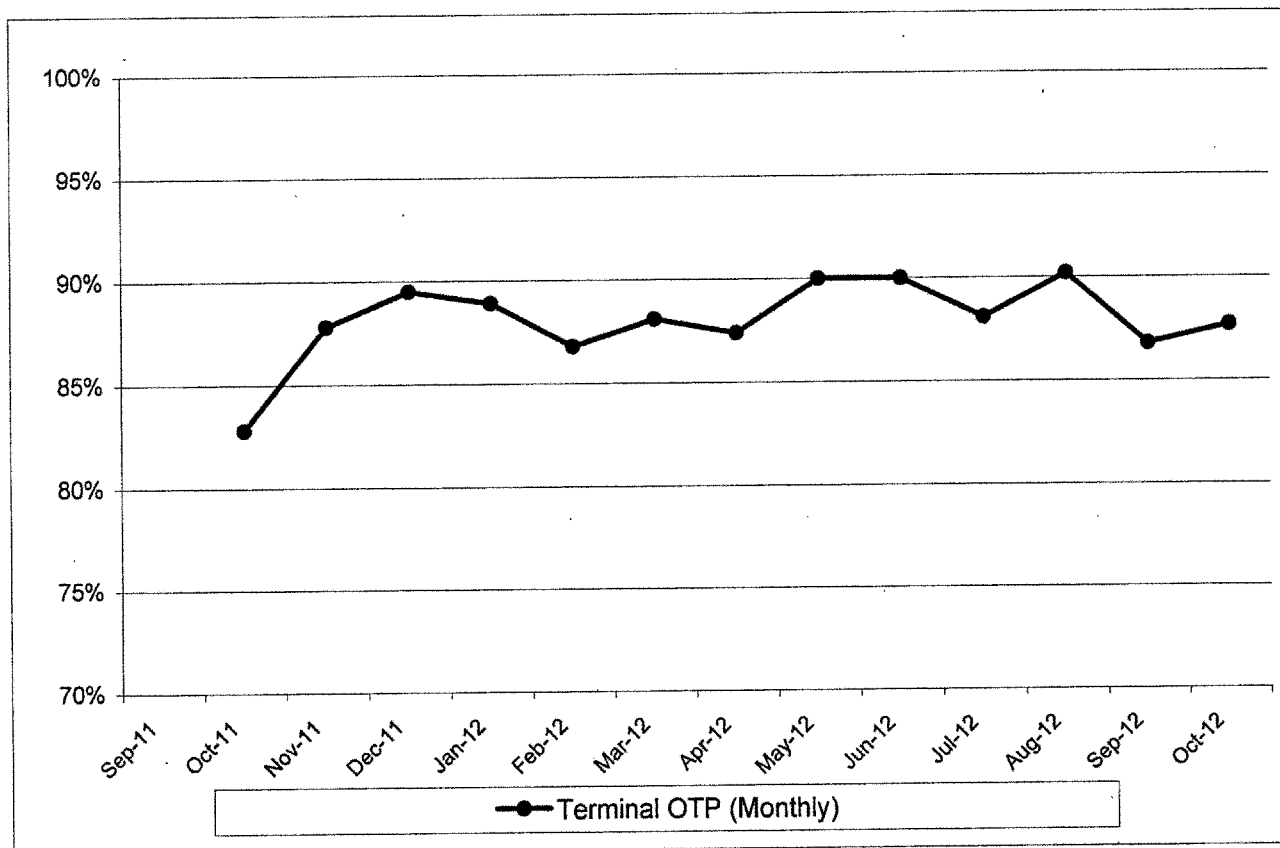
* Performance data unavailable pending ATS system software upgrade.

Weekday Terminal Delays Systemwide Summary October 2012

<u>Categories</u>	<u>Delays</u>
ROW Delays	5,978
Track Gangs	4,853
Over Crowding	4,586
Sick Customer	2,535
Police	1,717
Car Equipment	1,669
Work Equipment/G.O.	1,152
Unruly Customer	649
Fire	421
Employee	273
Operational Diversions	241
Inclement Weather	201
External	147
Infrastructure	92
Collision/Derailment	17
Total Delays	24,532

*** 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

Oct 2012: 87.7%
Oct 2011: 82.8%
12-Mon Avg: 88.4%
(Nov '11-Oct '12)

IRT Monthly Results

Oct 2012: 81.1%
Oct 2011: 75.3%
12-Mon Avg: 82.7%
(Nov '11-Oct '12)

BMT Monthly Results

Oct 2012: 93.0%
Oct 2011: 91.2%
12-Mon Avg: 93.9%
(Nov '11-Oct '12)

IND Monthly Results

Oct 2012: 90.6%
Oct 2011: 83.3%
12-Mon Avg: 89.9%
(Nov '11-Oct '12)

Discussion of Results

In October 2012, Track Gangs (1,535 delays), Right Of Way (832 delays), and Over Crowding (665 delays) were the highest categories of delays, representing 63.3% of the total (4,793) delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Oct '12</u>	<u>Oct '11</u>	<u>% Difference</u>
①	84.8%	92.3%	-7.5%
②	59.7%	42.1%	+17.6%
③	81.3%	94.5%	-13.2%
④	63.3%	66.4%	-3.1%
⑤	95.2%	66.4%	+28.8%
⑥	75.5%	81.2%	-5.7%
⑦	98.5%	77.2%	+21.3%
⑤ 42 St	N/A*	N/A*	
IRT	81.1%	75.3%	+5.8%
① ②	96.3%	82.6%	+13.7%
③	98.2%	98.4%	-0.2%
④	96.1%	92.0%	+4.1%
⑤	76.2%	81.7%	-5.5%
⑥	95.7%	92.7%	+3.0%
⑤ Fkln	95.8%	99.9%	-4.1%
⑦	93.8%	88.7%	+5.1%
BMT	93.0%	91.2%	+1.8%
①	87.3%	77.1%	+10.2%
⑤ Rock	97.6%	97.1%	+0.5%
③	89.4%	74.8%	+14.6%
④	88.3%	84.5%	+3.8%
⑤	92.4%	85.2%	+7.2%
⑥	86.5%	71.2%	+15.3%
⑦	97.8%	97.2%	+0.6%
IND	90.6%	83.3%	+7.3%
Systemwide	87.7%	82.8%	+4.9%

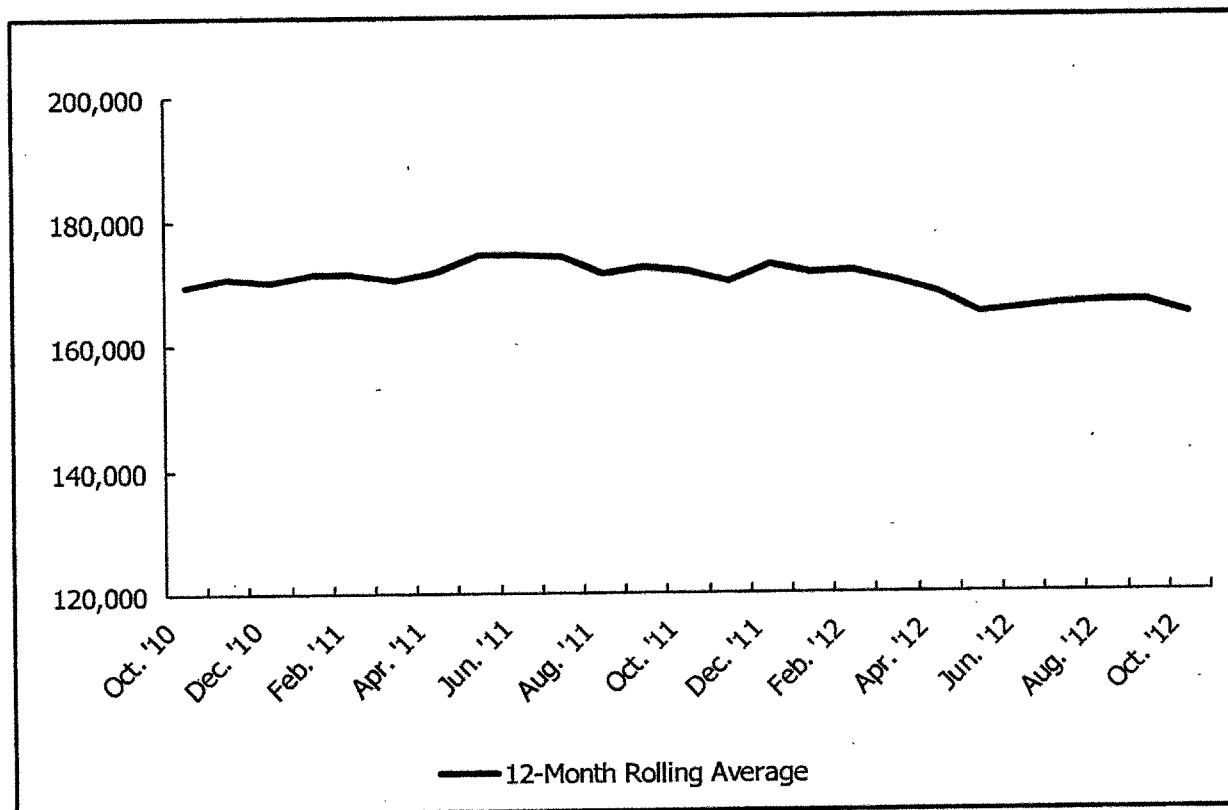
* Performance data unavailable pending ATS system software upgrade.

Weekend Terminal Delays Systemwide Summary October 2012

<u>Categories</u>	<u>Delays</u>
Track Gangs	1,535
ROW Delays	832
Over Crowding	665
Inclement Weather	330
Police	310
Work Equipment/G.O.	302
Unruly Customer	212
Sick Customer	182
Employee	172
Car Equipment	128
External	45
Fire	44
Operational Diversions	25
Infrastructure	7
Collision/Derailment	1
Total Delays	4,793

* 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

Oct 2012: 147,905

Oct 2011: 169,616

Oct 2010: 176,252

12-Month Average

Nov 11-Oct 12: 164,538

Nov 10-Oct 11: 171,655

Nov 09-Oct 10: 169,438

Annual Results

2012 Goal: 168,000

2011 Actual: 172,700

2010 Actual: 170,217

Discussion of Results

MDBF in October 2012 decreased 12.8% from October 2011. Over the past year, the MDBF 12-month average decreased 4.1%. October 2012 accumulated 2,233,500 less mileage compared to October 2011 because of hurricane Sandy.

Chart 10

Car Reliability

Mean Distance Between Failure (Miles)

		<u>Monthly MDBF</u>			<u>12 Month Average MDBF</u>		
Car Class	#s of Cars	Oct. '12	Oct. '11	% Change	Oct. '12	Oct. '11	% Change
R32	222	45,603	79,181	-42.41%	62,887	63,582	-1.09%
R42	50	28,370	10,171	178.93%	49,250	37,887	29.99%
R46	752	90,073	69,796	29.05%	86,756	82,709	4.89%
R62	315	110,497	311,010	-64.47%	178,654	195,278	-8.51%
R62A	824	172,072	125,637	36.96%	133,787	122,624	9.10%
R68	425	105,954	186,424	-43.17%	130,661	130,384	0.21%
R68A	200	103,651	158,794	-34.73%	144,977	170,834	-15.14%
R142	1,030	181,763	215,985	-15.84%	197,475	239,841	-17.66%
R142A	590	97,314	135,689	-28.28%	107,882	139,958	-22.92%
R143	212	119,527	423,709	-71.79%	155,785	179,539	-13.23%
R160	1,662	461,746	585,800	-21.18%	630,769	645,772	-2.32%
Fleet	6,282	147,905	169,616	-12.80%	164,538	171,655	-4.15%

Chart 11

Car Reliability

Mean Distance Between Failures By Line (Miles)

Line	Fleet ¹	<u>Monthly MDBF</u>			<u>12-Month Average MDBF</u>		
		September 2011	September 2012	% Change	September 2011	September 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
F S	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
J Z	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
RK WY S	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

Car Reliability

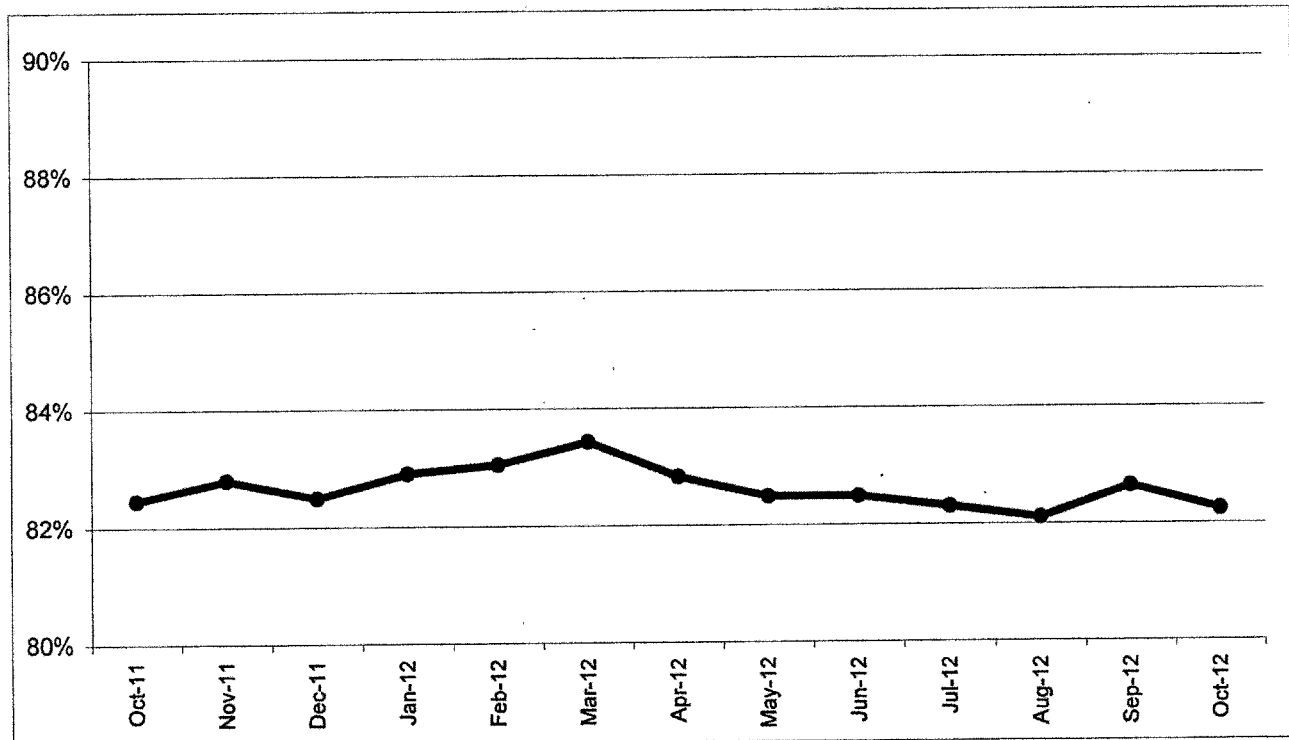
Mean Distance Between Failures By Line (Miles)

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%)	114,231	121,815	+6.6	97,069	111,752	+15.1
2	R142	261,394	216,051	-17.3	250,325	191,052	-23.7
3	R62	310,900	107,290	-65.5	197,553	178,518	-9.6
7	R62A	169,708	338,709	+99.6	184,060	185,877	+1.0
4	R142(71%); (R142A(29%))	147,128	192,716	+31.0	181,320	135,400	-25.3
5	R142	235,132	143,261	-39.1	223,800	237,318	+6.0
6	R142A	140,374	83,205	-40.7	149,846	115,225	-23.1
GCS	R62A	12,905	N/A	N/A	25,607	28,571	+11.6
IRT		168,114	141,962	-15.6	167,248	149,886	-10.4
B	R68(20%); R68A(80%)	119,593	221,495	+85.2	155,055	138,227	-10.9
F S	R68	19,524	8,810	-54.9	45,054	57,055	+26.6
N	R160B1(4%); R160B2(96%)	317,184	290,877	-8.3	456,958	455,739	-0.3
O	R160A(22%); R160B(78%)	672,131	259,956	-61.3	689,446	670,636	-2.7
J Z	R160A(90%); R42(10%)	137,302	376,230	+174.0	273,809	508,284	+85.6
L	R143(92%); R160A(8%)	483,989	140,142	-71.0	198,324	164,882	-16.9
M	R160A	735,869	659,068	-10.4	480,919	447,412	-7.0
R	R46	76,725	76,129	-0.8	84,245	85,908	+0.0
BMT		195,329	174,268	-10.8	214,779	214,695	+0.0
A	R46	63,647	106,993	+68.1	82,719	85,369	+3.2
C	R32	79,176	45,603	-42.4	66,463	67,231	+1.2
D	R68	321,523	144,483	-55.1	134,512	150,448	+11.8
E	R160A(92%); R160B1(8%)	541,199	1,525,046	+181.8	698,416	728,950	+4.4
F	R160A(62%); R160B1(38%)	550,905	319,949	-41.9	768,848	566,998	-26.3
G	R68(92%); R68A(8%)	95,187	37,025	-61.1	74,701	87,359	+16.9
RKWY S	R46	66,834	N/A	N/A	75,865	58,952	-22.3
IND		155,157	138,470	-10.8	153,024	155,690	+1.7
SOUTH		170,734	152,508	-10.7	175,032	177,189	+1.2
FLEET		169,616	147,905	-12.8	171,654	164,538	-4.1

¹ Car assignments as of October 1, 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.

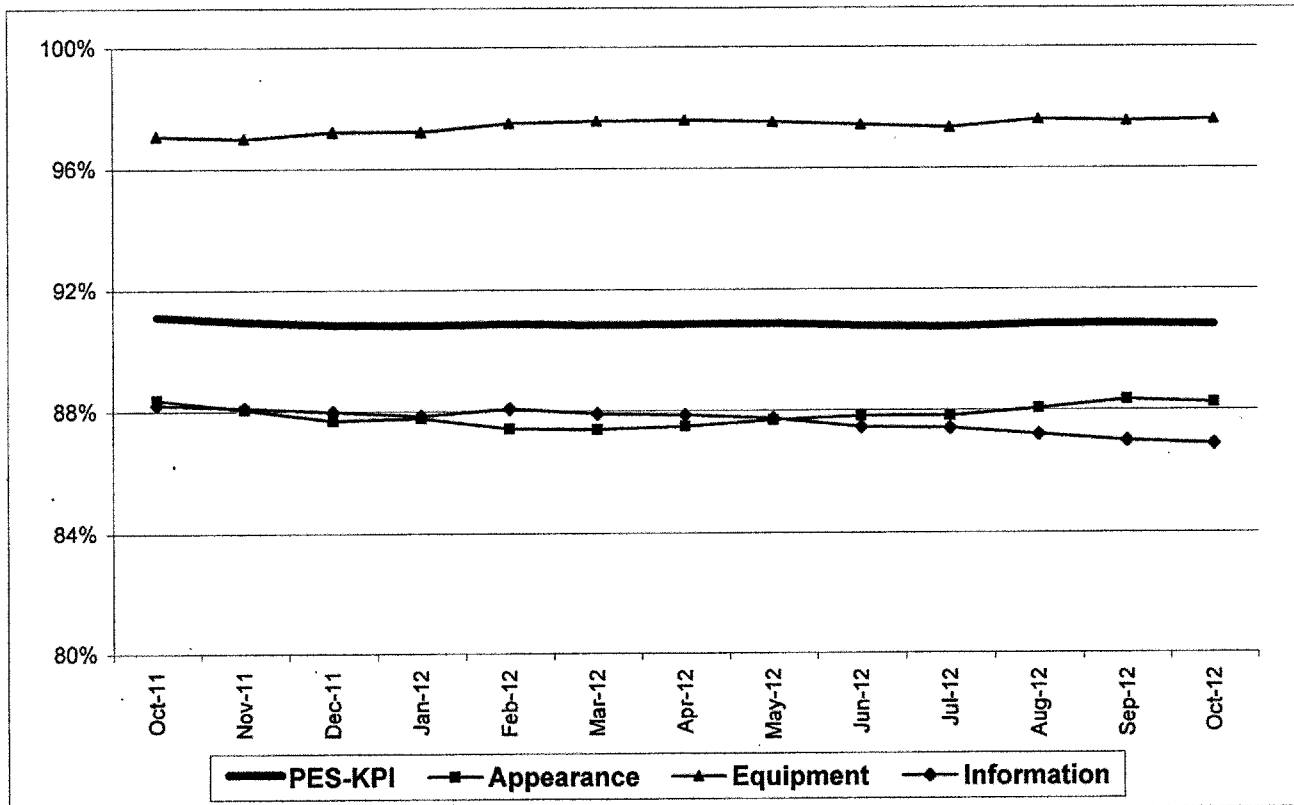
S-KPI Results

Systemwide Monthly Results	Goal
October 2012: 82.2%	2012 GOAL: 85.1%
October 2011: 82.5%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>October 2012</u>	<u>October 2011</u>	<u>% Difference</u>
①	83.8%	81.1%	+2.7%
②	71.1%	72.4%	-1.3%
③	76.8%	77.9%	-1.1%
④	69.8%	71.2%	-1.4%
⑤	71.0%	70.5%	+0.5%
⑥	77.4%	77.0%	+0.4%
⑦	84.1%	83.9%	+0.2%
⑤ 42nd	N/A*	N/A*	
IRT	77.3%	77.7%	-0.4%
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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>
October 2012:	90.8%	88.2%	97.6%	86.9%
October 2011:	91.1%	88.4%	97.1%	88.2%
% Difference:	-0.3%	-0.2%	+0.5%	-1.3%

PES-KPI - Subway Car

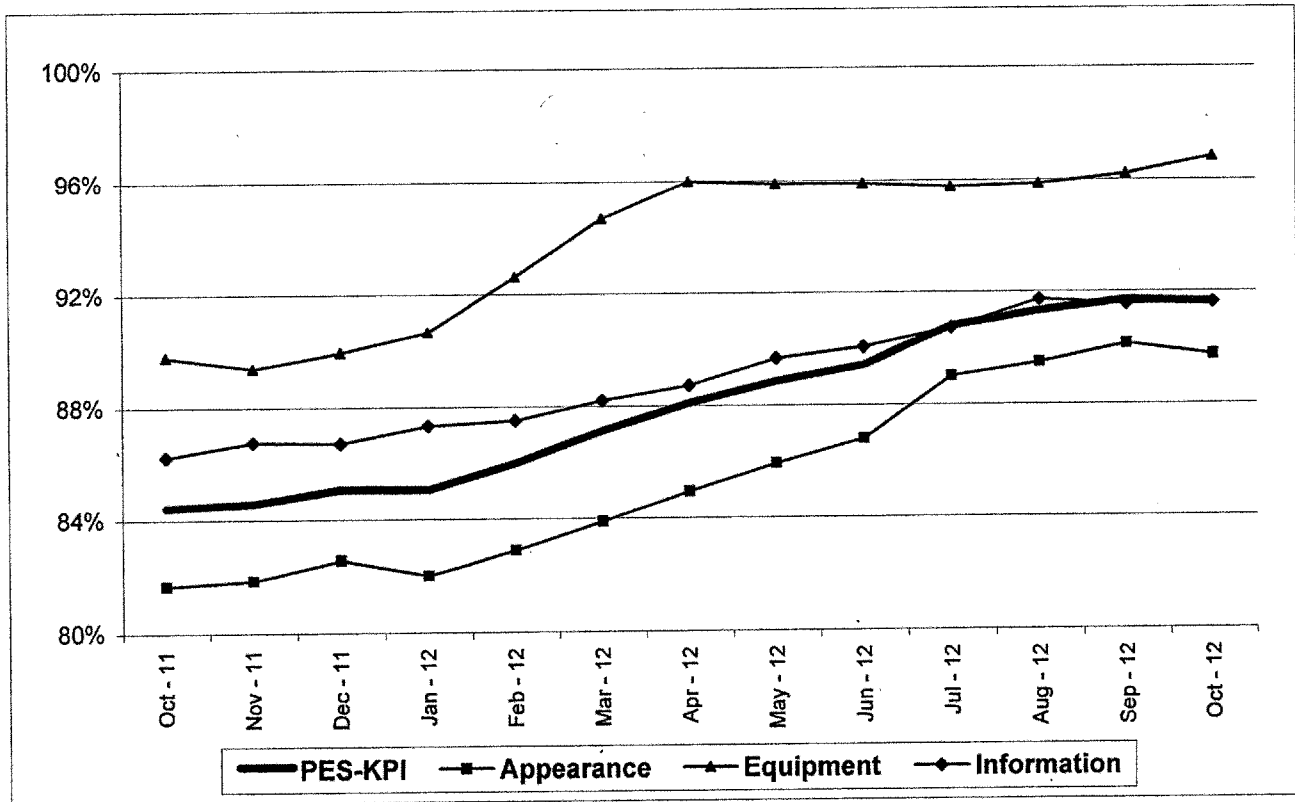
Line	October 2012				October 2011				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	92.4%	96.9%	95.6%	84.6%	94.0%	95.2%	97.5%	89.3%	-1.6%
②	96.8%	96.0%	95.7%	98.8%	94.8%	90.9%	97.0%	96.7%	+2.0%
③	93.4%	94.9%	99.2%	86.0%	93.3%	95.2%	92.0%	92.8%	+0.1%
④	97.4%	94.6%	98.8%	98.8%	96.7%	93.9%	97.1%	99.2%	+0.7%
⑤	96.3%	94.1%	97.3%	97.5%	95.8%	94.4%	95.7%	97.5%	+0.5%
⑥	96.5%	95.2%	95.2%	99.2%	94.8%	93.8%	92.8%	97.8%	+1.7%
⑦	94.1%	94.9%	96.5%	90.8%	93.9%	96.3%	95.1%	90.3%	+0.2%
⑤ 42nd	93.3%	99.5%	96.6%	83.6%	93.6%	98.9%	96.0%	85.8%	-0.3%
IRT	95.2%	95.4%	96.8%	93.2%	94.6%	94.3%	95.2%	94.3%	+0.6%
⑧	92.0%	87.1%	98.1%	91.0%	92.8%	92.7%	93.8%	91.9%	-0.8%
⑧ J/Z	95.4%	91.3%	96.5%	98.4%	95.3%	92.5%	96.3%	97.1%	+0.1%
⑧ L	96.5%	94.7%	95.5%	99.4%	97.4%	93.5%	99.8%	99.0%	-0.9%
⑧ M	96.5%	94.1%	97.7%	97.8%	97.4%	93.6%	99.8%	99.0%	-0.9%
⑧ N	95.8%	92.8%	95.9%	98.8%	96.3%	91.5%	98.9%	98.7%	-0.5%
⑧ Q	96.7%	91.6%	99.5%	99.3%	96.7%	96.8%	93.5%	99.7%	+0.0%
⑧ S Fkln	90.5%	88.7%	94.4%	88.5%	92.4%	93.3%	90.8%	93.1%	-1.9%
⑧ R	93.7%	92.0%	99.2%	90.0%	93.7%	94.8%	95.7%	90.6%	+0.0%
BMT	95.2%	92.0%	97.3%	96.2%	95.6%	93.6%	96.9%	96.5%	-0.4%
⑨ A	94.7%	95.2%	97.3%	91.6%	93.7%	91.3%	97.3%	92.5%	+1.0%
⑨ C	92.4%	90.0%	97.1%	90.3%	91.4%	87.8%	96.2%	90.2%	+1.0%
⑨ D	94.2%	92.1%	98.0%	92.5%	92.8%	90.4%	96.5%	91.7%	+1.4%
⑨ E	96.7%	95.3%	96.8%	98.0%	97.0%	94.0%	98.0%	99.1%	-0.3%
⑨ F	96.0%	93.2%	96.8%	98.0%	97.1%	93.6%	98.4%	99.3%	-1.1%
⑨ G	96.2%	97.2%	98.7%	92.8%	95.1%	95.3%	96.8%	93.2%	+1.1%
IND	95.1%	93.8%	97.4%	94.1%	94.6%	92.1%	97.3%	94.5%	+0.5%
Systemwide	95.1%	93.8%	97.2%	94.5%	95.0%	93.4%	96.4%	95.1%	+0.1%

Chart 16

PES-KPI - Station

<u>Borough</u>	October 2012				October 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%	81.7%	97.9%	78.7%	83.4%	78.9%	97.3%	75.3%	+2.3%
Manhattan	87.0%	81.6%	97.9%	82.7%	87.5%	82.2%	97.7%	83.8%	-0.5%
Brooklyn	85.4%	83.8%	98.2%	74.9%	87.6%	85.5%	98.1%	79.8%	-2.2%
Queens	88.1%	86.2%	98.6%	80.2%	89.4%	87.4%	98.3%	83.1%	-1.3%
Systemwide	86.5%	83.1%	98.1%	79.1%	87.3%	83.8%	97.8%	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.

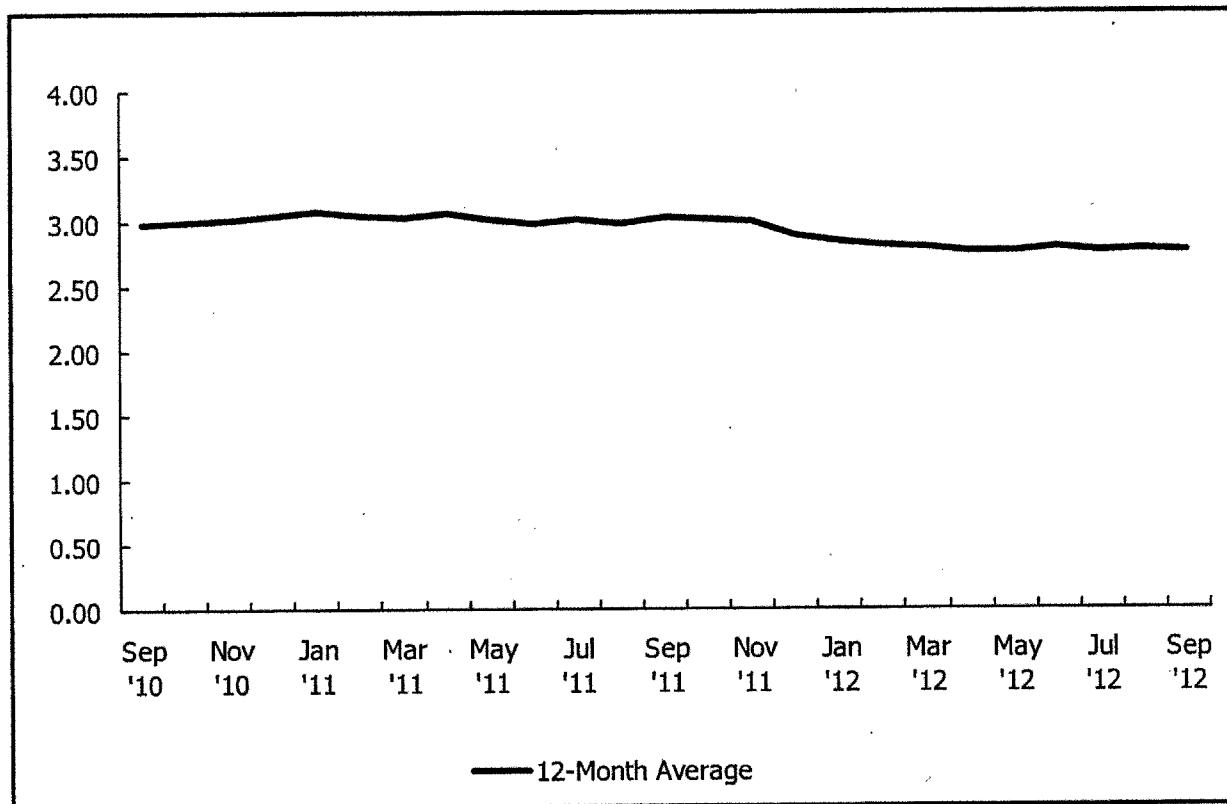
Information: includes the ratings for Maps, Employees in Proper Uniforms and Subway Car Announcements and Signage.

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>
October 2012:	91.6%	89.7%	96.8%	91.6%
October 2011:	84.4%	81.7%	89.8%	86.2%
% Difference:	+7.2%	+8.0%	+7.0%	+5.4%

Subway Customer Accidents/Million Customers



Definition

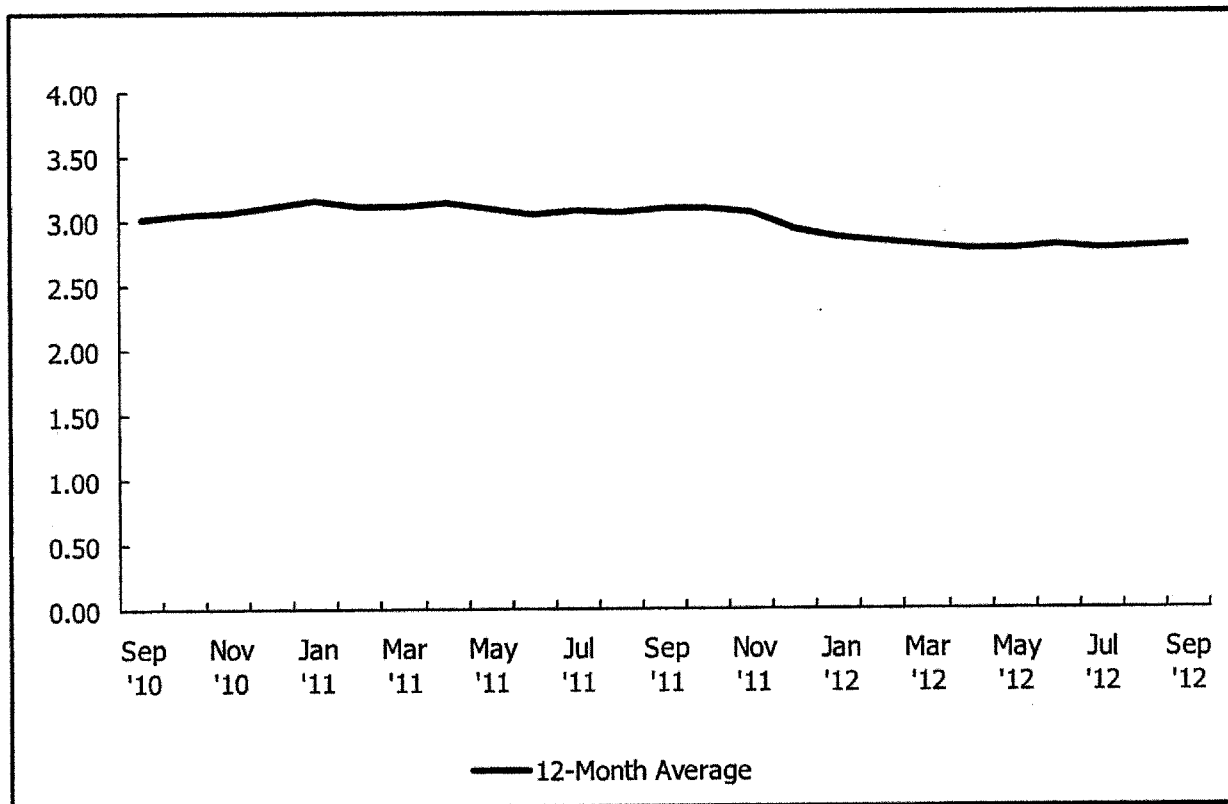
Any claimed accident to a subway customer within/on transit property. Does not include crime/assault statistics.

Monthly Results	12-Month Average	Annual Results
Sep 2012: 2.69	Oct 11 - Sep 12: 2.77	2012 YTD: 2.74
Sep 2011: 2.77	Oct 10 - Sep 11: 3.03	2011 Actual: 2.89
Sep 2010: 2.26	Oct 09 - Sep 10: 2.99	2010 Actual: 3.05

Discussion of Results: Overall accident rate decreased 8.6% in the 12-month period ending September '12 vs. the 12-month period ending September '11. Comparing September '12 to September '11, the monthly accident rate decreased by 2.9% when comparing month over month.

Chart 19

Subway Customer Injuries/Million Customers



Definition

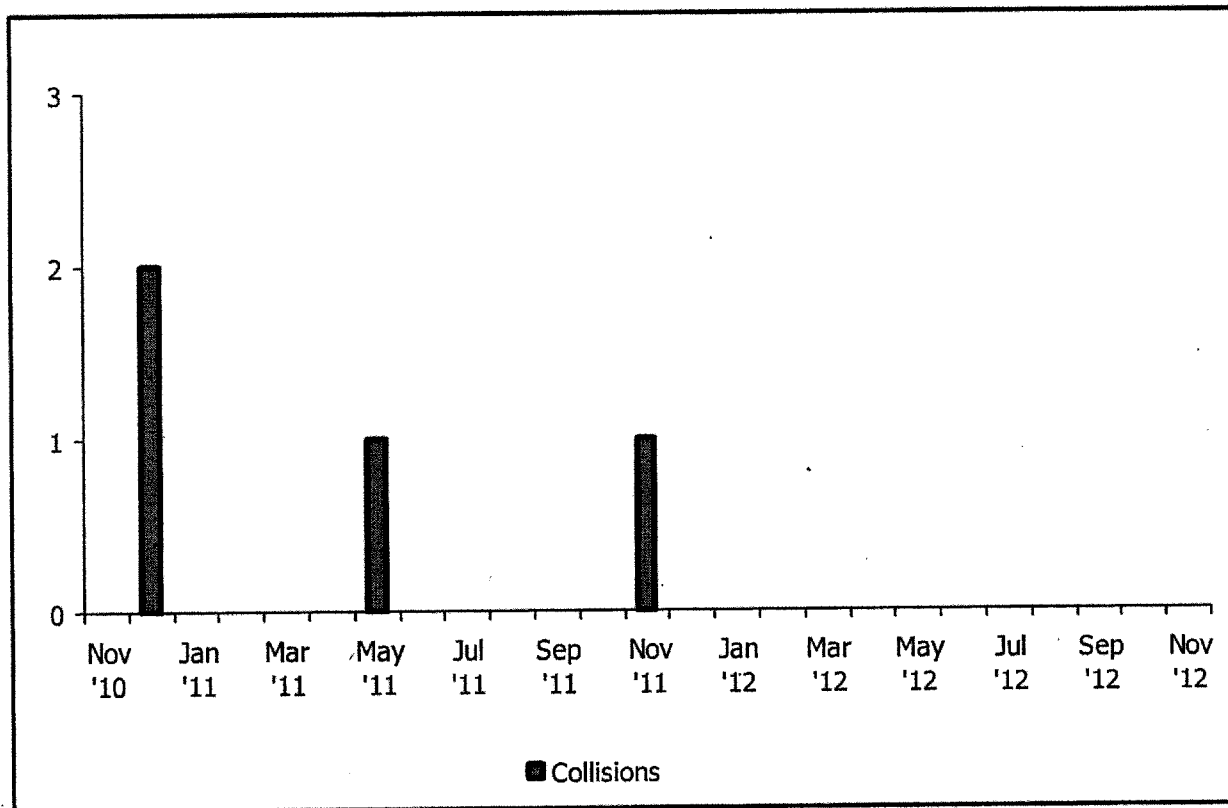
Any claimed physical damage or harm to a subway customer as a result of an incident within/on transit property. Does not include crime/assault statistics.

Monthly Results	12-Month Average	Annual Results
Sep 2012: 3.10	Oct 11 - Sep 12: 2.81	2012 YTD: 2.79
Sep 2011: 2.81	Oct 10 - Sep 11: 3.10	2011 Actual: 2.94
Sep 2010: 2.28	Oct 09 - Sep 10: 3.02	2010 Actual: 3.11

Discussion of Results: Overall injury rate is down 9.4% in the 12-month period ending September '12 vs. the 12-month period ending September '11. Comparing September '12 to September '11, the monthly injury rate increased by 10.3% when comparing month over month.

Chart 20

Subway Collisions



Definition

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

Monthly Results

Nov 2012: 0

Nov 2011: 1

Nov 2010: 0

12-Month Total

Dec 11 - Nov 12: 0

Dec 10 - Nov 11: 4

Dec 09 - Nov 10: 1

Annual Results

2012 YTD: 0

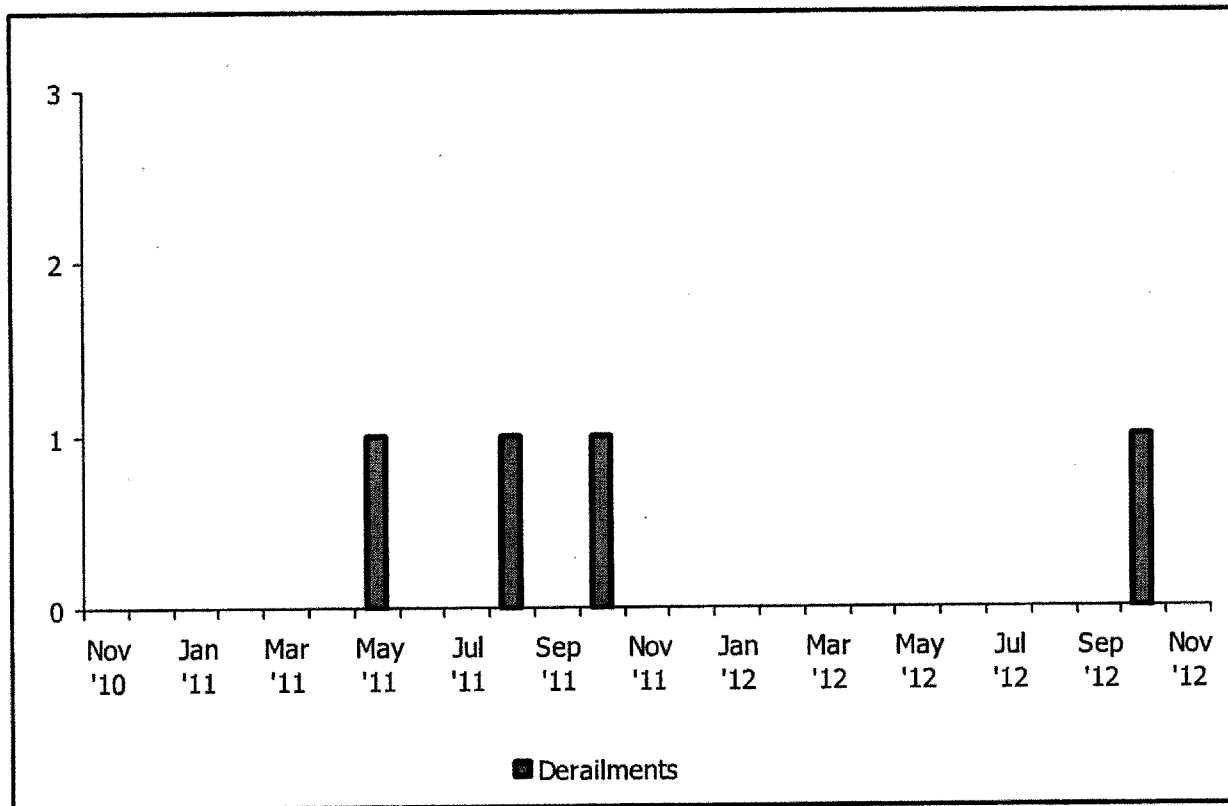
2011 Actual: 2

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

Nov 2012: 0

Nov 2011: 0

Nov 2010: 0

12-Month Total

Dec 11 - Nov 12: 1

Dec 10 - Nov 11: 3

Dec 09 - Nov 10: 1

Annual Results

2012 YTD: 1

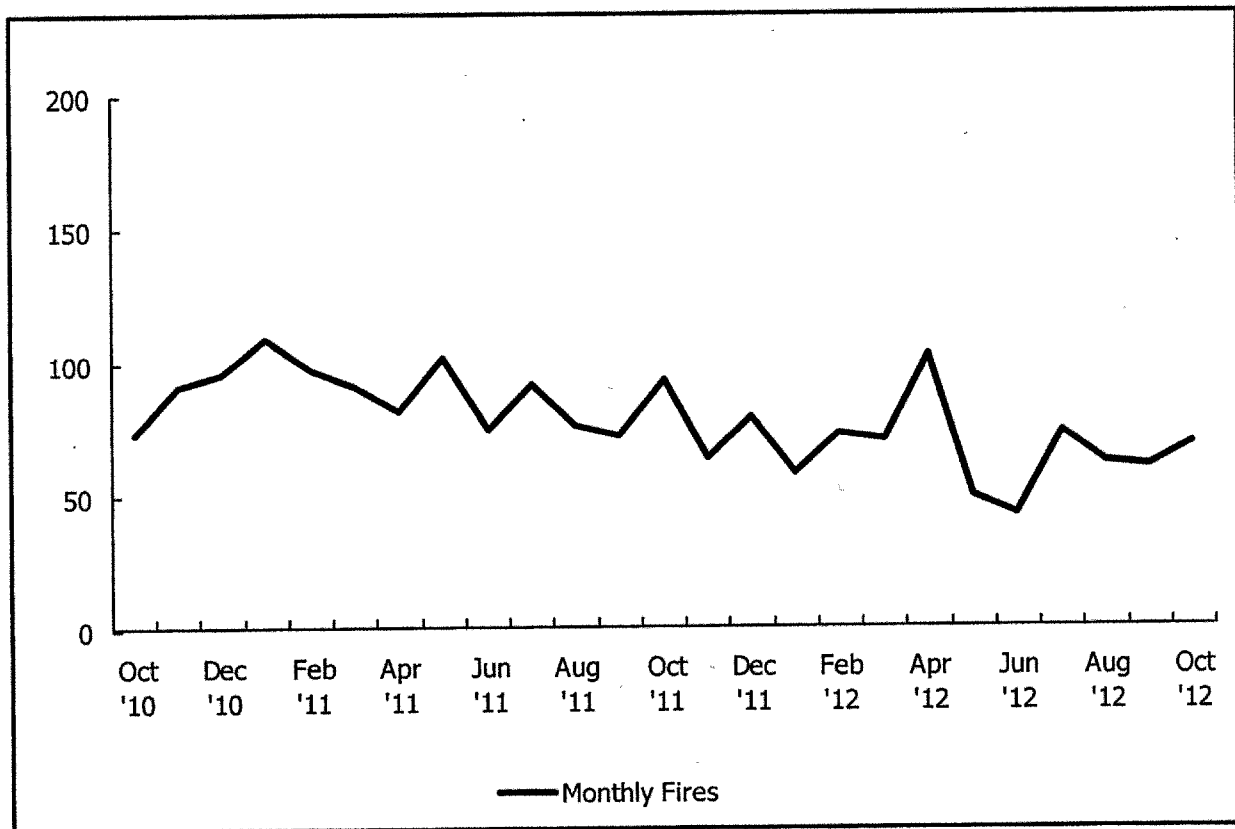
2011 Actual: 3

2010 Actual: 1

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

Chart 22

Subway Fires



Definition

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

Monthly Results	12-Month Total	Annual Results
Oct 2012: 69	Nov 11 - Oct 12: 807	2012 YTD: 664
Oct 2011: 93	Nov 10 - Oct 11: 1,076	2011 Actual: 1,032
Oct 2010: 73	Nov 09 - Oct 10: 1,083	2010 Actual: 1,097

Discussion of Results:

Fires for the month of October 2012 were 69 and 93 for fires in October 2011. Fires were down 25.0% for the 12-Month Total through October 2012 vs. October 2011. 98.6% (69) of all the fires in the month of October 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:

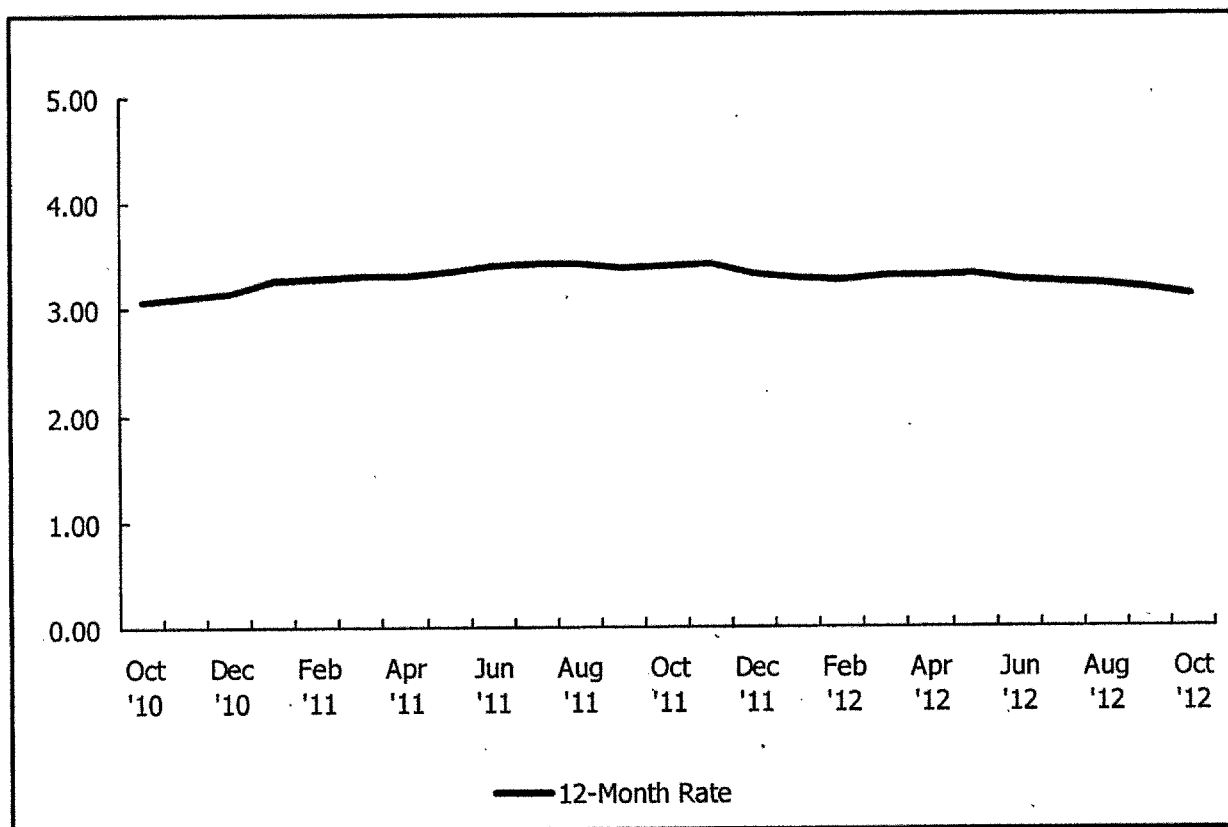
Low:	73.9%	Train:	13
Average:	24.6%	Right-of-way:	39
Above Average:	1.4%	Station:	17
High:	0.0%	Other:	0
		Total:	69

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

Train:		Right-of-Way:		Station:	
Brake Shoes:	3	Debris:	18	Debris:	10
Hot Wheels:	3	Tie:	5	Electrical:	5

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.

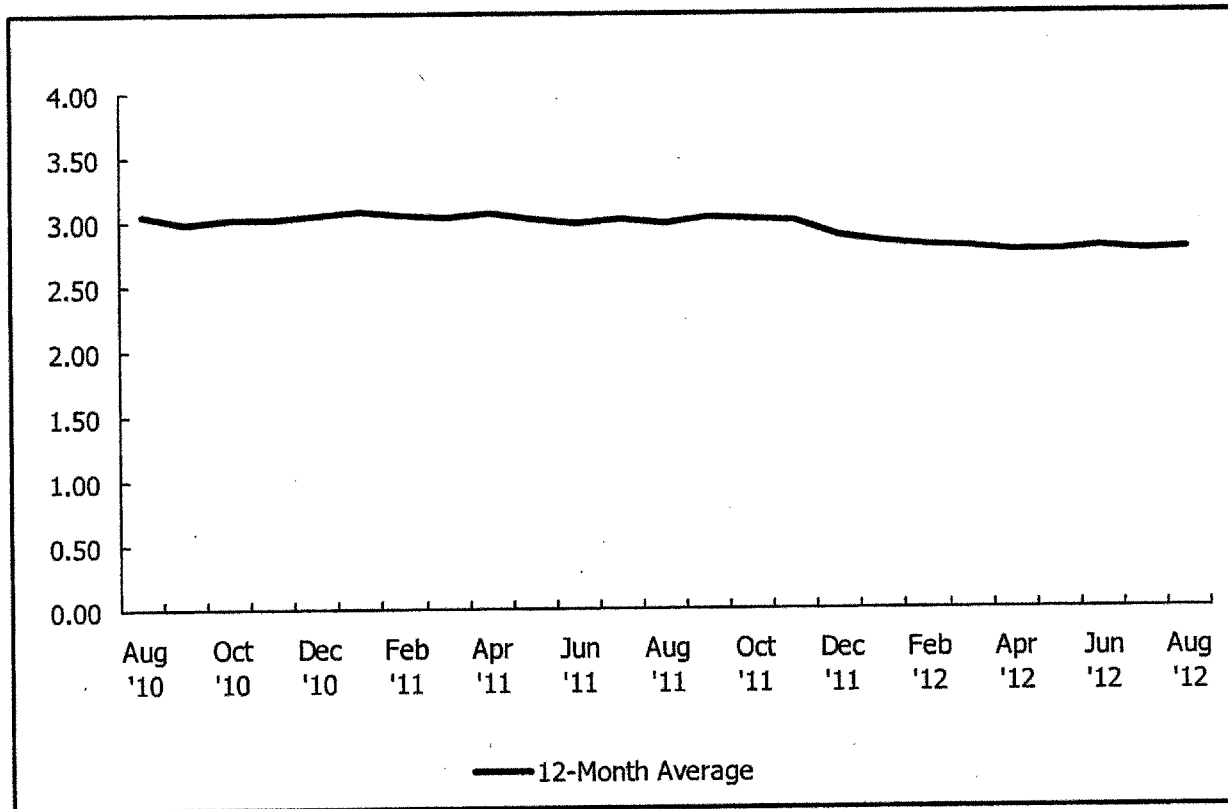
Monthly Results	12-Month Average	Annual Results
Oct 2012: 2.71	Nov 11 – Oct 12: 3.12	2012 Goal: 3.15
Oct 2011: 3.48	Nov 10 – Oct 11: 3.40	2011 Actual 3.33
Oct 2010: 3.12	Nov 09 – Oct 10: 3.06	2010 Actual: 3.15

Discussion of Results: Overall accident rate decreased by 8.2% in the 12-month period ending Oct '12 vs. the 12-month period ending Oct '11. Comparing Oct '12 to Oct '11, the monthly accident rate decreased by 22.1%.

Chart 25

SEPTEMBER SAFETY CHARTS
From October/November Agenda

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

Aug 2012: 2.78

Aug 2011: 2.68

Aug 2010: 2.94

12-Month Average

Sep 11 - Aug 12: 2.78

Sep 10 - Aug 11: 2.99

Sep 09 - Aug 10: 3.04

Annual Results

2012 YTD: 2.74

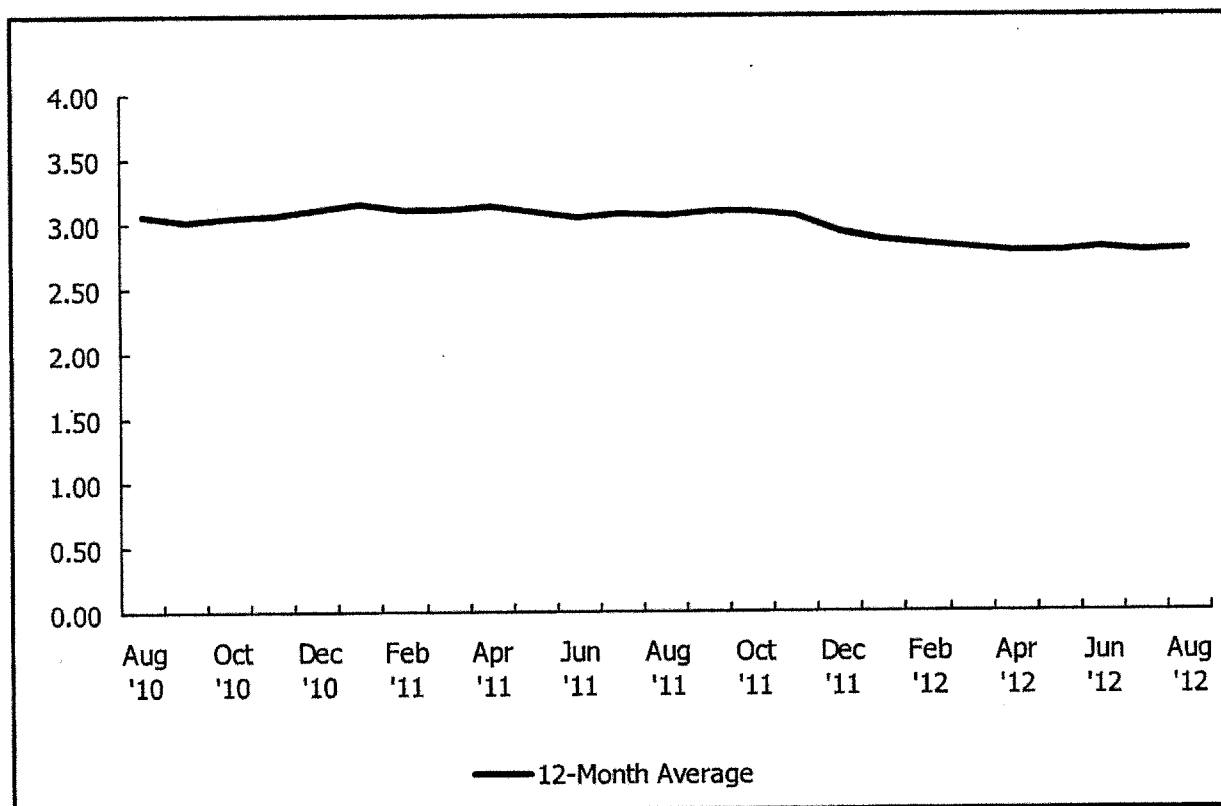
2011 Actual: 2.89

2010 Actual: 3.05

Discussion of Results: Overall accident rate decreased 7.0% in the 12-month period ending August '12 vs. the 12-month period ending August '11. Comparing August '12 to August '11, the monthly accident rate increased by 3.7% when comparing month over month.

Chart 19

Subway Customer Injuries/Million Customers



Definition

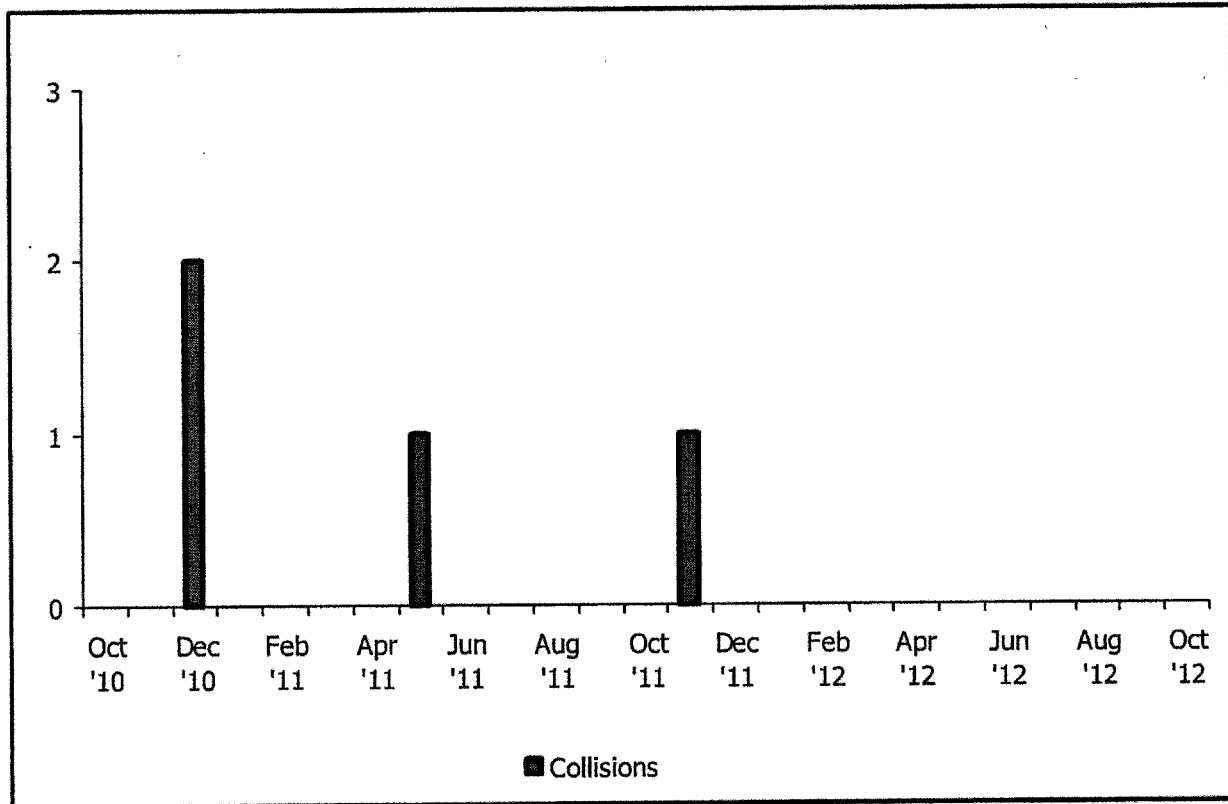
Any claimed physical damage or harm to a subway customer as a result of an incident within/on transit property. Does not include crime/assault statistics.

Monthly Results	12-Month Average	Annual Results
Aug 2012: 2.82	Sep 11 - Aug 12: 2.79	2012 YTD: 2.74
Aug 2011: 2.69	Sep 10 - Aug 11: 3.06	2011 Actual: 2.94
Aug 2010: 2.97	Sep 09 - Aug 10: 3.07	2010 Actual: 3.11

Discussion of Results: Overall injury rate is down 8.8% in the 12-month period ending August '12 vs. the 12-month period ending August '11. Comparing August '12 to August '11, the monthly injury rate increased by 4.8% 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

Oct 2012: 0

Oct 2011: 0

Oct 2010: 0

12-Month Total

Nov 11 - Oct 12: 1

Nov 10 - Oct 11: 3

Nov 09 - Oct 10: 1

Annual Results

2012 YTD: 0

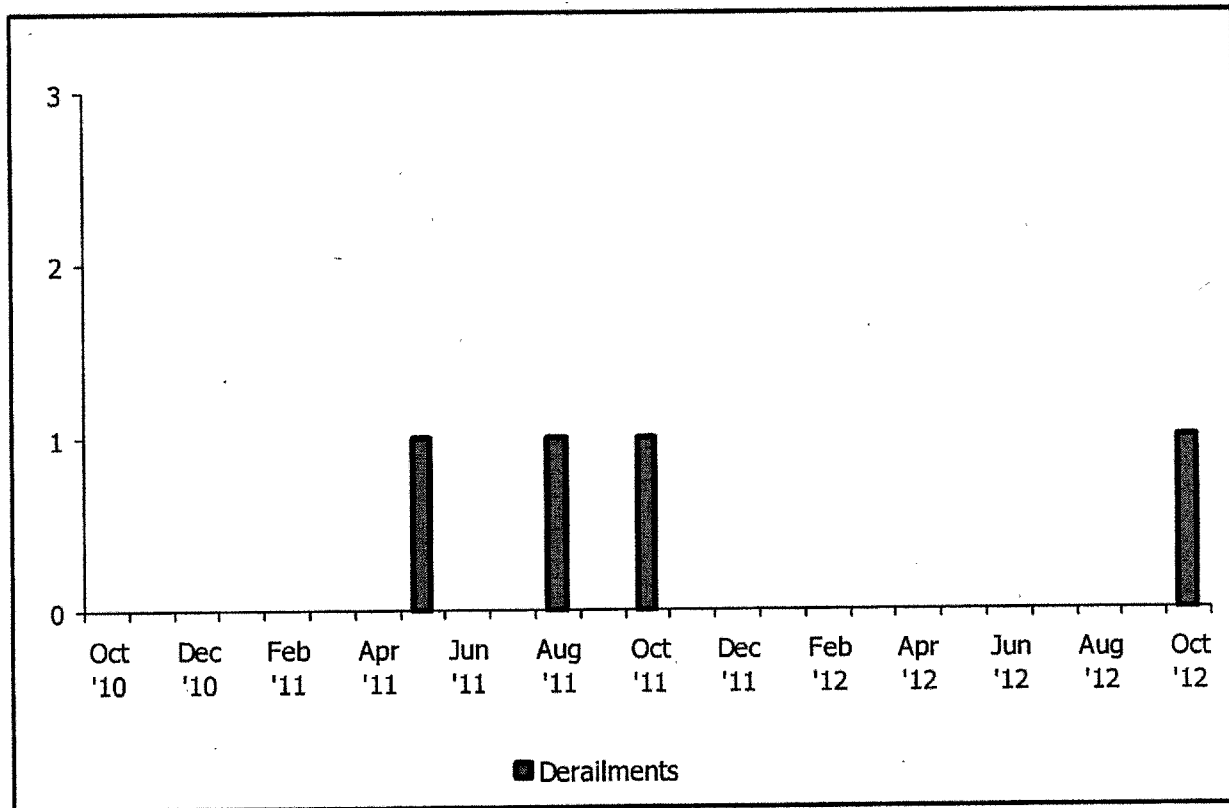
2011 Actual: 2

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

Oct 2012: 1
Oct 2011: 1
Oct 2010: 0

12-Month Total

Nov 11 - Oct 12: 1
Nov 10 - Oct 11: 3
Nov 09 - Oct 10: 1

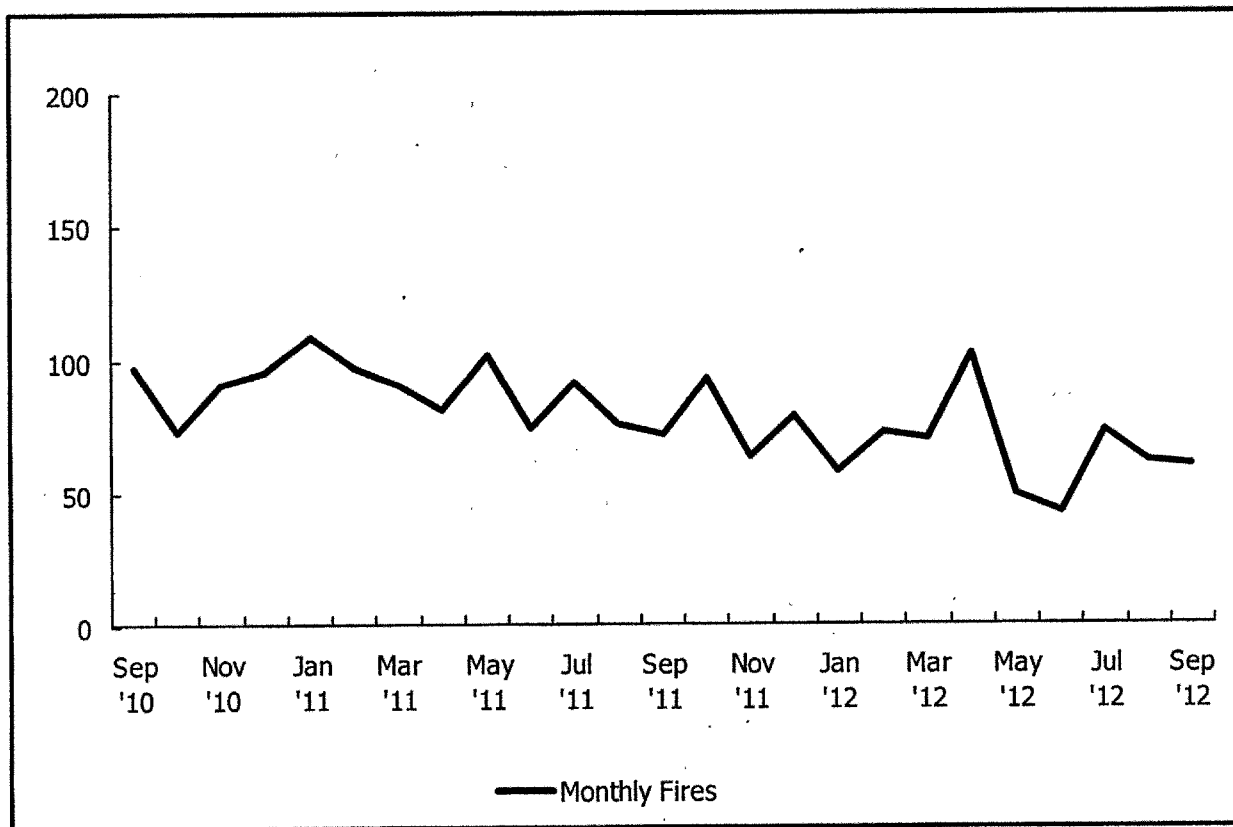
Annual Results

2012 YTD: 1
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

Sep 2012: 61

Sep 2011: 72

Sep 2010: 97

12-Month Total

Oct 11 - Sep 12: 831

Oct 10 - Sep 11: 1,056

Oct 09 - Sep 10: 1,098

Annual Results

2012 YTD: 595

2011 Actual: 1,032

2010 Actual: 1,097

Discussion of Results:

Fires for the month of September 2012 were 61 and 72 for fires in September 2011. Fires were down 21.3% for the 12-Month Total through September 2012 vs. September 2011. 98.4% (60) of all the fires in the month of September 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:

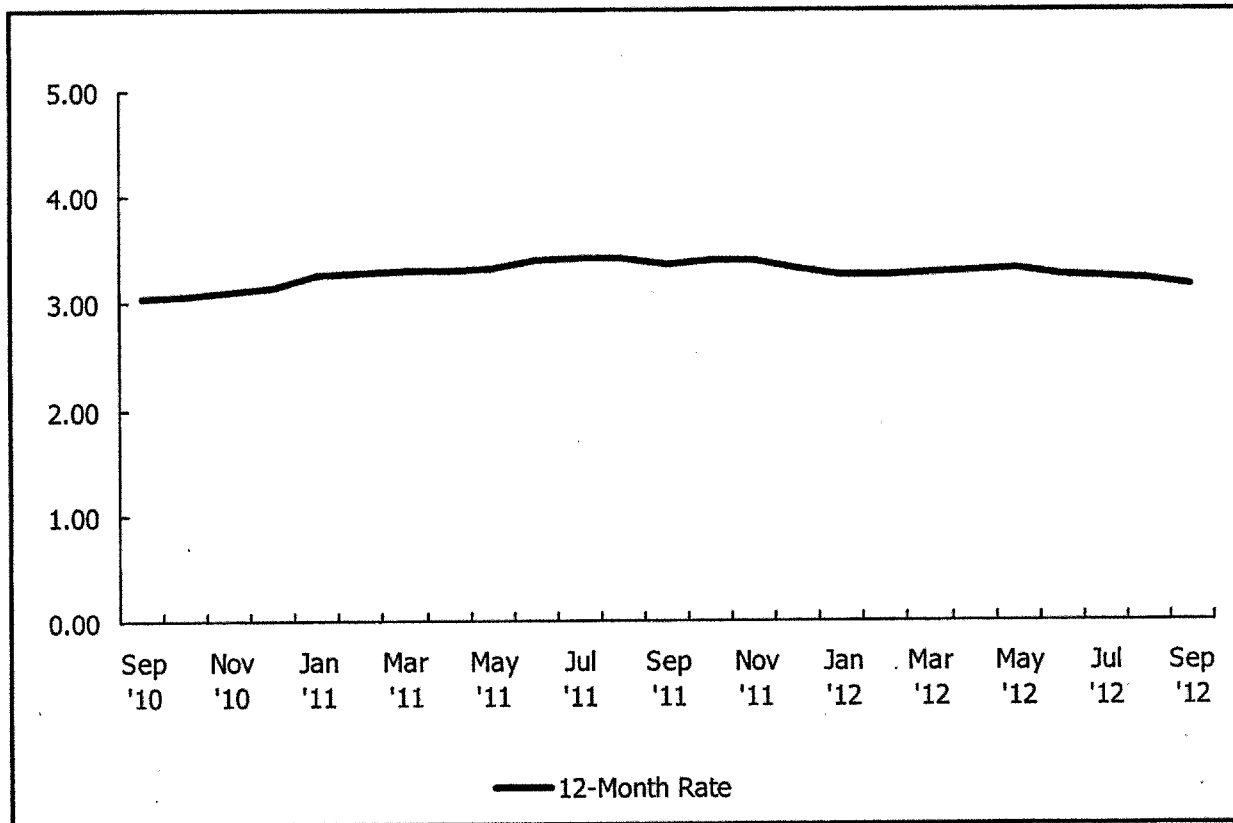
Low:	78.7%	Train:	11
Average:	19.7%	Right-of-way:	41
Above Average:	1.6%	Station:	8
High:	0.0%	Other:	1
		Total:	61

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

Train:		Right-of-Way:		Station:	
Brake Shoes:	4	Debris:	25	Debris:	8
		Tie:	6		

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
Sep 2012: 2.43	Oct 11 – Sep 12: 3.16	2012 Goal: 3.15
Sep 2011: 3.12	Oct 10 – Sep 11: 3.36	2011 Actual 3.32
Sep 2010: 3.64	Oct 09 – Sep 10: 3.04	2010 Actual: 3.15

Discussion of Results: Overall accident rate decreased by 6.0% in the 12-month period ending Sep '12 vs. the 12-month period ending Sep '11. Comparing Sep '12 to Sep '11, the monthly accident rate decreased by 22.1%.

Chart 25



Police Department
City of New York

REPORT

CRIME STATISTICS NOVEMBER

	2012	2011	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	0	1	***. *%
ROBBERY	51	66	-15	-22.7%
FELASSAULT	22	18	4	22.2%
BURGLARY	3	0	3	***. *%
GRLARCENY	133	152	-19	-12.5%
<u>TOTAL MAJOR FELONIES</u>	<u>210</u>	<u>236</u>	<u>-26</u>	<u>-11.0%</u>

During November the daily Robbery average decreased from 2.2 to 1.7

During November the daily Major Felony average decreased from 7.9 to 7

CRIME STATISTICS JANUARY THRU NOVEMBER

	2012	2011	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	9	3	6	200.0%
ROBBERY	727	709	18	2.5%
FELASSAULT	186	184	2	1.1%
BURGLARY	26	8	18	225.0%
GRLARCENY	1517	1407	110	7.8%
<u>TOTAL MAJOR FELONIES</u>	<u>2465</u>	<u>2312</u>	<u>153</u>	<u>6.6%</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 6.9 to 7.4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

NOVEMBER ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	2687	3845	-1158	-30.1%
TosArrest	1594	2013	-419	-20.8%
Summ	5116	7664	-2548	-33.2%

JANUARY - NOVEMBER ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	44359	43197	1162	2.7%
TosArrest	23821	20396	3425	16.8%
Summ	84073	85706	-1633	-1.9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY- NOVEMBER															
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Murder	4	1	5	2	2	2	4	3	5	2	4	2	2	1	1	0
Rape	2	14	1	5	2	0	3	3	3	3	1	2	2	1	3	9
Robbery	2066	1720	1530	1260	1107	1137	1041	993	1026	899	724	718	643	643	709	727
Assault	455	394	386	327	250	266	237	254	202	176	188	165	143	178	184	186
Burglary	29	15	10	12	41	15	7	6	1	5	2	5	1	3	8	26
GL	3242	2297	2185	2315	2075	1953	1634	1705	1627	1382	1186	1194	1051	1126	1407	1517
TOTAL MAJOR FELONIES	5798	4441	4117	3921	3477	3373	2926	2964	2864	2467	2105	2086	1842	1952	2312	2465
Major Fel Per Day	17.36	13.30	12.33	11.74	10.41	10.10	8.76	8.87	8.57	7.39	6.30	6.25	5.51	5.84	6.92	7.38

4. FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	October Results		October Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(16.2)	(4.9)	3,101.1	3,106.6	5.5	0.2
Nonreimb. Exp. before Dep./OPEB	20.1	3.9	5,698.8	5,707.2	(8.4)	(0.1)
Net Cash Deficit*	173.8	68.2	(1,944.3)	(1,845.8)	98.5	5.1

*Excludes Subsidies and Debt Service

October 2012 farebox revenue was \$315.1 million, \$16.2 million (4.9 percent) below forecast due to the effects of Tropical Storm Sandy. Subway revenue was \$13.5 million (5.5 percent) below forecast, bus revenue was \$7.8 million (9.7 percent) below forecast, and paratransit revenue was \$0.3 million (17.1 percent) below forecast. Prior to Tropical Storm Sandy, October 2012 subway and bus revenue were both trending above forecast. Fare media liability was \$5.3 million (113.4 percent) above forecast due to short-term effects of the December 2010 fare increase. Year-to-date farebox revenue was \$5.5 million (0.2 percent) above forecast: \$3.6 million (0.2 percent) above on the subway, \$12.2 million (1.6 percent) below on bus, \$1.1 million (8.2 percent) below on paratransit, and \$15.3 million (32.6 percent) above for fare media liability. The October 2012 non-student average fare of \$1.697 increased 5.5¢ from October 2011 due to higher pass average fares related to Tropical Storm Sandy; the subway fare increased 5.6¢, the local bus fare increased 4.7¢, and the express bus fare increased 3.2¢.

Total ridership in October 2012 of 193.1 million was 10.2 percent (21.9 million trips) below forecast. Average weekday ridership in October 2012 (excluding October 29-31) was 8.0 million, an increase of 2.3 percent from October 2011. Average weekday ridership for the twelve months ending October 2012 was 7.6 million, also an increase of 2.3 percent from the twelve months ending October 2011.

Nonreimbursable expenses before depreciation and OPEB in October were below forecast by \$20.1 million (3.9 percent). Labor expenses exceeded forecast by \$0.3 million (0.1 percent), due mainly to higher overtime expenses caused mostly by requirements for vacancy/employee availability coverage and maintenance, partly offset by the favorable timing of health & welfare expenses. Non-labor expenses underran forecast by \$20.4 million (13.5 percent), mostly attributable to the favorable timing of expenses, benefitting several accounts, and underruns in paratransit and electric power. Year-to-date, nonreimbursable expenses were above forecast by \$8.4 million (0.1 percent). Labor expenses were higher by \$49.2 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 \$40.8 million (3.0 percent), including the favorable timing of expenses, benefitting several accounts, and underruns in paratransit service contracts, electric power and other business expenses.

The net cash deficit for October year-to-date was \$1,845.8 million, favorable to forecast by \$98.5 million (5.1 percent), due mostly to the favorable timing of payments.

FINANCIAL RESULTS

Farebox Revenue

October 2012 Farebox Revenue - (\$ in millions)								
	October				October Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	244.7	231.1	(13.5)	(5.5%)	2,296.7	2,300.3	3.6	0.2%
Bus	80.3	72.6	(7.8)	(9.7%)	743.6	731.4	(12.2)	(1.6%)
Paratransit	1.6	1.4	(0.3)	(17.1%)	13.9	12.8	(1.1)	(8.2%)
Subtotal	326.6	305.1	(21.6)	(6.6%)	3,054.2	3,044.4	(9.8)	(0.3%)
Fare Media Liability	4.7	10.0	5.3	113.4%	46.9	62.1	15.3	32.6%
Total	331.3	315.1	(16.2)	(4.9%)	3,101.1	3,106.6	5.5	0.2%

Note: Totals may not add due to rounding

- Tropical Storm Sandy required a system shutdown beginning the evening of Sunday, October 28. Although bus service resumed on October 30, fare collection remained suspended through the end of the month. This resulted in the loss of \$35.5 million in forecasted subway and bus revenue for October 29-31, partially offset by higher pass average fares in the rest of the month caused by trips not made/recorded on active passes on those three days.
- The forecast also assumed a bus revenue increase of \$2.5 million related to a fare evasion reduction program that has not yet begun.
- In addition to the ridership losses for Sandy, paratransit revenue was below forecast due to a reduced rate of ridership growth resulting from various initiatives.
- Fare media liability was above forecast due to an accrual adjustment accounting for higher residual values on expired MetroCards, believed to be a short-term effect of the December 2010 fare increase.
- Year-to-date revenue remained above forecast as higher subway revenue and the fare media liability adjustment more than offset losses from Sandy.

Average Fare

October Non-Student Average Fare - \$				
	2011	Preliminary 2012	Change	
			Amount	Percent
Subway	1.718	1.774	0.056	3.2%
Local Bus	1.382	1.429	0.047	3.4%
Subway & Local Bus	1.627	1.682	0.055	3.4%
Express Bus	4.611	4.643	0.032	0.7%
Total	1.642	1.697	0.055	3.4%

- The increases in average fares were due to higher average pass fares caused by trips not made (or recorded during the fare-free period on buses) due to Tropical Storm Sandy.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the October average fare of \$1.12 in 2012 was 26¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of October, other operating revenue was above forecast by less than \$0.1 million (0.1 percent). Year-to-date, other operating revenue was essentially equal to forecast as lower Transit Adjudication Bureau (TAB) fees and 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 October, nonreimbursable expenses before depreciation and OPEB were below forecast by \$20.1 million (3.9 percent). Year-to-date, expenses exceeded forecast by \$8.4 million (0.1 percent). The major causes of these variances are reviewed below:

Labor expenses in the month were \$0.3 million (0.1 percent) above forecast. Overtime expenses were higher by \$5.7 million (26.8 percent), due mostly to additional requirements for vacancy/employee availability coverage and maintenance. This overrun was largely offset by the favorable timing of health & welfare/OPEB current expenses, payroll underruns and higher reimbursable overhead credits. Year-to-date, labor expenses exceeded the forecast by \$49.2 million (1.1 percent), mostly attributable to higher pension expenses of \$30.2 million (3.3 percent), primarily caused by higher NYCERS expenses based on current actuarial information. Overtime expenses were higher by \$24.1 million (10.0 percent), represented mostly by requirements for vacancy/employee availability coverage and signals/bus maintenance.

Non-labor expenses in the month underran forecast by \$20.4 million (13.5 percent). Maintenance contract expenses were lower by \$6.0 million (32.2 percent), due mostly to the favorable timing of maintenance services & repairs, painting expenses and auto purchases. Materials & supplies expenses were favorable by \$5.0 million (19.6 percent), mainly from the timing of vehicle maintenance requirements and favorable inventory obsolescence adjustments. Paratransit service contract expenses were less than forecast by \$4.3 million (11.6 percent), largely due to the diversion of higher cost primary trips to lower cost vouchers/taxis and lower completed trips. Professional service contract expenses underran by \$2.5 million (21.2 percent), due mainly to the favorable timing of office-related equipment and supplies expenses. Electric power expenses were favorable by \$2.2 million (7.9 percent), due primarily to lower consumption. Other business expenses were favorable by \$1.1 million (17.3 percent), due mostly to lower MVM debit/credit card charges and stationery expenses. Year-to date, non-labor expenses were below forecast by \$40.8 million (3.0 percent), including the following:

- Maintenance contract expenses were below forecast by \$14.2 million (10.3 percent), primarily from the favorable timing of maintenance services & repairs, painting and building-related expenses, and auto purchases.
- Paratransit service contracts were below forecast by \$13.4 million (4.2 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.
- Materials and supplies expenses were favorable by \$7.5 million (3.4 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 \$4.3 million (1.7 percent), due largely to lower consumption and the favorable timing of expenses, partly offset by higher prices.
- Other business expenses underran by \$3.8 million (6.8 percent), primarily caused by lower MVM debit/credit card charges and stationery expenses.
- Claims expenses exceeded forecast by \$2.1 million (2.7 percent), due mostly to higher claims payouts than anticipated.

Depreciation expenses year-to-date were higher than forecast by \$0.1 million (0.0 percent).

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$1,038.6 million of accrued expenses year-to-date, \$19.2 million (1.9 percent) higher than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for October year-to-date was \$1,845.8 million, favorable to forecast by \$98.5 million (5.1 percent), due mostly to the favorable timing of pension, retro-wage and non-labor payments, partly offset by the unfavorable timing of capital reimbursements and NYC partial reimbursement of paratransit expenses, which was received in November.

Incumbents

There were 44,091 full-time paid incumbents at the end of October, 76 more than in September, and 75 more than in December 2011 (excluding 117 temporary December active incumbents).

RIDERSHIP RESULTS

October 2012 Ridership vs. Forecast - (millions)								
	October				October Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	150.4	137.1	(13.3)	(8.8%)	1,397.2	1,392.6	(4.5)	(0.3%)
Bus	63.6	55.2	(8.4)	(13.2%)	569.4	557.2	(12.2)	(2.1%)
Subtotal	214.0	192.3	(21.7)	(10.1%)	1,966.6	1,949.9	(16.7)	(0.8%)
Paratransit	1.0	0.7	(0.2)	(23.5%)	8.5	7.9	(0.6)	(7.1%)
Total	215.0	193.1	(21.9)	(10.2%)	1,975.1	1,957.8	(17.3)	(0.9%)

Notes: Totals may not add due to rounding.

- October 2012 subway ridership was 3.5 million trips (2.6 percent) above forecast through October 28, before the system shutdown for Tropical Storm Sandy.
- October 2012 bus ridership was 0.4 million trips (0.7 percent) above forecast excluding October 29-31 (when service was initially suspended and then fare-free) and a forecasted increase of 2.0 million bus riders from a fare evasion enforcement program that has not yet begun.
- In addition to the shutdown for Sandy, the paratransit ridership underrun was partially due to initiatives that reduced the rate of growth.

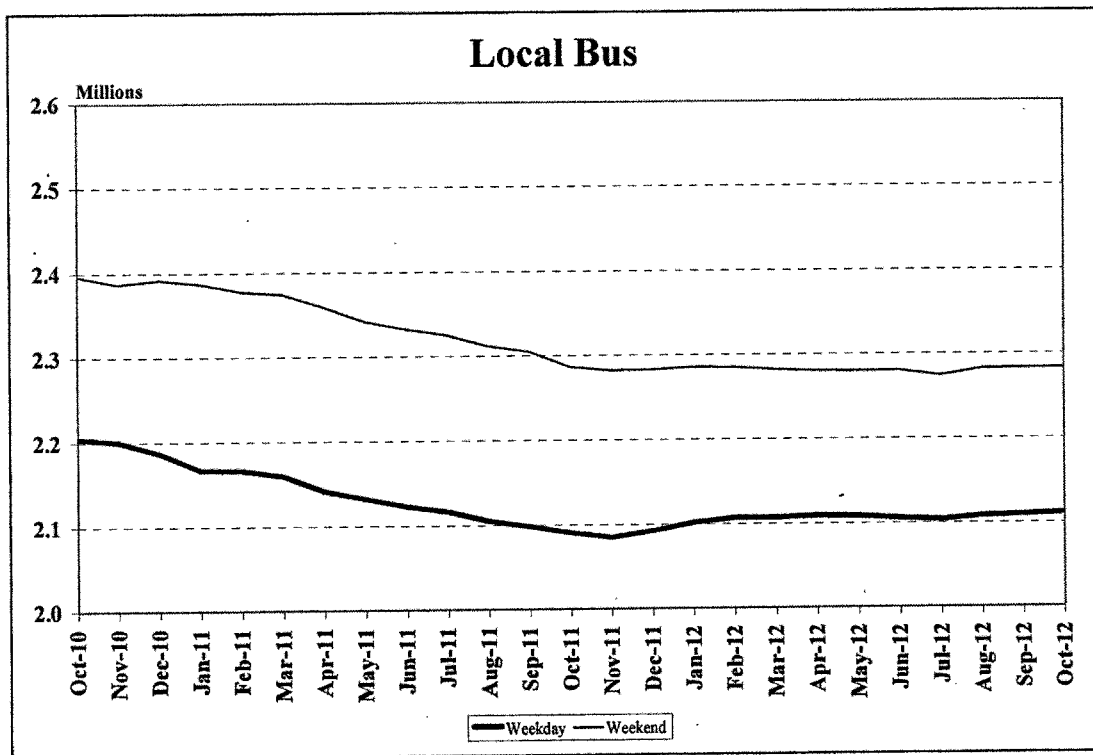
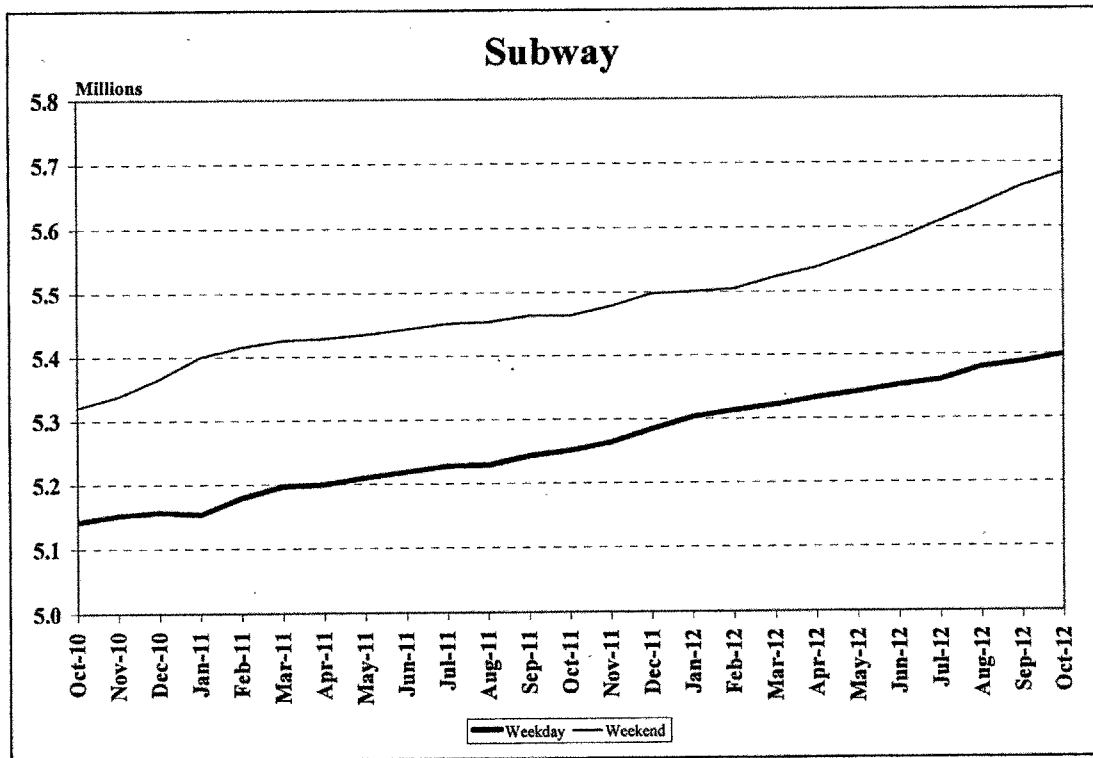
October Average Weekday and Weekend Ridership vs. Prior Year								
	Average Weekday (thousands)				Average Weekend (thousands)			
	2011	Preliminary	Change		2011	Preliminary	Change	
		2012	Amount	Percent		2012	Amount	Percent
Subway	5,520	5,673	+153	+2.8%	5,649	5,909	+259	+4.6%
Local Bus	2,222	2,249	+27	+1.2%	2,296	2,307	+11	+0.5%
Express Bus	43	44	+1	+2.1%	9	11	+2	+23.9%
Paratransit	30	31	+1	+3.6%	31	33	+2	+8.0%
TOTAL	7,815	7,997	+182	+2.3%	7,986	8,260	+275	+3.4%
12-Month Rolling Average								
Subway	5,251	5,400	+149	+2.8%	5,464	5,683	+219	+4.0%
Local Bus	2,091	2,111	+20	+1.0%	2,287	2,283	-4	-0.2%
Express Bus	41	43	+2	+3.8%	9	10	+1	+11.4%
Paratransit	28	30	+2	+7.1%	31	33	+3	+8.5%
TOTAL	7,411	7,584	+173	+2.3%	7,790	8,009	+219	+2.8%

Notes: Totals may not add due to rounding. Percentages are based on unrounded figures. Averages exclude Tropical Storms Irene and Sandy.

- October 2012 average weekday subway ridership was the highest of any month in over forty-five years. There were ten weekdays with over 5.8 million riders, and four of those days exceeded the previous one-day ridership record (based on daily ridership records since 1985) set in September 2012. The highest daily subway ridership was 5,935,109 on Thursday, October 11, 2012.
- Average weekend subway ridership was the highest of any October in over forty-five years, and continued a trend of strong growth. Excluding one Saturday with early-season snow in October 2011 and the Sunday before Sandy in October 2012, ridership increased 5.9 percent.
- The increase in weekend express bus ridership continued a trend of very strong growth, bolstered by the addition of Sunday X17 and Saturday-Sunday X27 service at the end of September 2012. Excluding the new services, ridership increased 9.6 percent.

Average Weekday and Weekend Ridership

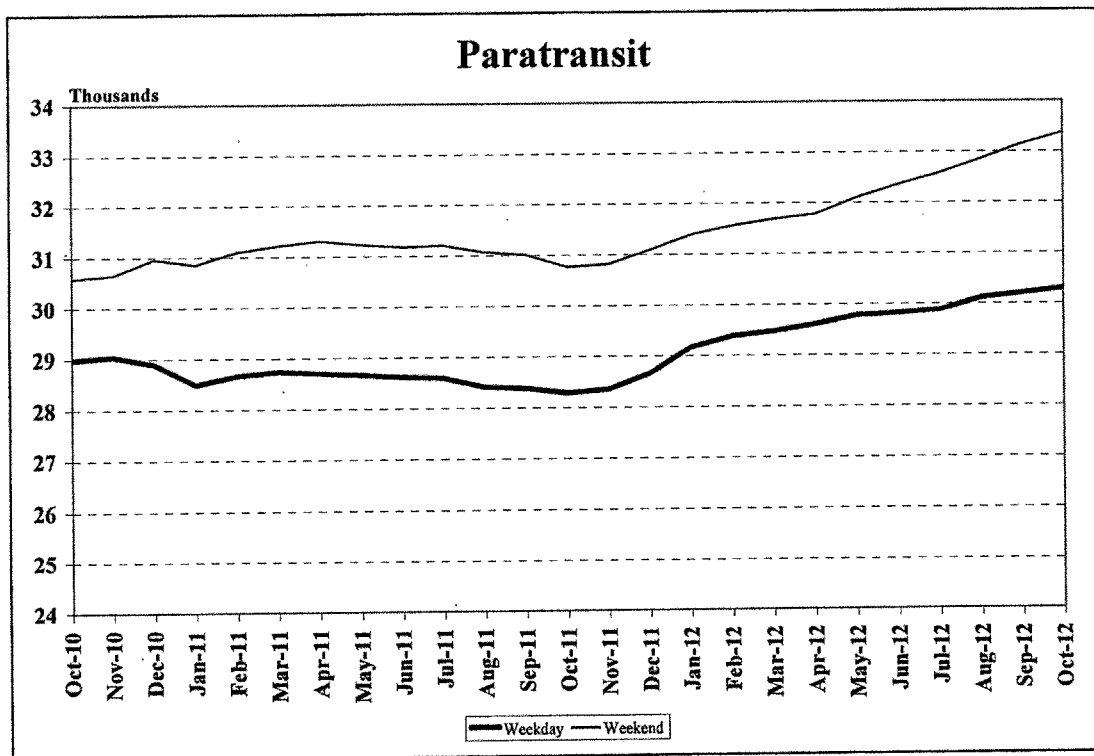
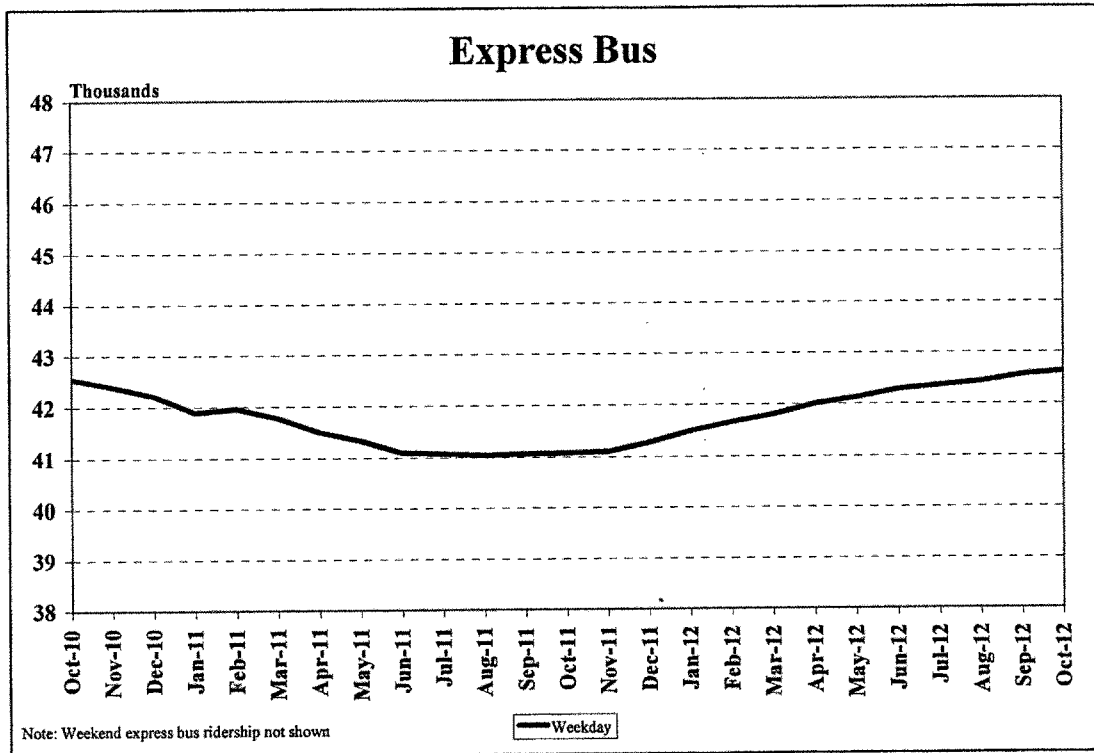
12-Month Rolling Averages*



* excludes Tropical Storms Irene and Sandy

Average Weekday and Weekend Ridership

12-Month Rolling Averages*



* excludes Tropical Storms Irene and Sandy

Ridership on New York Area Transit Services

The methodologies used for treating the ridership during Tropical Storm Sandy varied by agency. Therefore, the ridership changes from October 2011 to October 2012 are not comparable to each other.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Oct-11	Preliminary Oct-12	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,520	5,673	+2.8%	+2.8%
NYCT Local Bus	2,222	2,249	+1.2%	+1.0%
NYCT Express Bus	43	44	+2.1%	+3.8%
NYCT Paratransit	30	31	+3.6%	+7.1%
Staten Island Railway	18	18	+0.9%	+2.4%
MTA Local Bus	381	389	+2.2%	+2.7%
MTA Express Bus	34	34	-0.5%	+0.7%
Long Island Rail Road	289	268	-7.0%	+3.3%
Metro-North Railroad	281	253	-9.8%	+2.2%
Staten Island Ferry	70	67	-4.8%	+1.7%
PATH	269	234	-13.1%	+1.6%
<u>Average Weekend</u>				
NYCT Subway	5,649	5,909	+4.6%	+4.0%
NYCT Local Bus	2,296	2,307	+0.5%	-0.2%
NYCT Express Bus	9	11	+23.9%	+11.4%
NYCT Paratransit	31	33	+8.0%	+8.5%
Staten Island Railway	9	9	-0.7%	-2.6%
MTA Local Bus	358	368	+2.8%	+5.6%
MTA Express Bus	14	14	+1.4%	+0.2%
Long Island Rail Road	181	170	-6.4%	+4.7%
Metro-North Railroad	211	202	-3.9%	+4.5%
Staten Island Ferry	94	75	-19.8%	+4.8%
PATH	223	230	+2.9%	+6.1%

MTA Bridges and Tunnels (thousands)				
Average Weekday	799	735	-8.0%	+0.1%
Average Weekend	1,470	1,503	+2.3%	+1.5%

Note: Percentages are based on unrounded data.

Economy

From October 2011 to October 2012, New York City employment increased 2.6 percent (98,400 jobs). Private sector employment increased 2.9 percent (94,400 jobs) and government employment increased 0.7 percent (4,000 jobs). The sub-sector with the largest absolute and percentage increases was professional/business services (up 40,600 jobs or 6.7 percent). The only sub-sectors with employment decreases were construction (down 200 jobs or 0.2 percent) and financial services (down 200 jobs or less than 0.1 percent).

Private sector employment increased 2.9 percent year-over-year in each of the past three months. As shown in the chart below, this continued a pattern of uninterrupted year-over-year private sector employment increases that began in April 2010.

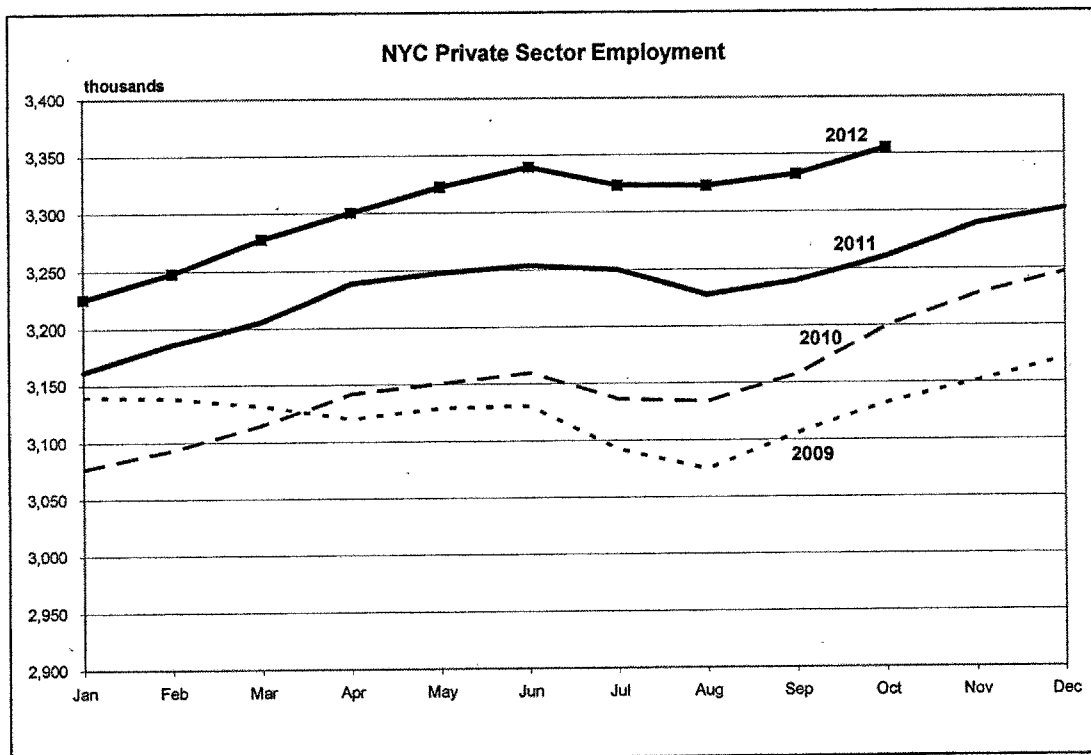


Table 1

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 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:												
Subway	\$244.653	\$231.142	(\$13.511)	(5.5)	\$0.000	\$0.000	\$0.000	-	\$244.653	\$231.142	(\$13.511)	(5.5)
Bus	80.335	72.566	(7.769)	(9.7)	0.000	0.000	0.000	-	80.335	72.566	(7.769)	(9.7)
Paratransit	1.638	1.358	(0.280)	(17.1)	0.000	0.000	0.000	-	1.638	1.358	(0.280)	(17.1)
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	331.311	315.066	(16.245)	(4.9)	0.000	0.000	0.000	-	331.311	315.066	(16.245)	(4.9)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	9.463	9.464	0.001	0.0	0.000	0.000	0.000	-	9.463	9.464	0.001	0.0
Paratransit Reimbursement	10.996	11.128	0.132	1.2	0.000	0.000	0.000	-	10.996	11.128	0.132	1.2
Other	9.519	9.430	(0.089)	(0.9)	0.000	0.000	0.000	-	9.519	9.430	(0.089)	(0.9)
Total Other Operating Revenue	29.978	30.022	0.044	0.1	0.000	0.000	0.000	-	29.978	30.022	0.044	0.1
Capital and Other Reimbursements	0.000	0.000	0.000	-	77.806	71.504	(6.302)	(8.1)	77.806	71.504	(6.302)	(8.1)
Total Revenue	\$361.289	\$345.088	(\$16.201)	(4.5)	\$77.806	\$71.504	(\$6.302)	(8.1)	\$438.095	\$416.592	(\$22.503)	(5.1)
Expenses												
Labor:												
Payroll	243.154	241.772	1.382	0.6	34.756	27.904	6.852	19.7	277.910	269.676	8.234	3.0
Overtime	21.293	26.990	(5.697)	(26.8)	2.816	7.338	(4.522)	(160.6)	24.109	34.328	(10.219)	(42.4)
Total Salaries & Wages	264.447	268.762	(4.315)	(1.6)	37.572	35.242	2.330	6.2	302.019	304.004	(1.985)	(0.7)
Health and Welfare	47.879	46.564	1.315	2.7	2.587	1.947	0.640	24.7	50.466	48.511	1.955	3.9
OPEB Current Payment	27.373	24.776	2.597	9.5	0.000	0.000	0.000	-	27.373	24.776	2.597	9.5
Pensions	18.895	18.958	(0.063)	(0.3)	0.077	0.069	0.008	10.4	18.972	19.027	(0.055)	(0.3)
Other Fringe Benefits	21.624	22.152	(0.528)	(2.4)	10.303	8.523	1.780	17.3	31.927	30.675	1.252	3.9
Total Fringe Benefits	115.771	112.450	3.321	2.9	12.967	10.539	2.428	18.7	128.738	122.989	5.749	4.5
Reimbursable Overhead	(15.479)	(16.161)	0.682	4.4	15.479	16.161	(0.682)	(4.4)	0.000	0.000	0.000	-
Total Labor Expenses	\$364.739	\$365.051	(\$0.312)	(0.1)	\$66.018	\$61.942	\$4.076	6.2	\$430.757	\$426.993	\$3.764	0.9
Non-Labor:												
Electric Power	27.366	25.209	2.157	7.9	0.021	0.030	(0.009)	(42.9)	27.387	25.239	2.148	7.8
Fuel	12.850	13.542	(0.692)	(5.4)	0.002	0.002	0.000	0.0	12.852	13.544	(0.692)	(5.4)
Insurance	4.534	4.409	0.125	2.8	0.000	0.000	0.000	-	4.534	4.409	0.125	2.8
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	37.039	32.756	4.283	11.6	0.000	0.000	0.000	-	37.039	32.756	4.283	11.6
Mtco. and Other Operating Contracts	18.572	12.590	5.982	32.2	2.761	2.553	0.208	7.5	21.333	15.143	6.190	29.0
Professional Service Contracts	11.907	9.385	2.522	21.2	2.383	1.052	1.331	55.9	14.290	10.437	3.853	27.0
Materials & Supplies	25.262	20.305	4.957	19.6	6.504	5.749	0.755	11.6	31.766	26.054	5.712	18.0
Other Business Expenses	6.385	5.281	1.104	17.3	0.117	0.176	(0.059)	(50.4)	6.502	5.457	1.045	16.1
Total Non-Labor Expenses	\$151.832	\$131.397	\$20.435	13.5	\$11.788	\$9.562	\$2.226	18.9	\$163.620	\$140.959	\$22.661	13.8
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$516.571	\$496.448	\$20.123	3.9	\$77.806	\$71.504	\$6.302	8.1	\$594.377	\$567.952	\$26.425	4.4
Depreciation	127.000	139.702	(12.702)	(10.0)	0.000	0.000	0.000	-	127.000	139.702	(12.702)	(10.0)
OPEB Account	0.000	(52.891)	52.891	-	0.000	0.000	0.000	-	0.000	(52.891)	52.891	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$643.571	\$583.259	\$60.312	9.4	\$77.806	\$71.504	\$6.302	8.1	\$721.377	\$654.763	\$66.614	9.2
Net Surplus/(Deficit)	(\$282.282)	(\$238.171)	\$44.111	15.6	\$0.000	\$0.000	\$0.000	-	(\$282.282)	(\$238.171)	\$44.111	15.6

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
October 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	\$2,296.685	\$2,300.289	\$3.604	0.2	\$0.000	\$0.000	\$0.000	-	\$2,296.685	\$2,300.289	\$3.604	0.2
Bus	743.626	731.394	(12.232)	(1.6)	0.000	0.000	0.000	-	743.626	731.394	(12.232)	(1.6)
Paratransit	13.905	12.764	(1.141)	(8.2)	0.000	0.000	0.000	-	13.905	12.764	(1.141)	(8.2)
Fare Media Liability	46.850	62.110	15.260	32.6	0.000	0.000	0.000	-	46.850	62.110	15.260	32.6
Total Farebox Revenue	3,101.066	3,106.557	5.491	0.2	0.000	0.000	0.000	-	3,101.066	3,106.557	5.491	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	68.859	68.859	0.000	0.0	0.000	0.000	0.000	-	68.859	68.859	0.000	0.0
Paratransit Reimbursement	109.654	110.159	0.505	0.5	0.000	0.000	0.000	-	109.654	110.159	0.505	0.5
Other	93.952	93.451	(0.501)	(0.5)	0.000	0.000	0.000	-	93.952	93.451	(0.501)	(0.5)
Total Other Operating Revenue	272.465	272.469	0.004	0.0	0.000	0.000	0.000	-	272.465	272.469	0.004	0.0
Capital and Other Reimbursements	0.000	0.000	0.000	-	730.921	731.404	0.483	0.1	730.921	731.404	0.483	0.1
Total Revenue	\$3,373.531	\$3,379.026	\$5.495	0.2	\$730.921	\$731.404	\$0.483	0.1	\$4,104.452	\$4,110.430	\$5.978	0.1
Expenses												
Labor:												
Payroll	2,378.746	2,377.066	1.680	0.1	295.407	280.392	15.015	5.1	2,674.153	2,657.458	16.695	0.6
Overtime	240.542	264.638	(24.096)	(10.0)	58.419	65.870	(7.451)	(12.8)	298.961	330.508	(31.547)	(10.6)
Total Salaries & Wages	2,619.288	2,641.704	(22.416)	(0.9)	353.826	346.262	7.564	2.1	2,973.114	2,987.966	(14.852)	(0.5)
Health and Welfare	493.556	483.607	9.949	2.0	17.757	19.026	(1.269)	(7.1)	511.313	502.633	8.680	1.7
OPEB Current Payment	256.774	254.881	1.893	0.7	0.000	0.000	0.000	-	256.774	254.881	1.893	0.7
Pensions	904.178	934.349	(30.171)	(3.3)	18.389	31.517	(13.128)	(71.4)	922.567	965.866	(43.299)	(4.7)
Other Fringe Benefits	234.084	238.958	(4.874)	(2.1)	86.809	83.856	2.953	3.4	320.893	322.814	(1.921)	(0.6)
Total Fringe Benefits	1,888.592	1,911.795	(23.203)	(1.2)	122.955	134.399	(11.444)	(9.3)	2,011.547	2,046.194	(34.647)	(1.7)
Reimbursable Overhead	(164.900)	(161.345)	(3.555)	(2.2)	164.900	161.345	3.555	2.2	0.000	0.000	0.000	-
Total Labor Expenses	\$4,342.980	\$4,392.154	(\$49.174)	(1.1)	\$641.681	\$642.096	(\$0.325)	(0.1)	\$4,984.661	\$5,034.160	(\$49.499)	(1.0)
Non-Labor:												
Electric Power	258.236	253.943	4.293	1.7	0.210	0.259	(0.049)	(23.3)	258.446	254.202	4.244	1.6
Fuel	137.323	137.312	0.011	0.0	0.019	0.018	0.001	5.3	137.342	137.330	0.012	0.0
Insurance	44.457	44.888	(0.431)	(1.0)	0.000	0.000	0.000	-	44.457	44.888	(0.431)	(1.0)
Claims	79.184	81.314	(2.130)	(2.7)	0.000	0.000	0.000	-	79.184	81.314	(2.130)	(2.7)
Paratransit Service Contracts	316.212	302.787	13.425	4.2	0.000	1.493	(1.493)	-	316.212	304.280	11.932	3.8
Mtce. and Other Operating Contracts	138.829	124.588	14.241	10.3	26.066	28.258	(2.192)	(8.4)	164.895	152.846	12.049	7.3
Professional Service Contracts	103.741	103.647	0.094	0.1	13.726	14.512	(0.786)	(5.7)	117.467	118.159	(0.692)	(0.6)
Materials & Supplies	222.567	215.063	7.504	3.4	47.903	42.835	5.068	10.6	270.470	257.898	12.572	4.6
Other Business Expenses	55.224	51.470	3.754	6.8	1.316	2.023	(0.707)	(53.7)	56.540	53.493	3.047	5.4
Total Non-Labor Expenses	\$1,355.773	\$1,315.012	\$40.761	3.0	\$89.240	\$89.398	(\$0.158)	(0.2)	\$1,445.013	\$1,404.410	\$40.603	2.8
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$5,698.753	\$5,707.166	(\$8.413)	(0.1)	\$730.921	\$731.404	(\$0.483)	(0.1)	\$6,429.674	\$6,438.570	(\$8.896)	(0.1)
Depreciation	1,162.750	1,162.850	(0.100)	(0.0)	0.000	0.000	0.000	-	1,162.750	1,162.850	(0.100)	(0.0)
OPEB Account	1,019.383	1,038.570	(19.187)	(1.9)	0.000	0.000	0.000	-	1,019.383	1,038.570	(19.187)	(1.9)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$7,880.886	\$7,908.586	(\$27.700)	(0.4)	\$730.921	\$731.404	(\$0.483)	(0.1)	\$8,611.807	\$8,639.990	(\$28.183)	(0.3)
Net Surplus/(Deficit)	(\$4,507.355)	(\$4,529.560)	(\$22.205)	(0.5)	\$0.000	\$0.000	\$0.000	-	(\$4,507.355)	(\$4,529.560)	(\$22.205)	(0.5)

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 ACCRUAL BASIS
October 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
		\$	%		\$	%	
Total Farebox Revenue	NR	(16.2)	(4.9)	Mostly due to the impact of Tropical Storm Sandy			
Overtime	NR	(5.7)	(26.8)	Additional requirements for vacancy/employee availability coverage and maintenance	(24.1)	(10.0)	Additional requirements for vacancy/employee availability coverage, signals/bus maintenance, and unfavorable classification adjustments offset in payroll
Health & Welfare (including OPEB Current Payment)	NR	3.9	5.2	Mainly the favorable timing of expenses	11.8	1.6	Mainly the favorable timing of expenses
Pension	NR				(30.2)	(3.3)	Primarily higher NYCERS accrued expenses, based upon recent actuarial information, applicable to NYCERS fiscal year ending June, 2013.
Other Fringe Benefits	NR				(4.9)	(2.1)	Primarily higher Workers' Compensation expenses and lower direct overhead credits, due to reimbursable payroll underruns
Reimbursable Overhead	NR				(3.6)	(2.2)	Lower overhead credits, due largely to reimbursable payroll underruns
Electric Power	NR	2.2	7.9	Primarily lower consumption	4.3	1.7	Mainly due to lower consumption and the favorable timing of expenses, partly offset by higher prices
Claims	NR				(2.1)	(2.7)	Higher claims payouts than anticipated
Paratransit Service Contracts	NR	4.3	11.6	Mainly due to the diversion of higher cost primary trips to lower cost vouchers/taxis, lower completed trips and reduced call center activity and eligibility certifications, partly offset by the unfavorable timing of expenses	13.4	4.2	Mainly due to the diversion of higher cost primary trips to lower cost vouchers/taxis, lower completed trips and reduced call center activity and eligibility certifications, partly offset by the unfavorable timing of expenses
Maintenance and Other Operating Contracts	NR	6.0	32.2	Mostly the favorable timing of maintenance services & repairs, painting expenses, and auto purchases.	14.2	10.3	Mostly the favorable timing of maintenance services & repairs, painting and building-related expenses, and auto purchases

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASE
October 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
		\$	%		\$	%	
Professional Service Contracts	NR	2.5	21.2	Primarily the favorable timing of office-related equipment and supplies expenses			
Materials & Supplies	NR	5.0	19.6	Mainly the favorable timing of vehicle maintenance requirements and favorable inventory obsolescence adjustments	7.5	3.4	Mainly the favorable timing of vehicle maintenance requirements, partly offset by unfavorable inventory obsolescence adjustments
Other Business Expenses	NR	1.1	17.3	Primarily lower MVM debit/credit card charges and stationery expenses	3.8	6.8	Primarily lower MVM debit/credit card charges and stationery expenses
Depreciation Expense	NR	(12.7)	(10.0)	Due mostly to a retro-active adjustment to include accumulated assets having reached beneficial use			
Other Post-Employment Benefits	NR	52.9	n/a	Favorable accrual adjustments	(19.2)	(1.9)	Higher accrued expenses, based on current actuarial information
Capital and Other Reimbursements	R	(6.3)	(8.1)	Lower accrued revenues, consistent with decreased reimbursable expenses			
Payroll	R	6.9	19.7	Mainly lower capital construction and engineering requirements	15.0	5.1	Mainly lower capital construction and engineering requirements
Overtime	R	(4.5)	over (100.0)	Mostly additional track work requirements and the timing of expenses	(7.5)	(12.8)	Mostly additional track work requirements and the timing of expenses
Health & Welfare	R	0.6	24.7	Favorable timing of expenses	(1.3)	(7.1)	Unfavorable timing of expenses
Pension	R				(13.1)	(71.4)	Higher NYCERS expenses, based on current actuarial information
Other Fringe Benefits	R	1.8	17.3	Mainly reduced direct overhead expenses, based on lower reimbursable salaries & wages	3.0	3.4	Mainly reduced direct overhead expenses, based on lower reimbursable salaries & wages

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
October 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
		\$	%		\$	%	
Paratransit Service Contracts	R				(1.5)	n/a	Represents support for Automatic Vehicle Locator and Interactive Voice Response systems
Maintenance Contracts	R	0.2	7.5	Largely the favorable timing of vehicle maintenance and safety equipment expenses	(2.2)	(8.4)	Mainly due to the unfavorable timing of safety equipment and other expenses
Professional Service Contracts	R	1.3	55.9	Mostly the favorable timing of data center and other expenses	(0.8)	(5.7)	Mostly the unfavorable timing of EDP maintenance & repair, and information technology-related expenses
Materials & Supplies	R	0.8	11.6	Largely the favorable timing of vehicle maintenance requirements	5.1	10.6	Primarily the favorable timing of non-vehicle maintenance requirements
Other Business Expenses	R				(0.7)	(53.7)	Mainly the recording of accumulated travel expenses

4.14

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$335.477	\$327.863	(\$7.614)	(2.3)	\$3,105.349	\$3,112.653	\$7.304	0.2
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	6.313	0.000	(6.313)	(100.0)	77.704	71.426	(6.278)	(8.1)
Paratransit Reimbursement	2.071	2.203	0.132	6.4	127.165	95.938	(31.227)	(24.6)
Other	3.793	4.096	0.303	8.0	97.446	96.579	(0.867)	(0.9)
Total Other Operating Revenue	12.177	6.299	(5.878)	(48.3)	302.315	263.943	(38.372)	(12.7)
Capital and Other Reimbursements	98.445	127.297	28.852	29.3	795.817	725.376	(70.441)	(8.9)
Total Receipts	\$446.099	\$461.459	\$15.360	3.4	\$4,203.481	\$4,101.972	(\$101.509)	(2.4)
Expenditures								
Labor:								
Payroll	299.474	182.926	116.548	38.9	2,704.426	2,651.558	52.868	2.0
Overtime	26.175	84.207	(58.032)	(221.7)	337.451	351.353	(13.902)	(4.1)
Total Salaries & Wages	325.649	267.133	58.516	18.0	3,041.877	3,002.911	38.966	1.3
Health and Welfare	51.702	62.186	(10.484)	(20.3)	513.693	506.044	7.649	1.5
OPEB Current Payment	27.373	24.776	2.597	9.5	256.774	254.881	1.893	0.7
Pensions	105.084	19.115	85.969	81.8	570.737	489.152	81.585	14.3
Other Fringe Benefits	31.258	26.113	5.145	16.5	298.594	294.860	3.734	1.3
Total Fringe Benefits	215.417	132.190	83.227	38.6	1,639.798	1,544.937	94.861	5.8
GASB Account	1.305	2.690	(1.385)	(106.1)	28.050	29.841	(1.791)	(6.4)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$542.371	\$402.013	\$140.358	25.9	\$4,709.725	\$4,577.689	\$132.036	2.8
Non-Labor:								
Electric Power	28.633	27.404	1.229	4.3	245.199	250.265	(5.066)	(2.1)
Fuel	12.852	10.432	2.420	18.8	127.988	133.663	(5.675)	(4.4)
Insurance	0.126	19.696	(19.570)	-	53.109	51.441	1.668	3.1
Claims	6.950	6.902	0.048	0.7	73.142	76.363	(3.221)	(4.4)
Paratransit Service Contracts	38.346	31.139	7.207	18.8	311.598	296.848	14.750	4.7
Mtce. and Other Operating Contracts	20.180	15.528	4.652	23.1	177.910	151.117	26.793	15.1
Professional Service Contracts	14.291	12.338	1.953	13.7	115.768	119.682	(3.914)	(3.4)
Materials & Supplies	30.397	11.622	18.775	61.8	277.312	239.398	37.914	13.7
Other Business Expenditures	6.734	5.353	1.381	20.5	56.073	51.349	4.724	8.4
Total Non-Labor Expenditures	\$158.509	\$140.414	\$18.095	11.4	\$1,438.099	\$1,370.126	\$67.973	4.7
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$700.880	\$542.427	\$158.453	22.6	\$6,147.824	\$5,947.815	\$200.009	3.3
Net Surplus/(Deficit)	(\$254.781)	(\$80.968)	\$173.813	68.2	(\$1,944.343)	(\$1,845.843)	\$98.500	5.1

NOTE: Totals may not add due to rounding.

Table 5

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Operating Receipts	(5.9)	(48.3)	Primarily the unfavorable timing of NYS fare reimbursements	(38.4)	(12.7)	Primarily the unfavorable timing of NYC partial reimbursement of paratransit expenses and NYS fare reimbursements
Capital and Other Reimbursements	28.9	29.3	Mostly the favorable timing of reimbursements	(70.4)	(8.9)	Mostly the unfavorable timing of reimbursements
Salaries & Wages	58.5	18.0	Largely the favorable timing of retro-wage payments	39.0	1.3	Largely the favorable timing of retro-wage payments
Pension	86.0	81.8	Largely the favorable timing of payments awaiting legislative approval of NYCERS increased pension expense valuation	81.6	14.3	Largely the favorable timing of payments awaiting legislative approval of NYCERS increased pension expense valuation
Insurance	(19.6)	n/a	The unfavorable timing of payments			
Claims				(3.2)	(4.4)	Higher claims payouts than anticipated
Paratransit Service Contracts	7.2	18.8	Mostly expense underruns and the favorable timing of payments	14.8	4.7	Mostly expense underruns
Maintenance Contracts	4.6	23.1	Mostly lower expenses	26.8	15.1	Largely the favorable timing of payments and lower expenses
Professional Service Contracts	2.0	13.7	Mostly the favorable timing of payments	(3.9)	(3.4)	Primarily higher expenses and the unfavorable timing of payments
Materials & Supplies	18.8	61.8	Largely the favorable timing of payments	37.9	13.7	Largely the favorable timing of payments
Other Business Expenses	1.4	20.5	Mainly lower MVM debit/credit card charges	4.7	8.4	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)
October 2012
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$4.166	\$12.797	\$8.631	207.2	\$4.283	\$6.096	\$1.813	42.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(3.150)	(9.464)	(6.314)	(200.4)	8.845	2.567	(6.278)	(71.0)
Paratransit Reimbursement	(8.925)	(8.925)	0.000	0.0	17.511	(14.221)	(31.732)	(181.2)
Other	(5.728)	(5.334)	0.392	6.8	3.494	3.128	(0.366)	(10.5)
Total Other Operating Revenue	(17.801)	(23.723)	(5.922)	(33.3)	29.850	(8.526)	(38.376)	(128.6)
Capital and Other Reimbursements	20.639	55.793	35.154	170.3	64.896	(6.028)	(70.924)	(109.3)
Total Receipts	\$7.004	\$44.867	\$37.863	540.6	\$99.029	(\$8.458)	(\$107.487)	(108.5)
Expenditures								
Labor:								
Payroll	(21.564)	86.750	108.314	502.3	(30.273)	5.900	36.173	119.5
Overtime	(2.066)	(49.879)	(47.813)	-	(38.490)	(20.845)	17.645	45.8
Total Salaries & Wages	(23.630)	36.871	60.501	256.0	(68.763)	(14.945)	53.818	78.3
Health and Welfare	(1.236)	(13.675)	(12.439)	-	(2.380)	(3.411)	(1.031)	(43.3)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(86.112)	(0.088)	86.024	99.9	351.830	476.714	124.884	35.5
Other Fringe Benefits	0.669	4.562	3.893	581.9	22.299	27.954	5.655	25.4
Total Fringe Benefits	(86.679)	(9.201)	77.478	89.4	371.749	501.257	129.508	34.8
GASB Account	(1.305)	(2.690)	(1.385)	(106.1)	(28.050)	(29.841)	(1.791)	(6.4)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$111.614)	\$24.980	\$136.594	122.4	\$274.936	\$456.471	\$181.535	66.0
Non-Labor:								
Electric Power	(1.246)	(2.165)	(0.919)	(73.8)	13.247	3.937	(9.310)	(70.3)
Fuel	0.000	3.112	3.112	-	9.354	3.667	(5.687)	(60.8)
Insurance	4.408	(15.287)	(19.695)	(446.8)	(8.652)	(6.553)	2.099	24.3
Claims	0.967	1.018	0.051	5.3	6.042	4.951	(1.091)	(18.1)
Paratransit Service Contracts	(1.307)	1.617	2.924	223.7	4.614	7.432	2.818	61.1
Misc. and Other Operating Contracts	1.153	(0.385)	(1.538)	(133.4)	(13.015)	1.729	14.744	113.3
Professional Service Contracts	(0.001)	(1.901)	(1.900)	-	1.699	(1.523)	(3.222)	(189.6)
Materials & Supplies	1.369	14.432	13.063	-	(6.842)	18.500	25.342	370.4
Other Business Expenses	(0.232)	0.104	0.336	144.8	0.467	2.144	1.677	359.1
Total Non-Labor Expenditures	\$5.111	\$0.545	(\$4.566)	(89.3)	\$6.914	\$34.284	\$27.370	395.9
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 before Depreciation and OPEB	(\$106.503)	\$25.525	\$132.028	124.0	\$281.850	\$490.755	\$208.905	74.1
Depreciation	127.000	139.702	12.702	10.0	1,162.750	1,162.850	0.100	0.0
OPEB Account	0.000	(52.891)	(52.891)	-	1,019.383	1,038.570	19.187	1.9
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$20.497	\$112.336	\$91.839	448.1	\$2,463.983	\$2,692.175	\$228.192	9.3
Total Cash Conversion Adjustments	\$27.501	\$157.203	\$129.702	471.6	\$2,563.012	\$2,683.717	\$120.705	4.7

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2012 YEAR-TO-DATE
(\$ in millions)

	<u>October 2012 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	3,373.5	3,396.9	3,379.0	5.5	0.2	(17.9)	(0.5)
Total Expenses before Depreciation, OPEB and Environmental Remediation	5,698.8	5,727.7	5,707.2	(8.4)	(0.1)	20.5	0.4
Depreciation	1,162.8	1,148.1	1,162.9	(0.1)	(0.0)	(14.8)	(1.3)
OPEB Account	1,019.3	1,091.5	1,038.5	(19.2)	(1.9)	53.0	4.9
Environmental Remediation	0.0	0.0	0.0	0.0	n/a	0.0	n/a
Total Expenses	7,880.9	7,967.3	7,908.6	(27.7)	(0.4)	58.7	0.7
Net Surplus/(Deficit)	(4,507.4)	(4,570.4)	(4,529.6)	(22.2)	(0.5)	40.8	0.9

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2012 YEAR-TO-DATE
(\$ in millions)

	October 2012 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	(17.9)	(0.5)	Mostly due to the impact of Tropical Storm Sandy
Total Expenses (Nonreimbursable)	58.7	0.7	Expenses before non-cash liability adjustments were favorable by \$20.5 million (0.4 percent), due mostly to the favorable timing of fringe benefit and non labor expenses. Depreciation expenses were unfavorable by \$14.8 million (1.3 percent), due to a retroactive adjustment in October to be offset later in the year. OPEB account expenses were favorable by \$53.0 million (4.9 percent), due to the timing of accrual adjustments which will be mostly offset later in the year.

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

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
October 2012

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./(Unfav)</u>	<u>Explanation</u>
Administration:				
Office of the President	29	30	(1)	
Law	266	258	8	
Office of the EVP	41	37	4	
Human Resources	239	241	(2)	
Office of Management and Budget	39	37	2	
Capital Planning & Budget	31	30	1	
Corporate Communications	251	242	9	
AFC Program Management & Sales	54	49	5	
Technology & Information Services	444	441	3	
Non-Departmental	84	-	84	
Labor Relations	96	86	10	
Materiel	238	237	1	
Controller	130	135	(5)	
Total Administration	1,942	1,823	119	
Operations				
Subways Service Delivery	7,394	7,273	121	
Subways Operations Support/Admin.	313	316	(3)	
Subways Stations	2,674	2,684	(10)	
Sub-total Subways	10,381	10,273	108	
Buses	10,315	10,324	(9)	
Paratransit	172	156	16	
Operations Planning	395	382	13	
Revenue Control	421	396	25	
Total Operations	21,684	21,531	153	
Maintenance				
Subways Operations Support/Admin.	163	163	0	
Subways Engineering	313	295	18	
Subways Car Equipment	4,118	4,118	0	
Subways Infrastructure	1,292	1,294	(2)	
Subways Elevators & Escalators	378	342	36	
Subways Stations	3,542	3,557	(15)	
Subways Track	2,730	2,681	49	
Subways Power	608	618	(10)	
Subways Signals	1,417	1,407	10	
Subways Electronic Maintenance	1,379	1,335	44	
Sub-total Subways	15,940	15,810	130	
Buses	3,731	3,692	39	
Revenue Control	150	137	13	
Supply Logistics	557	553	4	
System Safety	88	82	6	
Total Maintenance	20,466	20,274	192	
Engineering/Capital				
Capital Program Management	1,218	1,198	20	
Total Engineering/Capital	1,218	1,198	20	
Public Safety				
Security	574	482	92	
Total Public Safety	574	482	92	
Total Positions	45,884	45,308	576	
Non-Reimbursable	41,377	41,351	26	
Reimbursable	4,507	3,957	550	
Total Full-Time	45,725	45,091	634	
Total Full-Time Equivalents	159	217	(58)	

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
October 2012

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	640	578	62	
Professional, Technical, Clerical	1,187	1,226	(39)	
Operational Hourlies	115	19	96	
Total Administration	1,942	1,823	119	
Operations				
Managers/Supervisors	2,521	2,430	91	
Professional, Technical, Clerical	378	372	6	
Operational Hourlies	18,785	18,729	56	
Total Operations	21,684	21,531	153	
Maintenance				
Managers/Supervisors	3,744	3,660	84	
Professional, Technical, Clerical	1,029	965	64	
Operational Hourlies	15,693	15,649	44	
Total Maintenance	20,466	20,274	192	
Engineering/Capital				
Managers/Supervisors	272	255	17	
Professional, Technical, Clerical	944	941	3	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,198	20	
Public Safety				
Managers/Supervisors	195	128	67	
Professional, Technical, Clerical	36	29	7	
Operational Hourlies	343	325	18	
Total Public Safety	574	482	92	
Total Positions				
Managers/Supervisors	7,372	7,051	321	
Professional, Technical, Clerical	3,574	3,533	41	
Operational Hourlies	34,938	34,724	214	
Total Positions	45,884	45,308	576	

MTA New York City Transit
2012 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	October						October 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	\$10.5	0	\$9.8	0	\$0.7 6.5%	0	\$95.1	0	\$93.3	0	\$1.8 1.9%
<u>Unscheduled Service</u>	0	\$6.1	0	\$7.4	0	(\$1.3) (21.6%)	0	\$57.0	0	\$66.9	0	(\$9.9) (17.4%)
Programmatic/Routine Maintenance	0	\$3.8	0	\$8.3	0	(\$4.5) (119.1%)	0	\$70.7	0	\$84.2	0	(\$13.6) (19.2%)
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	\$1.0	0	(\$1.0) 0.0%	0	\$7.7	0	\$13.7	0	(5.9) (77.1%)
<u>Weather Emergencies</u>	0	\$0.0	0	\$0.0	0	\$0.0 55.0%	0	\$2.2	0	\$1.9	0	\$0.3 12.0%
<u>Safety/Security/Law Enforcement</u>	0	\$0.3	0	\$0.2	0	\$0.0 6.1%	0	\$2.2	0	\$2.3	0	(\$0.1) (6.6%)
<u>Other</u>	0	\$0.7	0	\$0.3	0	\$0.4 54.9%	0	\$5.8	0	\$2.3	0	\$3.5 60.0%
Subtotal	0	\$21.3	0	\$27.0	0	(\$5.7) (26.8%)	0	\$240.5	0	\$264.6	0	(\$24.0) (10.0%)
REIMBURSABLE OVERTIME		\$2.8		\$7.3	0	(\$4.5) -160.6%		\$58.4	0	\$65.9	0	(\$7.5) (12.8%)
TOTAL OVERTIME	0	\$24.1	0	\$34.3	0	(\$10.2) (42.4%)	0	\$299.0	0	\$330.5	0	(\$31.5) (10.5%)

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 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	October			October Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	0	\$0.7		0	\$1.8	Primarily favorable due to vacancies and lower than scheduled bus service.
		(12.0%)			(7.3%)	
Unscheduled Service	0	(\$1.3)	Primarily due to bus traffic delays, diversions and extra bus trips.	0	(\$9.9)	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.
		23.0%			41.2%	
Programmatic/Routine Maintenance	0	(\$4.5)	Mainly due to signals and subway track maintenance.	0	(\$13.6)	Unfavorable variance primarily due to maintenance and inspection backlogs in Signal; Buses maintenance efforts to improve fleet reliability and reverse negative MDBF trend; and hot weather-related bus maintenance.
		79.4%			56.4%	
Unscheduled Maintenance	0	\$0.0		0	\$0.0	
		0.0%			0.0%	
Vacancy/Absentee Coverage	0	(\$1.0)	Mainly due to vacancy / absentee coverage in train operators, conductors, and RTO supervisors.	0	(\$5.9)	Mainly due to vacancy / absentee coverage in train operators, conductors, station agents, station cleaners, bus operators, bus maintainers, and bus dispatchers.
		16.7%			24.7%	
Weather Emergencies	0	\$0.0		0	\$0.3	
		(0.2%)			-1.1%	
Safety/Security/Law Enforcement	0	\$0.0		0	(\$0.1)	
		-0.3%			0.6%	
Other		\$0.4		0	\$3.5	
		(6.7%)			(14.4%)	
Subtotal	0	(\$5.7)		0	(\$24.0)	
		55.7%			76.3%	
REIMBURSABLE OVERTIME	0	(\$4.5)		0	(\$7.5)	Mostly due to track and buses reimbursable requirements.
		44.3%			23.7%	
TOTAL OVERTIME	0	(\$10.2)		0	(\$31.5)	

METROPOLITAN TRANSPORTATION AUTHORITY
2012 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL AND RIDERSHIP REPORT

October 2012

(All data are preliminary and subject to audit)

In the month of October, operating revenue was \$0.7 million, less than \$0.1 million (7.0 percent) higher than the Mid-Year Forecast (forecast), due primarily to the favorable timing of student fare reimbursements, partly offset by lower farebox revenue, due mostly to the impact of Superstorm Sandy. Year-to-date, operating revenue was \$6.3 million, \$0.2 million (2.5 percent) below forecast, due to the impact of Superstorm Sandy and the unfavorable timing of student fare reimbursements.

October 2012 average weekday ridership was 18,222, 0.9 percent (159 riders) higher than October 2011. Average weekday ridership for the twelve months ending October 2012 was 16,340, 2.5 percent (405 riders) higher than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits exceeded forecast in October by \$0.7 million (21.6 percent). Labor expenses were higher by \$0.9 million (46.2 percent), due mostly to the unfavorable timing of payroll and pension expenses and higher overtime costs, due to vacancy coverage and timing. Non-labor expenses were favorable by \$0.3 million (22.7 percent), due largely to underruns in energy costs. Year-to-date, non-reimbursable expenses were below forecast by \$0.6 million (2.1 percent). Labor expenses exceeded forecast by \$0.9 million (4.1 percent), due to the unfavorable timing of fringe benefit expenses and higher overtime expenses, partly offset by lower payroll expenses due to the favorable timing of labor contract resolution and vacancy control savings. Non-labor expenses were favorable by \$1.5 million (16.4 percent), primarily due to lower energy costs and the favorable timing of material and maintenance contract expenses.

Depreciation expenses were \$7.5 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 \$2.0 million year-to-date, equal to forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$24.6 million, less than \$0.1 million (0.2 percent) higher than forecast.

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 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	0.517	0.457	(0.060)	(11.6)	0.000	-	-	-	0.517	0.457	0.060	(11.6)
Other Operating Revenue	0.141	0.247	0.106	75.2	0.000	-	-	-	0.141	0.247	0.106	75.2
Capital and Other Reimbursements	-	0.000	0.000	-	0.120	0.191	0.071	59.2	0.120	0.191	0.071	59.2
Total Revenue	\$ 0.658	\$0.704	\$0.046	7.0	\$0.120	\$0.191	\$ 0.071	59.2	\$ 0.778	\$ 0.895	\$ 0.117	15.0
Expenses												
Labor:												
Payroll	1.250	1.733	(0.483)	(38.6)	0.020	0.070	(0.050)	(250.0)	1.270	1.803	(0.533)	(42.0)
Overtime	0.000	0.220	(0.220)	-	0.080	0.083	(0.003)	(3.8)	0.080	0.303	(0.223)	(278.8)
Total Salaries & Wages	\$ 1.250	1.953	(0.703)	(56.2)	\$0.100	\$0.153	\$ (0.053)	(53.0)	\$ 1.350	\$ 2.106	\$ (0.756)	(56.0)
Health and Welfare	0.352	0.429	(0.077)	(21.9)	0.066	0.013	0.053	80.3	0.418	0.442	(0.024)	(5.7)
OPEB Current Portion	0.056	0.056	0.000	0.0	0.000	0.000	-	-	0.056	0.056	-	0.0
Pensions	0.337	0.495	(0.158)	(46.9)	0.001	0.015	(0.014)	(1,400.0)	0.338	0.510	(0.172)	(50.9)
Other Fringe Benefits	0.032	0.030	0.002	6.3	0.002	0.010	(0.008)	(400.0)	0.034	0.040	(0.006)	(17.6)
Total Fringe Benefits	\$ 0.777	\$1.010	(\$0.233)	(30.0)	\$0.069	\$0.038	\$ 0.031	44.9	\$ 0.846	\$ 1.048	\$ (0.202)	(23.9)
Reimbursable Overhead	-	0.000	0.000	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.027	\$2.963	(\$0.936)	(46.2)	\$0.169	\$0.191	\$ (0.022)	(13.0)	\$ 2.196	\$ 3.154	\$ (0.958)	(43.6)
Non-Labor:												
Electric Power	0.442	0.327	0.115	26.0	0.000	-	-	-	0.442	0.327	0.115	26.0
Fuel	0.050	0.012	0.038	76.0	0.000	-	-	-	0.050	0.012	0.038	76.0
Insurance	0.021	0.023	(0.002)	(9.5)	0.000	-	-	-	0.021	0.023	(0.002)	(9.5)
Claims	0.024	0.023	0.001	4.2	0.000	-	-	-	0.024	0.023	0.001	4.2
Paratransit Service Contracts	-	0.000	0.000	-	0.000	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.151	0.145	0.006	4.0	0.000	-	-	-	0.151	0.145	0.006	4.0
Professional Service Contracts	0.035	0.035	0.000	0.0	0.000	-	-	-	0.035	0.035	-	0.0
Materials & Supplies	0.397	0.301	0.096	24.2	(0.049)	0.000	(0.049)	(100.0)	0.348	0.301	0.047	13.5
Other Business Expenses	0.001	0.000	0.001	100.0	0.000	-	-	-	0.001	-	0.001	100.0
Total Non-Labor Expenses	\$ 1.121	\$0.866	\$0.255	22.7	(\$0.049)	\$0.000	\$ (0.049)	(100.0)	\$ 1.072	\$ 0.866	\$ 0.206	19.2
Other Expenses Adjustments:												
Other	-	-	0.000	-	0.000	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$0.000	\$0.000	-	\$0.000	\$0.000	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 3.148	\$3.829	(\$0.681)	(21.6)	\$0.120	\$0.191	\$ (0.071)	(59.2)	\$ 3.268	\$ 4.020	\$ (0.752)	(23.0)
Depreciation	0.742	0.742	0.000	0.0	0.000	-	-	-	0.742	0.742	-	0.0
Other Post Employment Benefits	0.150	0.150	0.000	0.0	0.000	-	-	-	0.150	0.150	-	0.0
Total Expenses	\$ 4.040	\$4.721	(\$0.681)	(16.9)	\$0.120	\$0.191	\$ (0.071)	(59.2)	\$ 4.160	\$ 4.912	\$ (0.752)	(18.1)
Net Surplus/(Deficit)	\$ (3.382)	(\$4.017)	(\$0.635)	(18.8)	\$0.000	\$0.000	\$ -	-	\$ (3.382)	(\$4.017)	(\$0.635)	(18.8)

Table 2

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 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	4.723	4.632	(0.091)	(1.9)	-	-	-	-	4.723	4.632	(0.091)	(1.9)
Other Operating Revenue	1.787	1.713	(0.074)	(4.1)	-	-	-	-	1.787	1.713	(0.074)	(4.1)
Capital and Other Reimbursements	-	-	-	-	1.436	1.927	0.491	34.2	1.436	1.927	0.491	34.2
Total Revenue	\$ 6.510	\$ 6.345	\$ (0.165)	(2.5)	\$ 1.436	\$ 1.927	\$ 0.491	34.2	\$ 7.946	\$ 8.272	\$ 0.326	4.1
Expenses												
Labor:												
Payroll	12.074	11.354	0.720	6.0	0.249	0.486	(0.237)	(95.2)	12.323	11.840	0.483	3.9
Overtime	0.661	1.230	(0.569)	(86.1)	0.545	0.444	0.101	18.5	1.206	1.674	(0.468)	(38.8)
Total Salaries & Wages	\$ 12.735	\$ 12.584	\$ 0.151	1.2	\$ 0.794	\$ 0.930	\$ (0.136)	(17.1)	\$ 13.529	\$ 13.514	\$ 0.015	0.1
Health and Welfare	3.054	3.294	(0.240)	(7.9)	0.379	0.168	0.211	55.7	3.433	3.462	(0.029)	(0.8)
OPEB Current Portion	0.545	0.538	0.007	1.3	-	-	-	-	0.545	0.538	0.007	1.3
Pensions	4.124	4.781	(0.657)	(15.9)	0.092	0.251	(0.159)	(172.8)	4.216	5.032	(0.816)	(19.4)
Other Fringe Benefits	1.032	1.172	(0.140)	(13.6)	0.075	0.139	(0.064)	(85.3)	1.107	1.311	(0.204)	(18.4)
Total Fringe Benefits	\$ 8.755	\$ 9.785	\$ (1.030)	(11.8)	\$ 0.546	\$ 0.558	\$ (0.012)	(2.2)	\$ 9.301	\$ 10.343	\$ (1.042)	(11.2)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 21.490	\$ 22.369	\$ (0.879)	(4.1)	\$ 1.340	\$ 1.488	\$ (0.148)	(11.0)	\$ 22.830	\$ 23.857	\$ (1.027)	(4.5)
Non-Labor:												
Electric Power	4.011	3.494	0.517	12.9	-	-	-	-	4.011	3.494	0.517	12.9
Fuel	0.306	0.107	0.199	65.0	-	-	-	-	0.306	0.107	0.199	65.0
Insurance	0.215	0.218	(0.003)	(1.4)	-	-	-	-	0.215	0.218	(0.003)	(1.4)
Claims	0.228	0.226	0.002	0.9	-	-	-	-	0.228	0.226	0.002	0.9
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.331	1.136	0.195	14.7	-	-	-	-	1.331	1.136	0.195	14.7
Professional Service Contracts	0.350	0.350	-	0.0	-	-	-	-	0.350	0.350	-	0.0
Materials & Supplies	2.841	2.232	0.609	21.4	0.096	0.439	(0.343)	(357.3)	2.937	2.671	0.266	9.1
Other Business Expenses	0.004	0.004	-	0.0	-	-	-	-	0.004	0.004	-	0.0
Total Non-Labor Expenses	\$ 9.286	\$ 7.767	\$ 1.519	16.4	\$ 0.096	\$ 0.439	\$ (0.343)	(357.3)	\$ 9.382	\$ 8.206	\$ 1.176	12.5
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 30.776	\$ 30.136	\$ 0.640	2.1	\$ 1.436	\$ 1.927	\$ (0.491)	(34.2)	\$ 32.212	\$ 32.063	\$ 0.149	0.5
Depreciation	7.516	7.515	0.001	0.0	-	-	-	-	7.516	7.515	0.001	0.0
Other Post Employment Benefits	2.000	2.000	-	0.0	-	-	-	-	2.000	2.000	-	0.0
Total Expenses	\$ 40.292	\$ 39.651	\$ 0.641	1.6	\$ 1.436	\$ 1.927	\$ (0.491)	(34.2)	\$ 41.728	\$ 41.578	\$ 0.150	0.4
Net Surplus/(Deficit)	\$ (33.782)	\$ (33.306)	\$ 0.476	1.4	\$ -	\$ -	\$ -	-	\$ (33.782)	\$ (33.306)	\$ 0.476	1.4

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

4.28

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
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.060)	(11.6)%	Mostly system closure due to Superstorm Sandy	(0.091)	(1.9)%	Mostly system closure due to Superstorm Sandy
Other Operating Revenue	Non Reimb.	0.106	75.2%	Favorable timing of student fare reimbursements	(0.074)	(4.1)%	Unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	(0.483)	(38.6)%	Unfavorable timing of expenses	0.720	6.0%	Timing of labor contract resolution and vacancy control savings
Overtime	Non Reimb.	(0.220)	n/a	Mostly vacancy coverage requirements and timing	(0.569)	(86.1)%	Mostly vacancy coverage requirements and the timing of reimbursable project work classification adjustments
Health and Welfare	Non Reimb.	(0.077)	(21.9)%	Timing of expenses	(0.240)	(7.9)%	Timing of expenses
Pension	Non Reimb.	(0.158)	(46.9)%	Timing of expenses	(0.657)	(15.9)%	Timing of expenses
Other Fringe Benefits	Non Reimb.				(0.140)	(13.6)%	Mostly timing and higher Workers' Compensation expenses
Electric Power	Non Reimb.	0.115	26.0%	Mainly lower billings	0.517	12.9%	Mainly lower billings
Fuel	Non Reimb.	0.038	76.0%	Mostly lower non-revenue vehicle and diesel fuel usage	0.199	65.0%	Mostly lower non-revenue vehicle and diesel fuel usage
Mtce. And Other Operating Contracts	Non Reimb.	0.006	4.0%	Timing of expenses	0.195	14.7%	Timing of expenses
Materials and Supplies	Non Reimb.	0.096	24.2%	Timing of expenses	0.609	21.4%	Timing of expenses
Capital and Other Reimbursements	Reimb.	0.071	59.2%	Timing of Contractor requirements	0.491	34.2%	Timing of Contractor requirements
Payroll	Reimb.	(0.050)	over (100.0)	Timing of Contractor requirements	(0.237)	(95.2)%	Timing of Contractor requirements
Overtime	Reimb.			Timing of Contractor requirements	0.101	18.5%	Timing of Contractor requirements
Health and Welfare	Reimb.	0.053	80.3%	Timing of Contractor requirements	0.211	55.7%	Timing of Contractor requirements
Pension	Reimb.	(0.014)	over (100.0)	Timing of Contractor requirements	(0.159)	over (100.0)	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	(0.008)	over (100.0)	Timing of Contractor requirements	(0.064)	(85.3)%	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.517	0.180	(0.337)	(65.2)	4.752	4.439	(0.313)	(6.6)
Other Operating Revenue	0.141	0.003	(0.138)	(97.9)	1.807	1.440	(0.367)	(20.3)
Capital and Other Reimbursements	0.314	-	(0.314)	(100.0)	1.758	0.188	(1.570)	(89.3)
Total Receipts	\$ 0.972	\$ 0.183	\$ (0.789)	(81.2)	\$ 8.317	\$ 6.067	\$ (2.250)	(27.1)
<u>Expenditures</u>								
Labor:								
Payroll	1.220	1.733	(0.513)	(42.0)	12.306	11.829	0.477	3.9
Overtime	0.094	0.220	(0.126)	(134.0)	1.178	1.453	(0.275)	(23.3)
Health and Welfare	0.423	0.429	(0.006)	(1.4)	3.422	3.381	0.041	1.2
OPEB Current Portion	0.056	0.056	-	0.0	0.545	0.538	0.007	1.3
Pensions	0.705	0.495	0.210	29.8	3.525	3.960	(0.435)	(12.3)
Other Fringe Benefits	0.164	0.030	0.134	81.7	1.481	1.022	0.459	31.0
GASB Account	0.050	-	0.050	100.0	0.247	0.049	0.198	80.2
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.712	\$ 2.963	\$ (0.251)	(9.3)	\$ 22.704	\$ 22.232	\$ 0.472	2.1
Non-Labor:								
Electric Power	0.489	0.315	0.174	35.6	4.246	3.404	0.842	19.8
Fuel	0.050	0.013	0.037	74.0	0.306	0.108	0.198	64.7
Insurance	0.035	0.037	(0.002)	(5.7)	0.190	0.188	0.002	1.1
Claims	0.038	0.026	0.012	31.6	0.332	0.228	0.104	31.2
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.161	0.056	0.105	65.2	1.311	1.002	0.309	23.6
Professional Service Contracts	0.064	0.092	(0.028)	(43.8)	0.438	0.326	0.112	25.6
Materials & Supplies	0.310	0.230	0.080	25.8	3.071	3.123	(0.052)	(1.7)
Other Business Expenditures	0.051	0.001	0.050	98.0	0.264	0.044	0.220	83.3
Total Non-Labor Expenditures	\$ 1.198	\$ 0.770	\$ 0.428	35.7	\$ 10.158	\$ 8.423	\$ 1.735	17.1
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 3.910	\$ 3.733	\$ 0.177	4.5	\$ 32.862	\$ 30.655	\$ 2.207	6.7
Operating Cash Deficit	\$ (2.938)	\$ (3.550)	\$ (0.612)	(20.8)	\$ (24.545)	\$ (24.588)	\$ (0.043)	(0.2)

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN 2012 MID-YEAR FORECAST AND ACTUAL CASH BASIS
October 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	(0.337)	(65.2%)	Mainly the timing of MetroCard cash settlements with NYCT	(0.313)	(6.6%)	Mainly the timing of MetroCard cash settlements with NYCT
Other Operating Revenue	(0.138)	(97.9%)	The unfavorable timing of student fare reimbursements	(0.367)	(20.3%)	The unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.314)	(100.0%)	The unfavorable timing of reimbursements	(1.570)	(89.3%)	Mostly the unfavorable timing of reimbursements
Payroll	(0.513)	(42.0%)	Unfavorable timing of expenses and payments	0.477	3.9%	Timing of labor contract resolution and vacancy control savings
Overtime	(0.126)	over (100.0)	Mainly vacancy coverage requirements and timing	(0.275)	(23.3%)	Mainly vacancy coverage requirements and timing
Pensions	0.210	29.8%	Mostly favorable timing of payments	(0.435)	(12.3)%	Unfavorable timing of payments
Other Fringe Benefits	0.134	81.7%	Favorable timing of payments	0.459	31.0%	Favorable timing of payments
Electric Power	0.174	35.6%	Mainly lower billings and the favorable timing of payments	0.842	19.8%	Mainly lower billings and the favorable timing of payments
Fuel	0.037	74.0%	Mainly lower non-revenue vehicle and diesel fuel usage	0.198	64.7%	Mainly lower non-revenue vehicle and diesel fuel usage
Claims	0.012	31.6%	The favorable timing of payments	0.104	31.2%	The favorable timing of payments
Maintenance Contracts	0.105	65.2%	Mostly the favorable timing of payments	0.309	23.6%	Mostly the favorable timing of expenses and payments
Professional Service Contracts	(0.028)	(43.8%)	Mostly unfavorable timing of payments	0.112	25.6%	Mostly favorable timing of payments
Other Business Expenses	0.050	98.0%	Favorable timing of payments	0.220	83.3%	Favorable timing of payments

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.000	(0.277)	(0.277)	-	0.029	(0.193)	(0.222)	(765.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	(0.244)	(0.244)	-	0.020	(0.273)	(0.293)	(1,465.0)
Capital and Other Reimbursements	0.194	(0.191)	(0.385)	(198.5)	0.322	(1.739)	(2.061)	(640.1)
Total Receipts	\$0.194	(\$0.712)	(\$0.906)	(467.0)	\$0.371	(\$2.205)	(\$2.576)	(694.3)
Expenditures								
Labor:								
Payroll	0.050	0.070	0.020	40.0	0.017	0.011	(0.006)	(35.3)
Overtime	(0.014)	0.083	0.097	692.9	0.028	0.221	0.193	689.3
Health and Welfare	(0.005)	0.013	0.018	360.0	0.011	0.081	0.070	636.4
OPEB Current Portion	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(0.367)	0.015	0.382	104.1	0.691	1.072	0.381	55.1
Other Fringe Benefits	(0.130)	0.010	0.140	107.7	(0.374)	0.289	0.663	177.3
GASB Account	(0.050)	0.000	0.050	100.0	(0.247)	(0.049)	0.198	80.2
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$0.516)	\$0.191	\$0.707	137.0	\$0.126	\$1.625	\$1.499	1,189.7
Non-Labor:								
Electric Power	(0.047)	0.012	0.059	125.5	(0.235)	0.090	0.325	138.3
Fuel	0.000	(0.001)	(0.001)	-	0.000	(0.001)	(0.001)	-
Insurance	(0.014)	(0.014)	0.000	0.0	0.025	0.030	0.005	20.0
Claims	(0.014)	(0.003)	0.011	78.6	(0.104)	(0.002)	0.102	98.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	(0.010)	0.089	0.099	-	0.020	0.134	0.114	570.0
Professional Service Contracts	(0.029)	(0.057)	(0.028)	(96.6)	(0.088)	0.024	0.112	127.3
Materials & Supplies	0.038	0.071	0.033	86.8	(0.134)	(0.452)	(0.318)	(237.3)
Other Business Expenditures	(0.050)	(0.001)	0.049	-	(0.260)	(0.040)	0.220	-
Total Non-Labor Expenditures	(\$0.126)	\$0.096	\$0.222	-	(\$0.776)	(\$0.217)	\$0.559	-
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	(\$0.642)	\$0.287	\$0.929	144.7	(\$0.650)	\$1.408	\$2.058	316.7
Depreciation Adjustment	0.742	0.742	0.000	0.0	7.516	7.515	(0.001)	(0.0)
Other Post Employment Benefits	0.150	0.150	0.000	0.0	2.000	2.000	0.000	0.0
Total Expenditures	\$0.250	\$1.179	\$0.929	371.6	\$8.866	\$10.923	\$2.057	23.2
Total Cash Conversion Adjustments	\$0.444	\$0.467	\$0.023	5.2	\$9.237	\$8.718	(\$0.519)	(5.6)

MTA STATEN ISLAND RAILWAY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2012 YEAR-TO-DATE
(\$ in millions)

	<u>October 2012 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Mid-Year</u>	<u>November</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>Forecast</u>	<u>Forecast</u>	<u>Results</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	\$ 6.5	\$ 6.3	\$ 6.3	\$ (0.2)	(3.1)	\$ 0.0	0.0
Total Expenses before Depreciation, OPEB and Environmental Remediation	30.8	30.4	30.1	0.7	2.3	0.3	1.0
4.3 Depreciation	7.5	7.5	7.5	0.0	0.0	0.0	0.0
2.0 OPEB Account	2.0	2.0	2.0	0.0	0.0	0.0	0.0
Total Expenses	40.3	39.9	39.6	0.7	1.7	0.3	0.8
Net Surplus/(Deficit)	(33.8)	(33.6)	(33.3)	0.5	1.5	0.3	0.9

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2012 YEAR-TO-DATE
(\$ in millions)

	October 2012 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	0.0	0.0	
Total Expenses (Nonreimbursable)	0.3	0.9	Mostly the favorable timing of labor contract resolution and energy underruns, partly offset by the unfavorable timing of material expenses and higher overtime expenses

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

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

<u>Month of October</u>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.453	0.412	(0.041)	(9.0%)	System closure due to Superstorm Sandy

<u>Year to Date</u>			
3.855	3.793	(0.062)	(1.6%)

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 October</u>		<u>Variance</u>		<u>Explanation</u>
	<u>2011</u>	<u>2012</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.018	0.018	0.000	0.9%	
Average Weekend	0.009	0.009	(0.000)	(0.7%)	
	<u>12-Month Rolling Average</u>				
Average Weekday	0.016	0.016	0.000	2.5%	
Average Weekend	0.009	0.009	(0.000)	(2.6%)	

Note: SIR ridership includes estimated non-turnstile student riders. Excludes Hurricane Irene and Superstorm Sandy.

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
October 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	94	(3)
Total Operations	91	94	(3)
Maintenance			
Mechanical	43	41	2
Electronics/Electrical	12	7	5
Power/Signals	26	25	1
Maintenance of Way	46	46	0
Infrastructure	25	27	(2)
Total Maintenance	152	146	6
Total Positions	272	265	7
Non-Reimbursable	269	262	7
Reimbursable	3	3	0
Total Full-Time	272	265	7
Total Full-Time-Equivalents	0	0	0

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

	<u>Forecast</u>	<u>Actual</u>	Favorable (Unfavorable) <u>Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	11	5	
Professional, Technical, Clerical	13	14	(1)	
Operational Hourlies	0	0	0	
Total Administration	29	25	4	
Operations				
Managers/Supervisors	5	4	1	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	83	87	(4)	
Total Operations	91	94	(3)	
Maintenance				
Managers/Supervisors	7	13	(6)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	142	131	11	
Total Maintenance	152	146	6	
Engineering/Capital				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
Total Engineering/Capital	0	0	0	
Public Safety				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
Total Public Safety	0	0	0	
Total Positions				
Managers/Supervisors	28	28	0	
Professional, Technical, Clerical	19	19	0	
Operational Hourlies	225	218	7	
Total Positions	272	265	7	

Report



New York City Transit

FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$74.8	\$58.8	79
Design Completions	107.6	51.7	48
Awards	2,303.2	1,767.9	77
Substantial Completions	2,633.1	1,738.5	66
Closeouts	3,804.0	961.1	25

During October, NYCT awarded projects totaling \$9.2 million, including:

- installation of new security fencing sections at the Rockaway Yard in Queens; and
- consultant services to provide expertise to investigate and remediate petroleum contamination at various locations systemwide.

During the same period, NYCT substantially completed a \$7.6 million project to rehabilitate segments of mainline track along the Lenox / White Plains Road Lines.

Also during October, NYCT started five design projects for \$3.5 million, completed seven design projects for \$8.1 million, and closed out five projects for \$57.5 million.

Capital Program Status
October 2012

During October, NYCT awarded two projects totaling \$9.2 million, including a \$4.6 project to install new security fencing sections at the Rockaway Yard in Queens. The new fencing will reduce the yard's susceptibility to intrusion and vandalism by replacing the deteriorated sections of fencing that are more easily compromised.

NYCT also awarded a \$4.6 million project to provide technical, environmental, and engineering expertise for closing / upgrading petroleum tanks and for investigating and remediating petroleum contamination at various locations systemwide. The consultant's major functions will include tank testing, remedial investigation and planning, design of remediation systems and remediation technologies, technical inspections, and tank closure site assessment / permanent tank closure.

Also during October, NYCT substantially completed a \$7.6 million mainline track reconstruction project along segments of the Lenox / White Plains Road Lines that had reached the end of their useful life. The project scope included the replacement of track and associated equipment/materials (e.g. signals, contact rail, running rails and ballast).

Also during October, NYCT started five design projects for \$3.5 million, completed seven design projects for \$8.1 million, and closed out five projects for \$57.5 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 October.

Projects Closed During October 2012
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Amsterdam Depot: One New Boiler	\$3.9	\$4.6	10/11	12
Yard Fencing: 6 Locations	\$17.5	\$14.3	07/12	3
Mainline Track 2012 at Atlantic Avenue	\$5.4	\$5.4	10/12	0
Mainline Track 2012 at Canarsie	\$1.1	\$1.1	10/12	0
Tunnel Lighting Rehab: Local Tracks 4 Av - Church Av / Culver Line	\$29.3	\$32.0	11/12	(1)

The closeout of a project to install and replace a new boiler at the Amsterdam Depot in Manhattan was delayed by 12 months in order to resolve issues related to additional work that was required to activate new gas service.

Status of Fan Plants and Fans
(as of October 31, 2012)

<u>Fan Plants</u>	<u>October '11</u>	<u>October '12</u>	<u>More/(Less)</u>
All	192	189	(3)
Operable	182	186	4
Inoperable	10	3	(7)
Reduced Capacity	0	0	0

<u>Fan Units</u>	<u>October '11</u>	<u>October '12</u>	<u>More/(Less)</u>
All	401	400	(1)
Operable	370	388	18
Inoperable	31	12	(19)
Reduced Capacity	0	0	0

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

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	0	0
MOW / Hydraulics	2	8
Warranty Work, Test Section Repair or MTA-CC	1	4
Total	3	12

CAPITAL PROJECT MILESTONE SUMMARY 2012

(THROUGH OCTOBER 31, 2012)

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

October

Design Starts	\$0.0	0	\$3.5	5	N/A	N/A
Design Completions	13.3	5	8.1	7	60.5	140.0
Construction Awards	31.3	4	9.2	2	29.5	50.0
Substantial Completions	281.9	15	7.6	1	2.7	6.7
Closeouts	105.4	8	57.5	5	54.6	62.5

2012 Year-To-Date

Design Starts	\$74.8	46	\$58.8	63	78.7	137.0
Design Completions	107.6	79	51.7	43	48.1	54.4
Construction Awards	2,303.2	90	1,767.9	110	76.8	122.2
Substantial Completions	2,633.1	152	1,738.5	88	66.0	57.9
Closeouts	3,804.0	128	961.1	49	25.3	38.3

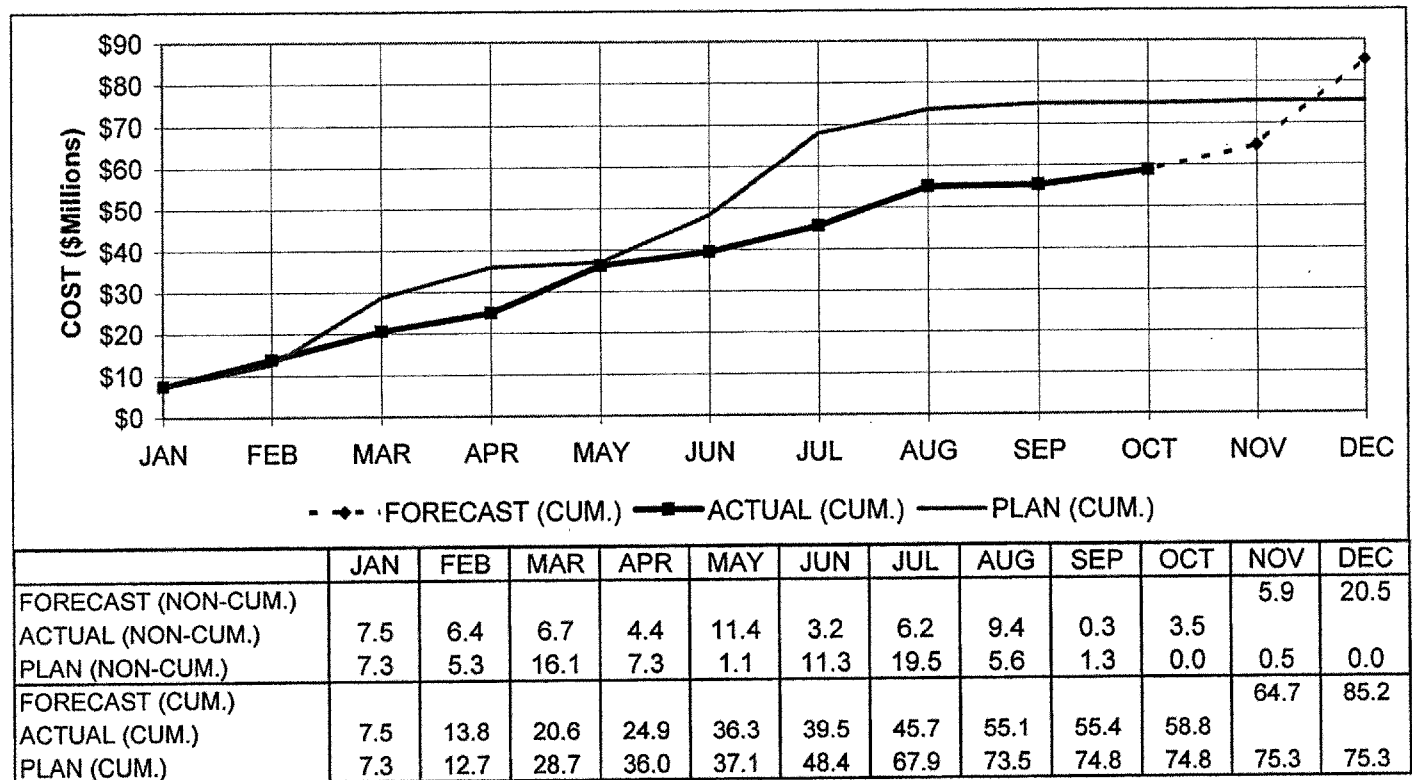
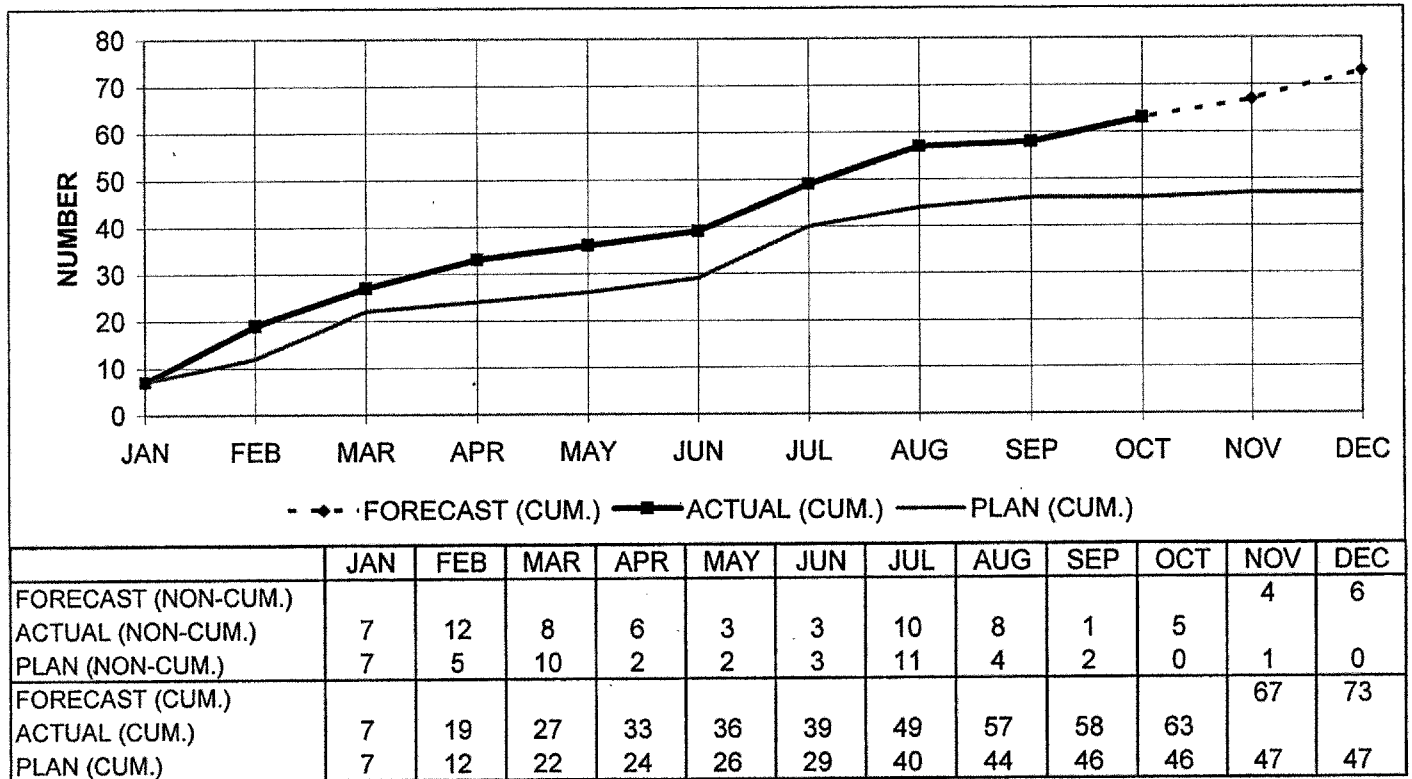
2012 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$75.3	47	\$85.2	73	113.2	155.3
Design Completions	119.7	92	79.9	72	66.7	78.3
Construction Awards	3,854.2	127	2,280.4	121	59.2	95.3
Substantial Completions	2,962.0	184	2,610.3	157	88.1	85.3
Closeouts	4,915.5	178	3,667.0	120	74.6	67.4

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

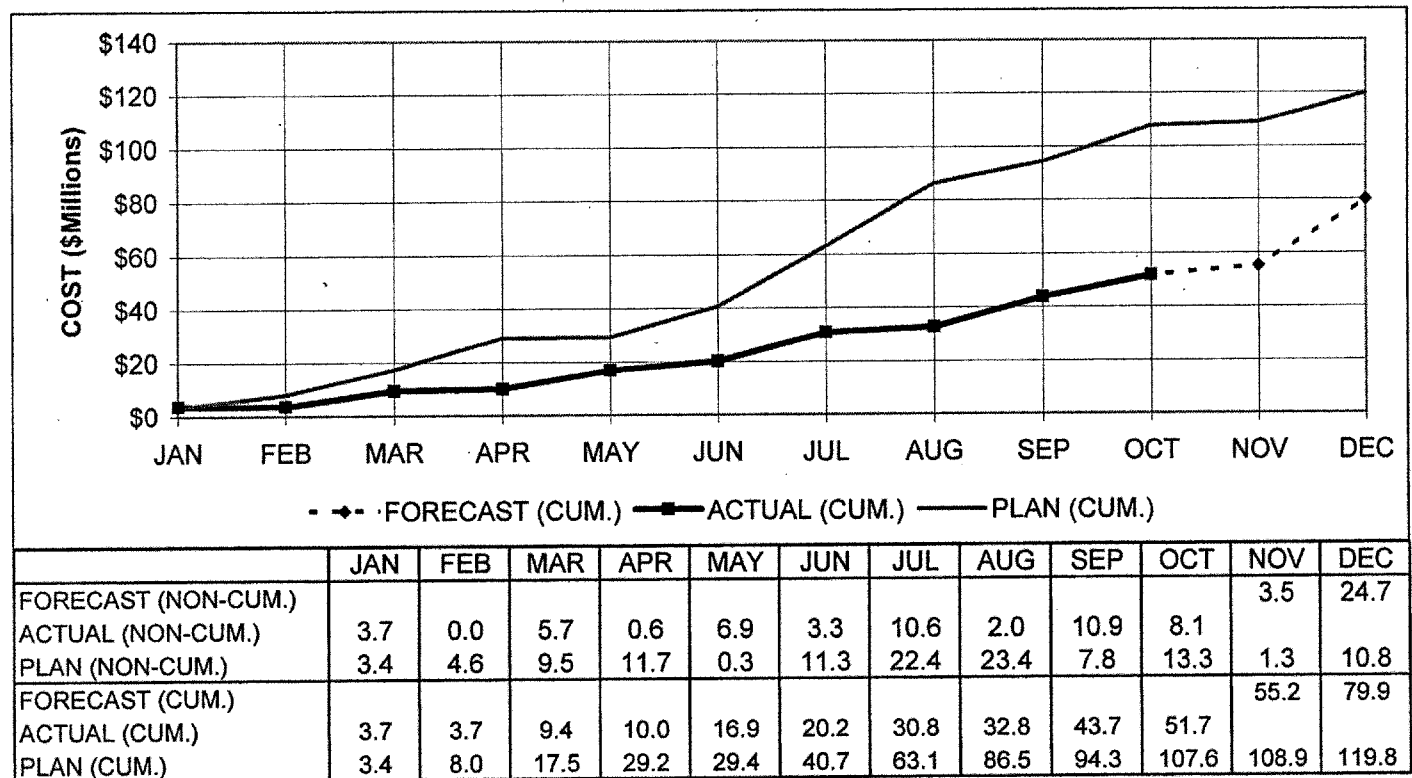
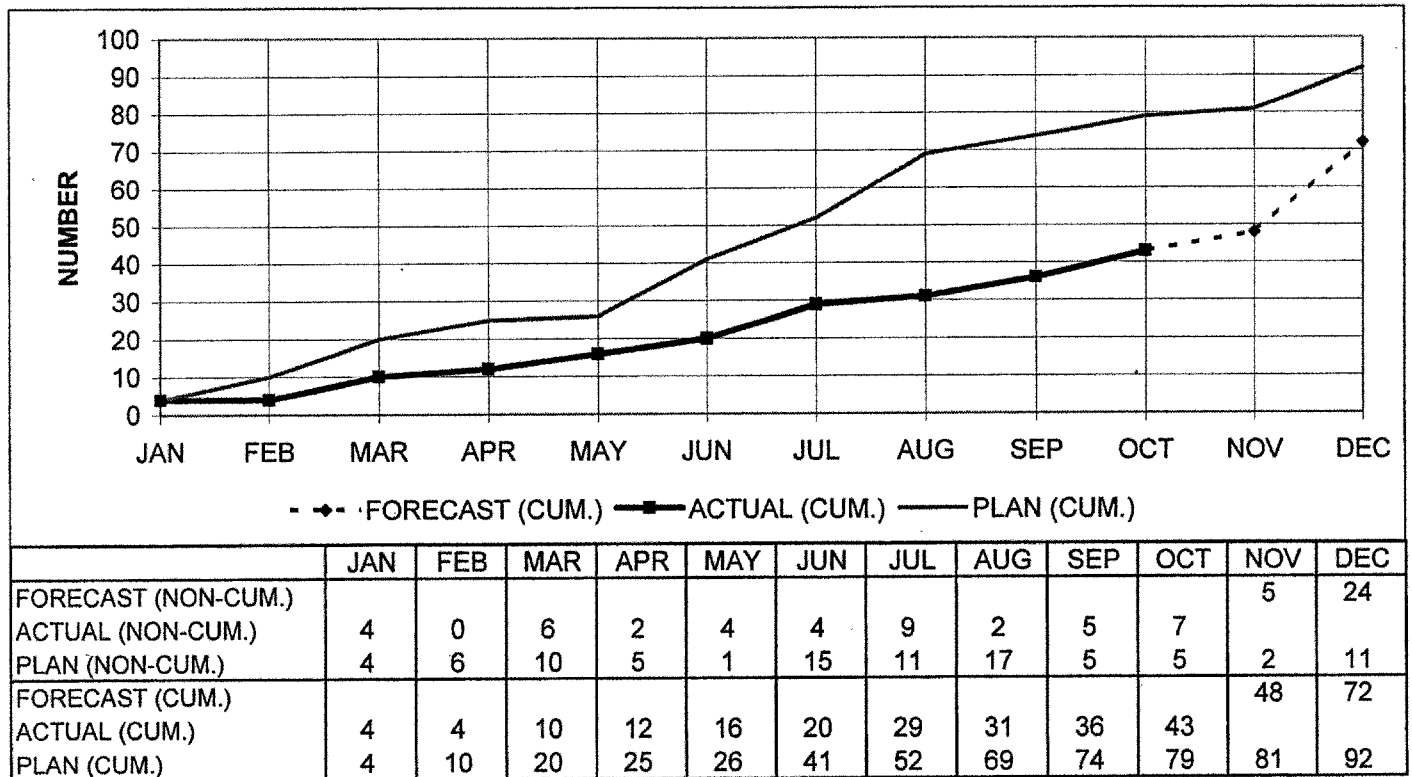
2012 Design Starts Charts

As of October 2012



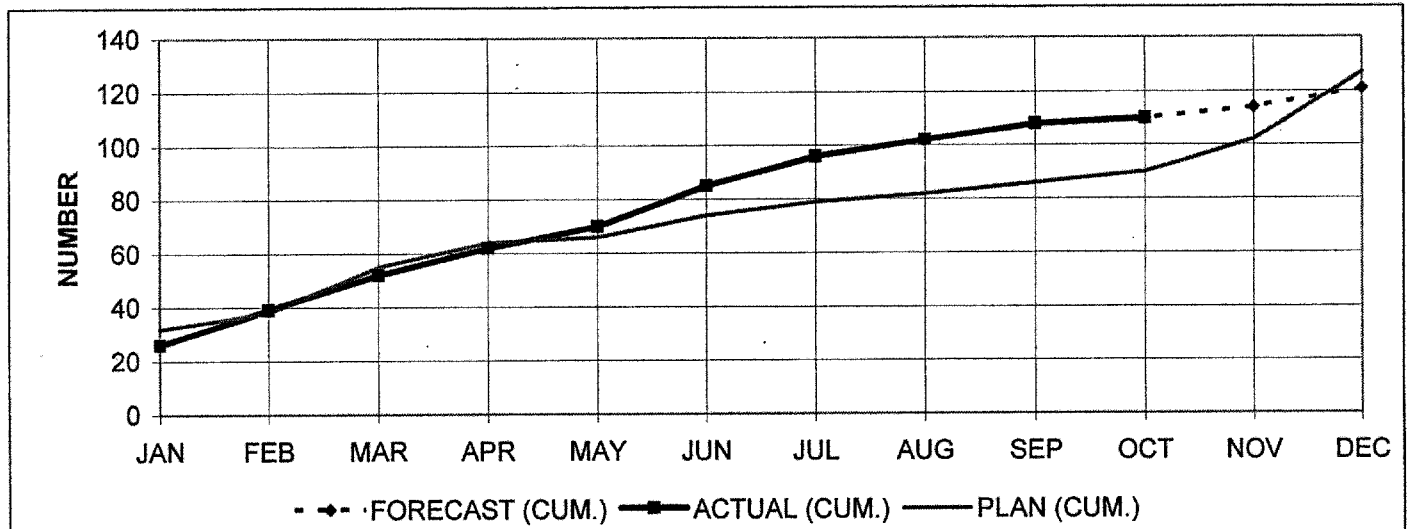
2012 Design Completions Charts

As of October 2012

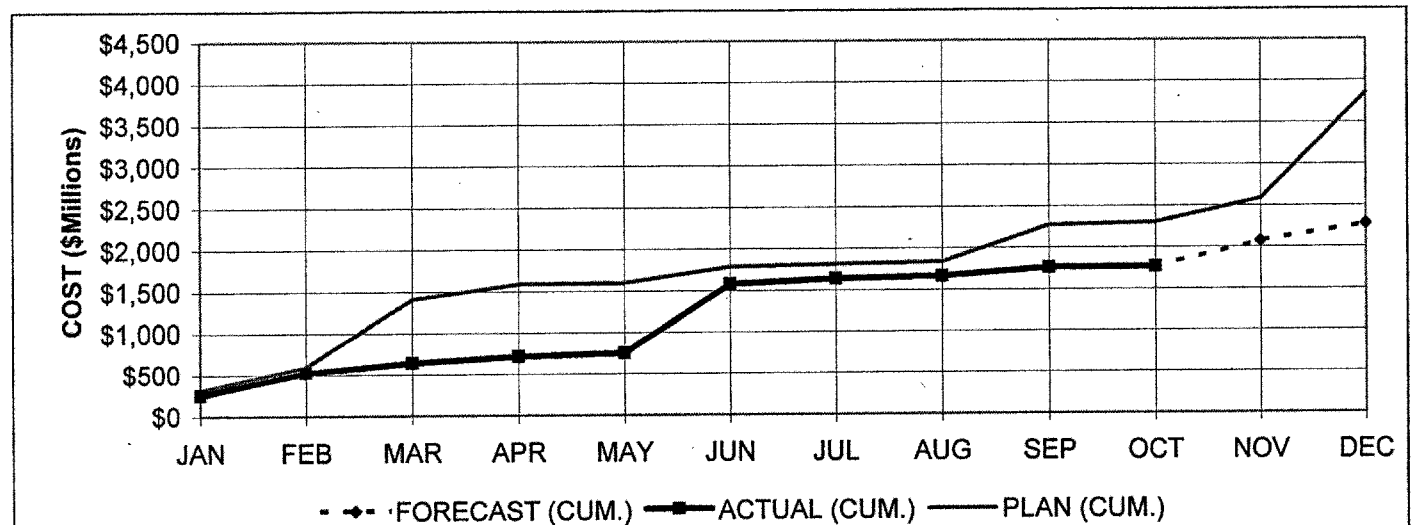


2012 Awards Charts

As of October 2012



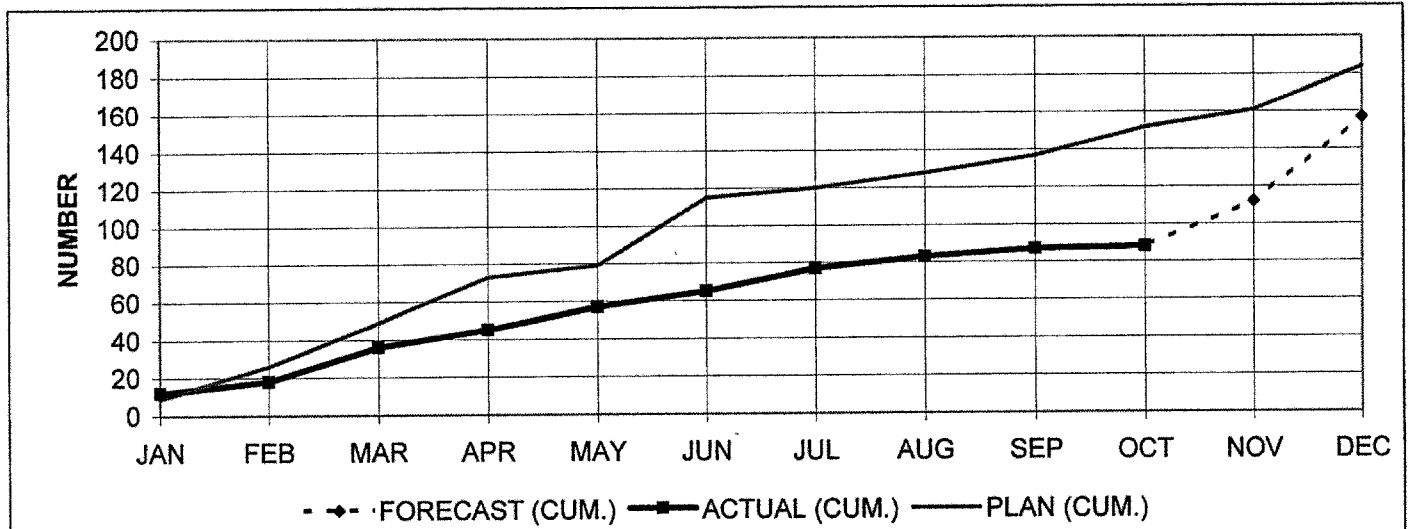
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											4	7
ACTUAL (NON-CUM.)	26	13	13	10	8	15	11	6	6	2		
PLAN (NON-CUM.)	32	6	17	9	2	8	5	3	4	4	12	25
FORECAST (CUM.)											114	121
ACTUAL (CUM.)	26	39	52	62	70	85	96	102	108	110		
PLAN (CUM.)	32	38	55	64	66	74	79	82	86	90	102	127



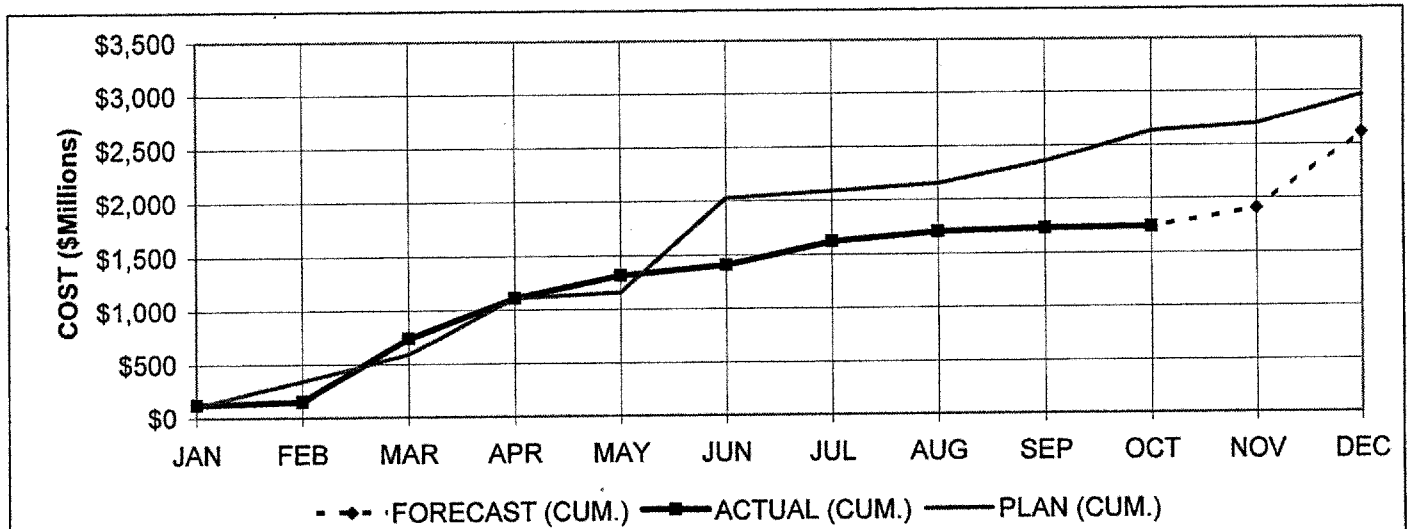
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											305.3	207.2
ACTUAL (NON-CUM.)	257.4	265.5	119.6	70.9	41.3	822.7	57.3	27.6	96.2	9.2		
PLAN (NON-CUM.)	315.3	280.6	813.6	179.0	10.2	187.7	27.1	20.3	438.1	31.3	285.5	1265.5
FORECAST (CUM.)											2,073.1	2,280.4
ACTUAL (CUM.)	257.4	523.0	642.6	713.5	754.8	1,577.5	1,634.8	1,662.5	1,758.7	1,767.9		
PLAN (CUM.)	315.3	595.9	1,409.5	1,588.5	1,598.7	1,786.4	1,813.5	1,833.8	2,271.9	2,303.2	2,588.7	3,854.2

2012 Substantial Completions Charts

As of October 2012



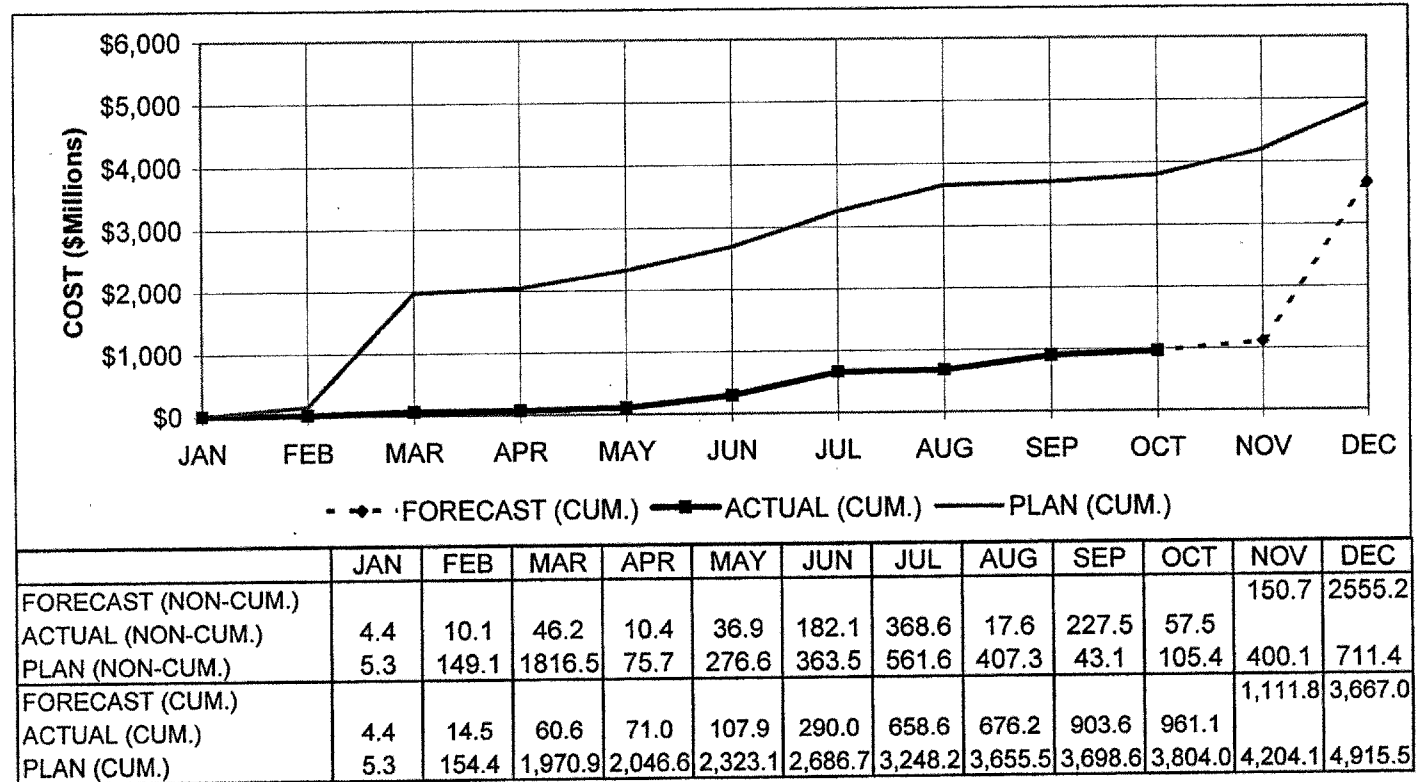
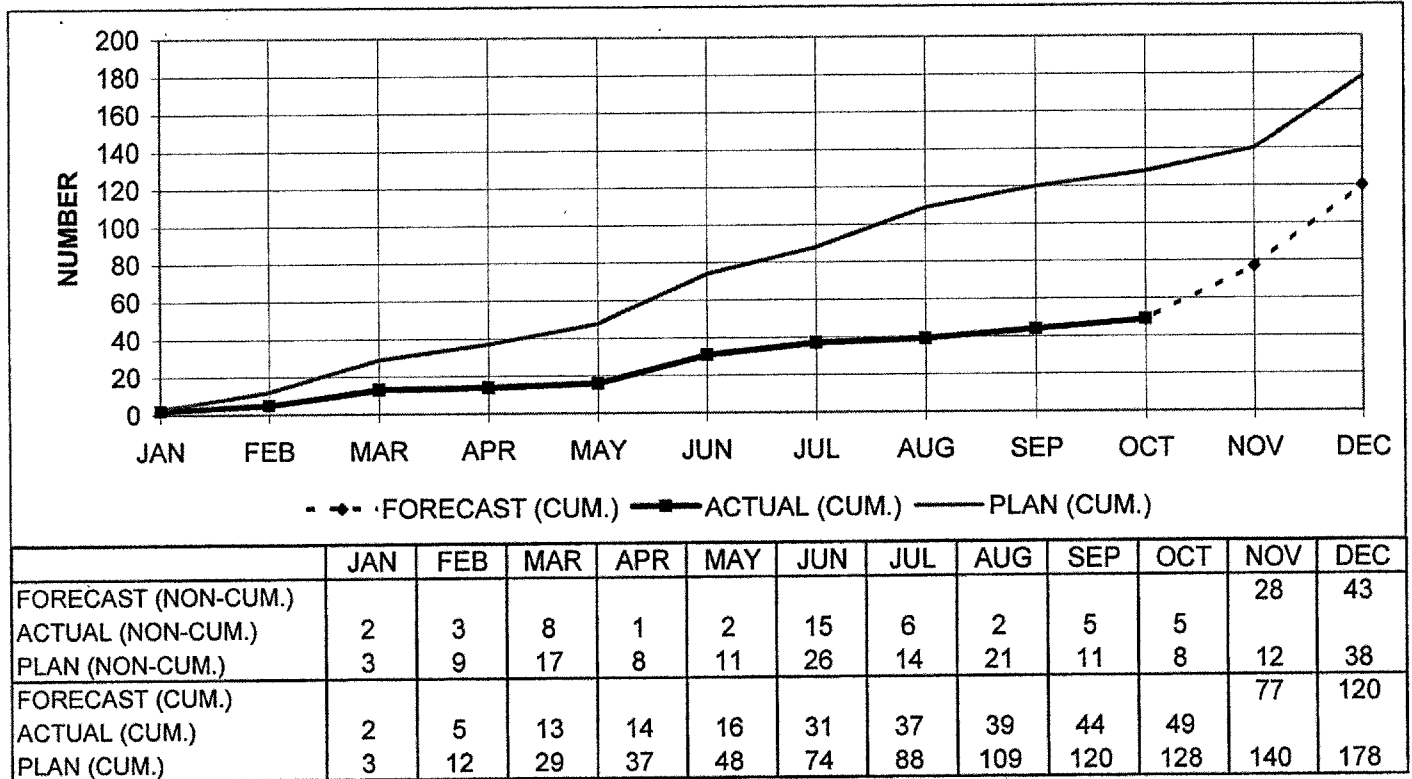
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											24	45
ACTUAL (NON-CUM.)	12	6	18	9	12	8	12	6	4	1	9	23
PLAN (NON-CUM.)	9	17	23	24	6	36	5	8	9	15	9	23
FORECAST (CUM.)											112	157
ACTUAL (CUM.)	12	18	36	45	57	65	77	83	87	88	161	184
PLAN (CUM.)	9	26	49	73	79	115	120	128	137	152	161	184



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											168.6	703.2
ACTUAL (NON-CUM.)	124.1	28.9	585.0	370.4	206.4	91.4	212.0	86.6	26.2	7.6	65.1	263.8
PLAN (NON-CUM.)	108.7	234.0	246.7	519.8	51.9	867.7	60.3	66.1	196.1	281.9	65.1	263.8
FORECAST (CUM.)											1,907.1	2,610.3
ACTUAL (CUM.)	124.1	153.0	738.0	1,108.4	1,314.8	1,406.2	1,618.2	1,704.7	1,730.9	1,738.5	2,698.2	2,962.0
PLAN (CUM.)	108.7	342.7	589.4	1,109.2	1,161.1	2,028.8	2,089.1	2,155.2	2,351.2	2,633.1	2,698.2	2,962.0

2012 Closeouts Charts

As of October 2012



**MTA New York City Transit
INVENTORY REPORT
Third Quarter 2012**

I. Actual Inventory Activity

Total inventory at the end of the third quarter was \$291.8M, \$13.2M higher than the beginning balance of \$278.6M. During the third quarter, total inventory decreased by \$2.6M.

Third quarter details by department:

- Buses – drew down \$0.5M. Year-to-date inventory impact was \$1.9M in buildup (receipts exceeding issues).
- Car Equipment – drew down \$3.5M. Year-to-date inventory impact was \$3.0M in buildup.
- M of W (Maintenance of Way) – drew down \$0.6M. Year-to-date inventory impact was \$0.8M in buildup.
- Other – built up \$1.0M. Year-to-date inventory impact was \$1.4M in buildup.

Year-to-date, total inventory increased by \$13.2M, with a buildup of \$7.1M. The remaining inventory increase is made up of adjustments which include:

- an increase of \$3.0M in net difference between the turn-in and issue of rebuilt units valued at 50% of average unit price
- an increase of \$2.4M in delivered AFC (Automatic Fare Collection) material
- an increase of \$1.7M due to the return of Buses parts previously loaned to a vendor
- a decrease of \$1.4M due to the removal of excess/obsolete material

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

Total inventory increased by \$13.2M this year, with receipts exceeding issues by \$7.1M this year, compared to \$0.3M last year.

- Buses – inventory built up \$1.9M this year compared to \$1.5M last year.
- Car Equipment – inventory built up \$3.0M this year compared to \$0.7M last year. The higher level of buildup this year was due to the issue budget being \$24.0M higher than last year.
- M of W – inventory built up \$0.8M this year compared to a drawdown (receipts lower than issues) of \$1.2M last year.

MTA New York City Transit

- Track (TRK) – inventory built up \$0.6M this year compared to a buildup of \$2.6M last year.
 - Infrastructure (INF) – inventory impact was no buildup or drawdown this year compared to \$1.4M in buildup last year.
 - Elevators & Escalators (EAE) – inventory built up \$0.4M. EAE is now a separate division within M of W. Last year, EAE was part of Infrastructure.
 - Electrical (ELE) – inventory built up \$0.5M this year compared to \$1.5M last year.
 - Electronics Maintenance Division (EMD) – inventory drew down \$0.8M this year compared to a drawdown of \$6.7M last year.
- “Other” Department – inventory built up \$1.4M this year compared to a drawdown of \$0.7M last year.

III. 2012 Year End Budget Targets

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

Currently, the total year-end inventory is projected to achieve the target of \$275.4M, \$3.2M lower than the beginning balance. The amount of expected deliveries of new capital spare parts is estimated to be \$6.0M. Excess/obsolete removal is expected to be \$3.4M. In addition, it is projected there will be a year-end drawdown of \$6.6M as detailed below:

- Buses has an inventory impact goal of \$1.5M in drawdown. Currently, Buses is projected to achieve its budgeted drawdown, with receipts and issues within budget.
- Car Equipment has an inventory impact goal of \$0.5M in drawdown. Currently, Car Equipment is projected to achieve its budgeted drawdown, with receipts and issues within budget.
- M of W has an overall drawdown goal of \$2.2M that consists of \$1.2M in drawdown for EMD, \$0.6M in drawdown for EAE, and \$0.4M in drawdown for INF. Currently, TRK is projected to end the year with \$1.3M in drawdown. INF is projected to end the year with \$0.2M in drawdown. EAE and ELE are projected to end the year with no buildup or drawdown. EMD is projected to have a drawdown of \$3.2M. Overall, M of W is projected to end the year with \$4.6M in drawdown, with receipts and issues within budget.

MTA New York City Transit

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

IV. Service Level

NYCT has a service level goal of 98.5% for fastmovers. During the third quarter this year, the service level was 97.9% for Buses and 97.4% for Car Equipment.

V. Turns: 12-Month Rolling Average

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

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

I. Actual Inventory Activity

Material forecasting for the current inventory reporting quarter has resulted in a year-to-date closing balance of \$2,125K and an associated inventory drawdown amounting to \$8K. This was primarily the result of MOW having a drawdown of \$85K. The drawdown was a result of current SOH (Stock on Hand) being utilized for two (2) in-house projects.

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

The prior year had a same period drawdown of \$12K versus the current year's same period drawdown of \$8K. The category that contributed to the drawdown was Other (last year's drawdown of \$18K), while MOW had a buildup of \$3K last year vs. a drawdown of \$85K for this year.

III. 2012 Year-end Budget Target

The Railway expects to achieve its projected inventory drawdown of \$50K.

IV. Service Level Rate

Data collection methodology is not yet available.

V. Turns: 12 Month Rolling Average

The current year's total turns of 0.51 is greater than the prior year's total turns of 0.34 for the same period. The increase in the turns is a result of Car Equipment turning at 0.52 and MOW turning at 0.54.

MTA New York City Transit
INVENTORY REPORT
Third Quarter 2012

\$ in millions

	Buses	Car Equipment	M of W ^(b)	Other ^(c)	Total
I. <u>Actual Inventory Activity</u>					
1. Opening Balance (1/01/12)	57.4	128.5	82.7	10.0	278.6
2. Receipts YTD	61.5	63.0	51.4	17.0	193.0
3. Issues YTD	59.6	60.0	50.6	15.7	185.9
4. Adjustments ^(a)	2.8	1.0	2.4	(0.1)	6.1
5. Closing Balance YTD (9/30/12)	62.2	132.5	85.9	11.2	291.8
6. Receipts More/(Less) than Issues	1.9	3.0	0.8	1.4	7.1
II. <u>Year-to-date Actuals: Current Year vs. Last Year</u>					
7. Opening Balance (1/01/11)	59.2	130.3	88.8	15.0	293.3
8. Closing Balance (9/30/11)	58.5	132.5	88.8	12.5	292.4
9. Receipts More/(Less) than Issues (9/30/11)	1.5	0.7	(1.2)	(0.7)	0.3
III. <u>2012 Year End Budget Targets</u>					
10. Budget Closing Balance (12/31/12)	54.9	126.5	84.0	10.0	275.4
11. Receipts More/(Less) than Issues (12/31/12)	(1.5)	(0.5)	(2.2)	0.0	(4.2)
IV. <u>Service Level Rate</u>					
12. Current Quarter Average Rate	97.9%	97.4%	N/A	N/A	
V. <u>Turns: 12 Month Rolling Average</u>					
13. Current: As of 9/30/12	1.7	0.9	1.1	2.1	1.2
14. Prior year: As of 9/30/11	1.6	0.9	1.1	1.3	1.1

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

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

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

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

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

\$ in millions

	TRK	INF	EAE ^(a)	ELE	EMD	TOTAL
I. <u>Actual Inventory Activity</u>						
1. Opening Balance (1/01/12)	25.7	9.5	7.0	8.2	32.3	82.7
2. Receipts YTD	33.4	2.8	2.2	6.8	6.2	51.4
3. Issues YTD	32.8	2.8	1.8	6.3	7.0	50.6
4. Adjustments	(0.1)	(1.2)	0.0	1.2	2.6	2.4
5. Closing Balance YTD (9/30/12)	26.3	8.2	7.4	9.9	34.1	85.9
6. Receipts More/(Less) than Issues	0.6	(0.0)	0.4	0.5	(0.8)	0.8
II. <u>Year-to-date Actuals: Current Year vs. Last Year</u>						
7. Opening Balance (1/01/11)	23.7	15.2	N/A	8.4	41.6	88.8
8. Closing Balance (9/30/11)	26.7	15.8	N/A	10.9	35.5	88.8
9. Receipts More/(Less) than Issues (9/30/11)	2.6	1.4	N/A	1.5	(6.7)	(1.2)
III. <u>2012 Year End Budget Targets</u>						
10. Budget Closing Balance (12/31/12)	25.7	9.1	5.9	8.2	35.1	84.0
11. Receipts More/(Less) than Issues (12/31/12)	0.0	(0.4)	(0.6)	0.0	(1.2)	(2.2)
IV. <u>Service Level Rate</u>						
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A	N/A	N/A
V. <u>Turns: 12 Month Rolling Average</u>						
13. Current: As of 9/30/12						
14. Prior year: As of 9/30/11	1.5	0.4	N/A	1.4	1.1	1.1

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

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

MTA Staten Island Railway
INVENTORY REPORT
Third Quarter 2012

\$ in thousands

	Car Equipment	M of W	Other	Total
I. <u>Actual Inventory Activity</u>				
1. Opening Balance (1/01/12)	604	1,436	93	2,133
2. Receipts YTD	237	566	112	915
3. Issues YTD	238	651	34	923
4. Adjustments	0	0	0	0
5. Closing Balance YTD (9/30/12)	603	1,351	171	2,125
6. Receipts More/(Less) than Issues	(1)	(85)	78	(8)
II. <u>Year-to-date Actuals: Current Year vs. Last Year</u>				
7. Opening Balance (1/01/11)	640	1,337	88	2,065
8. Closing Balance (9/30/11)	643	1,340	70	2,053
9. Receipts More/(Less) than Issues (9/30/11)	3	3	(18)	(12)
III. <u>2012 Year End Budget Targets</u>				
10. Budget Closing Balance (12/31/12)	589	1,404	90	2,083
11. Receipts More/(Less) than Issues (12/31/12)	(15)	(32)	(3)	(50)
IV. <u>Service Level Rate</u>				
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A
V. <u>Turns: 12 Month Rolling Average</u>				
13. Current: As of 9/30/12	0.52	0.54	0.18	0.51
14. Prior year: As of 9/30/11	0.49	0.19	1.53	0.34

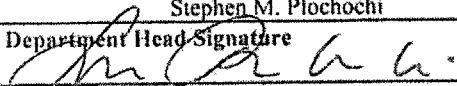
5. PROCUREMENTS

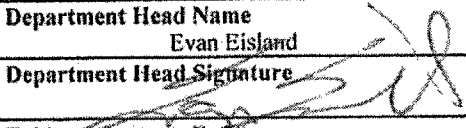



Report



PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed expenditure of \$3.1M.

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	12/17/12			
2	Board	12/19/12			

December 6, 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	K	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:

Schedules Requiring Majority Vote

Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$	0.4 M
	• Fujitsu Network Comm.		\$	0.4 M

SUBTOTAL 1 \$ 0.4 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: NONE

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	2	\$	2.1 M
SUBTOTAL	2	\$	2.1 M

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$	0.6 M
SUBTOTAL	1	\$	0.6 M
TOTAL	4	\$	3.1 M

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating NYC Transit and MTA Capital Construction Co. funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

BOARD RESOLUTION

WHEREAS, in accordance with Section 1265-a and 1209 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and certain budget adjustments to estimated quantity contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

DECEMBER 2012

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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.)

- | | | |
|---|-----------------|-------------------------------|
| 1. Fujitsu Network Communications
Contract # 08L0028.1 | \$414,126 (NTE) | <u>Staff Summary Attached</u> |
|---|-----------------|-------------------------------|

Modification to the contract for the maintenance of Fujitsu SONET communications equipment, in order to add equipment from NYC Transit's ATM Network.

DECEMBER 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board approval.)

1. **Judlau Contracting, Inc.** **\$1,807,500** **Staff Summary Attached**
Contract #C-34763.54
Modification to the contract for the rehabilitation of the Culver Line Viaduct, in order to reconstruct a subway wall.

2. **Silverite Construction Company, Inc.** **\$285,000** **Staff Summary Attached**
Contract # C-40455.1
Modification to the contract for the design and construction of the Mother Clara Hale Bus Depot, in order to perform additional design and construction work for added and changed rooms.

DECEMBER 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board approval.)

- | | | |
|--|-----------|-------------------------------|
| 1. Judlau Contracting, Inc.
Contract # A-36126.70 | \$565,000 | <u>Staff Summary Attached</u> |
|--|-----------|-------------------------------|
- Modification to the contract for the restoration of the historical Corbin Building, in order to make changes to the brownstone restoration.

Schedule H: Modifications to Personal Service & Miscellaneous Contracts

Item Number: 1

Vendor Name (& Location) Fujitsu Network Communications (Richardson, TX)	
Description Maintenance and support services of communications equipment – SONET/ATM network	
Contract Term (Including Options, If any) January 1, 2010 – December 31, 2014	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Carmen Bianco	

Contract Number 08L0028	AWO/Modification # 1
Original Amount:	\$ 1,925,000
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 1,925,000
This request	\$ 414,126 (NTE)
% of This Request to Current Amount:	21.5%
% of Modifications (including This Request) to Original Amount:	21.5%

Discussion:

This modification is to provide maintenance and support services for 40 additional Fujitsu communication devices installed as part of SONET/ATM Communications Network System (SACNS) Phase 2. Included in these 40 additional devices are 36 new dense wave division multiplexing devices, two SONET multiplexers and two Carrier over Ethernet devices, which provide high speed communications over the network.

Phase 1 of the SACNS, under Contract No. W-32648, designed, furnished and installed a SONET network that transmits all Asynchronous Transfer Mode (ATM) switch traffic from passenger stations in Sub-division "A". Phase 2 of the SACNS, under Contract No. W-32652, provided the ATM switch and ancillary equipment required to complete the SACNS network for Sub-division "B". In both phases, the existing fiber optic cable was extended into each passenger station's communication room, which allowed for delivery of network connectivity to the passenger stations. NYC Transit is now in the process of closing out Contract No. W-32652 and, subsequent to closeout, in-house staff will be responsible for the operation of the SACNS equipment as well as for the coordination of maintenance and support that will be provided by the manufacturer, Fujitsu.

The Board, in June 2009, approved the award of a non-competitive five year contract to Fujitsu to provide unlimited on-site maintenance support of NYC Transit's 58 Fujitsu devices installed in the SACNS network. This service includes remote (24/7) technical assistance, training, software updates and new releases, repair and return of all parts, equipment and components, on-site support and troubleshooting. The work under this modification will provide the same level of service and maintenance support for 40 additional units that were provided under SACNS Phase 2 for the Sub-Division "B" and will be for the period of January 1, 2013 through December 31, 2014. Consistent with the basis of the original non-competitive award and due to the criticality of the network, maintenance of the Fujitsu equipment installed under SACNS Phase 2 will be obtained by contracting directly with the subsystems manufacturer.

Fujitsu's price of \$414,126 includes maintenance of 40 units for a 24 month period from January 1, 2013 through December 31, 2014. The unit price for support of this additional equipment reflects a 20% discount off their current list price and is the same discount that was applied to their GSA price list in the base contract. Based on this discount level, the price is considered fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (& Location) Judlau Contracting, Inc. (College Point, NY)	
Description Rehabilitation of the Culver Line Viaduct	
Contract Term (including Options, if any) March 5, 2009 – February 5, 2013	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Contract Number C-34763	AWO/Modification # 54
Original Amount:	\$ 178,800,000
Prior Modifications:	\$ 8,062,311
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 186,862,311
This Request:	\$ 1,807,500
% of This Request to Current Amount:	1.0%
% of Modifications (including This Request) to Original Amount:	5.5%

Discussion:

This retroactive modification is for the repair of the 10th Street subway wall between 4th and 5th Avenues in Brooklyn.

This contract is for the rehabilitation of the Culver Line Viaduct in Brooklyn, which was built in 1930, including rehabilitation of the concrete viaduct deck, removal of existing ballasted tracks, signals and cables, installation of new low vibration tracks, replacement of existing switches and signals, and drainage work. The contract work is located between the 7th Avenue Station (in the south) and the Bergen Street Station (in the north).

The 10th Street subway wall is above ground, approximately 325 feet long and constructed of concrete. It supports a public area above. During the pre-award survey some deterioration due to water leaks was observed, but the condition of the wall was determined to be safe and, due to budget constraints, was not included in the contract scope. However, after contract award, during regular maintenance inspections, Subways observed further deterioration and by concrete core testing determined that the wall was in severely deteriorated condition and required extensive repair.

The wall is approximately 10 feet high at the south end, gradually increasing to 30 feet high at the north end. This modification provides for the reconstruction of 120 feet of wall at the south end. It also provides for the reconstruction of a deteriorated communications manhole at the north end and the reconstruction of 30 feet of wall at the manhole location. Finally, this modification provides for the repair of spalled and cracked concrete along the other 175 feet of wall. The best way to address the need for immediate repairs, and take advantage of a track shutdown, was to issue a modification to this contract.

The contractor's initial proposal was \$3,163,650. NYC Transit's revised estimate was \$1,900,000. Following negotiations, the lump sum price of \$1,807,500 was agreed upon and found to be fair and reasonable. A savings of \$1,356,150 was achieved.

The contractual substantial completion date of this contract is February 5, 2013. To avoid impacting the contract schedule, the SVP & Chief Engineer approved a retroactive waiver on November 14, 2011 to allow work to be performed during a planned four-month track shutdown from November 2011 to March 2012. About three-quarters of the work was performed during that shutdown. The balance, principally the manhole work, is ongoing. An estimate and proposal were developed in May 2012; and following review by MTA Audit, this modification concluded with final negotiations in October 2012. This modification did not delay contract completion.

Schedule K: Ratification of Completed Procurement Actions



New York City Transit

Item Number: 2

Vendor Name (& Location)	
Silverite Construction Co., Inc. (Hicksville, NY)	
Description	
Design and construction of the new Mother Clara Hale Bus Depot	
Contract Term (including Options, if any)	
November 2, 2010 – July 1, 2013	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
C-40455	1
Original Amount:	\$ 214,000,000
Prior Modifications:	\$ 882,350
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 214,882,350
This Request:	\$ 285,000
% of This Request to Current Amount:	0.1%
% of Modifications (including This Request) to Original Amount:	0.5%

Discussion:

This retroactive modification adds and changes rooms in the Depot.

This contract is for the design and construction of the new Mother Clara Hale Depot in the Borough of Manhattan. Since this is a design/build contract, the contract provides a conceptual design. The contract documents clearly depicted the Depot building's internal layout, including rooms and their designations, and specified room finishes (type and color of flooring, walls, ceilings, and types and quantities of doors and windows), electrical requirements (type and quantity of light fixtures, outlets and switches), communications requirements (type and quantity of telephone and data outlets), HVAC requirements (air flow to each room, type and quantity of air supply and air return registers), etc.

In January 2011, the Department of Buses requested changes to the designation, layout and finishes of certain rooms and added two new dispatcher rooms. The conceptual design called for a dispatcher's room on the 1st floor only; however since buses are parked on the 2nd and 3rd floors, dispatcher rooms are needed there as well. The Assistant General Manager's room was moved from the 2nd floor to the mezzanine, next to his staff which is located there. Other rooms on the mezzanine and second floor were either rearranged or combined for multiple uses, such as for swing space or a lunch room, and one room was deleted. Finally, the garbage compactor was relocated from the 1st floor to the 2nd floor; which is optimal since most of the garbage comes from the daily cleaning of buses parked on the 2nd and 3rd floors.

This modification provides for the contractor's additional design and construction costs for these additional and changed rooms. Additional design work for the rooms with changed designations, internal layouts and finishes included: code review and calculations (occupancy load, egress analysis, etc.); revised finishes (floors, walls, ceilings); revised cooling load calculations, ductwork and piping layouts; revised fire protection; revised electrical, communication and revised lighting layouts, etc. Additional construction work included the furnishing and installation of the net additional finishes, ductwork, electrical wiring, fire protection, etc. The contractor's proposal was \$546,395; NYC Transit's revised estimate was \$283,000. Following negotiations, the lump sum price of \$285,000 was agreed upon and found to be fair and reasonable. A savings of \$261,395 was achieved.

To avoid impacting the contract schedule, the SVP & Chief Engineer approved a retroactive waiver on October 19, 2011 and the contractor was directed to begin the design work that day. Design was negotiated first, then a scope was developed, and then the initial estimate and proposal were developed for negotiation of construction. The construction for this modification has only recently begun.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

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 A-36126	AWO/Modification # 70
Original Amount:	\$ 59,210,000
Prior Modifications:	\$ 5,738,747
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 64,948,747
This Request:	\$565,000
% of This Request to Current Amount:	0.9%
% of Modifications (including This Request) to Original Amount:	10.6%

Discussion:

This retroactive modification is for changes to the brownstone restoration 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 27, 2012.

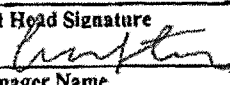
The contract calls for the removal of existing stucco and partial removal of the existing brownstone underneath to accommodate the installation of new brownstone veneer for the northwest, west and southwest corners of the building's first floor. Upon removal of the stucco, previously undetected field conditions were uncovered, including existing concrete piers at the northwest and southwest corners of the building and existing structural steel elements at the northwest corner of the building. Additionally, due to the condition of the existing brownstone, it was insufficient to support the weight of the new veneer. In order to address these conditions, it is necessary to use brownstone blocks, which have more than twice the depth of the veneer.

This modification includes the complete removal of the existing brownstone underneath the stucco and the furnishing and installation of brownstone blocks in lieu of brownstone veneer for the northwest, west and southwest corners of the building's first floor. This modification also includes temporary steel shoring to support the building façade where brownstone has been removed, brownstone veneer repair along the John Street side of the building and additional carved brownstone for the 4th floor water table ledge.

The contractor's proposal was \$851,168; MTACC's revised estimate was \$532,567. Negotiations resulted in the agreed upon net lump sum price of \$565,000, which is considered fair and reasonable. Savings of \$286,169 were achieved.

6. ACTION ITEMS

Staff Summary

Subject 2013 Budget and 2013-2016 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 3, 2012
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

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

Internal Approvals			
Order	Approval	Order	Approval
1	OMB - Director	M	
2	Executive VP	WS	
3	President	TS	

Purpose

To secure MTA Board adoption of MTA New York City Transit's 2012 November Forecast, 2013 Final Proposed Budget, and the Four-Year Financial Plan for 2013-2016 (December Plan).

Discussion

The 2013 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA New York City Transit's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections that follow for MTA New York City Transit include increased service and investments in improved maintenance. Projections also capture budget reduction initiatives, most notably within paratransit and fare evasion enforcement.

NYCT projections do not include the estimated impacts from Tropical Storm Sandy or of projected fare increases. These impacts will be presented as part of MTA consolidated materials.

2012 November Forecast-Baseline

Total operating revenues are projected at \$4.069 billion, including \$3.740 billion of farebox revenues. Total operating expenses are projected to be \$6.771 billion in 2012, consisting of labor costs of \$5.177 billion and non-labor expenses of \$1.595 billion. Non-cash depreciation expense is projected at \$1.445 billion and other post-employment benefit expenses are projected at \$1.355 billion. After including favorable cash adjustments of \$2.923 billion, the projected net cash deficit is \$2.579 billion. Projected reimbursable expenses of \$884.3 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 45,663, including 41,158 non-reimbursable positions and 4,505 reimbursable positions.

2013 Final Proposed Budget-Baseline

Total operating revenues are projected at \$4.126 billion, including farebox revenues of \$3.770 billion. Total operating expenses are projected to be \$7.021 billion in 2013, consisting of labor costs of \$5.306 billion and non-labor expenses of \$1.714 billion. Non-cash depreciation expense is projected at \$1.520 billion and other post-employment benefit expenses are projected at \$1.405 billion. After including favorable cash adjustments of \$3.017 billion, the projected net cash deficit is \$2.803 billion. Projected reimbursable expenses of \$860.1 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 46,063, including 41,731 non-reimbursable positions and 4,332 reimbursable positions.

Major Programmatic Initiatives

- A **Service Investment Program**, requiring 220 positions with expenses of \$17.7 million in 2013 and \$22.6 million in subsequent years, to restore or add bus services that improve network coverage and connections as well as to service new markets. It is projected that farebox revenue will increase by \$4.0 million in 2013 and \$4.6 million in subsequent years.
- **FasTrack Overtime/Planning and Quality Control Unit** requires \$6.0 million of expenses in 2013 and subsequent years to ensure completion of maintenance tasks within this limited-duration line segment closure program that would be impractical or cost prohibitive under normal maintenance operations, and add a new Track Planning and Quality Control Unit that is needed to improve the maintenance planning process and implementation of needed quality controls.
- **Signals Inspection/Maintenance Backlog Reduction**, requiring additional overtime costing \$5.0 million in 2013 and \$2.0 million in subsequent years in order to properly address the current significant backlog in signal inspection, testing and maintenance activities.
- **Track Defect Backlog Reduction** requires the addition of 38 positions (includes the equivalent of 13 positions in overtime) and \$3.3 million of expenses annually in order to slow the growth in the high priority track defect backlog.
- **Work Car SMS (Scheduled Maintenance)**, requiring 7 positions with expenses of \$2.2 million in 2013 and \$7.0 million in subsequent years to provide for vital maintenance work on about 120 non-revenue vehicle work cars which are currently beyond their useful lives.
- A restart of the **Employee Facility Maintenance Program** requires the addition of 20 positions and \$2.2 million of annual expenses to meet a targeted upgrade of about 22 locations per year and to result in safe and sanitary employee facilities.

Budget Reduction Initiatives

- **Projected Reductions in Paratransit Trip Activity** and the continued diversion of primary vehicle trips to lower cost taxis and vouchers are planned to result in net savings of \$71.8 million in 2013, \$105.3 million in 2014, \$141.7 million in 2015 and \$191.1 million in 2016.
- **Paratransit Fare Incentives**, specifically offering paratransit riders free trips on buses/subway to replace expensive paratransit trips, are projected to result in expense savings of \$31.0 million in 2013, \$46.0 million in 2014 and \$96.0 million in subsequent years.
- **Bus Fare Evasion Reduction**, requiring 70 mostly Special Investigator positions with expenses of \$7.0 million in 2013 and \$6.7 million in subsequent years, is projected to result in increased farebox revenues of \$7.0 million in 2013, \$14.1 million in 2014, \$21.1 million in 2015 and \$28.2 million in 2016.

Impact on Funding

The 2012 November Forecast, the 2013 Final Proposed Budget and the Four-Year Financial Plan for 2013-2016, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2012 November Forecast, the 2013 Final Proposed Budget and the Four-Year Financial Plan for 2013-2016 for MTA New York City Transit and the related authorization to draw down Transit Adjudication Bureau (TAB) receipts and interest consistent with this Final Proposed Budget.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Operating Revenue						
Farebox Revenue:						
Subway	2,698,747	2,771,386	2,812,275	2,851,278	2,890,460	2,922,083
Bus	868,194	876,882	887,583	900,516	912,130	923,429
Paratransit	14,613	15,625	17,642	19,591	21,758	24,158
Fare Media Liability	47,475	76,221	52,221	52,221	52,221	52,221
Farebox Revenue	\$3,628,029	\$3,740,114	\$3,769,721	\$3,823,606	\$3,876,567	\$3,921,891
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue:						
Fare Reimbursement	84,016	84,016	84,016	84,016	84,016	84,016
Paratransit Reimbursement	111,860	132,111	158,505	184,726	218,274	258,042
Other	111,509	113,011	115,909	118,891	120,450	122,000
Other Operating Revenue	\$307,185	\$329,138	\$358,430	\$387,833	\$422,740	\$464,058
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$3,936,214	\$4,069,252	\$4,128,151	\$4,211,239	\$4,299,307	\$4,385,949
Expenses						
Labor:						
Payroll	2,791,486	2,870,814	2,896,330	2,907,897	2,964,406	3,020,598
Overtime	304,743	315,791	301,245	289,413	293,488	299,211
Total Salaries & Wages	3,096,229	3,186,605	3,197,575	3,197,310	3,257,872	3,319,809
Health and Welfare	548,888	595,536	667,432	722,238	785,736	852,823
OPEB Current Payment	283,092	313,732	351,847	386,558	427,418	472,226
Pensions	780,581	986,753	981,691	1,009,753	1,057,213	1,083,130
Other Fringe Benefits	324,932	288,344	292,609	297,220	304,589	308,619
Total Fringe Benefits	1,937,493	2,184,365	2,293,579	2,415,769	2,574,956	2,716,898
Reimbursable Overhead	(218,036)	(194,279)	(184,729)	(179,207)	(178,687)	(181,262)
Total Labor Expenses	\$4,815,686	\$5,176,691	\$5,306,426	\$5,433,872	\$5,654,161	\$5,855,445
Non-Labor:						
Electric Power	275,971	316,273	349,737	355,165	382,508	411,973
Fuel	170,517	163,173	166,682	164,849	164,929	174,943
Insurance	57,861	53,698	60,902	73,642	89,586	108,841
Claims	174,448	81,978	89,291	91,682	94,590	98,056
Paratransit Service Contracts	348,553	366,797	385,183	419,621	425,611	493,753
Maintenance and Other Operating Contracts	139,908	149,186	186,105	176,770	178,976	195,842
Professional Service Contracts	111,923	128,340	128,889	129,346	127,451	129,945
Materials & Supplies	261,923	262,934	280,714	280,147	324,866	320,083
Other Business Expenses	65,101	62,421	66,825	67,786	69,117	70,676
Total Non-Labor Expenses	\$1,806,205	\$1,594,800	\$1,714,328	\$1,758,808	\$1,857,634	\$2,004,112
Other Expense Adjustments:						
Other	3,529	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$3,529	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjustments	\$6,425,420	\$6,771,491	\$7,020,753	\$7,192,680	\$7,511,795	\$7,859,557
Depreciation	1,312,102	1,445,000	1,520,000	1,595,000	1,670,000	1,748,000
OPEB Obligation	1,323,381	1,354,951	1,405,331	1,483,500	1,520,834	1,579,644
Environmental Remediation	48,727	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$9,109,630	\$9,571,442	\$9,946,084	\$10,251,180	\$10,702,629	\$11,187,201
Net Surplus/(Deficit)	(\$5,173,416)	(\$5,502,190)	(\$5,819,933)	(\$6,039,941)	(\$6,403,322)	(\$6,801,252)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Revenue						
Farebox Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	939.882	884.251	860.118	844.211	840.561	852.473
Total Revenue	\$939.882	\$884.251	\$860.118	\$844.211	\$840.561	\$852.473
Expenses						
Labor						
Payroll	373.679	347.770	356.486	349.447	349.304	354.412
Overtime	84.158	75.640	63.458	62.562	63.027	64.174
Total Salaries & Wages	457.837	423.410	419.954	412.009	412.331	418.586
Health and Welfare	23.513	23.529	26.008	27.470	29.401	31.469
OPES Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	19.367	33.063	25.021	25.131	25.472	25.702
Other Fringe Benefits	113.119	104.582	109.897	107.836	107.473	108.966
Total Fringe Benefits	155.999	161.174	160.926	160.436	162.346	166.157
Reimbursable Overhead	218.036	194.279	184.729	179.207	178.667	181.262
Total Labor Expenses	\$831.872	\$778.863	\$765.809	\$751.652	\$753.344	\$766.005
Non-Labor						
Electric Power	0.312	0.268	0.524	0.252	0.252	0.252
Fuel	0.017	0.043	0.023	0.022	0.022	0.022
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	(0.002)	(0.002)
Paratransit Service Contracts	0.397	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	31.403	32.501	23.943	24.446	24.446	24.446
Professional Service Contracts	22.332	22.130	20.545	17.158	16.538	16.538
Materials & Supplies	51.653	48.357	47.684	49.122	44.402	43.652
Other Business Expenses	1.896	2.089	1.790	1.559	1.559	1.560
Total Non-Labor Expenses	\$106.010	\$105.388	\$94.509	\$92.559	\$87.217	\$86.488
Other Expense Adjustments:						
Other	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
Total Expenses before Depreciation	\$939.882	\$884.251	\$860.118	\$844.211	\$840.561	\$852.473
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$939.882	\$884.251	\$860.118	\$844.211	\$840.561	\$852.473
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2012		2013	2014	2015	2016
	2011 Actual	November Forecast	Final Proposed Budget			
Revenue						
<u>Farebox Revenue:</u>						
Subway	\$2,698,747	\$2,771,386	\$2,812,275	\$2,851,278	\$2,890,460	\$2,922,083
Bus	888,194	878,882	887,583	900,516	912,130	923,429
Paratransit	14,613	15,625	17,642	19,591	21,756	24,158
Fare Media Liability	47,475	76,221	52,221	52,221	52,221	52,221
Farebox Revenue	\$3,629,029	\$3,740,114	\$3,769,721	\$3,823,606	\$3,876,567	\$3,921,891
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	84,016	84,016	84,016	84,016	84,016	84,016
Paratransit Reimbursement	111,680	132,111	156,505	184,726	218,274	258,042
Other	111,509	113,011	115,909	118,881	120,450	122,000
Other Operating Revenue	307,185	329,138	356,430	387,633	422,740	464,058
Capital and Other Reimbursements	939,882	884,251	860,118	844,211	840,561	852,473
Total Revenue	\$4,878,096	\$4,953,503	\$4,988,269	\$5,055,450	\$5,139,868	\$5,238,422
Expenses						
<u>Labor:</u>						
Payroll	3,165,165	3,218,584	3,252,828	3,257,344	3,313,710	3,375,010
Overtime	388,901	391,431	384,703	351,975	358,493	363,385
Total Salaries & Wages	3,554,066	3,610,015	3,617,529	3,609,319	3,670,203	3,738,395
Health and Welfare	572,401	619,065	693,440	749,708	815,137	884,392
OPEB Current Payment	283,092	313,732	351,847	386,558	427,418	472,226
Pensions	799,948	1,019,816	1,006,712	1,034,884	1,082,685	1,108,832
Other Fringe Benefits	438,051	392,926	402,506	405,055	412,062	417,605
Total Fringe Benefits	2,093,492	2,345,539	2,454,605	2,576,205	2,737,302	2,883,055
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$5,647,658	\$5,955,554	\$6,072,034	\$6,185,524	\$6,407,505	\$6,621,450
<u>Non-Labor:</u>						
Electric Power	276,283	316,641	350,261	355,417	382,780	412,225
Fuel	170,534	163,216	166,705	164,671	164,951	174,985
Insurance	57,861	53,698	60,902	73,642	89,586	108,841
Claims	174,448	91,878	89,291	91,682	94,588	98,054
Paratransit Service Contracts	348,950	368,797	385,183	419,621	425,611	493,753
Maintenance and Other Operating Contracts	171,311	181,887	210,048	201,216	203,422	220,288
Professional Service Contracts	134,255	150,470	149,434	146,504	143,989	146,483
Materials & Supplies	313,576	311,291	328,398	329,269	369,268	363,735
Other Business Expenses	66,997	64,510	68,615	69,345	70,676	72,236
Total Non-Labor Expenses	\$1,714,215	\$1,700,188	\$1,808,837	\$1,851,367	\$1,944,851	\$2,090,580
<u>Other Expense Adjustments:</u>						
Other	3,529	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$3,529	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjustments	\$7,365,302	\$7,655,742	\$7,880,871	\$8,036,891	\$8,352,356	\$8,712,030
Depreciation	1,312,102	1,445,000	1,520,000	1,595,000	1,670,000	1,748,000
OPEB Obligation	1,323,381	1,354,951	1,405,331	1,463,500	1,520,834	1,579,544
Environmental Remediation	48,727	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,049,612	\$10,455,693	\$10,806,202	\$11,095,391	\$11,543,190	\$12,039,574
Net Surplus/(Deficit)	(\$5,173,416)	(\$5,502,190)	(\$5,818,933)	(\$6,039,941)	(\$6,403,322)	(\$6,801,252)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2013 - 2016
Cash Receipts & Expenditures

CASH RECEIPTS AND EXPENDITURES						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	3,647,200	3,726,645	3,785,652	3,833,837	3,886,798	3,932,122
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	69,000	99,016	84,016	84,016	84,016	84,016
Paratransit Reimbursement	112,100	131,833	156,280	184,481	218,012	257,875
Other	114,600	114,011	116,909	119,891	121,450	123,000
Other Operating Revenue	\$295,700	\$344,860	\$357,205	\$388,388	\$423,478	\$464,891
Capital and Other Reimbursements	865,600	992,199	902,549	847,021	840,815	849,484
Total Receipts	\$4,808,500	\$5,083,704	\$5,045,406	\$5,069,246	\$5,151,091	\$5,246,497
Expenditures						
<u>Labor:</u>						
Payroll	3,133,651	3,247,227	3,242,846	3,334,319	3,289,677	3,341,093
Overtime	379,349	394,915	363,584	360,293	353,907	359,733
Total Salaries & Wages	3,513,200	3,642,142	3,606,430	3,694,612	3,643,584	3,700,826
Health and Welfare	597,908	608,345	687,897	743,749	808,731	877,506
OPEB Current Payment	283,092	313,732	351,847	386,558	427,418	472,226
Pensions	775,700	976,760	998,439	1,026,292	1,073,980	1,101,969
Other Fringe Benefits	348,400	365,959	364,853	375,779	375,637	381,552
Total Fringe Benefits	2,005,100	2,284,796	2,403,036	2,532,378	2,685,766	2,833,253
GASB Account	24,800	34,756	36,861	36,827	37,431	38,245
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$5,543,100	\$5,941,694	\$6,046,327	\$6,263,817	\$6,368,781	\$6,572,324
<u>Non-Labor:</u>						
Electric Power	272,653	319,541	350,261	355,417	382,760	412,225
Fuel	176,952	155,016	166,705	164,671	164,951	174,965
Insurance	44,400	68,247	82,706	75,540	95,084	112,320
Claims	102,000	84,005	81,044	83,154	83,958	85,269
Paratransit Service Contracts	360,800	364,797	383,183	417,621	423,611	491,753
Maintenance and Other Operating Contracts	193,100	198,394	224,748	215,916	218,122	234,988
Professional Service Contracts	120,093	141,470	140,434	137,504	134,989	137,483
Materials & Supplies	280,427	307,277	324,398	325,269	365,268	359,735
Other Business Expenditures	68,875	64,510	68,815	69,345	70,676	72,236
Total Non-Labor Expenditures	\$1,817,100	\$1,701,257	\$1,802,094	\$1,844,437	\$1,939,419	\$2,080,974
<u>Other Expenditure Adjustments:</u>						
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	\$7,160,200	\$7,642,951	\$7,848,421	\$8,108,254	\$8,306,200	\$8,653,298
Net Cash Deficit	(\$2,351,700)	(\$2,578,247)	(\$2,803,015)	(\$3,039,008)	(\$3,155,109)	(\$3,406,801)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2013 - 2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Receipts						
Fare Revenue	18,171	(13,469)	15,931	10,231	10,231	10,231
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:						
Fare Reimbursement	(15,018)	15,000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	0.440	(0.278)	(0.225)	(0.245)	(0.262)	(0.167)
Other	3,091	1,000	1,000	1,000	1,000	1,000
Other Operating Revenue	(\$11,465)	\$15,722	\$0,775	\$0,755	\$0,738	\$0,833
Capital and Other Reimbursements	(74,282)	107,948	42,431	2,810	0,254	(2,989)
Total Receipt Adjustments	(\$67,596)	\$110,201	\$69,137	\$13,795	\$11,223	\$8,075
Expenditures						
Labor:						
Payroll	31,314	(28,543)	9,980	(76,975)	24,033	33,917
Overtime	9,552	(3,484)	1,119	(8,318)	2,586	3,652
Total Salaries & Wages	40,866	(32,127)	11,099	(85,293)	26,619	37,569
Health and Welfare	(25,507)	10,720	5,543	5,959	6,406	6,886
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	24,248	43,056	8,273	8,592	8,705	6,863
Other Fringe Benefits	89,651	26,967	37,653	29,276	36,425	36,053
Total Fringe Benefits	89,392	80,743	51,469	43,827	51,536	49,802
GASB Account	(24,800)	(34,758)	(36,861)	(36,827)	(37,431)	(38,245)
Reimbursable Overhead						
Total Labor Expenditures	\$104,458	\$13,860	\$25,707	(\$78,293)	\$40,724	\$49,128
Non-Labor:						
Electric Power	3,630	(3,000)	0.000	0.000	0.000	0.000
Fuel	(8,418)	8,200	0.000	0.000	0.000	0.000
Insurance	13,461	(14,549)	(1,804)	(1,898)	(5,498)	(3,479)
Claims	72,448	7,973	8,247	8,528	10,630	12,785
Paratransit Service Contracts	(11,650)	2,000	2,000	2,000	2,000	2,000
Maintenance and Other Operating Contracts	(21,789)	(14,707)	(14,700)	(14,700)	(14,700)	(14,700)
Professional Service Contracts	14,162	9,000	9,000	9,000	9,000	9,000
Materials & Supplies	33,149	4,014	4,000	4,000	4,000	4,000
Other Business Expenditures	0.122	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$97,115	(\$1,069)	\$8,743	\$6,930	\$5,432	\$9,608
Other Expenditure Adjustments:						
Other	3,529	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$3,529	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	\$205,102	\$12,791	\$32,450	(\$71,363)	\$46,156	\$58,732
Total Cash Conversion Adjustments before Depreciation and GASB Adjustments	\$137,506	\$122,992	\$91,687	(\$57,567)	\$57,379	\$66,807
Depreciation Adjustment	1,312,102	1,445,000	1,620,000	1,595,000	1,670,000	1,748,000
OPEB Obligation	1,323,381	1,354,951	1,405,331	1,483,500	1,520,834	1,579,644
Environmental Remediation	48,727	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$2,821,716	\$2,922,943	\$3,016,918	\$3,000,933	\$3,248,213	\$3,394,451

MTA NEW YORK CITY TRANSIT
November Financial Plan 2013 - 2016
Ridership/Traffic Volume (Utilization)
(\$ in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
RIDERSHIP						
Subway	1,640,435	1,684,899	1,708,871	1,731,829	1,754,480	1,772,823
Bus	665,314	672,919	680,900	690,669	699,494	708,099
Paratransit	8,947	9,622	10,886	11,861	13,186	14,614
Total Ridership	2,314,696	2,367,440	2,400,657	2,434,359	2,467,160	2,495,536
FAREBOX REVENUE (Excluding fare media liability)						
Subway	2,698,747	\$2,771,386	2,812,276	2,851,278	2,890,460	2,922,083
Bus	868,194	876,682	887,583	900,516	912,130	923,428
Paratransit	14,613	15,625	17,642	19,591	21,756	24,158
Total Farebox Revenue	3,681,554	3,663,693	3,717,500	3,771,385	3,824,346	3,869,670

NEW YORK CITY TRANSIT
November Financial Plan 2013 - 2016
2012 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2012	Pos.	2013	Pos.	2014	Pos.	2015	Pos.	2016
<u>Administration</u>	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Administration	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Customer Convenience/Amenities</u>	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Customer Convenience/Amenities	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Maintenance</u>	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Maintenance	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Revenue Enhancement</u>	(70)	(2,038)	(70)	(0.004)	(70)	7,377	(70)	14,415	(70)	21,452
Bus Fare Evasion Reduction	(70)	(2,038)	(70)	(0.004)	(70)	7,377	(70)	14,415	(70)	21,452
Subtotal Revenue Enhancement	(70)	(2,038)	(70)	(0.004)	(70)	7,377	(70)	14,415	(70)	21,452
<u>Safety/Security</u>	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Safety	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Service</u>	(22)	27,803	(22)	40,726	(22)	71,448	(22)	102,038	(22)	138,180
Paratransit Additional Savings - July FP	(22)	27,803	(22)	40,726	(22)	71,448	(22)	102,038	(22)	138,180
Paratransit Additional Savings - Nov FP	—	23,988	(2)	31,120	—	33,852	—	38,680	—	52,958
Paratransit Fare Incentives	—	0.000	—	31,000	—	48,000	—	86,000	—	98,000
Subtotal Service	(22)	51,771	(24)	102,846	(22)	151,300	(22)	237,728	(22)	287,138
<u>Service Support</u>	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Service Support	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Other</u>	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Other	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Agency Submission	(92)	\$49,733	(94)	\$102,842	(92)	\$158,677	(92)	\$252,143	(92)	\$308,590

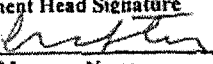
MTA New York City Transit
November Financial Plan 2013-2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Office of the President	20	29	33	33	33	33
Law	247	288	268	268	266	266
Office of the EVP	37	41	39	39	39	39
Human Resources	298	184	221	221	221	221
Office of Management and Budget	36	39	39	39	39	39
Capital Planning & Budget	28	31	31	31	31	31
Corporate Communications	235	249	249	249	249	249
AFC Program Management & Sales	52	54	54	54	54	54
Technology & Information Services	421	436	443	440	438	437
Non-Departmental	-	-	84	84	84	84
Labor Relations	95	96	96	96	96	96
Material	231	237	233	227	225	225
Controller	151	121	126	126	126	126
Total Administration	1,851	1,783	1,914	1,905	1,901	1,900
Operations						
Subways Service Delivery	7,411	7,388	7,432	7,398	7,398	7,395
Subways Operation Support /Admin	282	312	312	312	312	312
Subways Stations	2,660	2,693	2,636	2,642	2,642	2,642
Subtotal - Subways	10,353	10,393	10,380	10,352	10,352	10,349
Buses	10,335	10,272	10,416	10,398	10,398	10,398
Paratransit	139	170	170	170	170	170
Operations Planning	377	394	388	373	373	373
Revenue Control	393	421	421	421	421	421
Total Operations	21,597	21,650	21,775	21,714	21,714	21,711
Maintenance						
Subways Operation Support /Admin	167	162	170	167	160	156
Subways Engineering	307	311	307	289	258	256
Subways Car Equipment	4,002	4,118	4,200	4,117	4,125	4,034
Subways Infrastructure	1,661	1,292	1,334	1,331	1,330	1,330
Subways Elevators & Escalators	-	381	377	374	374	374
Subways Stations	3,488	3,540	3,541	3,658	3,648	3,648
Subways Track	2,684	2,730	2,730	2,730	2,730	2,730
Subways Power	650	596	591	590	570	570
Subways Signals	1,372	1,417	1,374	1,350	1,347	1,347
Subways Electronics Maintenance	1,356	1,378	1,403	1,390	1,385	1,382
Subtotal - Subways	15,697	15,825	16,027	16,976	15,927	15,827
Buses	3,683	3,731	3,780	3,752	3,738	3,732
Revenue Control	137	137	137	137	150	150
Supply Logistics	544	557	558	556	566	566
System Safety	86	88	88	88	88	88
Total Maintenance	20,147	20,438	20,588	20,609	20,457	20,353
Engineering/Capital						
Capital Program Management	1,249	1,218	1,218	1,218	1,218	1,218
Total Engineering/Capital	1,249	1,218	1,218	1,218	1,218	1,218
Public Safety						
Security	495	574	568	568	568	568
Total Public Safety	495	574	568	568	568	568
Total Baseline Positions	45,339	45,663	46,063	45,914	45,858	45,750
Non-Reimbursable	40,606	41,158	41,731	41,674	41,698	41,603
Reimbursable	4,733	4,505	4,332	4,240	4,160	4,147
Total Full-Time	45,143	45,504	45,907	45,768	45,710	45,602
Total Full-Time Equivalents	196	159	156	148	148	148

MTA New York City Transit
November Financial Plan 2013-2016
Total Positions by Function and Occupation




FUNCTION/OCCUPATIONAL GROUP	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Managers/Supervisors	583	628	633	627	624	624
Professional, Technical, Clerical	1,243	1,123	1,165	1,162	1,161	1,160
Operational Hourlies	25	32	116	116	116	116
Total Administration	1,851	1,783	1,914	1,905	1,901	1,900
Operations						
Managers/Supervisors	2,429	2,516	2,439	2,437	2,437	2,434
Professional, Technical, Clerical	373	379	379	376	376	376
Operational Hourlies	18,795	18,755	18,957	18,901	18,901	18,901
Total Operations	21,597	21,650	21,775	21,714	21,714	21,711
Maintenance						
Managers/Supervisors	3,619	3,871	3,919	3,910	3,905	3,893
Professional, Technical, Clerical	1,016	1,027	1,027	1,000	976	970
Operational Hourlies	15,512	15,540	15,642	15,599	15,576	15,490
Total Maintenance	20,147	20,438	20,588	20,509	20,457	20,353
Engineering/Capital						
Managers/Supervisors	261	272	272	272	272	272
Professional, Technical, Clerical	986	944	944	944	944	944
Operational Hourlies	2	2	2	2	2	2
Total Engineering/Capital	1,249	1,218	1,218	1,218	1,218	1,218
Public Safety						
Managers/Supervisors	120	195	195	195	195	195
Professional, Technical, Clerical	32	36	36	36	36	36
Operational Hourlies	343	343	337	337	337	337
Total Public Safety	495	574	568	568	568	568
Total Baseline Positions						
Managers/Supervisors	7,012	7,482	7,458	7,441	7,433	7,418
Professional, Technical, Clerical	3,650	3,509	3,551	3,518	3,493	3,486
Operational Hourlies	34,677	34,672	35,054	34,955	34,932	34,846
Total Baseline Positions	45,339	45,663	46,063	45,914	45,858	45,750

Staff Summary

Subject 2013 Budget and 2013 – 2016 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 3, 2012
Vendor Name
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

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

Internal Approvals			
Order	Approval	Order	Approval
1	OMB – Director 		
2	Executive VP 		
3	President 		

Purpose

To secure MTA Board adoption of MTA Staten Island Railway's 2012 November Forecast, 2013 Final Proposed Budget, and the Four-Year Financial Plan for 2013-2016 (December Plan).

Discussion

The 2013 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Staten Island Railway's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service. The baseline projections that follow for MTA Staten Island Railway include investments to meet R44 fleet maintenance requirements. Projections also capture budget reduction initiatives.

SIR projections do not include the estimated impacts from Tropical Storm Sandy or of proposed fare increases. These impacts will be presented as part of MTA consolidated materials.

2012 November Forecast-Baseline

Total operating revenues are projected at \$7.7 million, including farebox revenues of \$5.6 million. Total operating expenses are projected to be \$38.1 million in 2012, consisting of labor costs of \$28.6 million and non-labor expenses of \$9.5 million. Non-cash depreciation expense is projected at \$9.0 million and other post-employment benefit expenses are projected at \$2.3 million. After including favorable cash adjustments of \$4.0 million, the projected net cash deficit is \$37.8 million. Projected reimbursable expenses of \$1.7 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 271, including 268 non-reimbursable positions and 3 reimbursable positions.

2013 Final Proposed Budget-Baseline

Total operating revenues are projected at \$7.8 million, including farebox revenues of \$5.7 million. Total operating expenses are projected to be \$42.5 million in 2013, consisting of labor costs of \$29.8 million and non-labor expenses of \$12.6 million. Non-cash depreciation expense is projected at \$9.0 million and other post-employment benefit expenses are projected at \$2.3 million. After including favorable cash adjustments of \$10.9 million, the projected net cash deficit is \$35.1 million. Projected reimbursable expenses of \$1.7 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 271, including 268 non-reimbursable positions and 3 reimbursable positions.

Major Programmatic Initiative-R44 Fleet Maintenance Requirements

- The current fleet is comprised of 63 cars now forty years old, which is considered to be the full useful life of these vehicles. It is currently estimated that the replacement of this fleet won't occur until around 2020. In order to maintain this fleet in a state of good repair to be able to operate safely and reliably, it will be necessary for this fleet to undergo a full maintenance program to be performed mostly at MTA New York City Transit's subway's facilities. This program requires three years (2014-2016) of maintenance with an estimated cost of \$12.900 million (\$4.300 million and 21 cars per year).
- An additional estimate of \$0.400 million of overtime/material expenses is planned for 2013 to enable SIR to deal directly with more immediate component problems that can be addressed in the Staten Island Shop.

Budget Reduction Initiatives included in this financial plan project annual savings of \$0.433 million beginning 2013. The major components of these initiatives are summarized as follows:

- To date, CCTVs have been installed in the Tompkinsville Station and partly in St. George Terminal. No installations have been made at the remaining twenty stations. Due to the timing of these installations, SIR plans to defer the filling of two electronic maintainer positions until more installations are completed. Savings due to this deferral are \$0.211 million per year.
- Annual savings of \$0.181 million are projected, based on the installation of a new phone system, elimination of phone line redundancies, and better controls regarding erroneous charges.
- Clerical overtime efficiency savings are projected at \$0.041 million annually, based on implementation of a UTS Timekeeping system and a more efficient realignment of clerical personnel.

Impact on Funding

The 2012 November Forecast, the 2013 Final Proposed Budget and the Four-Year Financial Plan for 2013-2016, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2012 November Forecast, the 2013 Final Proposed Budget and the Four-Year Financial Plan for 2013-2016 for MTA Staten Island Railway.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

Non-Reimbursable						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Operating Revenue						
Farebox Revenue	\$5.586	\$5.590	\$5.688	\$5.764	\$5.843	\$5.911
Toll Revenue						
Other Operating Revenue	2.296	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$7.882	\$7.661	\$7.759	\$7.835	\$7.914	\$7.982
Operating Expenses						
Labor:						
Payroll	\$15.876	\$16.709	\$17.006	\$17.321	\$17.630	\$17.997
Overtime	1.074	0.861	0.785	0.871	0.686	0.700
Health and Welfare	2.890	3.756	4.201	4.287	4.571	4.875
OPEB Current Payment	0.536	0.675	0.753	0.768	0.819	0.874
Pensions	3.957	5.500	5.800	5.800	5.900	6.000
Other Fringe Benefits	1.438	1.261	1.286	1.310	1.333	1.360
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$25.771	\$28.562	\$29.831	\$30.157	\$30.839	\$31.806
Non-Labor:						
Electric Power	\$4.486	\$4.897	\$5.362	\$5.335	\$5.715	\$6.131
Fuel	0.400	0.405	0.410	0.396	0.388	0.415
Insurance	0.349	0.259	0.300	0.444	0.405	0.472
Claims	0.177	0.274	0.279	0.284	0.289	0.295
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.792	1.629	1.563	5.896	5.927	5.964
Professional Service Contracts	0.408	0.417	0.424	0.432	0.438	0.448
Materials & Supplies	0.864	1.649	4.289	1.706	2.031	1.791
Other Business Expenses	0.000	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenses	\$7.456	\$9.535	\$12.842	\$14.498	\$16.198	\$15.521
Other Expenses Adjustments:						
Other	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
Total Expenses before Depreciation and GASB #	\$33.227	\$38.097	\$42.473	\$44.655	\$46.137	\$47.327
Depreciation	\$9.176	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.172	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.375	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$44.950	\$49.397	\$63.773	\$65.956	\$67.437	\$68.627
Baseline Surplus/(Deficit)	(\$37.068)	(\$41.736)	(\$46.014)	(\$48.120)	(\$49.523)	(\$50.645)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	<u>2011 Actual</u>	<u>2012 November Forecast</u>	<u>2013 Final Proposed Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.946	1.672	1.674	1.680	1.680	1.680
Total Revenue	\$0.946	\$1.672	\$1.674	\$1.680	\$1.680	\$1.680
Expenses						
Labor:						
Payroll	\$0.178	\$0.288	\$0.287	\$0.288	\$0.288	\$0.288
Overtime	0.188	0.704	0.704	0.704	0.704	0.704
Health and Welfare	0.156	0.509	0.513	0.517	0.517	0.517
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.068	0.094	0.094	0.094	0.094	0.094
Other Fringe Benefits	0.018	0.077	0.076	0.077	0.077	0.077
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.608	\$1.672	\$1.674	\$1.680	\$1.680	\$1.680
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.338	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.338	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expenses Adjustments:						
Other						
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.946	\$1.672	\$1.674	\$1.680	\$1.680	\$1.680
Depreciation						
Total Expenses	\$0.946	\$1.672	\$1.674	\$1.680	\$1.680	\$1.680
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Revenue						
Farebox Revenue	\$5.586	\$5.590	\$5.688	\$5.764	\$5.843	\$5.911
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.296	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.946	1.672	1.674	1.680	1.680	1.680
Total Revenue	\$8.828	\$9.333	\$9.433	\$9.615	\$9.694	\$9.662
Expenses						
Labor:						
Payroll	\$16.054	\$16.997	\$17.293	\$17.609	\$17.918	\$18.285
Overtime	1.262	1.365	1.489	1.375	1.390	1.404
Health and Welfare	3.046	4.285	4.714	4.804	5.088	5.392
OPEB Current Payment	0.536	0.675	0.753	0.768	0.819	0.874
Pensions	4.025	5.594	5.894	5.894	5.994	6.094
Other Fringe Benefits	1.456	1.338	1.362	1.387	1.410	1.437
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$26.378	\$30.234	\$31.605	\$31.837	\$32.619	\$33.486
Non-Labor:						
Electric Power	\$4.466	\$4.897	\$5.382	\$5.335	\$5.715	\$6.131
Fuel	0.400	0.405	0.410	0.396	0.388	0.415
Insurance	0.349	0.259	0.300	0.444	0.405	0.472
Claims	0.177	0.274	0.279	0.284	0.289	0.295
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.792	1.629	1.563	5.896	5.927	5.984
Professional Service Contracts	0.408	0.417	0.424	0.432	0.438	0.448
Materials & Supplies	1.202	1.649	4.299	1.706	2.031	1.791
Other Business Expenses	0.000	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenses	\$7.794	\$9.535	\$12.642	\$14.498	\$15.198	\$15.521
Other Expenses Adjustments:						
Other	\$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
Total Expenses before Depreciation	\$34.173	\$39.769	\$44.147	\$46.335	\$47.817	\$49.007
Depreciation	\$9.176	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.172	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.375	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$45.898	\$51.069	\$55.447	\$57.635	\$59.117	\$60.307
Baseline Surplus/(Deficit)	(\$37.068)	(\$41.736)	(\$46.014)	(\$48.120)	(\$49.523)	(\$50.645)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	\$5.480	\$5.690	\$5.688	\$5.784	\$5.843	\$5.911
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.446	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.231	2.387	1.674	1.680	1.680	1.680
Total Receipts	\$8.157	\$10.048	\$9.433	\$9.515	\$9.594	\$9.662
Expenditures						
<u>Labor:</u>						
Payroll	\$14.542	\$23.168	\$17.293	\$17.609	\$17.918	\$18.285
Overtime	1.483	1.385	1.489	1.375	1.390	1.404
Health and Welfare	3.237	4.285	4.714	4.804	5.088	5.392
OPEB Current Payment	0.587	0.875	0.753	0.768	0.819	0.874
Pensions	4.175	5.836	5.894	5.894	5.994	6.094
Other Fringe Benefits	1.511	1.808	1.362	1.387	1.410	1.437
GASB Account	0.317	0.347	0.379	0.415	0.415	0.415
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$26.852	\$37.265	\$31.884	\$32.252	\$33.034	\$33.901
<u>Non-Labor:</u>						
Electric Power	\$4.159	\$5.227	\$5.362	\$5.335	\$5.715	\$6.131
Fuel	0.400	0.405	0.410	0.398	0.388	0.415
Insurance	0.198	0.259	0.300	0.444	0.405	0.472
Claims	0.281	0.405	0.279	0.284	0.289	0.295
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.983	1.629	1.563	5.896	5.927	5.964
Professional Service Contracts	0.187	0.567	0.424	0.432	0.438	0.448
Materials & Supplies	1.122	1.707	4.298	1.706	2.031	1.791
Other Business Expenses	0.000	0.369	0.005	0.005	0.005	0.005
Total Non-Labor Expenditures	\$7.310	\$10.568	\$12.542	\$14.498	\$16.198	\$15.521
<u>Other Expenditure Adjustments:</u>						
<u>Other</u>						
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$33.162	\$47.833	\$44.526	\$46.750	\$48.232	\$49.422
Baseline Cash Deficit	(\$25.005)	(\$37.785)	(\$35.093)	(\$37.235)	(\$38.638)	(\$39.760)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2011	2012	2013			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Receipts						
Farebox Revenue	(\$0.108)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.150	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.715)	0.715	0.000	0.000	0.000	0.000
Total Receipts	(\$0.671)	\$0.715	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$1.512	(\$6.171)	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	(0.221)	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.191)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	(0.051)	0.000	0.000	0.000	0.000	0.000
Pensions	(0.150)	(0.042)	0.000	0.000	0.000	0.000
Other Fringe Benefits	(0.055)	(0.471)	0.000	0.000	0.000	0.000
GASB Account	(0.317)	(0.347)	(0.379)	(0.415)	(0.415)	(0.415)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.527	(\$7.031)	(\$0.379)	(\$0.415)	(\$0.415)	(\$0.415)
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.307	(\$0.330)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.151	0.000	0.000	0.000	0.000	0.000
Claims	(0.084)	(0.131)	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.191)	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.221	(0.150)	0.000	0.000	0.000	0.000
Materials & Supplies	0.080	(0.058)	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	(0.364)	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.484	(\$1.033)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>						
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 Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$0.340	(\$7.349)	(\$0.379)	(\$0.415)	(\$0.415)	(\$0.415)
Depreciation Adjustment	\$9.176	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.172	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.375	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	\$12.083	\$3.951	\$10.921	\$10.885	\$10.885	\$10.885
Total Cash Conversion Adjustments	\$12.083	\$3.951	\$10.921	\$10.885	\$10.885	\$10.885

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Ridership/(Utilization)
(in millions)

		2013 Final Proposed Budget	2014	2015	2016
2011 Actual	2012 November Forecast				

RIDERSHIP

Fixed Route	4.583	4.609	4.659	4.712	4.767	4.814
Baseline Total Ridership	4.583	4.609	4.659	4.712	4.767	4.814

FAREBOX REVENUE

Fixed Route	\$5.586	\$5.590	\$5.688	\$5.764	\$5.843	\$5.911
Baseline Total Revenue	\$5.586	\$5.590	\$5.688	\$5.764	5.843	5.911

MTA Staten Island Railway
November Financial Plan 2013-2016
2012 Budget Reduction Plan Summary
(\$ in millions)

		Favorable/(Unfavorable)									
		Pos.	2012	Pos.	2013	Pos.	2014	Pos.	2015	Pos.	2016
<u>Administration</u>											
Telephone Expenses, Clerical Overtime & Vacancy Savings		—	0.136	—	0.222	—	0.222	—	0.222	—	0.222
Subtotal Administration		—	0.136	—	0.222	—	\$0.222	—	\$0.222	—	\$0.222
<u>Customer Convenience/Amenities</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Customer Convenience/Amenities		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Maintenance</u>											
Defer Filling of 2 Positions Until CCTVs Installed at Stations		—	0.211	—	0.211	—	0.211	—	0.211	—	0.211
Subtotal Maintenance		—	0.211	—	0.211	—	0.211	—	0.211	—	0.211
<u>Revenue Enhancement</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Revenue Enhancement		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Safety/Security</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Safety		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Service</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Service		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Service Support</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Service Support		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Other</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Other		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Agency Submission		—	\$0.347	—	\$0.433	—	\$0.433	—	\$0.433	—	\$0.433

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Executive	14	14	14	14	14	14
General Office	7	8	8	8	8	8
Purchasing/Stores	7	6	6	6	6	6
Total Administration	28	28	28	28	28	28
Operations						
Transportation	93	91	91	91	91	91
Maintenance						
Mechanical	44	43	43	43	43	43
Electronic/Electrical		12	12	12	12	12
Power/Signals	24	26	26	26	26	26
Maintenance of Way	46	46	46	46	46	46
Infrastructure	30	25	25	25	25	25
Total Maintenance	144	152	152	152	152	152
Engineering/Capital						
None						
Public Safety						
Police						
Baseline Total Positions	265	271	271	271	271	271
Non-Reimbursable	262	268	268	268	268	268
Reimbursable	3	3	3	3	3	3
Total Full-Time	265	271	271	271	271	271
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration	Managers/Supervisors	16	16	16	16	16	16
	Professional, Technical, Clerical	12	12	12	12	12	12
	Operational Hourlies						
	Total Administration	28	28	28	28	28	28
Operations	Managers/Supervisors	4	5	5	5	5	5
	Professional, Technical, Clerical	4	3	3	3	3	3
	Operational Hourlies	85	83	83	83	83	83
	Total Operations	93	91	91	91	91	91
Maintenance	Managers/Supervisors	7	7	7	7	7	7
	Professional, Technical, Clerical	4	3	3	3	3	3
	Operational Hourlies	133	142	142	142	142	142
	Total Maintenance	144	152	152	152	152	152
Engineering/Capital	Managers/Supervisors						
	Professional, Technical, Clerical						
	Operational Hourlies						
	Total Engineering/Capital	-	-	-	-	-	-
Public Safety	Managers/Supervisors						
	Professional, Technical, Clerical						
	Operational Hourlies						
	Total Public Safety	-	-	-	-	-	-
Total Positions	Managers/Supervisors	27	28	28	28	28	28
	Professional, Technical, Clerical	20	18	18	18	18	18
	Operational Hourlies	218	225	225	225	225	225
	Baseline Total Positions	265	271	271	271	271	271

7. SPECIAL REPORTS & PRESENTATIONS



New York City Transit

Report

SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>October 2011</u>	<u>October 2012*</u>	<u>Difference</u>
Cash	3.2%	3.0%	(0.2%)
Single-Ride Ticket	1.3%	1.1%	(0.1%)
Bonus Pay-Per-Ride	37.3%	37.5%	0.2%
Non-Bonus Pay-Per-Ride	10.0%	10.0%	0.0%
7-Day Farecard	17.0%	17.6%	0.6%
30-Day Farecard	<u>31.2%</u>	<u>30.8%</u>	(0.4%)
Total	100.0%	100.0%	

* Preliminary

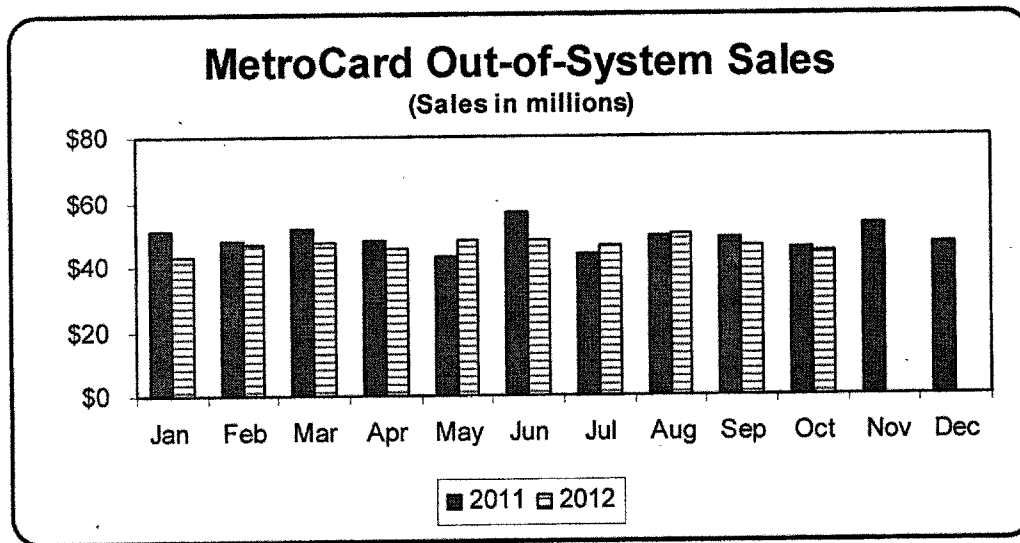
Note: Percentages may not add due to rounding.

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 October 2012 was 5,074, a 3.2 percent increase from the same period last year. The average value of a credit issued was \$62.84.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$44.4 million in October 2012, a 2.4 percent decrease compared to October 2011. Year-to-date sales totaled \$465.6 million, a 4.2 percent decrease compared to the same period last year.



Retail Sales

There were 4,402 active out-of-system sales and distribution locations for MetroCards, generating \$24.7 million in sales revenue during October 2012.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 172,310 MetroCards valued at approximately \$13.6 million were made in October 2012 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$79.13. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 42,634 for October 2012, generating an additional \$4.4 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$199.2 million, a 5.0 percent decrease when compared to last year.

Mobile Sales Program

In October 2012, the Mobile Sales unit completed 206 site visits, of which 147 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$121,000 in revenue was generated. In October 2012, the Mobile Sales unit assisted and enabled 2,012 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as the Urban Center-Developmentally Disabled (Brooklyn).

Reduced-Fare Program

During October 2012 enrollment in the Reduced-Fare Program increased by 6,063 new customers, while 836 customers left the program. The total number of customers in the program is 800,546. Seniors account for 647,699 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 152,847 customers. Of those, a total of 33,589 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Reduced-fare customers added approximately \$6.0 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In October 2012, the EasyPay Reduced Fare program enrollment totaled 120,412 accounts. During the month, EasyPay customers accounted for approximately 1.9 million subway and bus rides with \$1.6 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 October 2012, the EasyPay Xpress PPR program enrollment totaled 51,967 accounts. During this month, Xpress PPR customers accounted for approximately 945,000 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 \$54.

EasyPay Xpress Unlimited Program

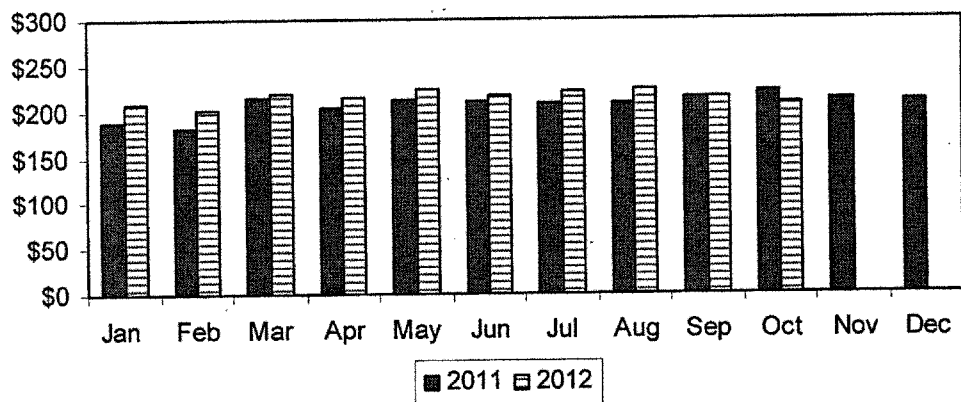
In October 2012, the EasyPay Xpress Unlimited program enrollment totaled 9,570 accounts. During this month, Xpress Unlimited customers accounted for approximately 437,000 subway and local bus rides with \$862,000 charged to their accounts. Each account averaged 49 trips per month with a fixed monthly bill of \$104.

In-System Automated Sales

Vending machine sales (MVMs & MEMs) during October 2012 totaled \$208.2 million, on a base of 14.3 million customer transactions. The decrease in sales was due to Hurricane Sandy. There were either no or very limited sales on stations between October 29 and October 31, 2012. As a result, there were 1 million fewer transactions and \$12 million less in sales in October 2012 compared with October 2011. Year-to-date, the number of transactions at vending machines is 150.0 million, a 3.0% increase compared to the same period last year. During October 2012, MEMs accounted for 1,657,015 transactions resulting in \$40,238,957 in sales. Debit/credit card purchases account for 71.6 percent of total vending machine revenue, while cash purchases account for 28.4 percent. Debit/credit card transactions account for 43.9 percent of total vending machine transactions, while cash transactions account for 56.1 percent. The average credit sale is \$26.97, more than three times the average cash sale of \$7.37. The average debit sale is \$19.15.

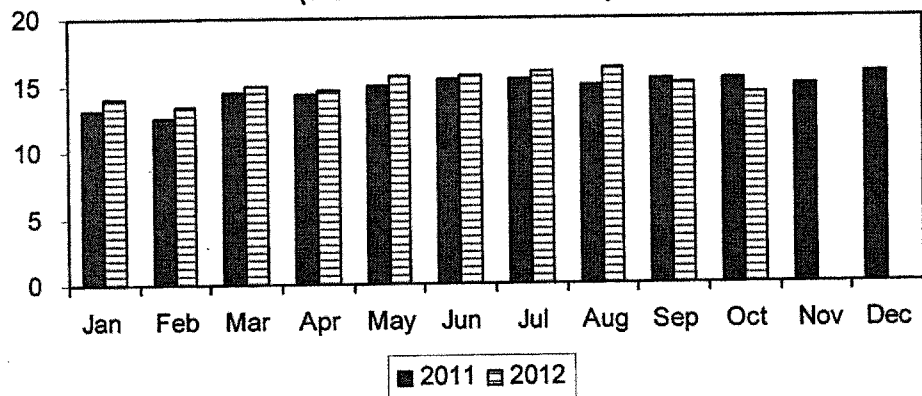
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



8. STANDARD FOLLOW-UP REPORTS

DECEMBER 2012 TRANSIT COMMITTEE MEETING

8.1

**DATA AS OF
SEPTEMBER 30, 2012**

2012 THIRD QUARTER EEO REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

EEO AND TITLE VI COMPLAINTS

AS OF SEPTEMBER 30, 2012

Category	Race	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other ¹	Total Issues ²	Total Cases	Status (# Open)
EEO	65	35	36	45	24	24	17	75	321	195	158
External Complaints	38	2	21	42	16	18	12	41	190	109	92
Internal Complaints	27	33	15	3	8	6	5	34	131	86	66

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	9	5	2	16	16	10

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

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

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

2012 THIRD QUARTER EEO REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

NEW HIRES AS OF SEPTEMBER 30, 2012

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	58	11	19%	12	21%	5	9%	4	7%	0	0%	0	0%	0	0%
Professionals	67	25	37%	16	24%	4	6%	15	22%	0	0%	0	0%	4	6%
Technicians	4	0	0%	0	0%	1	25%	1	25%	0	0%	0	0%	0	0%
Protective Services	6	2	33%	3	50%	2	33%	1	17%	0	0%	0	0%	0	0%
Paraprofessionals	3	2	67%	3	100%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	280	135	48%	116	41%	42	15%	65	23%	0	0%	0	0%	4	1%
Skilled Craft	358	4	1%	86	24%	45	13%	80	22%	1	0%	0	0%	9	3%
Service Maintenance	1,249	300	24%	714	57%	254	20%	113	9%	0	0%	1	0%	15	1%
Total	2,025	479	24%	950	47%	353	17%	279	14%	1	0%	1	0%	32	2%

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

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

2012 THIRD QUARTER EEO REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

WORKFORCE UTILIZATION ANALYSIS* AS OF SEPTEMBER 30, 2012

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	25%	15%	No	12%	35%	Yes	6%	10%	Yes	5%	14%	Yes	0%	0%	Yes	0%	0%	Yes	1%	1%	Yes
Professionals	36%	36%	Yes	11%	33%	Yes	7%	9%	Yes	8%	26%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Technicians	36%	45%	Yes	11%	48%	Yes	10%	9%	No	12%	15%	Yes	0%	0%	Yes	0%	0%	Yes	2%	0%	No
Protective Services	14%	21%	Yes	35%	59%	Yes	17%	15%	No	4%	7%	Yes	0%	0%	Yes	0%	0%	Yes	3%	1%	No
Paraprofessionals	52%	52%	Yes	13%	63%	Yes	10%	19%	Yes	4%	13%	Yes	0%	0%	Yes	0%	0%	Yes	2%	0%	No
Administrative Support	57%	43%	No	22%	59%	Yes	20%	13%	No	7%	14%	Yes	0%	0%	Yes	0%	0%	Yes	3%	1%	No
Skilled Craft	13%	5%	No	25%	40%	Yes	14%	11%	No	10%	13%	Yes	0%	0%	Yes	0%	0%	Yes	2%	1%	No
Service Maintenance	19%	18%	No	28%	57%	Yes	30%	20%	No	3%	5%	Yes	0%	0%	Yes	0%	0%	Yes	3%	1%	No

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

* NYC Transit has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing NYC Transit's September 30, 2012 workforce percentages for females and minorities to 80% of the females and minorities available within the relevant labor market based on the U.S. Census.

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

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

8
5 Occupations in which workers are entrusted with public safety , security and protection from destructive forces.

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2012 THIRD QUARTER EEO REPORT

MTA New York City Transit and MTA Bus Company

EFFORTS TO IMPROVE THE REPRESENTATION OF UNDERUTILIZED PROTECTED GROUPS

Targeted Recruitment and Outreach Efforts

NYCT and MTA Bus Company strategically plan our recruitment and sourcing efforts to ensure that information about employment opportunities and upcoming civil service examinations are broadly advertised throughout the five boroughs of New York City. Our multi-faceted marketing approach includes, but is not limited to, the following:

- Utilizing social media channels such as Facebook, Twitter, etc.;
- Placing advertisement of examinations and employment information in subway cars and on buses;
- Distributing examination schedules via MetroCard sales van;
- Attending job fairs and community outreach events;
- Transmitting email blasts about employment opportunities to veteran organizations, not-for-profit entities, and community-based groups; and
- Provide resume and interview skills workshops to targeted groups, such as returning veterans.

8

Forward Mobility Programs and Special Initiatives

To supplement our recruitment and outreach efforts, we have implemented initiatives designed to promote the professional development of current employees, particularly those considered "underutilized," and to create a pipeline and career track for prospective new hires. Examples of these programs and initiatives include:

- The Division of Materiel's Mentoring Program targets employees who demonstrate strong leadership skills and have a keen desire for career advancement.
- An enhanced interview process in place at NYCT Department of Buses and MTA Bus Company. Bus operations provide all candidates with informal career development plans, regardless of whether they are invited for an interview or ultimately selected for a position.

Program Monitoring

The Office of EEO, in partnership with the Division of Human Resources, ensures that utilization targets for women and minorities in particular job categories based on estimated availability and internal workforce numbers are known before vacancies, discretionary hires, and promotions are posted.

The Office of EEO provides utilization targets to departments on a quarterly basis.

As part of the Office of EEO and Division of Human Resources' monitoring of the selection process, we ensure that women and minority group members are included as interviewers.

The Office of EEO must approve all discretionary hires and promotions. For the MTA Bus Company, the MTA Department of Diversity and Civil Rights approves discretionary hires, promotions, and provides utilization targets.

9. MTACC MONTHLY PROJECT STATUS REPORTS:

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

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - December 2012

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

	Budget	Expenditures
Construction	\$ 943.1	\$ 697.8
Design	105.3	104.2
Construction Management	130.6	83.7
Real Estate	220.9	205.8
Total	\$ 1,400.0	\$ 1,091.4

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

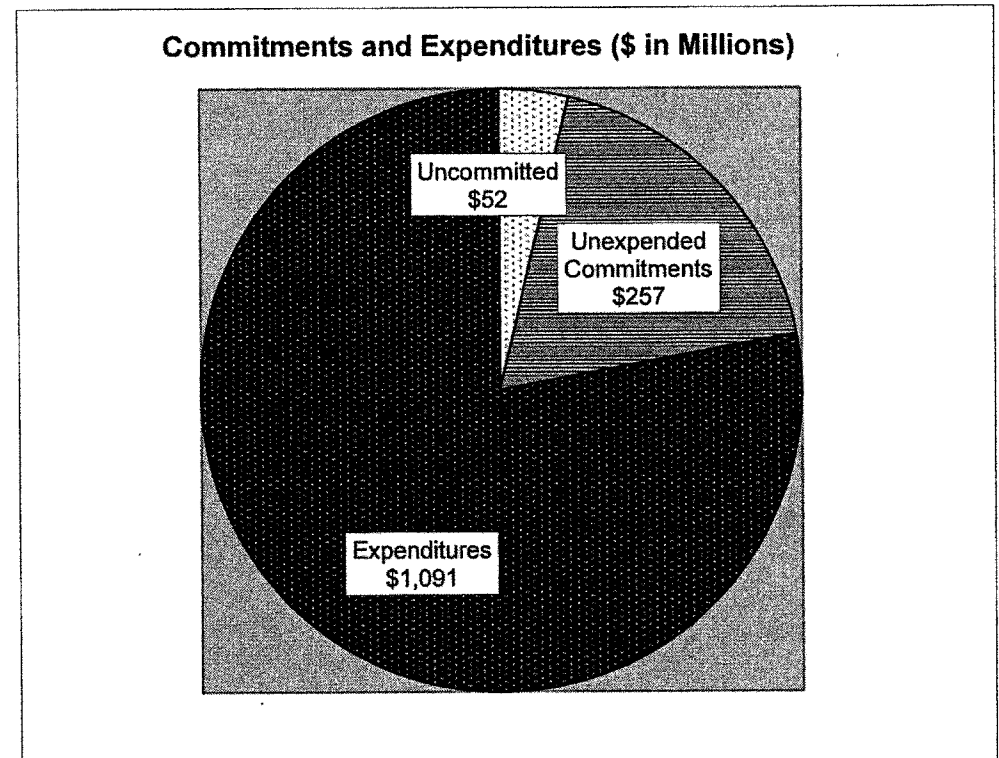
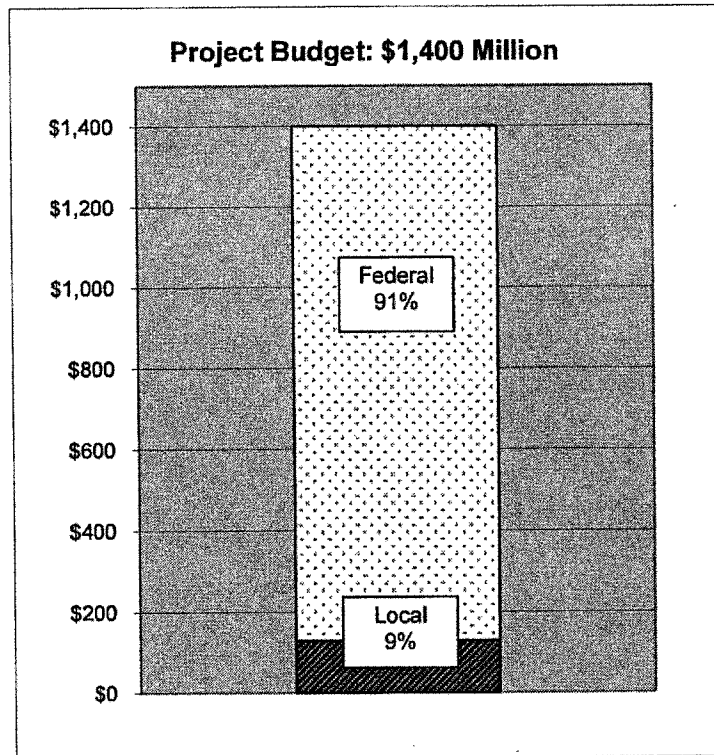
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone*	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i>	\$ 131.1	\$ 129.0	\$ 2.1	\$ 117.0	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	55.8	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	21.7	0.6	18.2	Sep-2010	Mar-2010	Nov-2012	Jun-2014	Dec-2012
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	206.8	191.2	15.6	87.8	Jan-2011	Aug-2010	Jun-2014	Jun-2014	Jun-2014
4G: Corbin Building Restoration <i>Judlau Contracting</i>	66.8	66.0	0.8	52.1	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

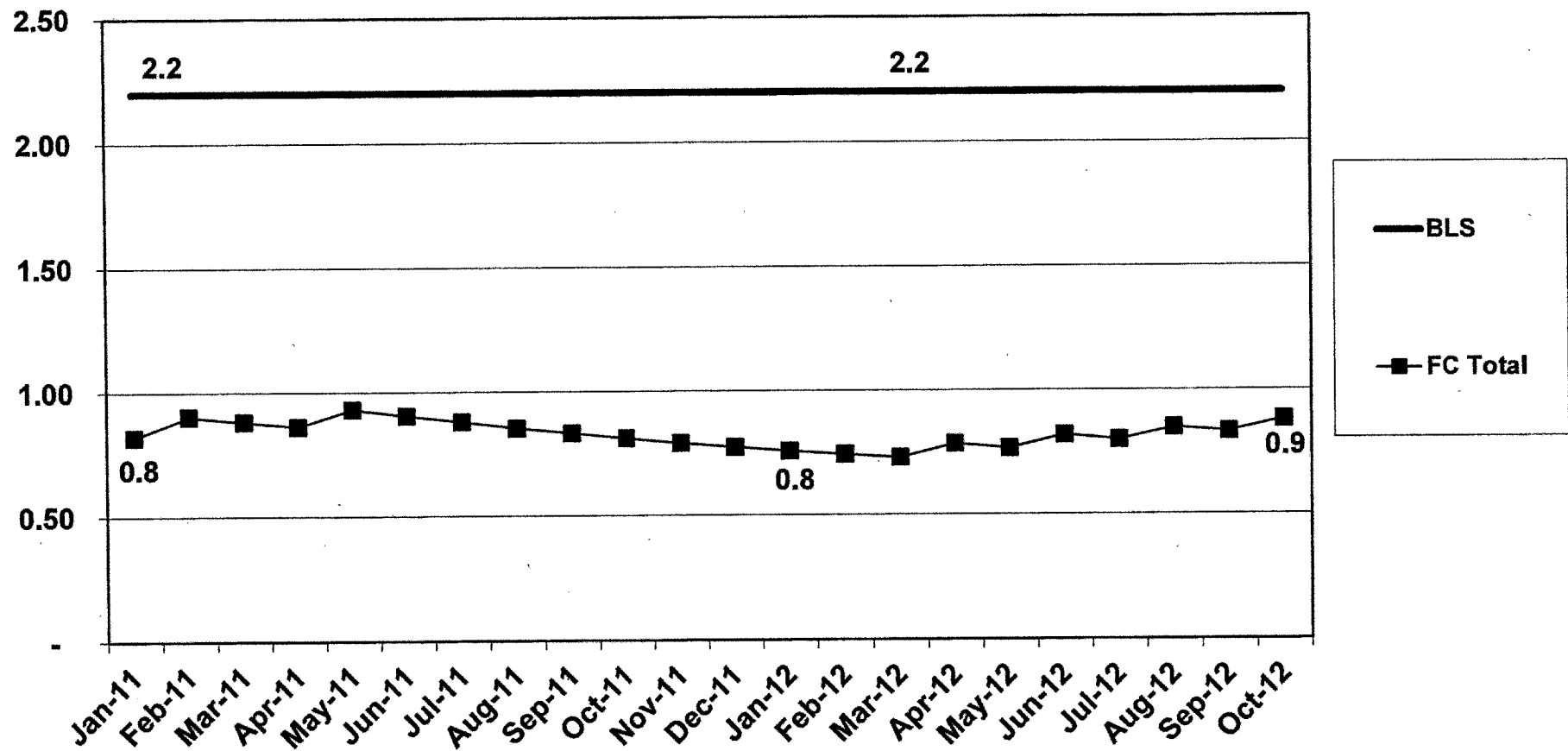
Report to the Transit Committee - December 2012
(data thru November 2012)

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	\$ 812
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	280
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,348	\$ 52	\$ 1,091



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

9.6



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 - December 2012

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

	Budget	Expenditures
Final Design	\$ 114.0	\$ 108.2
Construction	1,870.9	1,425.7
Construction Management	40.0	22.2
Subway Project Reserve	75.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,556.1
HYDC-Funded Non-Subway Work [†]	266.0	177.0
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 1,733.1
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 1,786.2

	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 J (Main Entrance to 34th St Station and Vent Building) Excavation and Core & Shell <i>Yonkers Contracting</i>	127.8	120.0	7.9	108.8	Oct-2010	Dec-2012	May-2013
Site K (Vent Building for 34th St Station) Core & Shell and Viaduct <i>Scalamandre / Oliveira JV</i>	60.5	57.8	2.7	53.0	Feb-2011	Feb-2013	Nov-2012
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	517.6	24.8	165.7	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	84.1	8.2	0.9	Sep-2012	Apr-2016	Apr-2016

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

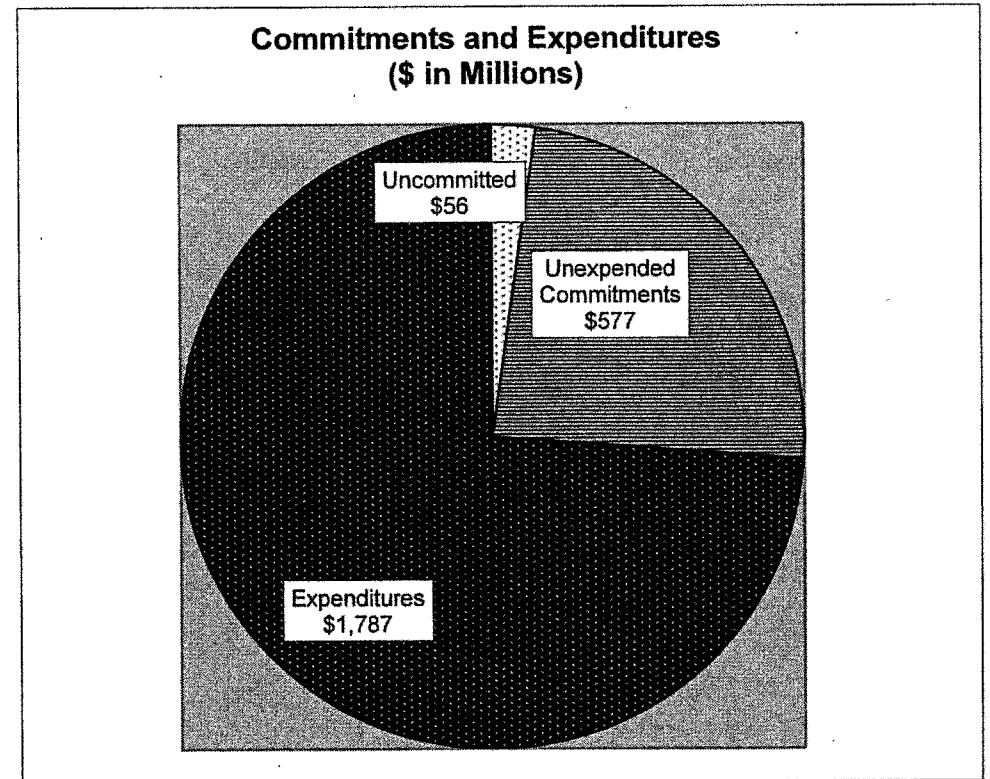
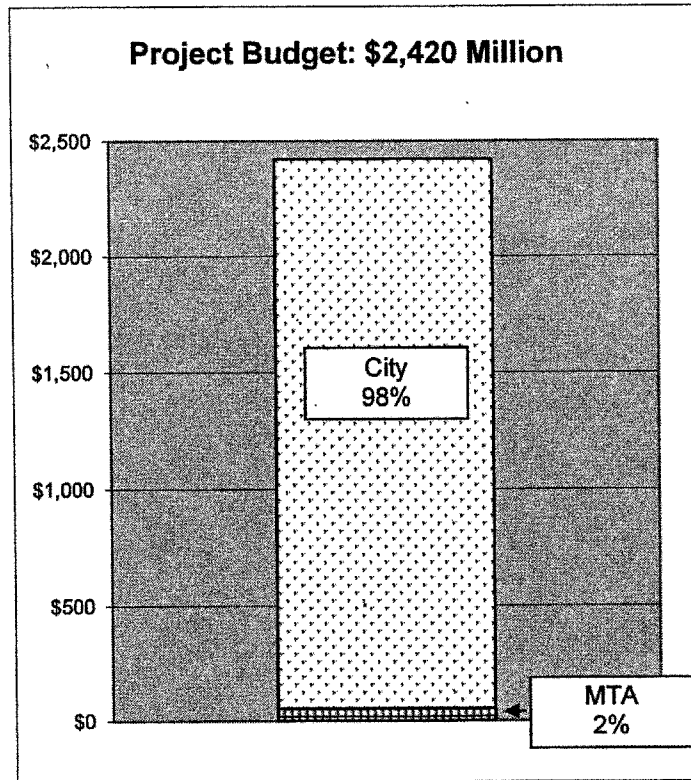
^{††} The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

7 Line Extension Status

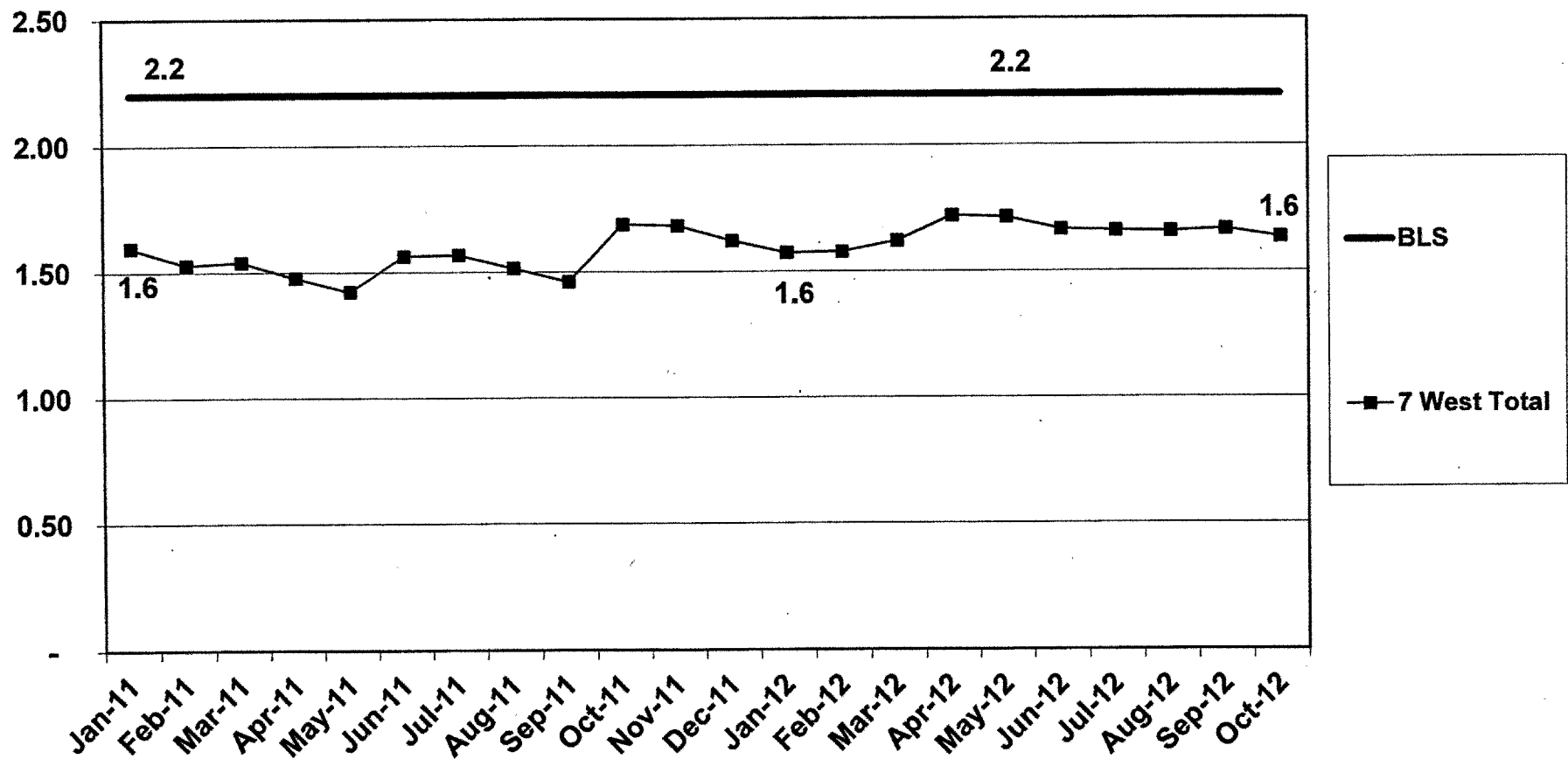
Report to the Transit Committee - December 2012
(data thru November 2012)

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	1,734
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,311	\$ 2,364	\$ 56	\$ 1,787

* 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 - December 2012

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

	Budget	Expenditures
Construction	\$ 3,503.0	\$ 1,241.1
Design	475.5	433.6
Construction Management	191.0	76.7
Real Estate	281.5	192.8
Total	\$ 4,451.0	\$ 1,944.2

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

9.7

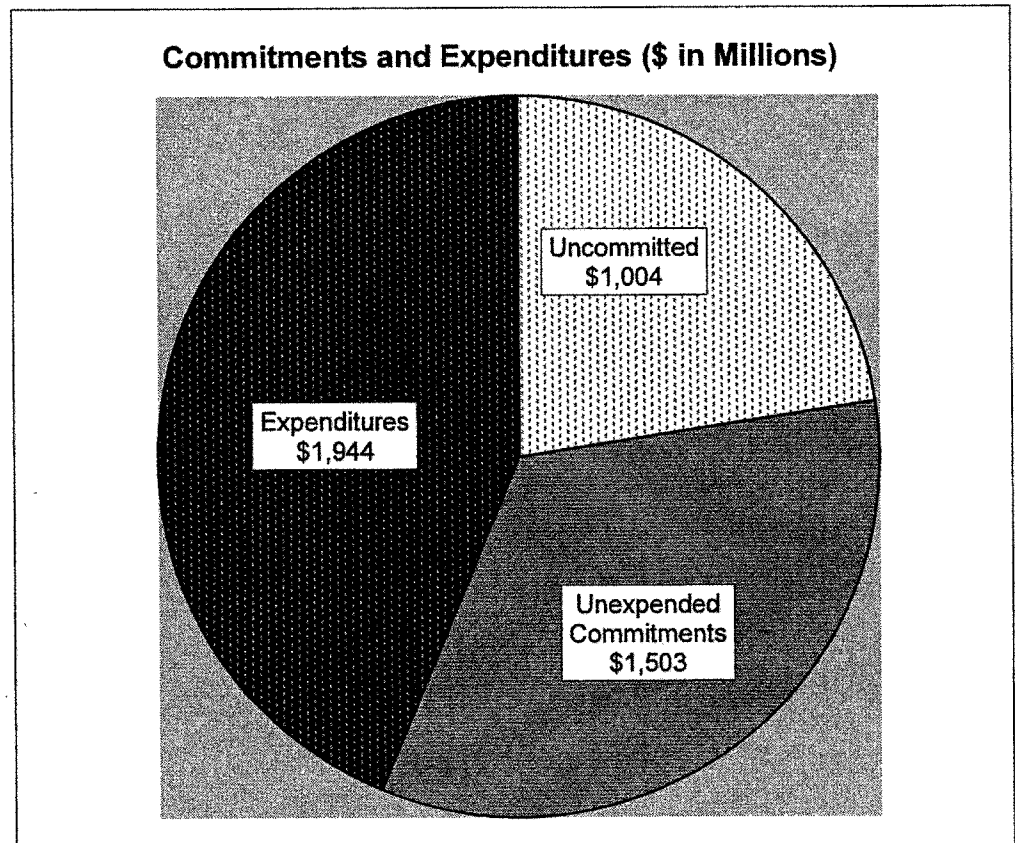
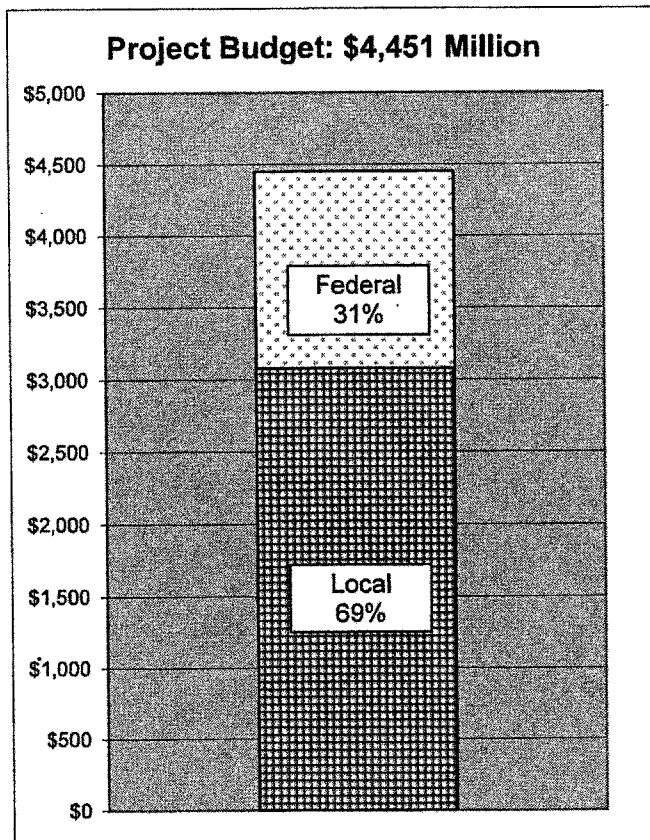
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
96th St Station Structure <i>EE Cruz & Tully, JV</i>	369.1	360.4	8.7	270.8	Feb-2009	May-2009	Jan-2013	Jul-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	451.0	18.6	252.4	Jun-2010	Oct-2010	Oct-2013	Jan-2014
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	177.2	8.0	39.6	Jul-2010	Jan-2011	May-2014	Aug-2014
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	303.4	28.6	86.5	Jan-2011	Aug-2011	Sep-2014	Sep-2014
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	282.9	262.0	20.9	5.3	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	Dec-2015	Dec-2015
72nd St Station Finishes		<i>In Procurement</i>			Nov-2012	Feb-2013	N/A	Nov-2015
86th St Station Finishes		<i>In Design</i>			Oct-2013	May-2013	N/A	Jul-2016

Second Avenue Subway (Phase 1) Status

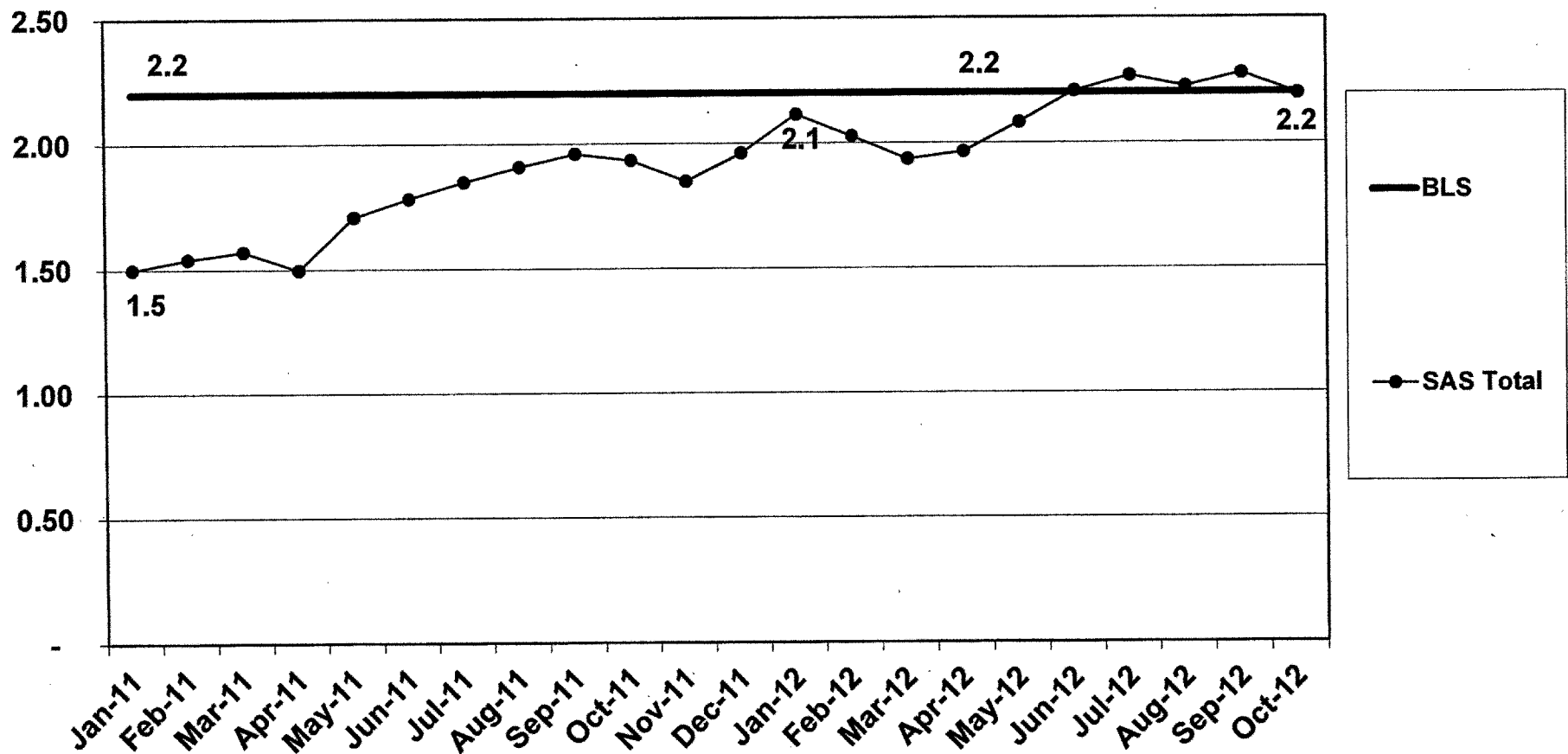
Report to the Transit Committee - December 2012

(data thru November 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	\$ 985
2005-2009	1,914	846	1,067	758	1,775	139	871
2010-2014	1,487	1,487	-	-	623	864	87
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 3,447	\$ 1,004	\$ 1,944



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)