



**New York City Transit  
Bus Company**

# **Transit & Bus Committee Meeting**

## **April 2013**

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### **Committee Members**

M. Lebow, Chair  
F. Ferrer, Acting MTA Chairman  
J. Banks III, Vice Chair  
S. Metzger  
J. Sedore, Jr.  
M. Page  
J. Kay  
A. Albert  
C. Moerdler  
D. Paterson  
E. Watt  
A. Cappelli



## Metropolitan Transportation Authority

### MEETING AGENDA

#### NEW YORK CITY TRANSIT & BUS COMMITTEE

April 22, 2013 - 10:00 AM

347 Madison Avenue

Fifth Floor Board Room, New York, NY

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#### AGENDA ITEMS

##### PUBLIC COMMENT PERIOD

- |   |      |
|---|------|
| 1. APPROVAL OF MINUTES – MARCH 11, 2013   | 1.1  |
| 2. COMMITTEE WORK PLAN  | 2.1  |
| 3. OPERATIONS PERFORMANCE SUMMARY   |      |
| ➤ February Operations Report  | 3.1  |
| 4. FINANCIAL REPORTS  |      |
| ➤ February NYCT Financial & Ridership Report  | 4.1  |
| ➤ February SIR Financial & Ridership Report   | 4.23 |
| ➤ February MTA Bus Financial & Ridership Report   | 4.34 |
| ➤ January NYCT Financial & Ridership Report   | 4.47 |
| ➤ January SIR Financial & Ridership Report  | 4.67 |
| ➤ January MTA Bus Financial & Ridership Report  | 4.78 |
| ➤ Capital Program Status Report   | 4.90 |
| 5. PROCUREMENTS   | 5.1  |
| ➤ NYCT Non-Competitive  | 5.5  |
| ➤ NYCT Competitive  | 5.7  |
| ➤ MTACC Competitive   | 5.16 |
| ➤ NYCT Ratifications  | 5.17 |
| ➤ MTACC Ratifications   | 5.18 |
| ➤ MTA Bus Ratifications   | 5.19 |
| 6. ACTION ITEM  |      |
| ➤ MTACC Design Services Review Agreement with 301/69 Owner's Corp   | 6.1  |
| 7. SERVICE CHANGES  |      |
| ➤ Discontinue B15 Bus Service to the Brooklyn General Mail Facility   | 7.1  |
| ➤ Implement Bx41 Select Bus Service on Webster & Melrose Avenues & Revise Bx15/Bx55 Service <b>(Board Approval)</b> | 7.5  |
| ➤ Implement New B84 Bus Service in Spring Creek <b>(Board Approval)</b>   | 7.17 |
| ➤ Relocation of the Full-Time Staff Area: Kingsbridge Road  | 7.25 |
| ➤ <b>B D</b> Station, Bronx <b>(Board Approval)</b>   |      |
| ➤ MTA Bus June 2012 Bus Schedules   | 7.30 |
| 8. SPECIAL REPORTS & PRESENTATIONS  |      |
| ➤ MetroCard Report  | 8.1  |
| ➤ Final Review of NYC Transit 2012 Operating Results  | 8.5  |
| ➤ Final Review of SIR 2012 Operating Results  | 8.31 |
| ➤ Final Review of MTA Bus 2012 Operating Results  | 8.45 |
| 9. MTACC REPORT   | 9.1  |

**Date of next meeting: June 3, 2013 at 10:30 AM**

## **1. APPROVAL OF MINUTES**

**Minutes of Regular Meeting**  
**Committee on Operations of the MTA New York City Transit Authority, Manhattan and**  
**Bronx Surface Transit Operating Authority,**  
**Staten Island Rapid Transit Operating Authority,**  
**Capital Construction Company and Bus Company**  
**March 11, 2013**  
Meeting Held at: .  
Metropolitan Transportation Authority  
347 Madison Avenue  
New York, New York 10017  
10:30 AM

The following Members were present:

Hon. Mark Lebow, Committee Chair  
Hon. Fernando Ferrer, Acting Chairman, MTA  
Hon. Andrew Albert  
Hon. Robert C. Bickford  
Hon. Allen P. Cappelli  
Hon. Ira Greenberg  
Hon. Jeffrey Kay  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. Mark Page  
Hon. David A. Paterson  
Hon. James L. Sedore, Jr.

The following Members were absent from voting:

Hon. John H. Banks III  
Hon. Ed Watt

Also present were:

Thomas F. Prendergast, Interim Executive Director, MTA  
President, New York City Transit  
Robert Bergen, Executive Vice President  
Carmen Bianco, Senior Vice President, Subways  
Peter Cafiero, Chief, Operations Planning  
Thomas Charles, Vice-President Access-A-Ride  
Joseph Fox, Chief, NYPD Transit Bureau  
Cheryl Kennedy, Vice President, Office of System Safety  
Stephen Plochochi, Vice President, Materiel  
Seymour Portes, Vice President, CPM  
Darryl Irick, President, MTA Bus  
Michael Horodniceanu, President, MTA Capital Construction

**I. Chairman Lebow opened the meeting.**

**II. Public Speakers**

There were no public speakers.

**III. Minutes and Work Plan**

Upon motion duly made and seconded, the Committee approved the Minutes of the January 2013 meeting of the New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, and Staten Island Rapid Transit Operating Authority Committee, and the Minutes of the January 2013 MTA Bus Operations Committee. There were no changes to the Work Plan.

**IV. Agenda Items**

**A. Operations Report**

SVP Bianco reported to the Committee on the Department of Subways' operating performance, providing a comparative analysis of performance results in Wait Assessment, On-time Performance, MDBF, KPI (Key Performance Indicator) and delays in January 2013 with those of January 2012. SVP Bianco noted positive results associated with the FASTRACK initiative in 2012 and discussed Super Storm Sandy Mitigation efforts as well as preventive actions taken by the Department of Subways in line with its Winter Operations Plan 5 to combat the anticipated effects of February's Winter Storm Nemo.

MTA Bus President and NYCT Senior Vice President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus, comparing performance statistics in January 2013 with those of January 2012. President and SVP Irick also presented highlights from both fixed route and paratransit operations.

In response to a question from Member Kay, President Prendergast and SVP Bianco informed the Committee that the decision to implement protective measures in anticipation of severe weather must be made at least two days in advance of the weather event to be effective, and that the decision is based on weather forecasts and includes projected criteria such as wind speed and storm surge.

In response to a question from Member Albert regarding the effect of FASTRACK on the number of necessary diversions of weekend subway service, SVP Bianco noted that opportunities to take advantage of FASTRACK closures are always sought in order to mitigate the impact of capital work on the system. In response to a question from Member Moerdler, SVP Bianco also noted that FASTRACK has resulted in a 5% decrease in the number of subway delays and a 50% drop in the number of track fires in FASTRACK areas. He also remarked that performing work under FASTRACK had generated only a small amount of additional overtime expense.

In response to a question from Member Cappelli, President and SVP Irick noted that on-time

performance had improved in those areas serviced by "bus time" software which tracks the real-time location of buses, and, in response to a question from Chairman Ferrer, commented on how the initiative helped with the management of bus operations.

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

In response to a question from Member Albert, Chief Fox noted that access to the subways by repeat transit offenders can be restricted or denied via the parole stipulation program. Member Cappelli praised the accomplishments of the Eagle Team in improving the security of the system.

### **B. Financial Reports**

President Prendergast reported to the Committee on NYCT's finances. President and SVP Irick reported to the Committee on MTA Bus Company's finances.

VP Portes presented Members with the Capital Program Status report. Details on the following are provided in the Agenda materials:

- Financial and Ridership Report
- Capital Program Status

### **C. Procurements**

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 23 procurement action items totaling \$212.3 Million in proposed expenditures. VP Plochochi highlighted two ratification items for the Committee: an award to J-Track, LLC for emergency right-of-way clean up and reconstruction work on the "A" Line at Broad Channel/Rockaways in Queens; and the purchase of bulk gasoline and diesel for non-revenue support fleet and paratransit carriers.

In response to questions from Member Moerdler, VP Plochochi informed the Committee that the retroactive modification awarded to L. K. Comstock was for switch related track work, and did not involve the procurement of additional switch machines.

Motions were duly made and seconded to approve the NYCT, MTA Bus and MTACC procurement action items.

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

MTA Bus Company's competitive procurements requiring a majority vote (Schedule G in the Agenda) were approved and forwarded to the full Board for consideration.

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

#### **V. Service Changes**

Presented to the Committee for its information were: (1) the scheduling of a public hearing, to be held in April 2013, on both the proposed establishment of a new bus route, the Q70 Limited, connecting LaGuardia Airport with regional transit hubs at Woodside and Jackson Heights, and the revision of Q33 bus service in Queens; and (2) specified schedule changes relating to the Q10, Q23, Q53 and Q111 routes.

#### **VI. Special Reports and Presentations**

The MetroCard Report, NYCT, SIR and MTA Bus Adopted Budget/Financial Plans for 2012-2015, 2013 Safety Initiatives and 2012 Year-End Report were presented to the Committee for information.

A presentation was made to the Committee by Thomas Lamb, New York City Transit's Chief of Innovation and Technology, and Dr. Loretta Mayer, Chairman of the Board of SenesTech, Inc., a biotechnology company specializing in reproductive physiology. The presentation outlined a pilot project to be implemented in select areas of the subway system for controlling the rat population through the use of sterility-inducing bait.

#### **VII. Standard Follow Up Reports**

The ADA Compliance Report, NYCT & MTA Bus Service Quality Indicator Report, Escalator/Elevator Report, Transit Adjudication Bureau Report and NYCT & MTA Bus EEO Report were presented to the Committee for information.

In response to a question from Member Moerdler regarding the maintenance of elevators and escalators in private buildings, VP Schnabel informed the Committee that NYCT has had occasion to seek the assistance of the Department of Buildings in managing easement agreements with third parties.

#### **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 Extension projects.

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

Respectfully submitted,

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

Bettina Quintas  
Assistant Secretary

## **2. COMMITTEE WORK PLAN**



## 2013 Transit & Bus Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

Approval of Minutes	Committee Chair & Members
NYC Transit & Bus 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

#### April 2013

Final Review of NYC Transit 2012 Operating Results	Management & Budget
Final Review of SIR 2012 Operating Results	Management & Budget
Final Review of MTA Bus 2012 Operating Results	Management & Budget

#### June 2013

Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
EEO & Diversity Report	EEO & Human Resources

#### July 2013

#### September 2013

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

## II. SPECIFIC AGENDA ITEMS

### Responsibility

#### 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  
EEO & Diversity Report

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

#### December 2013

2014 Final Proposed NYC Transit Budget  
2014 Final Proposed SIR Budget  
2014 Final Proposed MTA Bus Budget

Management & Budget  
Management & Budget

#### January 2014

Approval of 2014 Transit & Bus Committee  
Work Plan

Committee Chair & Members

#### March 2014

Preliminary Review of NYC Transit 2013 Operating  
Results  
Preliminary Review of SIR 2013 Operating Results  
Preliminary Review of MTA Bus 2013 Operating Results  
NYC Transit Adopted Budget/Financial Plan 2014-2017  
SIR Adopted Budget/Financial Plan 2014-2017  
MTA Bus Adopted Budget/Financial Plan 2014-2017  
NYC Transit Service Quality Indicators & PES  
(including MTA Bus PES)  
ADA Compliance Report  
Elevator & Escalator Service Report  
Transit Adjudication Bureau Report  
2013 Year-End Safety Report and 2014 Safety Agenda  
EEO & Diversity Report – 2013 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



## **2013 Transit & Bus 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 & Bus Committee 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**

### **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 and MTA Bus' Equal Employment Opportunity and Diversity efforts.

### **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.

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

### 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 NY CT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

## **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 .

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

### EEO & Diversity Report

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

## **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.

## **JANUARY 2014**

### Approval of Committee Work Plan

The Committee will be provided with the work plan for 2014 and will be asked to approve its use for the year.

## **MARCH 2014**

### Preliminary Review of NYC Transit's 2013 Operating Results

NYC Transit will present a brief review of its 2013 Budget results.

### Preliminary Review of SIR 2013 Operating Results

NYC Transit will present a brief review of SIR's 2013 Budget results.

### Preliminary Review of MTA Bus 2013 Operating Results

NYC Transit will present a brief review of MTA Bus 2013 Budget results.

### Adopted Budget/Financial Plan 2014-2017

NYC Transit will present its revised 2014-2017 Financial Plan. This plan will reflect the 2014 Adopted Budget and an updated Financial Plan for 2014-2017 reflecting the out-year impact of any changes incorporated into the 2014 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2014 by category.

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

### SIR Adopted Budget/Financial Plan 2014-2017

NYC Transit will present SIR's revised 2014-2017 Financial Plan. This plan will reflect the 2014 Adopted Budget and an updated Financial Plan for 2014-2017 reflecting the out-year impact of any changes incorporated into the 2014 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2014 by category.

### MTA Bus Adopted Budget/Financial Plan 2014-2017

NYC Transit will present MTA Bus' revised 2014-2017 Financial Plan. This plan will reflect the 2014 Adopted Budget and an updated Financial Plan for 2014-2017 reflecting the out-year impact of any changes incorporated into the 2014 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2014 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.

### Elevator & Escalator Service Report

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

### Transit Adjudication Bureau Report

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

### 2013 Year-End Safety Report and 2014 Safety Agenda

2013 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 2014. The report will also provide detail on important safety programs that are underway or planned.

### EEO & Diversity Report- 2013 Year-End Report

A detailed year-end 2013 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

### **3. OPERATIONS PERFORMANCE SUMMARY**

#### **FEBRUARY MONTHLY OPERATIONS REPORT**

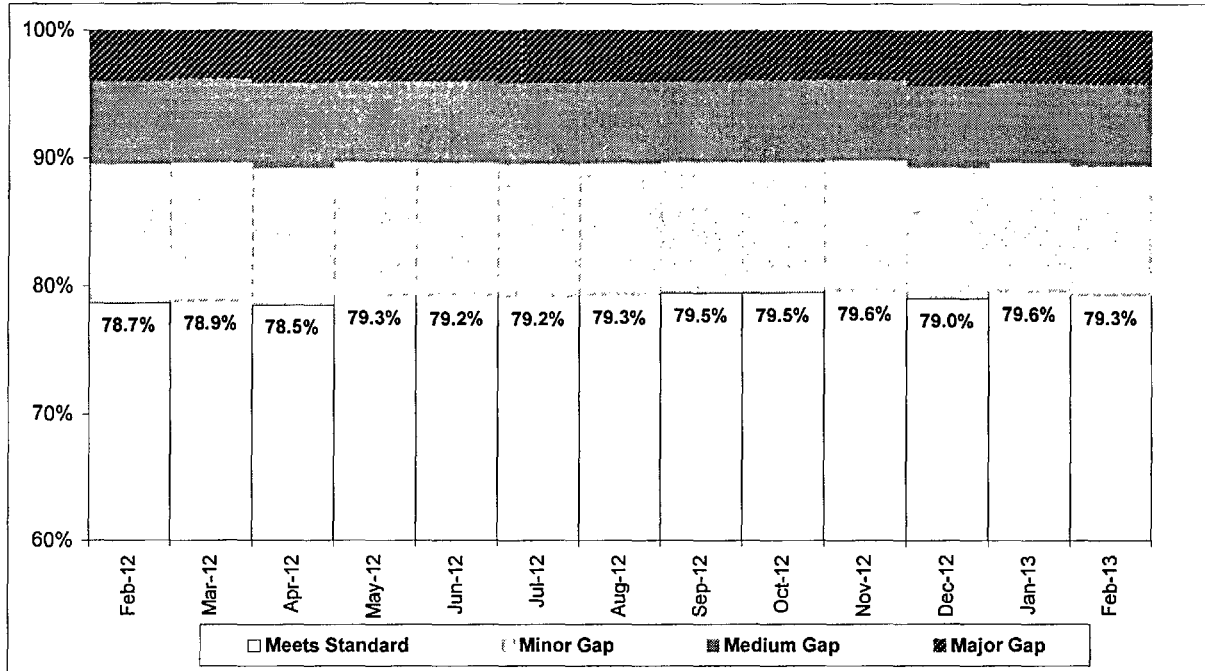
- Subways Operations
- Bus Operations
- Safety Report
- Crime Report

# Monthly Operations Report

Statistical results for the month of February 2013 are shown below.

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: February 2013			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
System Weekday Wait Assessment (charts 1-2)				79.3%	78.7%	+0.6%
A Division Weekday Wait Assessment - ATS-A lines (1 - 6 lines)	75.3%	75.4%	-0.1%			
A Division Weekday Wait Assessment - (All Lines)				75.8%	75.5%	+0.3%
B Division Weekday Wait Assessment	78.0%	80.6%	-2.6%	80.9%	80.2%	+0.7%
System Weekend Wait Assessment (chart 3)				84.6%	82.9%	+1.7%
A Division Weekday Wait Assessment - ATS-A lines (1 - 6 lines)	83.8%	82.9%	+0.9%			
A Division Weekday Wait Assessment - (All Lines)				83.2%	82.5%	+0.7%
B Division Weekday Wait Assessment	86.5%	89.1%	-2.6%	85.3%	83.1%	+2.2%
System Weekday Terminal On-Time Performance (charts 4-5)	81.4%	85.3%	-3.9%	83.4%	85.1%	-1.7%
A Division Weekday Terminal On-Time Performance	74.9%	80.5%	-5.6%	76.8%	79.4%	-2.6%
B Division Weekday Terminal On-Time Performance	86.7%	89.0%	-2.3%	88.1%	89.2%	-1.1%
System Number of Terminal Delays (chart 6)	27,193	21,520	+26.4%	24,024	22,231	+8.1%
System Weekend Terminal On-Time Performance (charts 7-8)	87.0%	86.8%	+0.2%	88.6%	88.1%	+0.5%
A Division Weekend Terminal On-Time Performance	82.2%	82.3%	-0.1%	82.8%	83.6%	-0.8%
B Division Weekend Terminal On-Time Performance	90.4%	89.6%	+0.8%	92.2%	90.8%	+1.4%
System Number of Weekend Terminal Delays (chart 9)	6,463	6,072	+6.4%	5,137	5,517	-6.9%
Mean Distance Between Failures (charts 10-11)	190,135	192,054	-1.0%	162,812	171,558	-5.1%
A Division Mean Distance Between Failures	208,568	206,015	+1.2%	151,981	163,524	-7.1%
B Division Mean Distance Between Failures	178,505	183,125	-2.5%	171,823	177,916	-3.4%
System Weekday Service-KPI (charts 12-13)	81.7%	82.8%	-1.1%			
A Division Weekday Service-KPI	77.0%	79.2%	-2.2%			
B Division Weekday Service-KPI	84.5%	84.8%	-0.3%			
System Weekday PES-KPI (charts 14-16)	91.0%	90.9%	+0.1%			
Staten Island Railway						
24 Hour On-Time Performance	96.9%	96.2%	+0.7%	93.2%	95.1%	-1.9%
AM Rush On-Time Performance	100.0%	98.6%	+1.4%	97.6%	96.4%	+1.2%
PM Rush On-Time Performance	97.8%	99.8%	-2.0%	96.4%	97.8%	-1.4%
Percentage of Completed Trips	99.9%	99.8%	+0.1%	99.4%	99.5%	-0.1%
Mean Distance Between Failures	92,484	195,599	-52.7%	77,059	142,971	-46.1%
Staten Island Railway PES-KPI (chart 17)	92.2%	86.0%	+6.2%			

## Subway Weekday Wait Assessment (6 am - midnight)



### Wait Assessment Definition

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

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

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

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

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

### Wait Assessment Results

Systemwide <u>12-Month Average</u>					Annual Results <u>(Meets Standard)</u>
	<u>Meets</u>	<u>GAP</u>			
	<u>Standard</u>	<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Mar '12 - Feb '13	79.3%	10.1%	6.5%	4.1%	2013 GOAL: 79.4%
Mar '11 - Feb '12	78.7%	10.8%	6.5%	4.0%	2012 ACTUAL: 79.0%

**Note:** Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning January 2013 the ATS-A 42nd Street Shuttle.

**Chart 1**

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

Mar '12 - Feb '13					Mar '11 - Feb '12				
Line	Headways*				Headways*				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
①	81.9%	9.0%	4.8%	4.2%	80.2%	10.0%	5.9%	3.9%	+1.7%
②	72.7%	10.5%	8.6%	8.1%	73.3%	10.5%	9.0%	7.1%	-0.6%
③	76.4%	10.2%	7.3%	6.2%	77.1%	10.7%	7.3%	4.9%	-0.7%
④	73.7%	10.0%	7.9%	8.4%	72.7%	10.7%	8.4%	8.2%	+1.0%
⑤	70.8%	10.0%	9.0%	10.2%	73.5%	10.7%	8.2%	7.6%	-2.7%
⑥	76.2%	8.9%	7.2%	7.7%	75.4%	10.2%	7.6%	6.8%	+0.8%
⑦	79.2%	12.1%	6.4%	2.3%	76.1%	12.0%	8.0%	3.8%	+3.1%
⑤ 42nd	89.2%	4.5%	2.7%	3.6%	N/A**	N/A**	N/A**	N/A**	
Subdivision A**	75.8%	10.1%	7.3%	6.7%	75.5%	10.7%	7.8%	6.1%	+0.3%
① A	73.3%	10.3%	9.7%	6.8%	73.2%	10.9%	8.7%	7.2%	+0.1%
① B	79.2%	12.0%	6.1%	2.6%	78.6%	11.8%	6.4%	3.2%	+0.6%
① C	81.3%	11.0%	5.2%	2.5%	79.4%	12.2%	6.0%	2.4%	+1.9%
① D	78.5%	12.6%	6.2%	2.7%	79.2%	11.9%	5.9%	3.0%	-0.7%
① E	75.6%	11.0%	8.5%	4.8%	72.2%	12.6%	9.1%	6.0%	+3.4%
① F	74.2%	10.2%	9.8%	5.7%	74.6%	12.1%	8.1%	5.2%	-0.4%
⑤ Fkln	95.9%	3.2%	0.8%	0.1%	96.6%	2.7%	0.6%	0.1%	-0.7%
① G	83.2%	10.8%	4.0%	2.0%	82.0%	12.7%	4.0%	1.3%	+1.2%
⑤ Rock***	95.1%	3.5%	1.0%	0.4%	93.0%	5.8%	0.7%	0.4%	+2.1%
① J Z	82.4%	9.7%	5.8%	2.2%	82.8%	10.0%	5.5%	1.8%	-0.4%
① L	81.4%	10.9%	6.1%	1.6%	79.6%	11.8%	6.1%	2.5%	+1.8%
① M	77.5%	12.3%	7.5%	2.7%	78.1%	12.9%	7.0%	2.1%	-0.6%
① N	78.1%	11.9%	6.7%	3.3%	78.0%	12.3%	7.3%	2.3%	+0.1%
① Q	80.3%	11.6%	5.5%	2.6%	78.4%	11.9%	6.3%	3.4%	+1.9%
① R	77.4%	10.2%	8.7%	3.7%	77.7%	11.0%	7.4%	3.9%	-0.3%
Subdivision B	80.9%	10.1%	6.1%	2.9%	80.2%	10.8%	6.0%	3.0%	+0.7%
Systemwide**	79.3%	10.1%	6.5%	4.1%	78.7%	10.8%	6.5%	4.0%	+0.6%

**Note:** Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning January 2013 the ATS-A 42nd Street Shuttle.

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

**\* Headway Definitions**

**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

**\*\*** Subdivision A and Systemwide totals do not include the ⑤ 42nd Shuttle as comparison data was unavailable in 2012 due to ATS system software problem.

**\*\*\*** Beginning Nov 2012, the Rockaway Shuttle operated between Far Rockaway (Mott Ave) and Beach 90 St Stations.

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

Mar '12 - Feb '13					Mar '11 - Feb '12				
Line	Meets	Headways*			Meets	Headways*			Standard Difference
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
①	79.8%	10.1%	7.2%	2.9%	79.0%	10.3%	6.4%	4.3%	+0.8%
②	82.5%	9.3%	5.3%	2.8%	81.0%	10.3%	6.0%	2.8%	+1.5%
③	87.0%	8.3%	2.8%	2.0%	87.2%	7.9%	3.4%	1.5%	-0.2%
④	79.7%	9.7%	6.5%	4.1%	79.7%	9.8%	6.3%	4.2%	+0.0%
⑤	91.2%	5.7%	1.8%	1.3%	89.2%	6.0%	2.4%	2.4%	+2.0%
⑥	82.7%	8.6%	5.3%	3.4%	81.1%	10.5%	5.4%	3.0%	+1.6%
⑦	79.8%	13.0%	6.2%	1.0%	80.3%	12.8%	4.8%	2.1%	-0.5%
⑤ 42nd	98.0%	1.1%	0.3%	0.6%	N/A**	N/A**	N/A**	N/A**	N/A
Sub Division A**	83.2%	9.2%	5.0%	2.5%	82.5%	9.6%	5.0%	2.9%	+0.7%
①	77.2%	12.0%	7.9%	2.9%	77.5%	10.1%	9.4%	3.0%	-0.3%
③	86.6%	9.0%	4.2%	0.2%	77.0%	11.3%	9.7%	2.1%	+9.6%
④	81.4%	12.7%	5.2%	0.7%	80.7%	11.8%	5.6%	1.9%	+0.7%
⑤	85.2%	8.7%	3.5%	2.5%	80.3%	10.8%	4.4%	4.4%	+4.9%
⑥	80.2%	11.7%	6.2%	1.9%	77.5%	12.4%	8.3%	1.7%	+2.7%
⑤ Fkln	94.1%	4.9%	0.7%	0.2%	97.8%	2.0%	0.2%	0.0%	-3.7%
⑦	89.1%	7.5%	3.2%	0.2%	86.4%	11.1%	1.6%	0.9%	+2.7%
① ②	90.9%	7.5%	0.7%	0.9%	86.6%	8.6%	3.6%	1.1%	+4.3%
③	86.5%	9.6%	2.8%	1.0%	86.9%	9.7%	2.6%	0.9%	-0.4%
④	85.8%	8.6%	4.3%	1.3%	80.1%	11.5%	5.3%	3.1%	+5.7%
⑤	83.8%	11.5%	3.8%	0.8%	85.1%	10.7%	3.7%	0.4%	-1.3%
⑥	83.1%	12.2%	3.3%	1.3%	81.5%	12.7%	3.8%	2.0%	+1.6%
Sub Division B	85.3%	9.7%	3.8%	1.2%	83.1%	10.2%	4.9%	1.8%	+2.2%
Systemwide**	84.6%	9.5%	4.3%	1.7%	82.9%	10.0%	4.9%	2.2%	+1.7%

**Note:** Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning January 2013 the ATS-A 42nd Street Shuttle. The weekend ① and Rockaway Shuttle are not reported as sufficient sample was not collected.

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

**\* Headway Definitions**

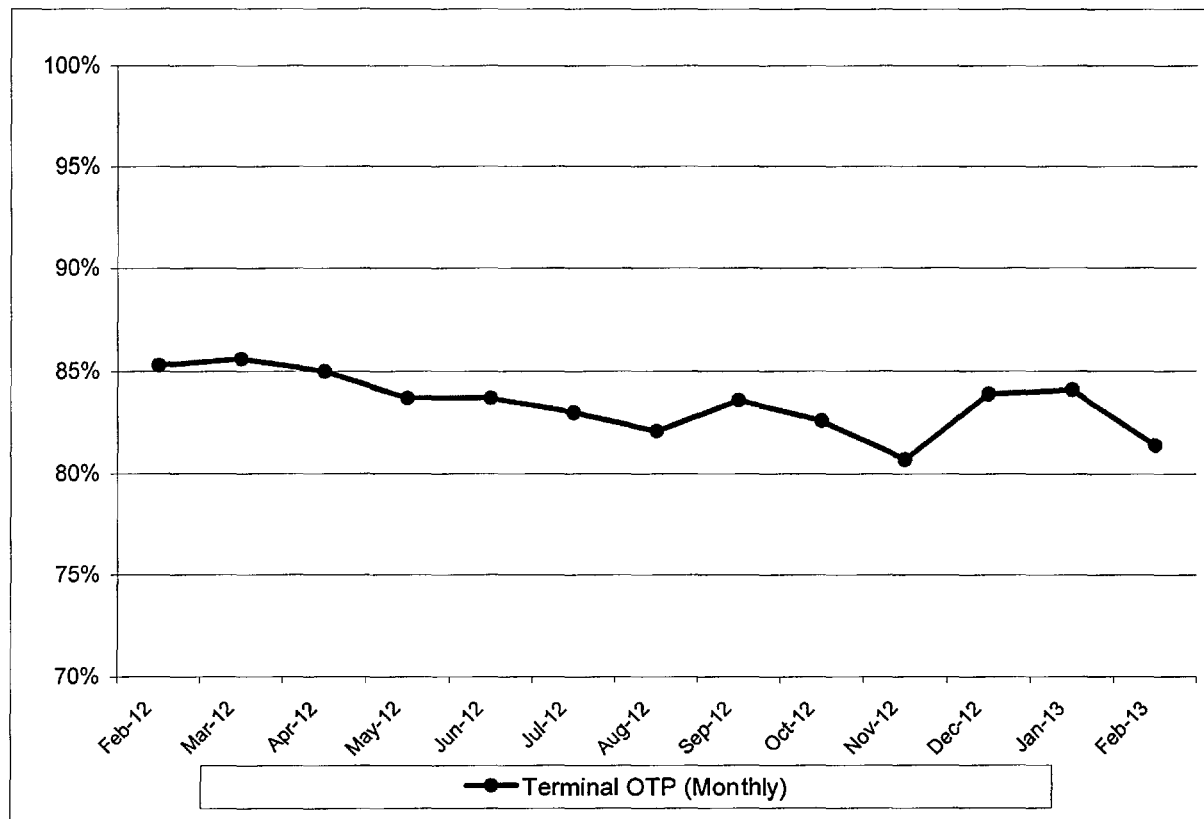
**Minor Gap:** from 25% to 50% over scheduled headway

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

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

**\*\*** Subdivision A and Systemwide totals do not include the ⑤ 42nd Shuttle as comparison data was unavailable

## 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

Feb 2013: 81.4%  
 Feb 2012: 85.3%  
 12-Mon Avg: 83.4%  
 (Mar '12-Feb '13)

#### Subdivision A

##### Monthly Results

Feb 2013: 74.9%  
 Feb 2012: 80.5%  
 12-Mon Avg: 76.8%  
 (Mar '12-Feb '13)

#### Subdivision B

##### Monthly Results

Feb 2013: 86.7%  
 Feb 2012: 89.0%  
 12-Mon Avg: 88.1%  
 (Mar '12-Feb '13)

### Discussion of Results

In February 2013, Right Of Way (6,794 delays), Track Gangs (5,074 delays), and Over Crowding (4,903 delays) were the highest categories of delays, representing 61.7% of the total 27,193 delays.

Chart 4

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

<u>Line</u>	<u>Mar '12 - Feb '13</u>	<u>Mar '11 - Feb '12</u>	<u>% Difference</u>
①	87.7%	90.4%	-2.7%
②	59.2%	67.2%	-8.0%
③	71.8%	75.9%	-4.1%
④	63.4%	68.4%	-5.0%
⑤	64.9%	67.8%	-2.9%
⑥	78.4%	80.7%	-2.3%
⑦	90.2%	89.8%	+0.4%
Ⓢ 42 St	N/A*	N/A*	
<b>Subdivision A</b>	<b>76.8%</b>	<b>79.4%</b>	<b>-2.6%</b>
Ⓐ	84.5%	82.6%	+1.9%
Ⓑ	87.0%	88.6%	-1.6%
Ⓒ	91.1%	89.9%	+1.2%
Ⓓ	88.1%	88.8%	-0.7%
Ⓔ	84.9%	87.3%	-2.4%
Ⓕ	79.1%	82.1%	-3.0%
Ⓢ Fkln	99.4%	99.1%	+0.3%
Ⓖ	89.1%	94.5%	-5.4%
Ⓢ Rock	97.7%	95.7%	+2.0%
Ⓙ	95.4%	96.6%	-1.2%
Ⓛ	94.8%	96.2%	-1.4%
Ⓜ	88.8%	90.6%	-1.8%
Ⓝ	81.6%	80.9%	+0.7%
Ⓚ	85.9%	88.3%	-2.4%
Ⓡ	88.2%	87.8%	+0.4%
<b>Subdivision B</b>	<b>88.1%</b>	<b>89.2%</b>	<b>-1.1%</b>
<b>Systemwide</b>	<b>83.4%</b>	<b>85.1%</b>	<b>-1.7%</b>

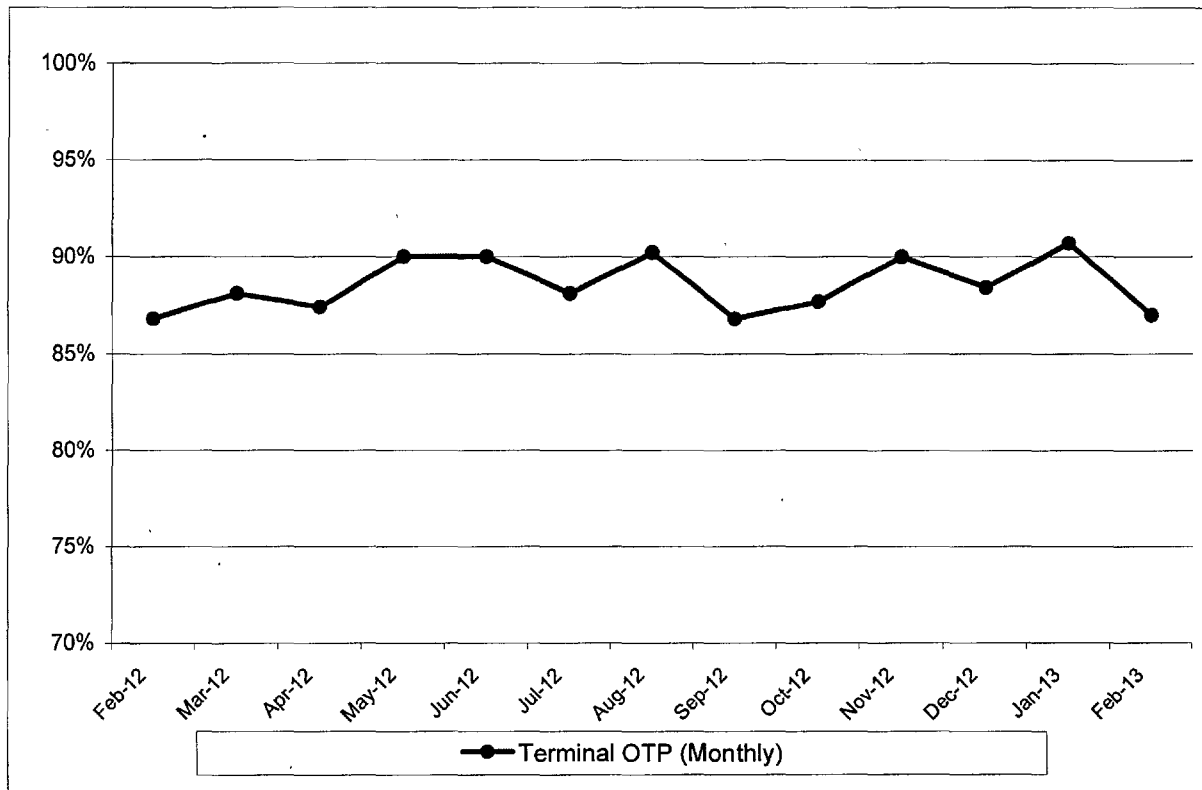
\* Performance data unavailable pending ATS system software upgrade.

## February 2013 Weekday Terminal Delays Systemwide Summary

<b>Categories</b>	<b>Delays</b>
<b>ROW Delays</b>	<b>6,794</b>
<b>Track Gangs</b>	<b>5,074</b>
<b>Over Crowding</b>	<b>4,903</b>
<b>Sick Customer</b>	<b>1,937</b>
<b>Car Equipment</b>	<b>1,761</b>
<b>Police</b>	<b>1,679</b>
<b>Inclement Weather</b>	<b>1,176</b>
<b>Infrastructure</b>	<b>935</b>
<b>Work Equipment/G. O.</b>	<b>896</b>
<b>Unruly Customer</b>	<b>821</b>
<b>Fire</b>	<b>645</b>
<b>Employee</b>	<b>348</b>
<b>Operational Diversions</b>	<b>207</b>
<b>External</b>	<b>18</b>
<b>Total Delays</b>	<b>27,193</b>

\* Total may differ slightly due to rounding.

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



### Weekend Terminal On-Time Performance Definition

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

### Weekend Terminal On-Time Performance Results

#### **Systemwide Monthly Results**

Feb 2013: 87.0%  
Feb 2012: 86.8%  
12-Mon Avg: 88.6%  
(Mar '12-Feb '13)

#### **Subdivision A Monthly Results**

Feb 2013: 82.2%  
Feb 2012: 82.3%  
12-Mon Avg: 82.8%  
(Mar '12-Feb '13)

#### **Subdivision B Monthly Results**

Feb 2013: 90.4%  
Feb 2012: 89.6%  
12-Mon Avg: 92.2%  
(Mar '12-Feb '13)

### Discussion of Results

In February 2013, Track Gangs (1,522 delays), Right Of Way (1,102 delays), and Over Crowding (856) were the highest categories of delays, representing 53.8% of the total (6,463) delays.

# Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Mar '12 - Feb '13</u>	<u>Mar '11 - Feb '12</u>	<u>% Difference</u>
①	82.8%	87.4%	-4.6%
②	64.4%	75.3%	-10.9%
③	83.7%	88.3%	-4.6%
④	73.5%	74.3%	-0.8%
⑤	89.6%	82.4%	+7.2%
⑥	79.3%	80.7%	-1.4%
⑦	95.1%	91.3%	+3.8%
⑤ 42 St	N/A*	N/A*	
<b>Subdivision A</b>	82.8%	83.6%	-0.8%
①	85.8%	83.8%	+2.0%
③	89.5%	83.9%	+5.6%
④	91.8%	89.0%	+2.8%
⑤	90.7%	89.9%	+0.8%
⑥	84.4%	82.4%	+2.0%
⑤ Fkln	99.4%	99.6%	-0.2%
⑦	96.5%	97.0%	-0.5%
⑤ Rock	98.1%	96.6%	+1.5%
① ②	97.7%	95.4%	+2.3%
④	96.6%	97.2%	-0.6%
⑤	98.3%	95.9%	+2.4%
⑥	86.1%	81.0%	+5.1%
⑦	93.6%	94.1%	-0.5%
⑧	92.6%	92.0%	+0.6%
<b>Subdivision B</b>	92.2%	90.8%	+1.4%
<b>Systemwide</b>	<b>88.6%</b>	<b>88.1%</b>	<b>+0.5%</b>

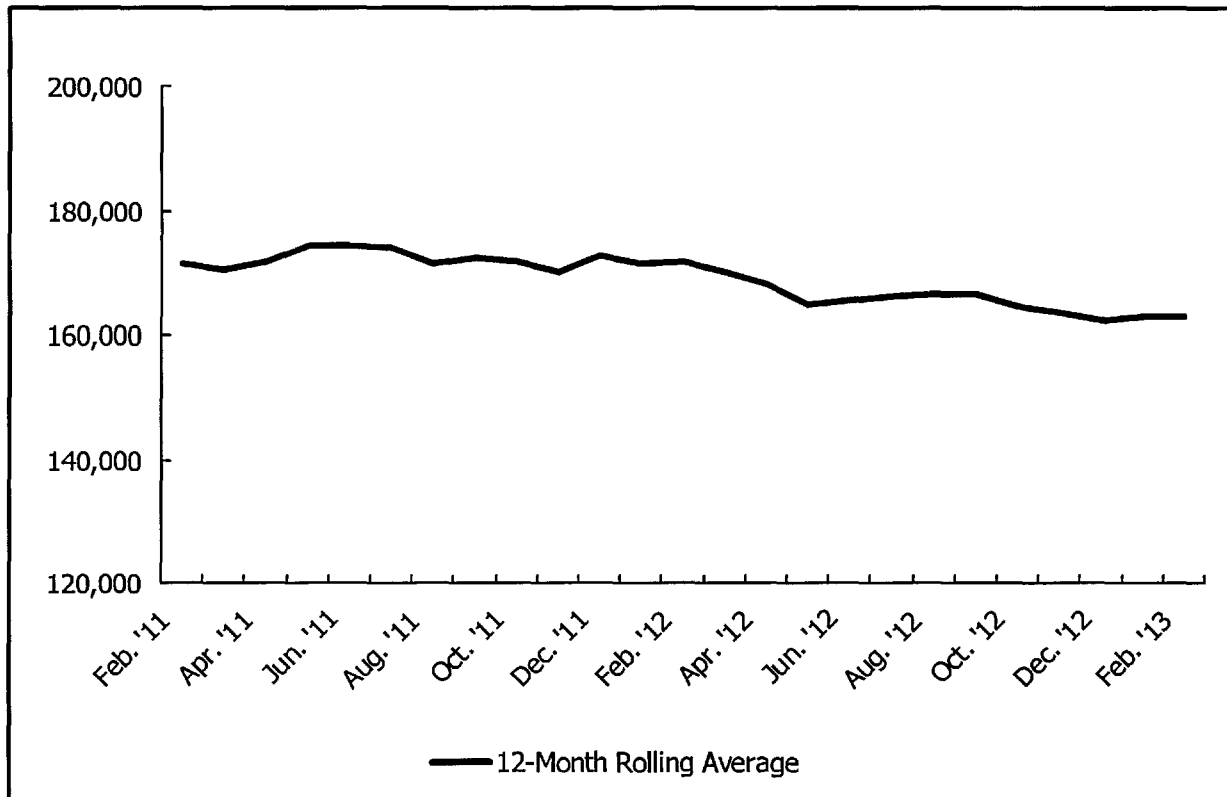
\* Performance data unavailable pending ATS system software upgrade.

## February 2013 Weekend Terminal Delays Systemwide Summary

<b>Categories</b>	<b>Delays</b>
Track Gangs	1,522
ROW Delays	1,102
Over Crowding	856
Work Equipment/G. O.	768
Inclement Weather	583
Police	367
Sick Customer	259
Unruly Customer	214
Car Equipment	206
Employee	197
Infrastructure	185
Fire	172
Operational Diversions	33
<b>Total Delays</b>	<b>6,463</b>

\* Total may differ slightly due to rounding.

## Subway Mean Distance Between Failures



### Definition

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

### Monthly Results

Feb 2013: 190,135

Feb 2012: 192,054

### 12-Month Average

Mar 12-Feb 13: 162,812

Mar 11-Feb 12: 171,558

### Annual Results

2013 Goal: 166,000

2012 Actual: 162,138

### Discussion of Results

MDBF in February 2013 decreased 1.00% from February 2012. Over the past year, the MDBF 12-month average decreased 5.10%.

**Chart 10**

# Car Reliability

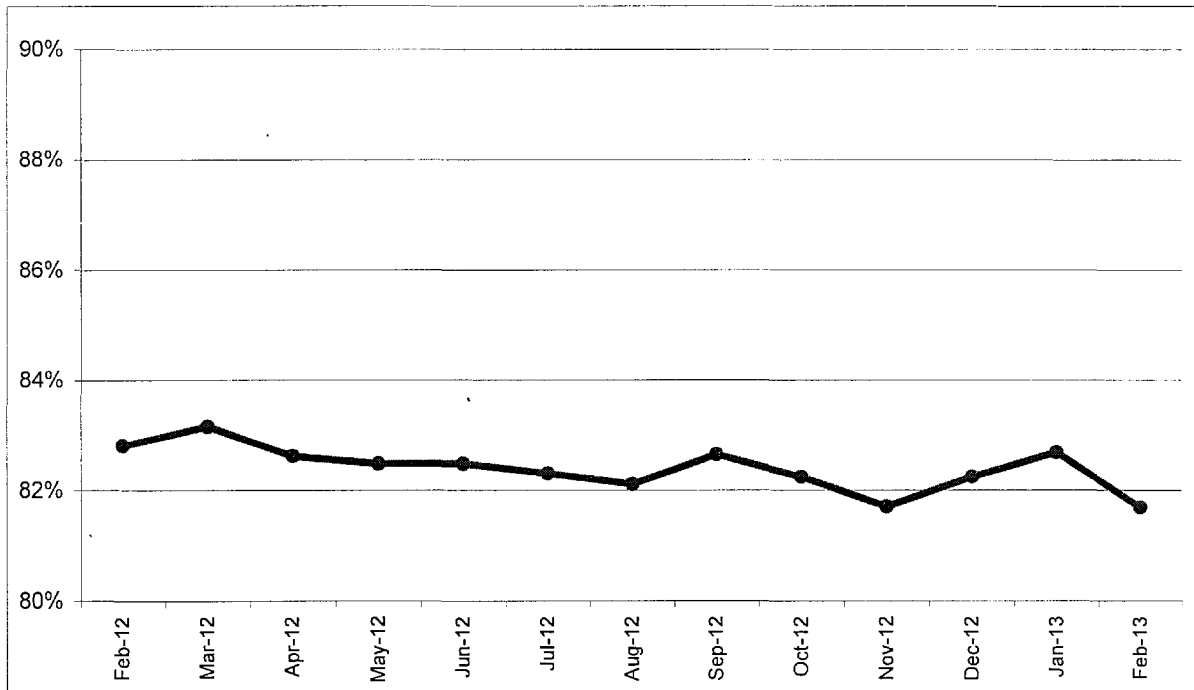
## Mean Distance Between Failure (Miles)

### 12 Month Average MDBF

Car Class	#s of Cars	Feb. '13	Feb. '12	% Change
R32	222	60,190	59,569	1.04%
R42	50	37,488	47,753	-21.50%
R46	752	87,306	81,644	6.93%
R62	315	178,187	189,191	-5.82%
R62A	824	145,304	120,874	20.21%
R68	425	136,557	138,869	-1.66%
R68A	200	121,508	169,981	-28.52%
R142	1,030	183,434	261,635	-29.89%
R142A	590	113,585	122,004	-6.90%
R143	212	116,117	212,430	-45.34%
R160	1,662	591,001	690,770	-14.44%
Fleet	6,282	162,812	171,558	-5.10%

Chart 11

## 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

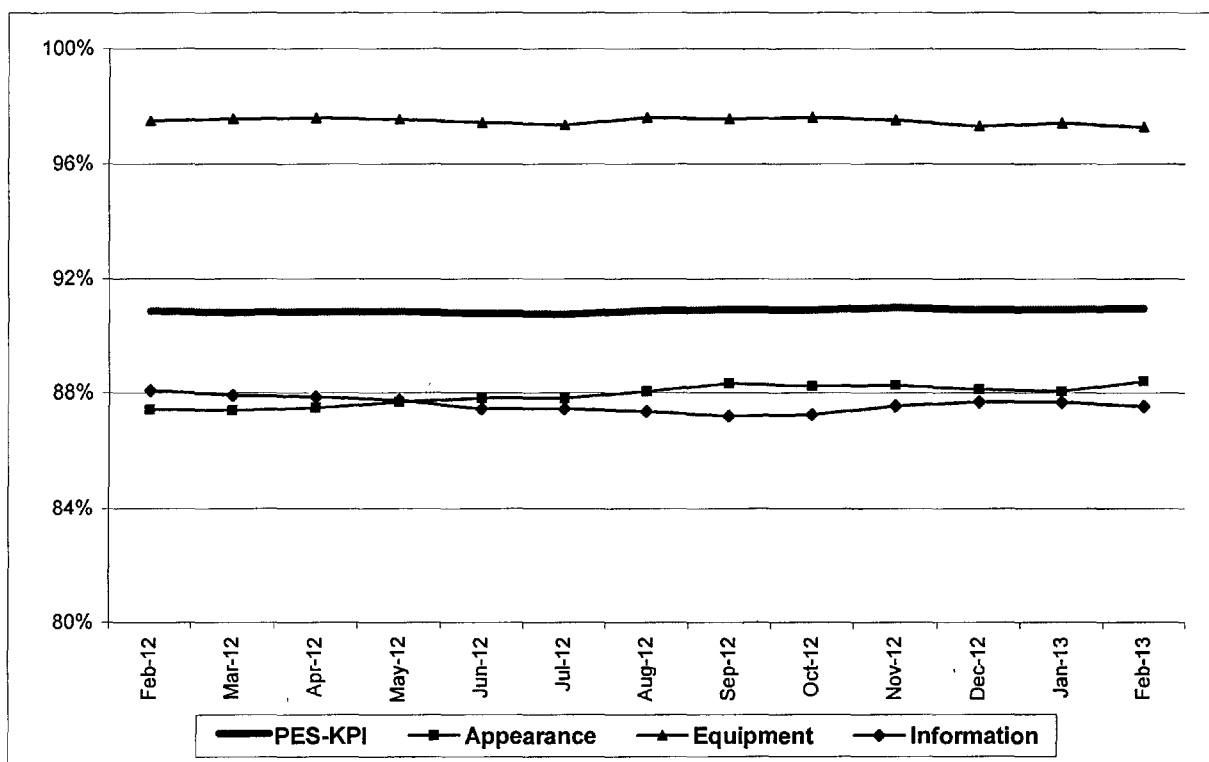
Systemwide	
Monthly Results	Goal
February 2013: 81.7%	2013 GOAL: 85.2%
February 2012: 82.8%	

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

<u>Line</u>	<u>February 2013</u>	<u>February 2012</u>	<u>% Difference</u>
①	81.9%	80.6%	+1.3%
②	69.0%	74.3%	-5.3%
③	75.4%	79.7%	-4.3%
④	69.9%	73.0%	-3.1%
⑤	69.2%	74.7%	-5.5%
⑥	75.2%	77.3%	-2.1%
⑦	83.4%	82.6%	+0.8%
⑤ 42nd	83.7%	N/A*	N/A*
<b>SubDivision A*</b>	<b>77.0%</b>	<b>79.2%</b>	<b>-2.2%</b>
①	75.5%	74.4%	+1.1%
②	81.1%	82.4%	-1.3%
③	80.7%	78.7%	+2.0%
④	83.4%	83.5%	-0.1%
⑤	80.4%	79.5%	+0.9%
⑥	77.4%	79.5%	-2.1%
⑤ Fkln	89.8%	91.2%	-1.4%
⑦	79.7%	82.8%	-3.1%
⑤ Rock	90.3%	89.5%	+0.8%
① ②	87.7%	88.9%	-1.2%
④	85.0%	86.2%	-1.2%
⑤	81.3%	84.0%	-2.7%
⑥	80.6%	80.0%	+0.6%
⑦	82.6%	82.3%	+0.3%
⑧	75.9%	77.9%	-2.0%
<b>SubDivision B</b>	<b>84.5%</b>	<b>84.8%</b>	<b>-0.3%</b>
<b>Systemwide*</b>	<b>81.7%</b>	<b>82.8%</b>	<b>-1.1%</b>

\* Subdivision A and Systemwide totals do not include the ⑤ 42nd Shuttle as comparison data was unavailable in 2012 due to ATS system software problem.

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



### PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>February 2013:</b>	<b>91.0%</b>	88.4%	97.3%	87.5%
<b>February 2012:</b>	<b>90.9%</b>	87.4%	97.5%	88.1%
<b>% Difference:</b>	<b>+0.1%</b>	+1.0%	-0.2%	-0.6%

## PES-KPI - Subway Car

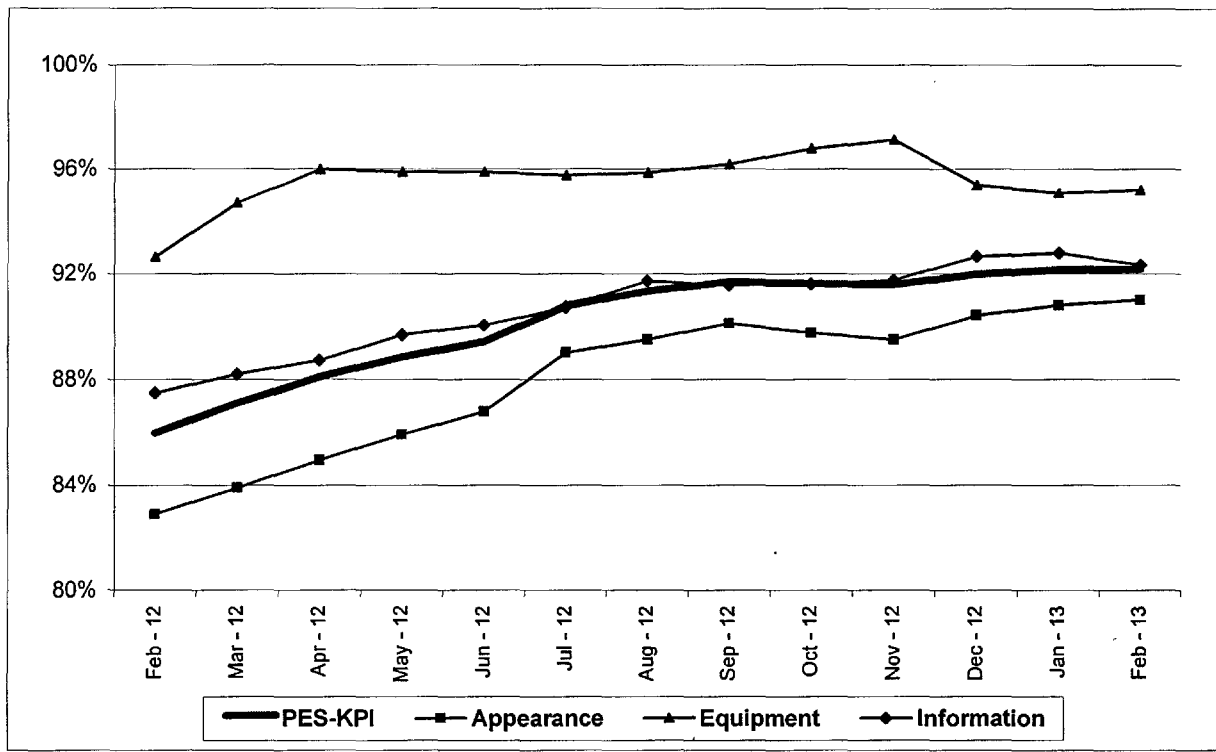
<u>Line</u>	<b>February 2013</b>				<b>February 2012</b>				<b>% Difference</b>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
①	93.6%	96.4%	95.3%	89.2%	93.2%	97.2%	97.9%	84.5%	+0.4%
②	96.5%	96.4%	95.5%	97.5%	95.7%	92.3%	97.8%	97.2%	+0.8%
③	94.9%	94.4%	98.6%	91.7%	92.3%	93.1%	96.4%	87.2%	+2.6%
④	97.9%	96.4%	98.6%	98.8%	96.4%	92.7%	97.5%	99.0%	+1.5%
⑤	96.0%	95.7%	94.2%	98.3%	95.6%	92.9%	97.2%	96.7%	+0.4%
⑥	96.7%	95.4%	95.6%	99.2%	95.3%	93.8%	94.1%	98.0%	+1.4%
⑦	93.1%	94.8%	93.2%	91.4%	94.0%	96.4%	94.3%	91.2%	-0.9%
⑤ 42nd	93.7%	98.1%	95.3%	87.7%	92.7%	98.9%	97.9%	81.1%	+1.0%
<b>SubDivision A</b>	<b>95.4%</b>	<b>95.7%</b>	<b>95.7%</b>	<b>94.9%</b>	<b>94.5%</b>	<b>94.2%</b>	<b>96.4%</b>	<b>92.9%</b>	<b>+0.9%</b>
① A	94.4%	95.1%	97.1%	90.9%	94.4%	92.6%	98.6%	92.0%	+0.0%
① B	92.5%	91.3%	96.0%	90.3%	92.2%	86.6%	97.8%	92.4%	+0.3%
① C	93.4%	93.1%	95.0%	92.0%	90.6%	85.0%	97.1%	89.9%	+2.8%
① D	92.9%	92.7%	95.7%	90.3%	93.9%	89.7%	98.9%	93.1%	-1.0%
① E	96.6%	94.5%	96.5%	99.0%	96.8%	93.9%	98.1%	98.4%	-0.2%
① F	96.8%	94.7%	97.1%	98.7%	96.0%	91.6%	98.2%	98.4%	+0.8%
① S FkIn	90.9%	90.9%	93.4%	88.2%	93.3%	93.3%	94.6%	92.1%	-2.4%
① G	95.8%	96.2%	99.4%	92.0%	96.5%	96.6%	98.6%	94.2%	-0.7%
① J/Z	96.6%	94.7%	96.8%	98.4%	95.2%	91.1%	97.1%	97.5%	+1.4%
① L	95.9%	94.2%	95.5%	98.1%	97.3%	93.0%	99.8%	99.2%	-1.4%
① M	95.5%	92.5%	96.5%	97.5%	97.3%	93.6%	99.3%	98.9%	-1.8%
① N	96.3%	93.0%	97.3%	98.8%	96.0%	91.4%	98.1%	98.7%	+0.3%
① Q	96.8%	94.2%	97.6%	98.5%	96.3%	93.3%	96.1%	99.5%	+0.5%
① R	94.4%	94.8%	98.4%	90.2%	93.2%	90.9%	98.4%	90.5%	+1.2%
<b>SubDivision B</b>	<b>95.2%</b>	<b>93.9%</b>	<b>96.8%</b>	<b>95.0%</b>	<b>95.1%</b>	<b>91.6%</b>	<b>98.1%</b>	<b>95.7%</b>	<b>+0.1%</b>
<b>Systemwide</b>	<b>95.3%</b>	<b>94.6%</b>	<b>96.4%</b>	<b>94.9%</b>	<b>94.9%</b>	<b>92.5%</b>	<b>97.5%</b>	<b>94.7%</b>	<b>+0.4%</b>

Chart 15

## PES-KPI - Station

<u>Borough</u>	<b>February 2013</b>				<b>February 2012</b>				<b>% Difference</b>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
<b>Bronx</b>	<b>86.6%</b>	82.7%	98.2%	79.8%	<b>84.0%</b>	78.2%	97.0%	78.1%	<b>+2.6%</b>
<b>Manhattan</b>	<b>87.0%</b>	80.8%	98.2%	83.4%	<b>87.0%</b>	81.5%	97.3%	83.4%	<b>+0.0%</b>
<b>Brooklyn</b>	<b>85.7%</b>	82.8%	98.2%	77.1%	<b>86.9%</b>	84.5%	97.7%	79.3%	<b>-1.2%</b>
<b>Queens</b>	<b>87.9%</b>	86.6%	98.2%	79.4%	<b>88.9%</b>	85.5%	98.3%	83.7%	<b>-1.0%</b>
<b>Systemwide</b>	<b>86.6%</b>	<b>82.8%</b>	<b>98.2%</b>	<b>79.9%</b>	<b>86.9%</b>	<b>82.7%</b>	<b>97.5%</b>	<b>81.3%</b>	<b>-0.3%</b>

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



### PES-KPI Definition

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

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

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

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

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

### SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>February 2013:</b>	<b>92.2%</b>	91.0%	95.2%	92.3%
<b>February 2012:</b>	<b>86.0%</b>	82.9%	92.6%	87.5%
<b>% Difference:</b>	<b>+6.2%</b>	+8.1%	+2.6%	+4.8%

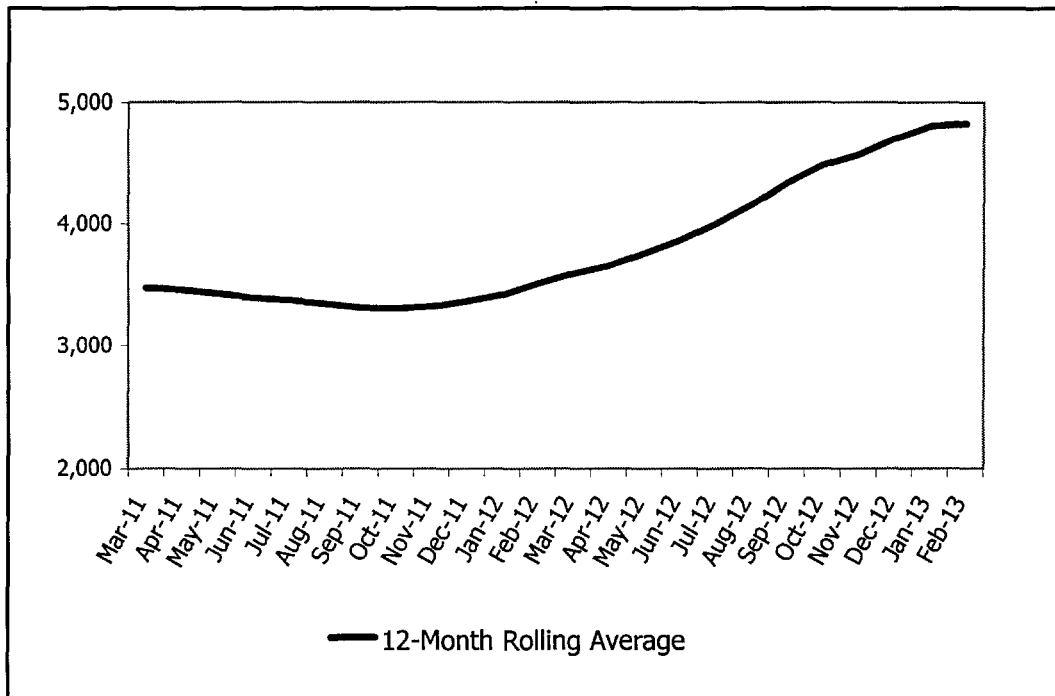
**Chart 17**

# Monthly Operations Report

Statistical results for the month of February 2013 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: February 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>System MDBF (chart 1)</b>	5,172	4,861	+6.4%	4,830	3,505	+37.8%
NYCT Bus	4,962	4,700	+5.6%	4,666	3,455	+35.1%
MTA Bus	6,001	5,485	+9.4%	5,447	3,677	+48.2%
<b>System MDBSI (chart 2)</b>	2,822	2,673	+5.6%	2,710	2,207	+22.8%
NYCT Bus	2,769	2,632	+5.2%	2,652	2,118	+25.2%
MTA Bus	3,011	2,820	+6.8%	2,915	2,554	+14.2%
<b>System Trips Completed (chart 3)</b>	99.14%	98.48%	+0.7%	98.98%	98.14%	+0.8%
NYCT Bus	99.15%	98.48%	+0.7%	99.00%	98.23%	+0.8%
MTA Bus	99.08%	98.49%	+0.6%	98.90%	97.82%	+1.1%
<b>System AM Pull Out (chart 4)</b>	99.50%	98.92%	+0.6%	99.41%	98.65%	+0.8%
NYCT Bus	99.59%	99.03%	+0.6%	99.47%	98.76%	+0.7%
MTA Bus	99.22%	98.54%	+0.7%	99.19%	98.29%	+0.9%
<b>System PM Pull Out (chart 5)</b>	99.88%	99.37%	+0.5%	99.69%	99.23%	+0.5%
NYCT Bus	99.85%	99.43%	+0.4%	99.70%	99.36%	+0.3%
MTA Bus	99.97%	99.17%	+0.8%	99.64%	98.80%	+0.8%
<b>System Buses &gt;= 12 years</b>	26%	31%				
NYCT Bus	30%	33%				
MTA Bus	14%	26%				
<b>System Fleet Age</b>	7.37	8.07				
NYCT Bus	7.58	8.26				
MTA Bus	6.65	7.41				
<b>Paratransit</b>						
<b>% of Trips Completed</b>	93.46%	94.59%	-1.1%	94.10%	94.20%	-0.1%
Trips Requested	587,157	647,177	-9.3%	657,457	659,854	-0.4%
Trips Scheduled	525,370	588,311	-10.7%	593,684	594,175	-0.1%
Trips Completed	491,001	556,485	-11.8%	558,664	559,705	-0.2%
Early Cancellations as a Percentage of Trips Requested	10.01%	8.43%	+1.6%	9.03%	9.08%	-0.1%
Late Cancellations as a Percentage of Trips Scheduled	3.98%	3.50%	+0.5%	3.79%	3.50%	+0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	2.08%	1.66%	+0.4%	1.72%	1.96%	-0.2%
No-Shows (Carrier and No-Fault) as a % of Trips Scheduled	0.48%	0.26%	+0.2%	0.38%	0.35%	+0.0%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	N/A	0.00%	0.00%	N/A
Customer Refusals as a Percentage of Trips Requested	0.51%	0.66%	-0.1%	0.67%	0.87%	-0.2%
New Applications Received	2,608	2,563	+1.8%	2,695	2,667	+1.0%

## Bus Mean Distance Between Failures - System\*



### Definition

Bus Mean Distance Between Failures (MDBF) measures the average miles between mechanical road calls. It indicates the Mechanical Reliability of the Fleet.

### Monthly Results

#REF!	5,172
#REF!	4,861

### 12-Month Average

#REF!	4,830
#REF!	3,505

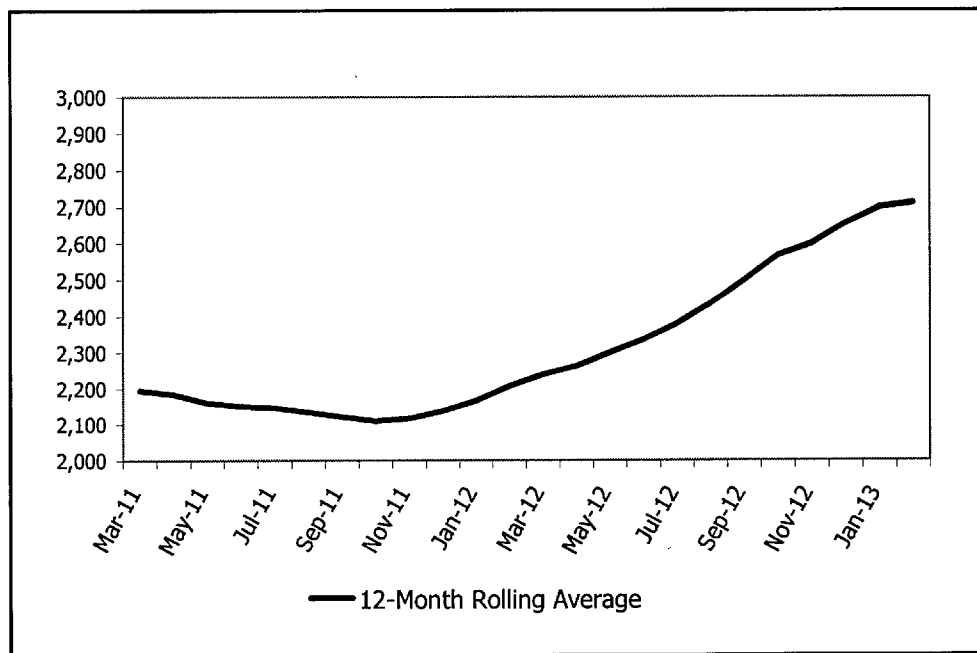
### Annual Results

2013 Goal:	4,754
2012 Actual:	4,704

\* "System" refers to the combined results of NYCT Bus and MTA Bus

**Chart 1**

## Bus Mean Distance Between Service Interruptions - System\*



### Definition

The average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

### Monthly Results

#REF! 2,822  
#REF! 2,673

### 12-Month Average

#REF! 2,710  
#REF! 2,207

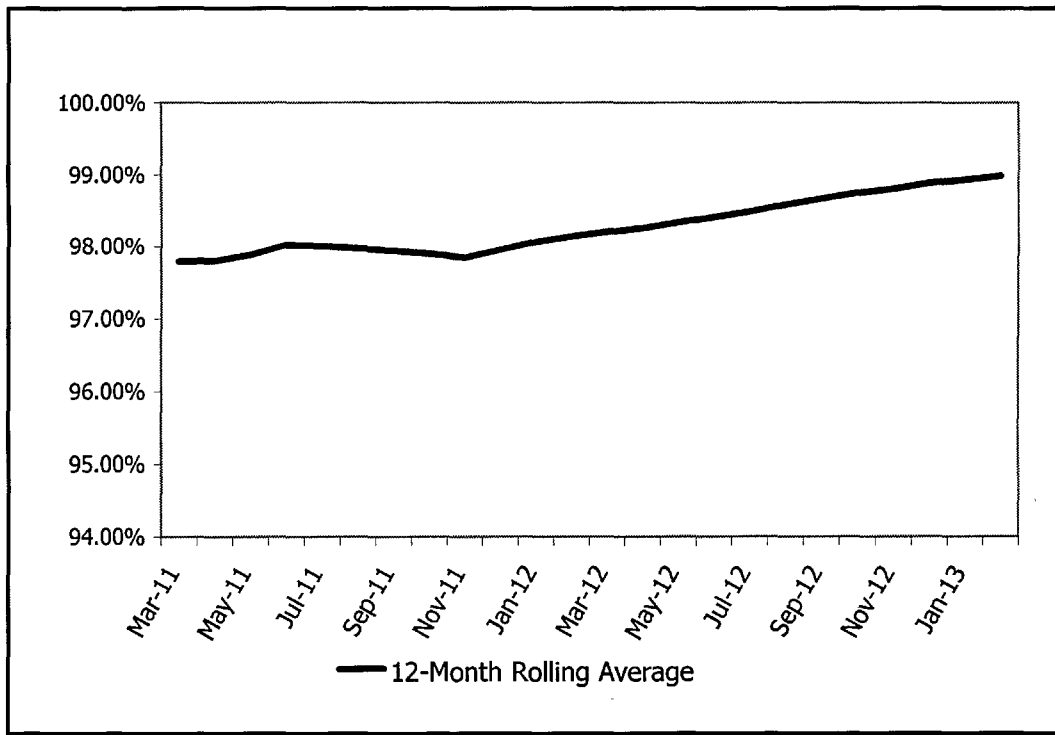
### Annual Results

2013 YTD: 2,879  
2012 Actual: 2,654

\* "System" refers to the combined results of NYCT Bus and MTA Bus

**Chart 2**

## Bus Percentage of Completed Trips - System\*



### Definition

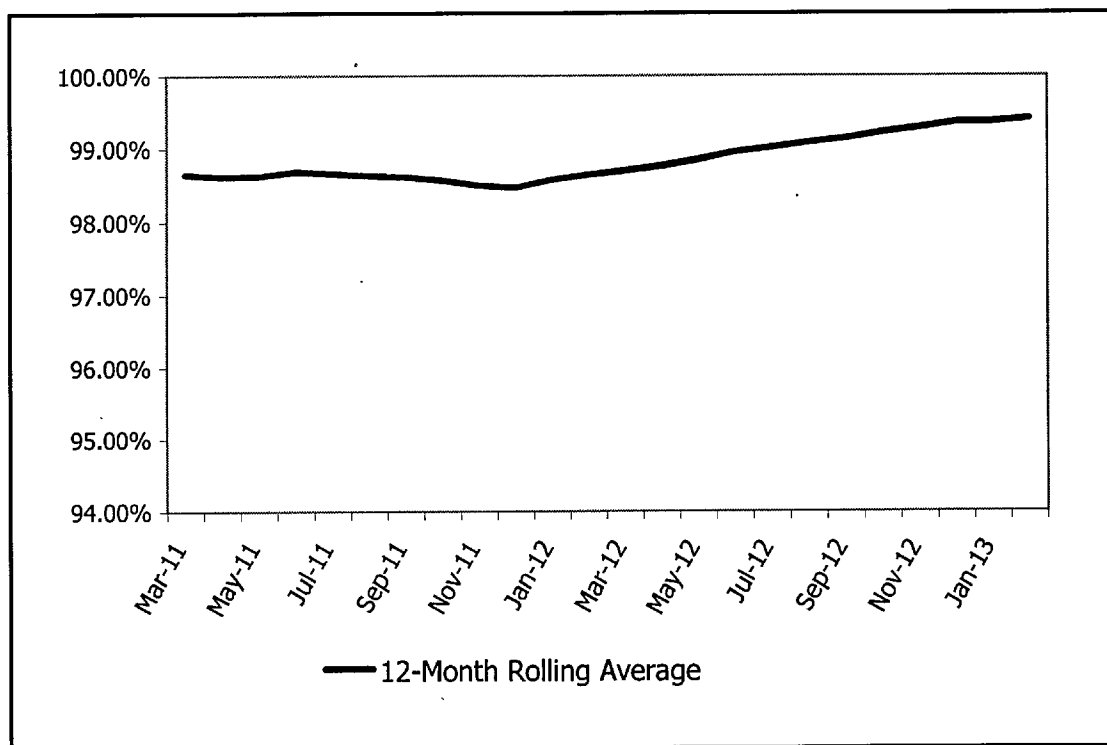
The percent of trips completed system wide for the 12-month period.

Monthly Results		12-Month Average		Annual Results	
#REF!	99.14%	#REF!	98.98%	2013 YTD:	99.21%
#REF!	98.48%	#REF!	98.14%	2012 Actual:	98.89%

\* "System" refers to the combined results of NYCT Bus and MTA Bus

**Chart 3**

## Bus AM Weekday Pull Out Performance - System\*



### Definition

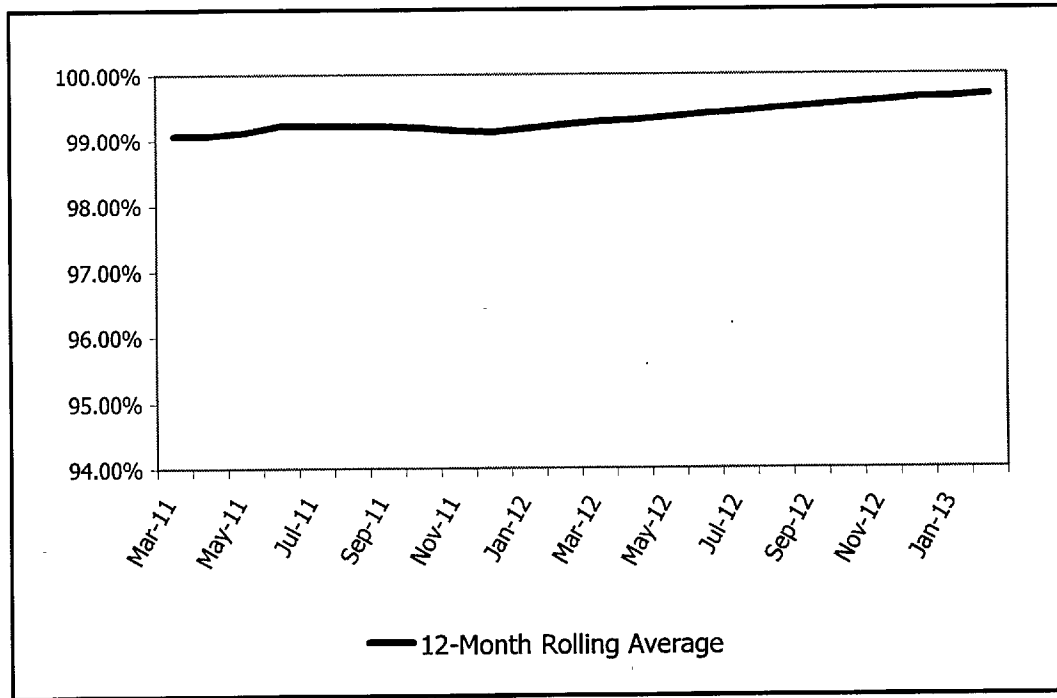
The percent of required buses and operators available in the AM peak period.

Monthly Results		12-Month Average		Annual Results	
February 2013:	99.50%	Mar 12-Feb 13	99.41%	2013 YTD:	99.57%
February 2012:	98.92%	Mar 11-Feb 12	98.65%	2012 Actual:	99.36%

\* "System" refers to the combined results of NYCT Bus and MTA Bus

**Chart 4**

## Bus PM Weekday Pull Out Performance - System\*



### Definition

The percent of required buses and operators available in the PM peak period.

Monthly Results		12-Month Average		Annual Results	
February 2013:	99.88%	Mar 12-Feb 13	99.69%	2013 YTD:	99.89%
February 2012:	99.37%	Mar 11-Feb 12	99.23%	2012 Actual:	99.64%

\* "System" refers to the combined results of NYCT Bus and MTA Bus

Chart 5

# Monthly Operations Report

Statistical results for the month of February 2013 are shown below.

Safety Report						
Performance Indicator	Current Month: February 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers <sup>1</sup> (chart 1)	3.24	2.94	+10.0%	2.82	2.84	-0.7%
Subway Customer Injuries per Million Customers <sup>1</sup> (chart 2)	3.22	2.94	+9.3%	2.87	2.88	-0.3%
Subway Collisions <sup>2,4</sup> (chart 3)	0	0	N/A	0	2	-100.0%
Subway Derailments <sup>2,4</sup> (chart 4)	0	0	N/A	2	3	-33.3%
Subway Fires <sup>2</sup> (charts 5-6)	71	73	-2.7%	807	956	-15.6%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.06	2.29	-10.1%	2.44	2.51	-2.8%

Bus Collisions Per Million Miles (chart 7)						
Regional	46.61	38.74	+20.3%	47.24	44.27	+6.7%
NYCT Bus	48.13	40.09	+20.0%	48.32	44.48	+8.6%
MTA Bus	41.66	34.25	+21.6%	43.76	43.57	+0.4%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	5.35	5.96	-10.2%	6.21	6.75	-8.1%
NYCT Bus	5.21	7.01	-25.6%	6.32	7.44	-15.1%
MTA Bus	5.80	2.50	+132.1%	5.85	4.53	+29.2%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.00	1.09	-8.3%	1.10	1.20	-7.8%
NYCT Bus	0.92	1.10	-16.9%	1.09	1.14	-4.8%
MTA Bus	1.45	1.03	+41.8%	1.19	1.51	-20.6%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.08	1.15	-6.3%	1.15	1.23	-6.6%
NYCT Bus	0.95	1.18	-18.8%	1.13	1.18	-3.9%
MTA Bus	1.77	1.03	+72.2%	1.25	1.53	-18.1%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	5.21	5.83	-10.7%	5.42	5.71	-5.1%
MTA Bus	5.31	10.34	-48.7%	7.70	9.39	-18.0%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	2.85	3.15	-9.5%	3.15	3.28	-4.0%

Subways Crime Report						
Performance Indicator	Current Month: March 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachments 1-3)	174	196	-11.2%	581	675	-13.9%
Robberies <sup>3,4</sup>	56	62	-9.7%	153	232	-34.1%

SIR Crime Report						
Performance Indicator	Current Month: March 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachment 4)	1	2	-50.0%	5	7	-28.6%
Robberies <sup>3,4</sup>	1	0	+100.0%	3	2	+50.0%

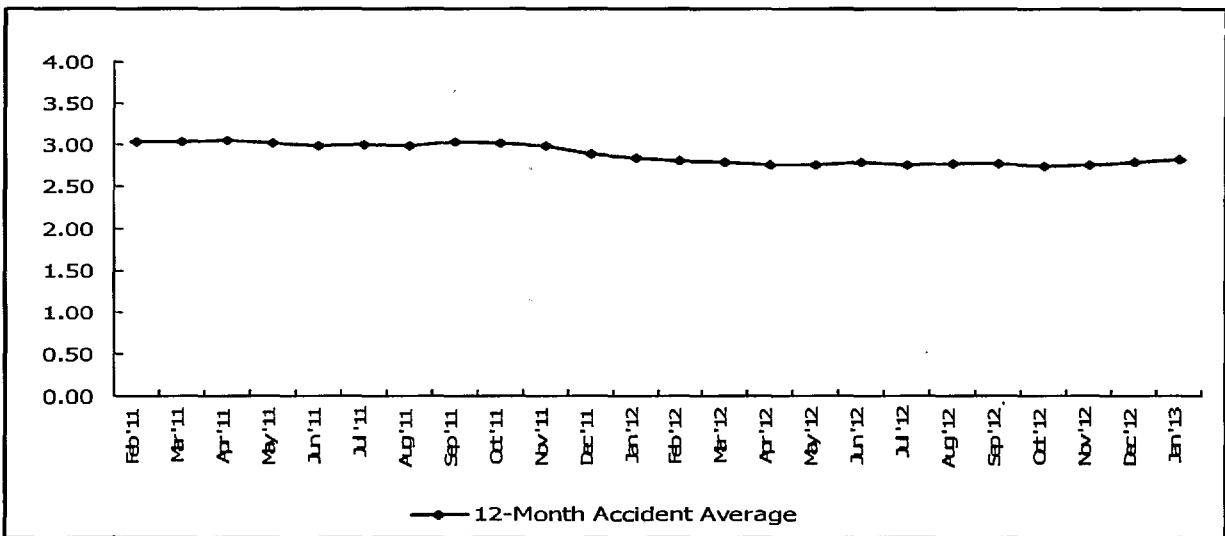
<sup>1</sup> Current month data are for January 2013.

<sup>2</sup> 12-month figures shown are totals rather than averages.

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

<sup>4</sup> Current month data are for March 2013.

# Subway Customer Accidents/Injuries per Million Customers



## Monthly Results

Jan 2013: 3.24

Jan 2012: 2.94

## 12-Month Average

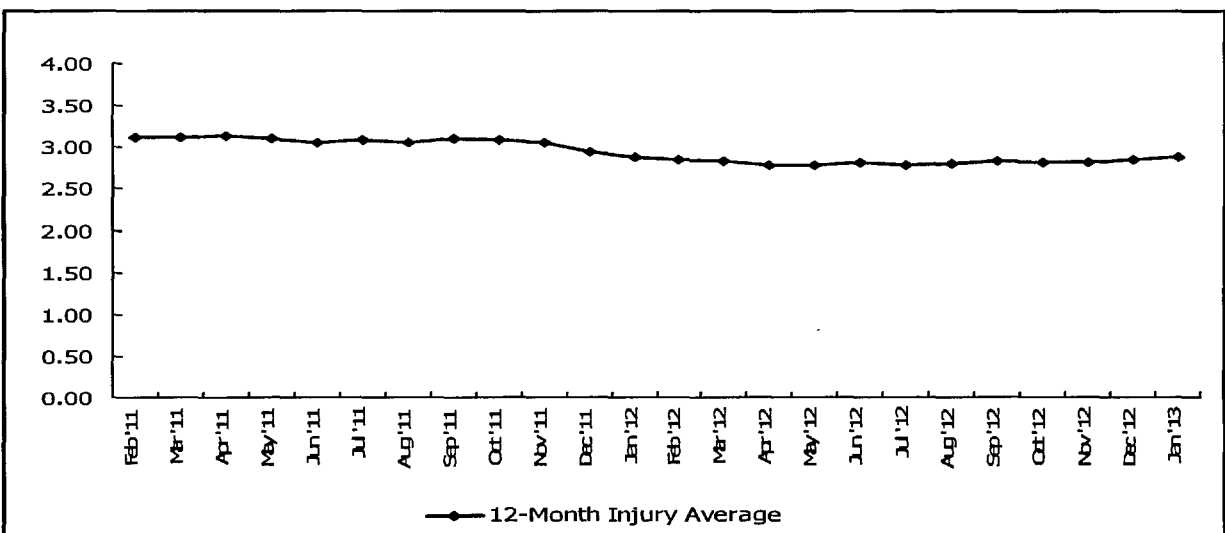
Feb 12 – Jan 13: 2.82

Feb 11 – Jan 12: 2.84

## Annual Results

2013 YTD: 3.24

2012 Actual: 2.79



## Monthly Results

Jan 2013: 3.22

Jan 2012: 2.94

## 12-Month Average

Feb 12 – Jan 13: 2.87

Feb 11 – Jan 12: 2.88

## Annual Results

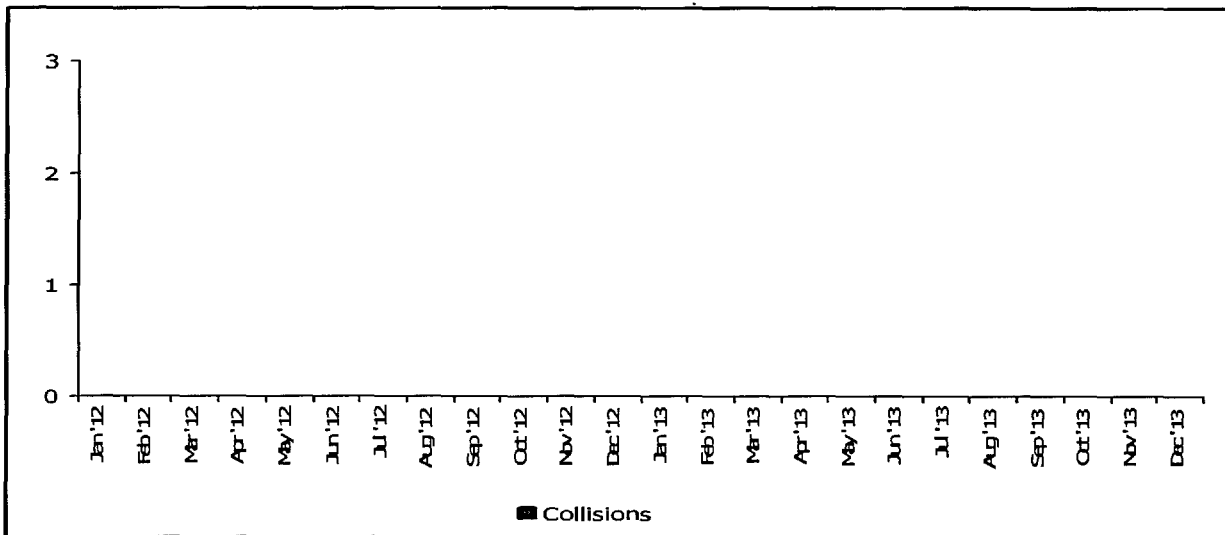
2013 YTD: 3.22

2012 Actual: 2.85

## Definitions

Any claimed accident to a subway customer within/on transit property, or an injury resulting there from. Does not include crime/assault statistics.

# Subway Collisions/Derailments



## Monthly Results

Mar 2013: 0

Mar 2012: 0

## 12-Month Total

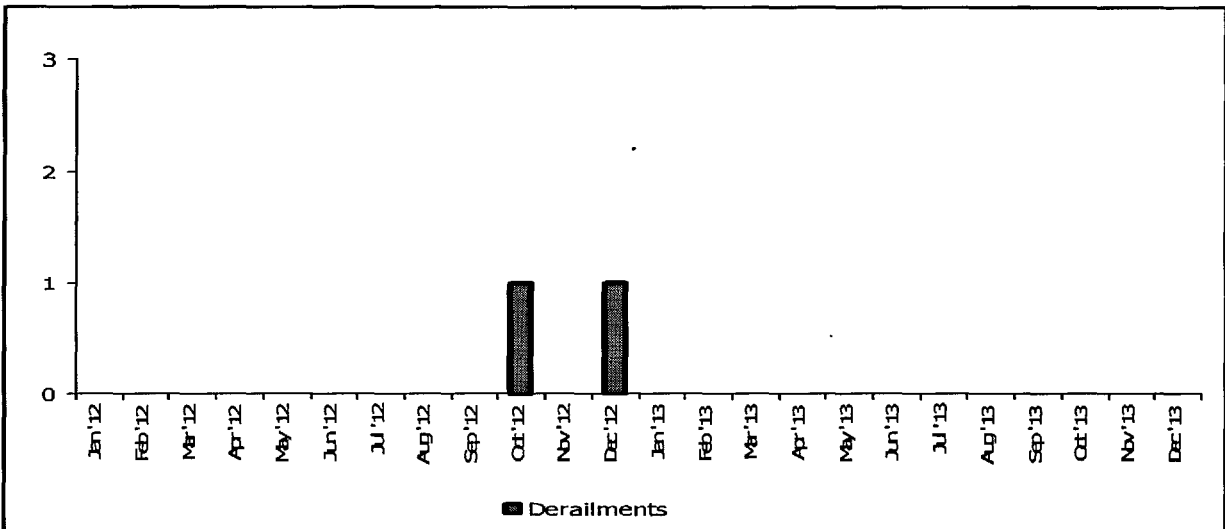
Apr 12 – Mar 13: 0

Apr 11 – Mar 12: 2

## Annual Results

2013 YTD: 0

2012 Actual: 0



## Monthly Results

Mar 2013: 0

Mar 2012: 0

## 12-Month Total

Apr 12 – Mar 13: 2

Apr 11 – Mar 12: 3

## Annual Results

2013 YTD: 0

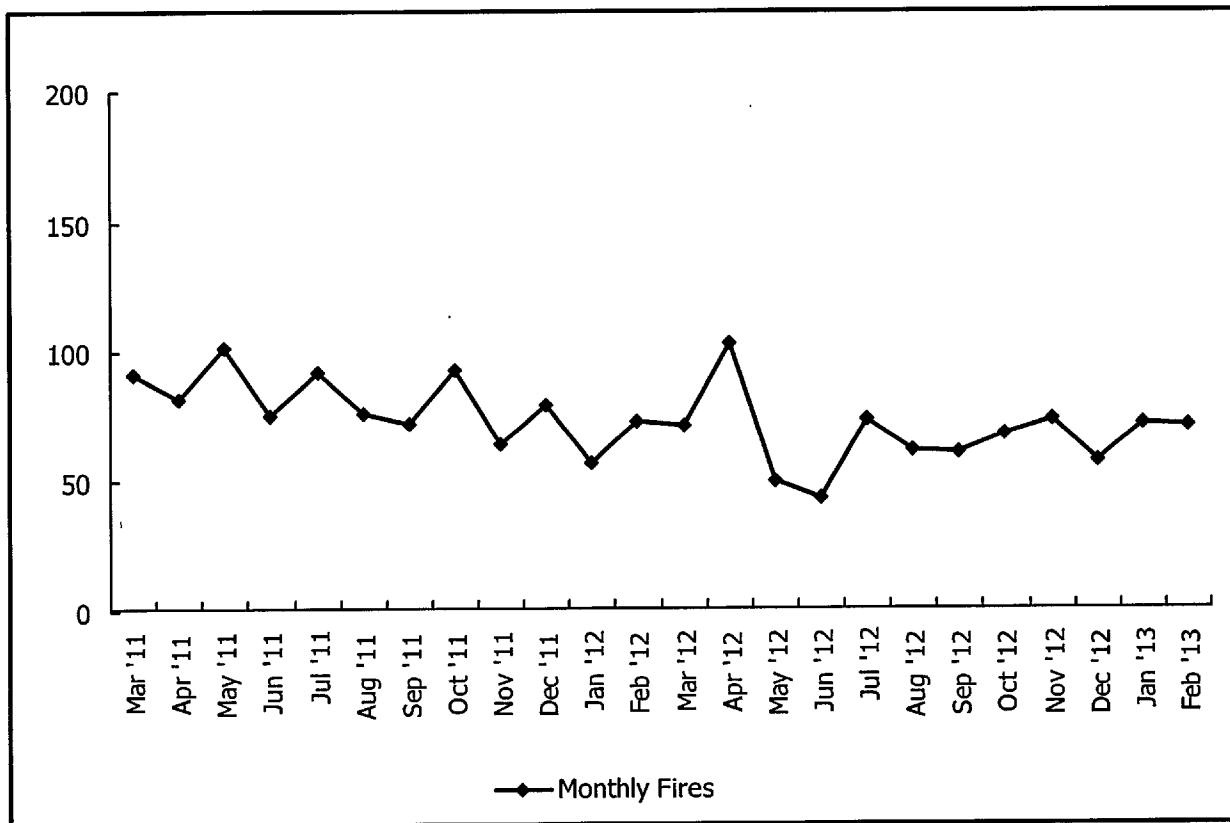
2012 Actual: 2

## Definitions

**Collision:** 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 & a work train; between 2 work trains; between rolling stock & bumper blocks/tie bumpers; etc.

**Derailment:** 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. (10-26-12, 12-22-12)

# Subway Fires



## Monthly Results

Feb 2013: 71

Feb 2012: 73

## 12-Month Total

Mar 12 – Feb 13: 807

Mar 11 – Feb 12: 956

## Annual Results

2013 YTD: 143

2012 Actual: 794

Chart 5

# 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

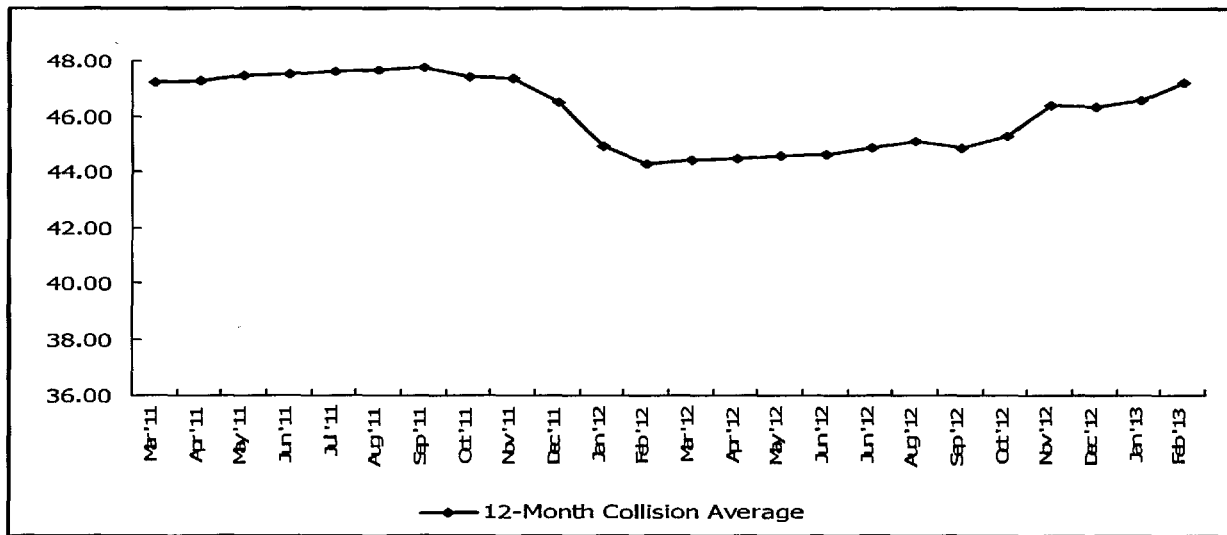
Severity & Location of fires during the current month were as follows:

Low:	64.8%	Train:	18
Average:	35.2%	Right-of-way:	43
Above Average:	0.0%	Station:	10
High:	0.0%	Other:	0
		Total:	71

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

Train:	Right-of-Way:	Station:
Element: 5	Debris: 22	Debris: 7
Brake Shoes: 3	Insulator: 7	Electrical: 3

## Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

Feb 2013: 46.61

Feb 2012: 38.74

### 12-Month Average

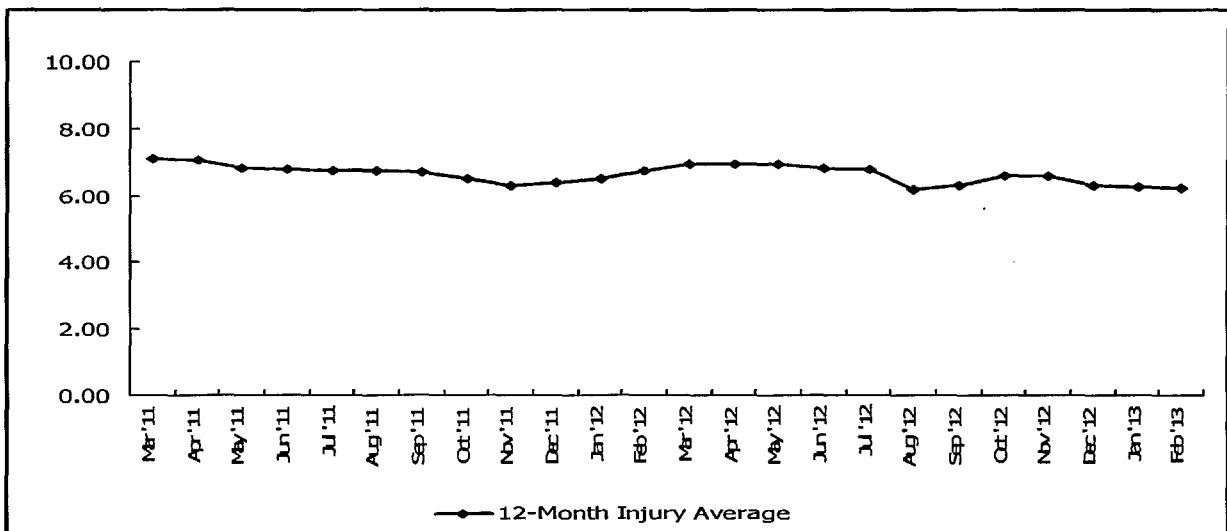
Mar 12 – Feb 13: 47.24

Mar 11 – Feb 12: 44.27

### Annual Results

2013 YTD: 45.21

2012 Actual: 46.35



### Monthly Results

Feb 2013: 5.35

Feb 2012: 5.96

### 12-Month Average

Mar 12 – Feb 13: 6.21

Mar 11 – Feb 12: 6.75

### Annual Results

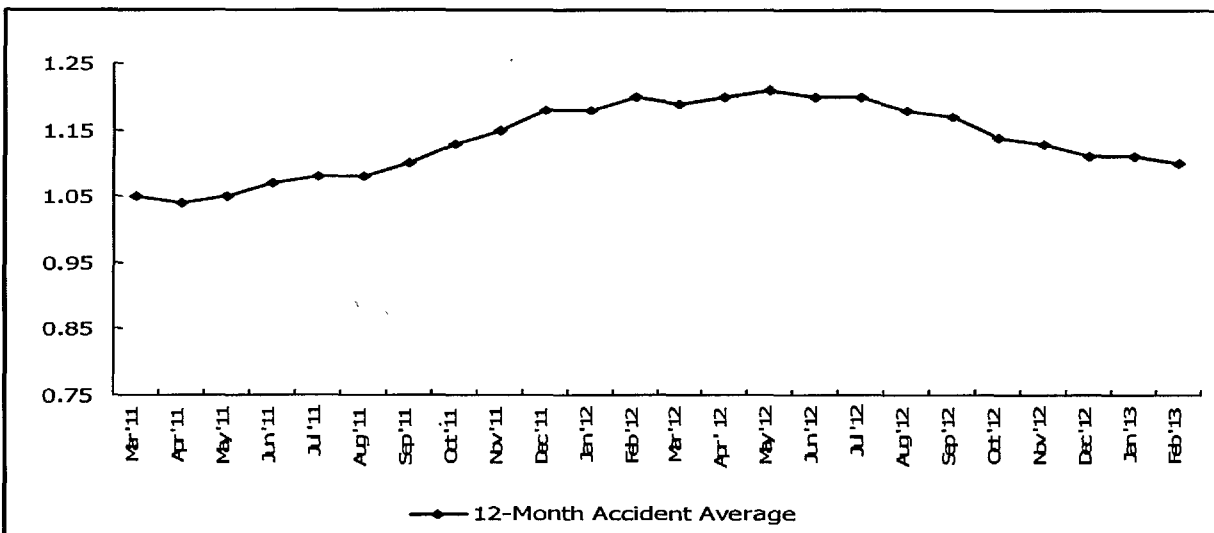
2013 YTD: 5.31

2012 Actual: 6.32

### Definitions

An incident involving a collision between a bus and another vehicle, an object, a person, or an animal, or an injury resulting there from.

## Regional Bus Customer Accidents/Injuries per Million Customers



### Monthly Results

Feb 2013: 1.00

Feb 2012: 1.09

### 12-Month Average

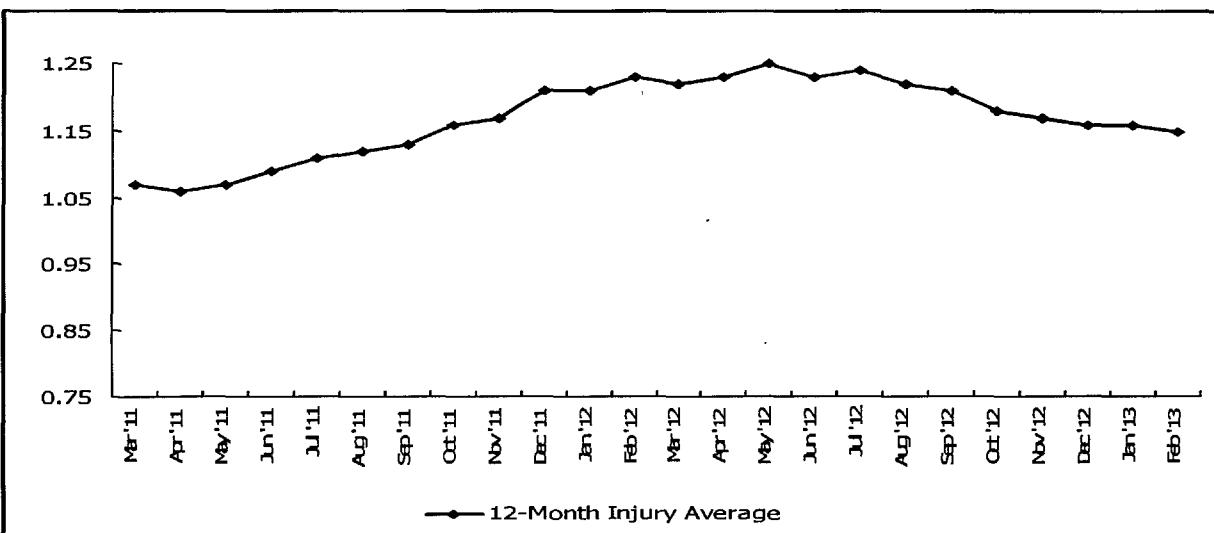
Mar 12 – Feb 13: 1.10

Mar 11 – Feb 12: 1.20

### Annual Results

2013 YTD: 0.98

2012 Actual: 1.11



### Monthly Results

Feb 2013: 1.08

Feb 2012: 1.15

### 12-Month Average

Mar 12 – Feb 13: 1.15

Mar 11 – Feb 12: 1.23

### Annual Results

2013 YTD: 1.02

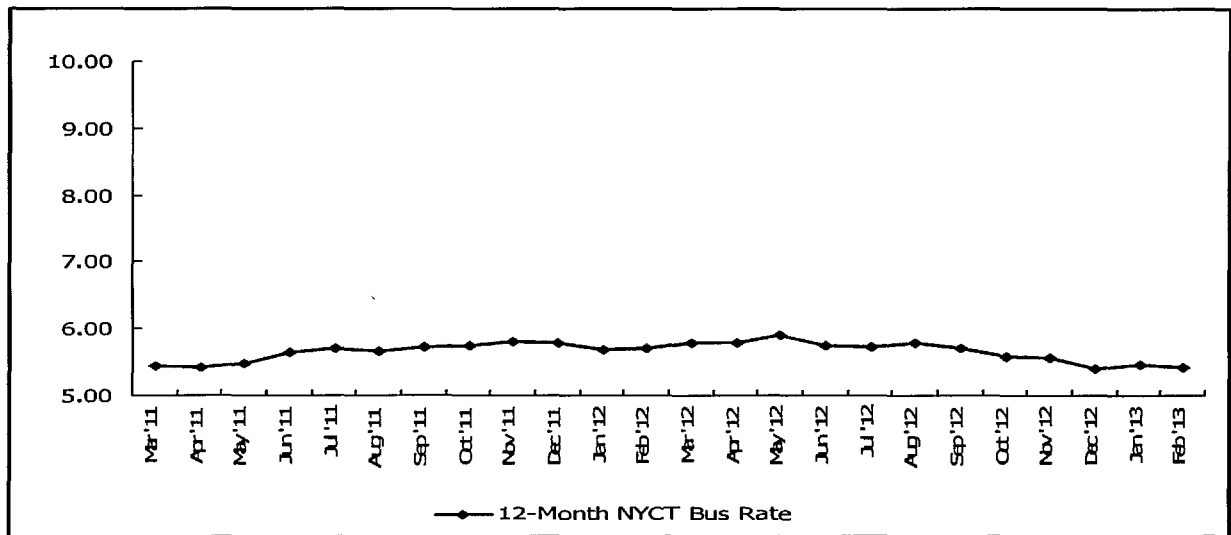
2012 Actual: 1.16

### Definitions

An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults), or an injury resulting there from.

# NYCT Bus & MTA Bus

## Employee On-Duty Lost-Time Accident Rate



### Monthly Results

Feb 2013: 5.21

Feb 2012: 5.83

### 12-Month Average

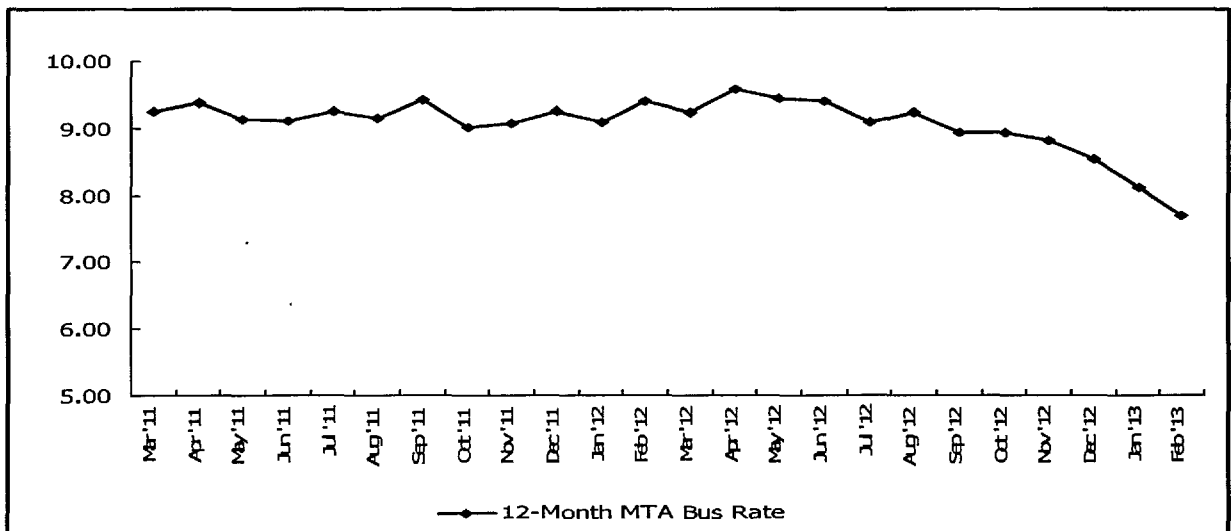
Mar 12 – Feb 13: 5.42

Mar 11 – Feb 12: 5.71

### Annual Results

2013 Goal: 5.13

2012 Actual: 5.41



### Monthly Results

Feb 2013: 5.31

Feb 2012: 10.34

### 12-Month Average

Mar 12 – Feb 13: 7.70

Mar 11 – Feb 12: 9.39

### Annual Results

2013 Goal: 7.52

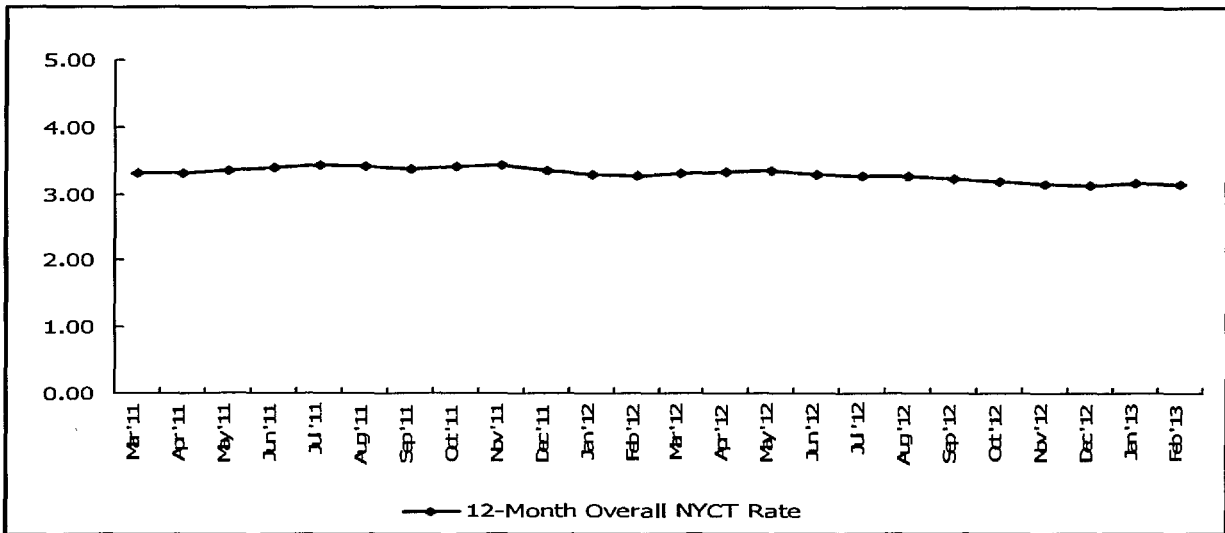
2012 Actual: 8.53

### 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. (NYCT Bus determinations come from NYCT's Law Department.)

# NYCT Overall & Subways

## Employee On-Duty Lost-Time Accident Rate



### Monthly Results

Feb 2013: 2.85

Feb 2012: 3.15

### 12-Month Average

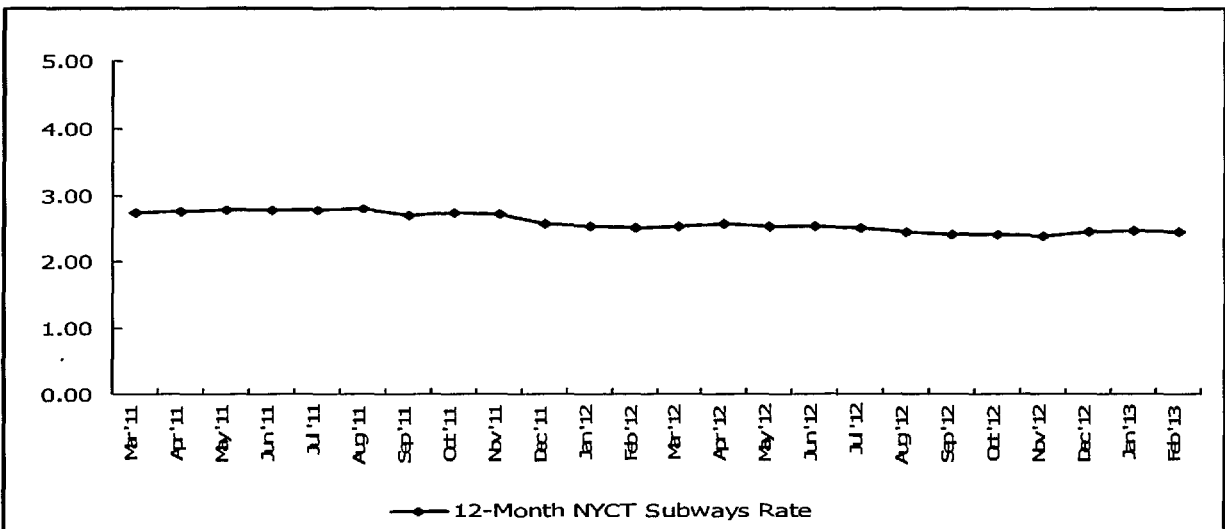
Mar 12 – Feb 13: 3.15

Mar 11 – Feb 12: 3.28

### Annual Results

2013 Goal: 2.97

2012 Actual: 3.14



### Monthly Results

Feb 2013: 2.06

Feb 2012: 2.29

### 12-Month Average

Mar 12 – Feb 13: 2.44

Mar 11 – Feb 12: 2.51

### Annual Results

2013 Goal: 2.29

2012 Actual: 2.44

### 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. (NYCT & NYCT Subways determinations come from NYCT's Law Department.)



Police Department  
City of New York

REPORT

CRIME STATISTICS MARCH

	2013	2012	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	2	-1	-50.0%
ROBBERY	56	62	-6	-9.7%
FELASSAULT	16	12	4	33.3%
BURGLARY	3	3	0	0.0%
GRLARCENY	98	117	-19	-16.2%
<u>TOTAL MAJOR FELONIES</u>	<u>174</u>	<u>196</u>	<u>-22</u>	<u>-11.2%</u>

*During March the daily Robbery average decreased from 2 to 1.8*

*During March the daily Major Felony average decreased from 6.3 to 5.6*

CRIME STATISTICS JANUARY THRU MARCH

	2013	2012	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	2	3	-1	-33.3%
ROBBERY	153	232	-79	-34.1%
FELASSAULT	44	37	7	18.9%
BURGLARY	5	3	2	66.7%
GRLARCENY	377	400	-23	-5.8%
<u>TOTAL MAJOR FELONIES</u>	<u>581</u>	<u>675</u>	<u>-94</u>	<u>-13.9%</u>

*Year to date, the daily Robbery average decreased from 2.6 to 1.7*

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

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

**Attachment 1**



Police Department  
City of New York

REPORT

MARCH ACTIVITY

	2013	2012	Diff	% Change
TotalArrest	4373	4887	-514	-10.5%
TosArrest	2509	2609	-100	-3.8%
Summ	7656	9890	-2234	-22.6%

JANUARY - MARCH ACTIVITY

	2013	2012	Diff	% Change
TotalArrest	13393	14207	-814	-5.7%
TosArrest	7544	7591	-47	-0.6%
Summ	22215	26183	-3968	-15.2%

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

Attachment 2



Police Department  
City of New York

## REPORT

	<b>JANUARY-MARCH</b>																
	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Murder</b>	1	0	3	1	0	0	0	1	2	1	1	0	1	0	0	0	0
<b>Rape</b>	1	4	0	1	1	0	2	0	2	2	0	2	0	0	0	3	2
<b>Robbery</b>	553	503	412	336	321	308	289	258	327	233	188	189	188	184	176	232	153
<b>Assault</b>	120	130	105	99	71	71	60	63	79	45	48	52	46	51	56	37	44
<b>Burglary</b>	12	5	1	2	3	1	3	0	0	1	0	2	0	2	0	3	5
<b>GL</b>	762	637	533	548	519	500	393	430	485	282	292	312	295	264	318	400	377
<b>TOTAL MAJOR FELONIES</b>	<b>1449</b>	<b>1279</b>	<b>1054</b>	<b>987</b>	<b>915</b>	<b>880</b>	<b>747</b>	<b>752</b>	<b>895</b>	<b>564</b>	<b>529</b>	<b>557</b>	<b>530</b>	<b>501</b>	<b>550</b>	<b>675</b>	<b>581</b>
<b>Major Fel Per Day</b>	<b>16.10</b>	<b>14.21</b>	<b>11.71</b>	<b>10.97</b>	<b>10.17</b>	<b>9.78</b>	<b>8.30</b>	<b>8.36</b>	<b>9.94</b>	<b>6.27</b>	<b>5.88</b>	<b>6.19</b>	<b>5.89</b>	<b>5.57</b>	<b>6.11</b>	<b>7.50</b>	<b>6.46</b>

3.36

Attachment 3



## METROPOLITAN TRANSPORTATION AUTHORITY

### Police Department Staten Island Rapid Transit

#### March 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	0	1	-1	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	2	-1	-50%

#### Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	2	1	50%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	2	4	-2	-50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	7	-2	-29%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

**Attachment 4**

## **4. FINANCIAL REPORTS**

## FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for February 2013 are presented in the table below and compared to the Adopted Budget (budget).

Category (\$ in millions)	February Results		February Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Total Farebox Revenue	(2.9)	(1.0)	587.9	579.8	(8.0)	(1.4)
Nonreimb. Exp. before Dep./OPEB	16.5	3.3	1,027.9	1,012.8	15.1	1.5
Net Cash Deficit*	(211.1)	(124.5)	(484.7)	(684.8)	(200.1)	(41.3)

\*Excludes Subsidies and Debt Service

February 2013 **farebox revenue** was \$280.7 million, \$2.9 million (1.0 percent) below budget. Subway revenue was \$3.1 million (1.5 percent) below budget, bus revenue was \$0.4 million (0.7 percent) above budget, and paratransit revenue was \$0.2 million (17.3 percent) below budget. Accrued fare media liability was on budget. Year-to-date farebox revenue was \$8.0 million (1.4 percent) below budget: \$7.4 million (1.7 percent) below on the subway, \$0.2 million (0.2 percent) below on bus, and \$0.4 million (15.0 percent) below on paratransit. The February 2013 non-student **average fare** of \$1.639 increased 0.7¢ from February 2012; the subway fare increased 0.6¢, the local bus fare increased 0.9¢, and the express bus fare increased 2.4¢.

Total **ridership** in February 2013 of 181.0 million was 1.4 percent (2.6 million trips) below budget. Average weekday ridership in February 2013 was 7.7 million, an increase of 1.4 percent from February 2012. Average weekday ridership for the twelve months ending February 2013 was 7.6 million, an increase of 1.1 percent from the twelve months ending February 2012.

**Nonreimbursable expenses** before depreciation and OPEB in February were below budget by \$16.5 million (3.3 percent). Labor expenses underran by \$9.0 million (2.5 percent), due mainly to the favorable timing of health & welfare/OPEB current expenses, partly offset by higher overtime expenses, caused largely by the impact of a major weekend snowstorm. Non-labor expenses were below budget by \$7.5 million (5.3 percent), mostly attributable to underruns in paratransit service contracts and electric power expenses and the favorable timing of maintenance contract expenses. Professional service contract expenses were unfavorable, due to timing. Year-to-date, nonreimbursable expenses were less than budget by \$15.1 million (1.5 percent). Labor expenses were below budget by \$4.0 million (0.5 percent), again due mostly to the favorable timing of health & welfare/OPEB current expenses, partly offset by higher overtime expenses, represented mostly by the major weekend snowstorm and the unfavorable timing of expenses. Non-labor expenses were below budget by \$11.1 million (4.0 percent), including underruns in paratransit service contracts and electric power, and the favorable timing of expenses regarding maintenance contract and fuel expenses. Professional service contract expenses were unfavorable.

The **net cash deficit** for February year-to-date was \$684.8 million, unfavorable to budget by \$200.1 million (41.3 percent), due mostly to the acceleration of NYCERS pension payments in order to reduce interest costs.

## FINANCIAL RESULTS

### Farebox Revenue

February 2013 Farebox Revenue - (\$ in millions)

	February				February Year-to-Date			
	Budget	Preliminary Actual	Favorable/(Unfavorable)		Budget	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	211.7	208.6	(3.1)	(1.5%)	439.2	431.8	(7.4)	(1.7%)
NYCT Bus	66.2	66.7	0.4	0.7%	137.2	136.9	(0.2)	(0.2%)
Paratransit	1.4	1.1	(0.2)	(17.3%)	2.8	2.4	(0.4)	(15.0%)
Subtotal	279.3	276.4	(2.9)	(1.0%)	579.2	571.1	(8.0)	(1.4%)
Fare Media Liability	4.4	4.4	0.0	0.0%	8.7	8.7	0.0	0.0%
<b>Total - NYCT</b>	<b>283.6</b>	<b>280.7</b>	<b>(2.9)</b>	<b>(1.0%)</b>	<b>587.9</b>	<b>579.8</b>	<b>(8.0)</b>	<b>(1.4%)</b>
MTA Bus Company	13.6	14.1	0.5	3.4%	28.2	29.1	0.9	3.1%
<b>Total - Regional Bus</b>	<b>79.8</b>	<b>80.7</b>	<b>0.9</b>	<b>1.1%</b>	<b>165.3</b>	<b>166.0</b>	<b>0.7</b>	<b>0.4%</b>

Note: Totals may not add due to rounding

- NYC Transit revenue would have been above budget if not for a snowstorm on February 8-9 that reduced subway and bus revenue by an estimated \$4.2 million.
- Even adjusting for the storm, subway revenue would have been slightly below budget due to lower-than-expected growth caused by the after-effects of Sandy and the timing of anticipated NYC employment increases.
- Paratransit revenue was below budget as various initiatives continued to reduce ridership growth below historic rates.

### Average Fare

February Non-Student Average Fare - \$

	NYC Transit				MTA Bus Company			
	2012	Prelim. 2013	Change		2012	Prelim. 2013	Change	
			Amount	Percent			Amount	Percent
Subway	1.709	1.715	0.006	0.3%	1.377	1.377	0.000	0.0%
Local Bus	1.367	1.376	0.009	0.7%	1.377	1.377	0.000	0.0%
Subway & Local Bus	1.616	1.623	0.007	0.5%	1.377	1.377	0.000	0.0%
Express Bus	4.568	4.592	0.024	0.5%	4.554	4.592	0.037	0.8%
<b>Total</b>	<b>1.632</b>	<b>1.639</b>	<b>0.007</b>	<b>0.4%</b>	<b>1.661</b>	<b>1.661</b>	<b>0.000</b>	<b>0.0%</b>

- The slight increases in fares were mostly due to fewer trips per pass in 2013, likely related to unfavorable weather differences.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the February average fare of \$1.06 in 2013 was 32¢ lower than the average fare of \$1.38 in 1996.

### Other Operating Revenue

In the month of February, other operating revenue was below budget by \$1.3 million (4.2 percent), due mostly to underruns in paratransit Urban Tax and advertising revenues, and Transit Adjudication Bureau (TAB) fees. Year-to-date, other operating revenue exceeded budget by \$2.3 million (3.7 percent), as higher paratransit Urban Tax and advertising revenues were partly offset by lower Transit Adjudication Bureau (TAB) fees.

## **Nonreimbursable Expenses**

In the month of February, nonreimbursable expenses before depreciation and OPEB were below budget by \$16.5 million (3.3 percent). Year-to-date, expenses were under budget by \$15.1 million (1.5 percent). The major causes of these variances are reviewed below:

**Labor expenses** in the month were favorable by \$9.0 million (2.5 percent), due mostly to the favorable timing of health & welfare/OPEB current expenses of \$16.1 million (19.2 percent), partly offset by increased overtime expenses of \$5.9 million (24.3 percent), due to the impact of a major weekend snowstorm, vacancy coverage requirements and continued Sandy-related work. Other fringe benefits was unfavorable by \$2.5 million (10.6 percent), due to lower direct overhead credits, resulting from reimbursable payroll underruns, and higher FICA charges. Year-to-date, labor expenses were less than budget by \$4.0 million (0.5 percent), due largely to the favorable timing of health & welfare/OPEB current expenses of \$24.2 million (14.4 percent), partly offset by higher overtime expenses of \$14.9 million (30.2 percent), due mainly to the impact of a major February weekend snowstorm, the unfavorable timing from 2012 of the cash-in of "banked" overtime by represented employees and continued Sandy-related work, and higher other fringe benefits of \$5.7 million (11.8 percent), including lower direct overhead credits due to reimbursable payroll underruns and higher FICA charges.

**Non-labor expenses** in the month underran budget by \$7.5 million (5.3 percent). Paratransit service contract expenses were favorable by \$4.9 million (14.8 percent), mostly due to lower completed trips and reduced call center activity, and the favorable timing of expenses. Maintenance and other operating contract expenses were under budget by \$2.1 million (15.2 percent), primarily due to the favorable timing of revenue vehicle maintenance & repairs, building-related expenses, and vehicle purchases. Electric power expenses were below budget by \$2.0 million (6.5 percent), mainly due to lower pricing and consumption, partly offset by the unfavorable timing of expenses. Partly offsetting the above favorable results were higher professional service contract expenses of \$2.3 million (26.6 percent), mainly caused by the unfavorable timing of IT hardware and Workers' Compensation board expenses. Year-to-date, non-labor expenses were below budget by \$11.1 million (4.0 percent), including the following:

- Paratransit service contracts were below budget by \$8.8 million (13.1 percent), due mainly to lower completed trips, reduced call center activity and vehicle rehabs, and the favorable timing of expenses.
- Maintenance contract expenses were favorable by \$8.1 million (31.6 percent), primarily from the favorable timing of building-related expenses and several accrual adjustments.
- Fuel expenses were favorable by \$1.3 million (4.5 percent), mainly caused by the favorable timing of heating fuel expenses.
- Electric power expenses were less than budget by \$1.1 million (1.8 percent), mostly due to lower pricing and consumption, partly offset by the unfavorable timing of expenses.
- Professional service contract expenses overran budget by \$7.3 million (55.6 percent), primarily from the unfavorable timing of IT hardware, bond service and Workers' Compensation Board expenses.

- Materials and supplies expenses were unfavorable by \$1.9 million (4.3 percent), largely due to unfavorable inventory adjustments, partly offset by increased scrap sales.

**Depreciation expenses** year-to-date were \$2.7 million (1.2 percent) above budget.

#### **Net Cash Deficit**

The net cash deficit for February year-to-date was \$684.8 million, unfavorable to budget by \$200.1 million (41.3 percent), due mostly to the acceleration of NYCERS pension payments in order to reduce interest costs.

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

Inventory at the end of February was \$193.5 million, \$10.2 million (5.6 percent) higher than the December 2012 balance of \$183.3 million, due largely to buildups in support of subway car equipment, track replacement and bus maintenance requirements.

#### **Incumbents**

There were 45,141 full-time paid incumbents at the end of February, an increase of 21 from January, and an increase of 11 from December 2012 (excluding 199 temporary December active incumbents).

## RIDERSHIP RESULTS

February 2013 Ridership vs. Budget - (millions)

	February				February Year-to-Date			
	Budget	Preliminary		More/(Less) Amount Percent	Budget	Preliminary		More/(Less) Amount Percent
		Actual				Actual		
Subway	130.5	127.9	(2.6)	(2.0%)	270.0	264.9	(5.1)	(1.9%)
NYCT Bus	52.2	52.4	0.1	0.3%	107.8	108.2	0.3	0.3%
Subtotal	182.7	180.3	(2.4)	(1.3%)	377.9	373.1	(4.8)	(1.3%)
Paratransit	0.8	0.7	(0.1)	(17.3%)	1.7	1.4	(0.2)	(14.3%)
<b>Total - NYCT</b>	<b>183.6</b>	<b>181.0</b>	<b>(2.6)</b>	<b>(1.4%)</b>	<b>379.6</b>	<b>374.5</b>	<b>(5.1)</b>	<b>(1.3%)</b>
MTA Bus Company	9.4	9.6	0.2	2.6%	19.4	19.9	0.5	2.8%
<b>Total - Regional Bus</b>	<b>61.6</b>	<b>62.0</b>	<b>0.4</b>	<b>0.6%</b>	<b>127.2</b>	<b>128.1</b>	<b>0.9</b>	<b>0.7%</b>

Notes Totals may not add due to rounding

- The snowstorm on February 8-9 reduced NYC Transit subway and bus ridership by an estimated 2.6 million riders.
- Even adjusting for the storm, subway ridership was below budget due to lower-than-expected growth.
- The paratransit ridership underrun was due in part to initiatives that reduced the growth rate from the historic average.

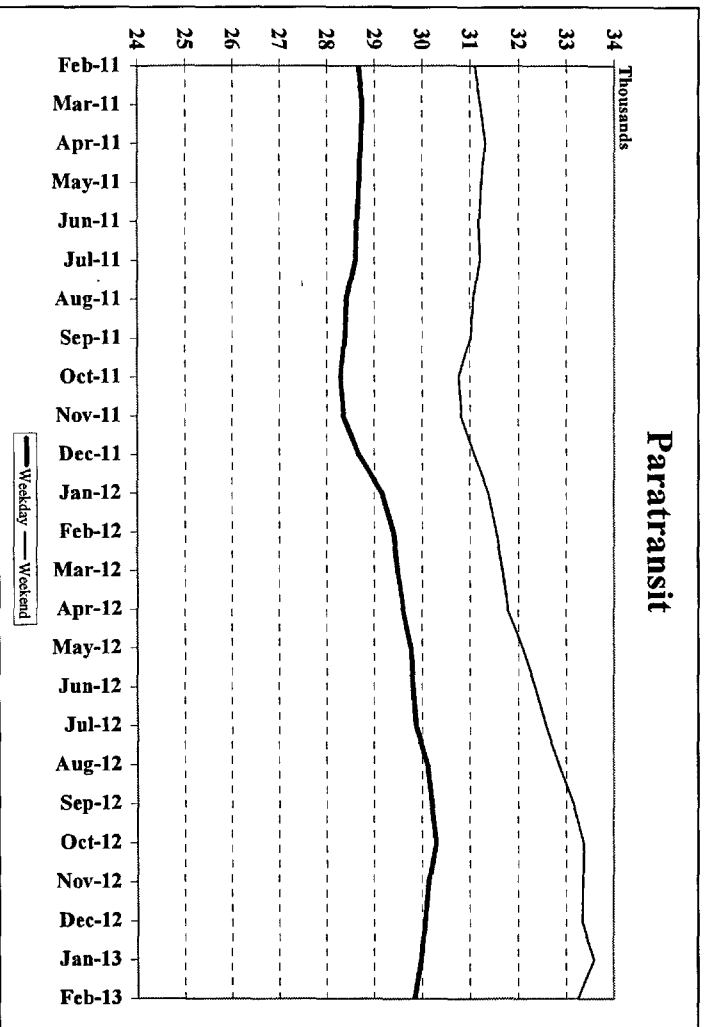
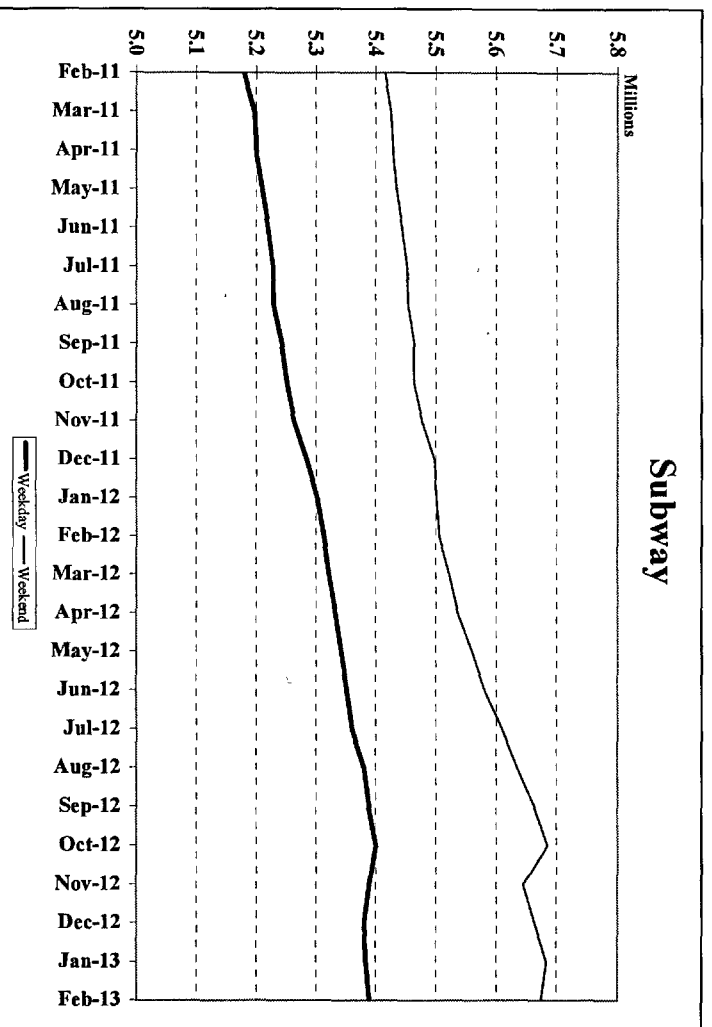
February Average Weekday and Weekend Ridership vs. Prior Year

Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2012	Preliminary		Change Amount Percent	2012	Preliminary		Change Amount Percent
		2013				2013		
Subway	5,391	5,463	+71	+1.3%	5,348	5,219	-129	-2.4%
NYCT Local Bus	2,169	2,203	+35	+1.6%	2,205	2,078	-127	-5.8%
NYCT Express Bus	45	44	-1	-2.0%	10	10	+1	+7.7%
Paratransit	31	29	-2	-5.9%	32	28	-4	-13.6%
<b>TOTAL - NYCT</b>	<b>7,636</b>	<b>7,739</b>	<b>+103</b>	<b>+1.4%</b>	<b>7,595</b>	<b>7,335</b>	<b>-260</b>	<b>-3.4%</b>
MTABC Local Bus	371	389	+18	+4.9%	343	330	-12	-3.6%
MTABC Express Bus	35	35	-0	-1.1%	13	12	-1	-9.5%
Total - MTA Bus	406	424	+18	+4.4%	355	342	-14	-3.8%
<b>Total - Regional Bus</b>	<b>2,619</b>	<b>2,671</b>	<b>51</b>	<b>+2.0%</b>	<b>2,570</b>	<b>2,430</b>	<b>-140</b>	<b>-5.4%</b>
<b>12-Month Rolling Average</b>								
Subway	5,313	5,389	+76	+1.4%	5,505	5,673	+168	+3.0%
Local Bus	2,126	2,131	+6	+0.3%	2,300	2,296	-4	-0.2%
Express Bus	42	43	+0	+1.1%	9	11	+1	+15.8%
Paratransit	29	30	+0	+1.5%	32	33	+2	+5.4%
<b>TOTAL - NYCT</b>	<b>7,510</b>	<b>7,592</b>	<b>+83</b>	<b>+1.1%</b>	<b>7,846</b>	<b>8,013</b>	<b>+167</b>	<b>+2.1%</b>
MTABC Local Bus	362	369	+7	+1.9%	354	368	+14	+4.0%
MTABC Express Bus	34	34	-0	-0.4%	14	14	-0	-1.1%
Total - MTA Bus	396	403	+7	+1.7%	368	382	+14	+3.8%
<b>Total - Regional Bus</b>	<b>2,564</b>	<b>2,577</b>	<b>13</b>	<b>+0.5%</b>	<b>2,677</b>	<b>2,689</b>	<b>12</b>	<b>+0.4%</b>

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

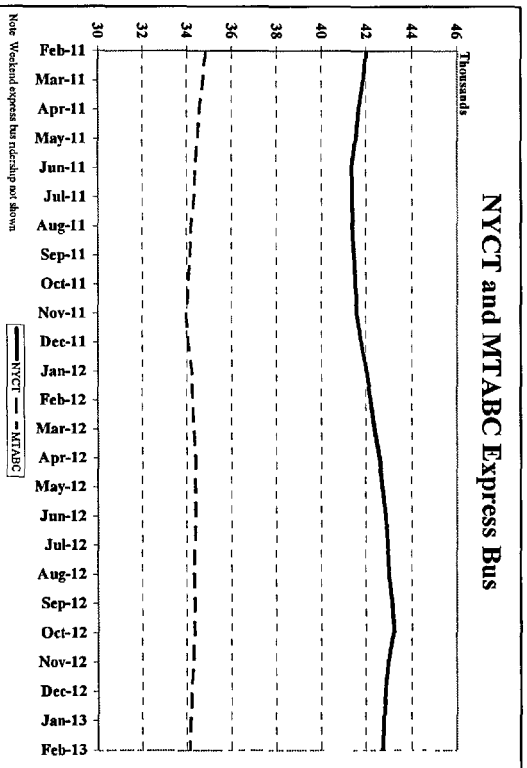
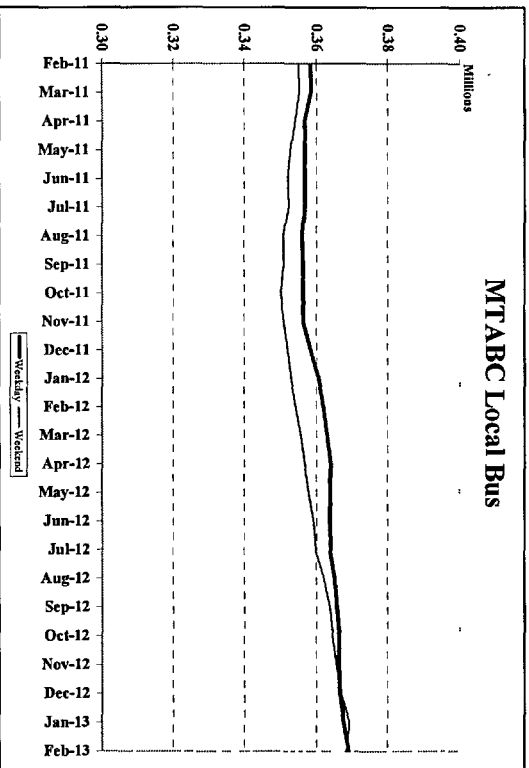
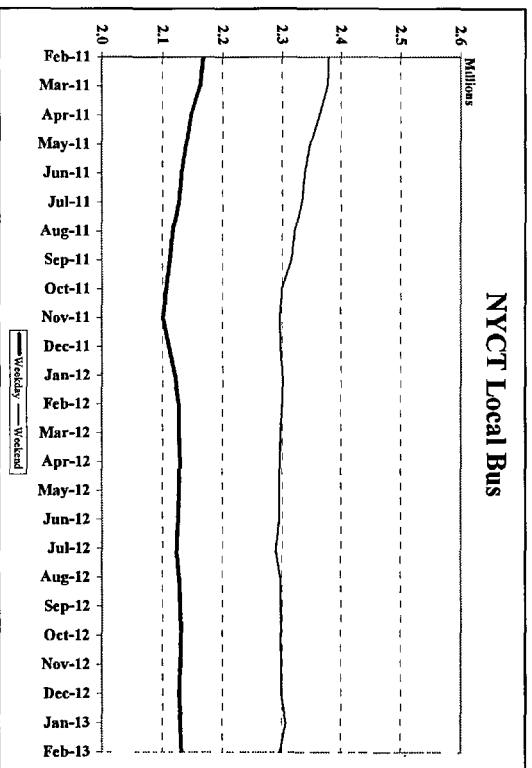
- February 2013 average weekday subway ridership was the highest of any February in over forty-five years.
- On weekdays, the effects of the February 2013 snowstorm were approximately offset by higher student ridership from a higher ratio of school days than in February 2012.
- The February 2013 snowstorm significantly reduced weekend ridership. Excluding the day of the storm, average weekend ridership increased 1.3 percent on the subway and decreased only 0.5 percent on NYC Transit buses.

# **Average Weekday and Weekend Ridership** 12-Month Rolling Averages



# Average Weekday and Weekend Ridership

12-Month Rolling Averages



## Ridership on New York Area Transit Services

From February 2012 to February 2013 average weekday ridership results were mixed across agencies. The largest weekday increase was on MTA local buses (up 4.9 percent) and the largest decrease was on PATH (down 10.6 percent, due to Sandy-related service disruptions). Average weekend ridership decreased for all services except NYCT express buses due to the February 2013 snowstorm. Bridges and Tunnels traffic decreased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Feb-12	Preliminary Feb-13	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,391	5,463	+1.3%	+1.4%
NYCT Local Bus	2,169	2,203	+1.6%	+0.3%
NYCT Express Bus	45	44	-2.0%	+1.1%
NYCT Paratransit	31	29	-5.9%	+1.5%
Staten Island Railway	17	16	-4.1%	-3.0%
MTA Local Bus	371	389	+4.9%	+1.9%
MTA Express Bus	35	35	-1.1%	-0.4%
Long Island Rail Road	282	280	-0.5%	-0.0%
Metro-North Railroad	270	265	-1.6%	-0.4%
PATH	261	234	-10.6%	-7.9%
<u>Average Weekend</u>				
NYCT Subway	5,348	5,219	-2.4%	+3.0%
NYCT Local Bus	2,205	2,078	-5.8%	-0.2%
NYCT Express Bus	10	10	+7.7%	+15.8%
NYCT Paratransit	32	28	-13.6%	+5.4%
Staten Island Railway	8	6	-18.5%	-9.1%
MTA Local Bus	343	330	-3.6%	+4.0%
MTA Express Bus	13	12	-9.5%	-1.1%
Long Island Rail Road	162	150	-7.3%	+1.3%
Metro-North Railroad	196	189	-3.5%	+1.0%
PATH	201	153	-24.0%	-8.5%

MTA Bridges and Tunnels (thousands)				
Average Weekday	769	765	-0.5%	-1.6%
Average Weekend	1,309	1,156	-11.7%	-0.2%

Note: Percentages are based on unrounded data

## Economy

From February 2012 to February 2013, New York City employment increased 1.3 percent (48,300 jobs). Private sector employment increased 1.5 percent (50,300 jobs) and government employment decreased 0.4 percent (2,000 jobs). The sub-sector with the largest absolute and percentage increases was professional/business services (up 27,100 jobs or 4.5 percent). The sub-sector with the largest absolute decrease was financial services (down 5,700 jobs or 1.3 percent) and the sub-sector with the largest percentage decrease was information (down 2.7 percent or 4,600 jobs).

Employment numbers were recently re-benchmarked by the New York State Department of Labor, resulting in a slightly larger 2012 New York City employment increase than originally reported. Total employment increased by 2.1 percent or 79,500 jobs; private sector employment increased by 2.6 percent or 84,600 jobs, partially offset by a government employment decrease of 0.9 percent (5,100 jobs).

As shown in the chart below, subway ridership and employment trends have tracked very closely over the past decade. While ridership growth outpaced employment increases for most of this period, the rate of decline in 2009 and growth in 2010-2012 were similar for both measures.

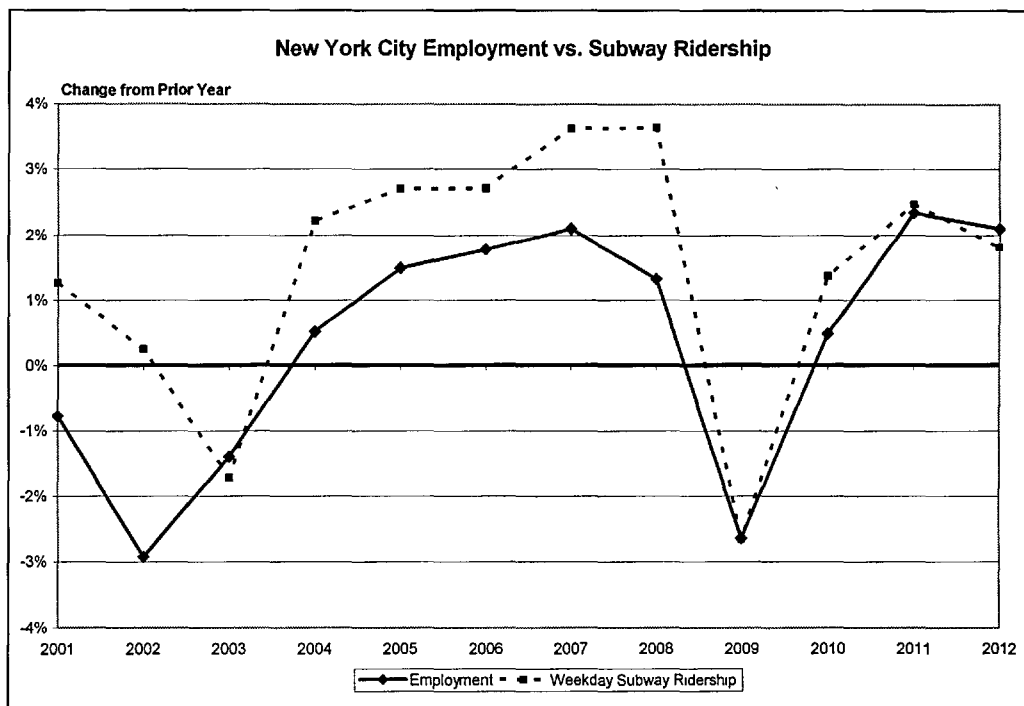


Table 1

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
February 2013  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue												
Subway	\$211,703	\$208,611	(\$3,092)	(1.5)	\$0,000	\$0,000	\$0,000	-	\$211,703	\$208,611	(\$3,092)	(1.5)
Bus	66,218	66,664	0,446	0.7	0,000	0,000	0,000	-	66,218	66,664	0,446	0.7
Paratransit	1,353	1,119	(0,234)	(17.3)	0,000	0,000	0,000	-	1,353	1,119	(0,234)	(17.3)
Fare Media Liability	4,352	4,352	0,000	0.0	0,000	0,000	0,000	-	4,352	4,352	0,000	0.0
Total Farebox Revenue	283,626	280,746	(2,880)	(1.0)	0,000	0,000	0,000	-	283,626	280,746	(2,880)	(1.0)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue												
Fare Reimbursement	7,952	7,951	(0,001)	(0.0)	0,000	0,000	0,000	-	7,952	7,951	(0,001)	(0.0)
Paratransit Reimbursement	13,042	12,264	(0,778)	(6.0)	0,000	0,000	0,000	-	13,042	12,264	(0,778)	(6.0)
Other	9,659	9,152	(0,507)	(5.2)	0,000	0,000	0,000	-	9,659	9,152	(0,507)	(5.2)
Total Other Operating Revenue	30,653	29,367	(1,286)	(4.2)	0,000	0,000	0,000	-	30,653	29,367	(1,286)	(4.2)
Capital and Other Reimbursements	0,000	0,000	0,000	-	64,997	63,455	(1,542)	(2.4)	64,997	63,455	(1,542)	(2.4)
<b>Total Revenue</b>	<b>\$314,279</b>	<b>\$310,113</b>	<b>(\$4,166)</b>	<b>(1.3)</b>	<b>\$64,997</b>	<b>\$63,455</b>	<b>(\$1,542)</b>	<b>(2.4)</b>	<b>\$379,276</b>	<b>\$373,568</b>	<b>(\$5,708)</b>	<b>(1.5)</b>
<b>Expenses</b>												
Labor												
Payroll	224,633	225,538	(0,905)	(0.4)	27,537	24,889	2,648	9.6	252,170	250,427	1,743	0.7
Overtime	24,253	30,158	(5,905)	(24.3)	5,168	6,970	(1,802)	(34.9)	29,421	37,128	(7,707)	(26.2)
Total Salaries & Wages	248,886	255,696	(6,810)	(2.7)	32,705	31,859	0,846	2.6	281,591	287,555	(5,964)	(2.1)
Health and Welfare	54,804	47,750	7,054	12.9	2,111	1,900	0,211	10.0	56,915	49,650	7,265	12.8
OPEB Current Payment	28,891	19,798	9,093	31.5	0,000	0,000	0,000	-	28,891	19,798	9,093	31.5
Pensions	21,029	20,929	0,100	0.5	0,112	0,072	0,040	35.7	21,141	21,001	0,140	0.7
Other Fringe Benefits	23,513	26,012	(2,499)	(10.6)	8,574	6,603	1,971	23.0	32,087	32,615	(528)	(1.6)
Total Fringe Benefits	128,237	114,489	13,748	10.7	10,787	8,575	2,212	20.6	139,024	123,064	15,960	11.5
Reimbursable Overhead	(14,295)	(16,340)	2,045	14.3	14,295	16,340	(2,045)	(14.3)	0,000	0,000	0,000	-
<b>Total Labor Expenses</b>	<b>\$362,828</b>	<b>\$353,845</b>	<b>\$8,983</b>	<b>2.5</b>	<b>\$57,797</b>	<b>\$56,774</b>	<b>\$1,023</b>	<b>1.8</b>	<b>\$420,625</b>	<b>\$410,619</b>	<b>\$10,006</b>	<b>2.4</b>
Non-Labor												
Electric Power	31,482	29,450	2,032	6.5	0,021	0,000	0,021	100.0	31,503	29,450	2,053	6.5
Fuel	14,482	14,167	0,315	2.2	0,002	0,001	0,001	50.0	14,484	14,168	0,316	2.2
Insurance	4,551	4,530	0,021	0.5	0,000	0,000	0,000	-	4,551	4,530	0,021	0.5
Claims	7,441	7,441	0,000	0.0	0,000	0,000	0,000	-	7,441	7,441	0,000	0.0
Paratransit Service Contracts	32,775	27,916	4,859	14.8	0,000	0,000	0,000	-	32,775	27,916	4,859	14.8
Misc. and Other Operating Contracts	13,770	11,680	2,090	15.2	1,842	3,008	(1,166)	(63.3)	15,612	14,688	0,924	5.9
Professional Service Contracts	8,711	11,025	(2,314)	(26.6)	0,743	0,671	0,072	9.7	9,454	11,696	(2,242)	(23.7)
Materials & Supplies	22,546	21,925	0,621	2.8	4,299	2,895	1,404	32.7	26,845	24,820	2,025	7.5
Other Business Expenses	5,122	5,234	(0,112)	(2.2)	0,293	0,106	0,187	63.8	5,415	5,340	0,075	1.4
<b>Total Non-Labor Expenses</b>	<b>\$140,880</b>	<b>\$133,368</b>	<b>\$7,512</b>	<b>5.3</b>	<b>\$7,200</b>	<b>\$6,681</b>	<b>\$0,519</b>	<b>7.2</b>	<b>\$148,080</b>	<b>\$140,049</b>	<b>\$8,031</b>	<b>5.4</b>
Other Expense Adjustments:												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$503,708</b>	<b>\$487,213</b>	<b>\$16,495</b>	<b>3.3</b>	<b>\$64,997</b>	<b>\$63,455</b>	<b>\$1,542</b>	<b>2.4</b>	<b>\$568,705</b>	<b>\$550,668</b>	<b>\$18,037</b>	<b>3.2</b>
Depreciation	117,000	117,624	(0,624)	(0.5)	0,000	0,000	0,000	-	117,000	117,624	(0,624)	(0.5)
OPEB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Expenses</b>	<b>\$620,708</b>	<b>\$604,837</b>	<b>\$15,871</b>	<b>2.6</b>	<b>\$64,997</b>	<b>\$63,455</b>	<b>\$1,542</b>	<b>2.4</b>	<b>\$685,705</b>	<b>\$668,292</b>	<b>\$17,413</b>	<b>2.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$306,429)</b>	<b>(\$294,724)</b>	<b>\$11,705</b>	<b>3.8</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$306,429)</b>	<b>(\$294,724)</b>	<b>\$11,705</b>	<b>3.8</b>

NOTE: Totals may not add due to rounding.

Table 2

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT OF OPERATIONS by CATEGORY**  
 February 2013 Year-to-Date  
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue.												
Subway	\$439,218	\$431,823	(\$7,395)	(1.7)	\$0,000	\$0,000	\$0,000	-	\$439,218	\$431,823	(\$7,395)	(1.7)
Bus	137,154	136,939	(0,215)	(0.2)	0,000	0,000	0,000	-	137,154	136,939	(0,215)	(0.2)
Paratransit	2,781	2,365	(0,416)	(15.0)	0,000	0,000	0,000	-	2,781	2,365	(0,416)	(15.0)
Fare Media Liability	8,704	8,704	0,000	0.0	0,000	0,000	0,000	-	8,704	8,704	0,000	0.0
Total Farebox Revenue	587,857	579,831	(8,026)	(1.4)	0,000	0,000	0,000	-	587,857	579,831	(8,026)	(1.4)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue												
Fare Reimbursement	16,211	16,211	0,000	0.0	0,000	0,000	0,000	-	16,211	16,211	0,000	0.0
Paratransit Reimbursement	26,084	28,245	2,161	8.3	0,000	0,000	0,000	-	26,084	28,245	2,161	8.3
Other	19,318	19,418	0,100	0.5	0,000	0,000	0,000	-	19,318	19,418	0,100	0.5
Total Other Operating Revenue	61,613	63,874	2,261	3.7	0,000	0,000	0,000	-	61,613	63,874	2,261	3.7
Capital and Other Reimbursements	0,000	0,000	0,000	-	133,516	124,801	(8,715)	(6.5)	133,516	124,801	(8,715)	(6.5)
<b>Total Revenue</b>	<b>\$649,470</b>	<b>\$643,705</b>	<b>(\$5,765)</b>	<b>(0.9)</b>	<b>\$133,516</b>	<b>\$124,801</b>	<b>(\$8,715)</b>	<b>(6.5)</b>	<b>\$782,986</b>	<b>\$768,506</b>	<b>(\$14,480)</b>	<b>(1.8)</b>
<b>Expenses</b>												
Labor												
Payroll	475,121	475,960	(0,839)	(0.2)	57,087	50,539	6,558	11.5	532,218	526,499	5,719	1.1
Overtime	49,466	64,388	(14,922)	(30.2)	10,567	12,537	(1,970)	(18.6)	60,033	76,925	(16,892)	(28.1)
Total Salaries & Wages	524,587	540,348	(15,761)	(3.0)	67,664	63,076	4,588	6.8	592,251	603,424	(11,173)	(1.9)
Health and Welfare	110,038	97,245	12,793	11.6	4,276	3,854	0,422	9.9	114,314	101,099	13,215	11.6
OPEB Current Payment	58,008	46,622	11,386	19.6	0,000	0,000	0,000	-	58,008	46,622	11,386	19.6
Pensions	42,057	41,970	0,087	0.2	0,225	0,142	0,083	36.9	42,282	42,112	0,170	0.4
Other Fringe Benefits	48,709	54,458	(5,749)	(11.8)	17,655	12,970	4,685	26.6	66,374	67,428	(1,054)	(1.6)
Total Fringe Benefits	258,812	240,295	18,517	7.2	22,166	16,966	5,200	23.5	280,978	257,261	23,717	8.4
Reimbursable Overhead	(29,800)	(31,049)	1,249	4.2	29,800	31,049	(1,249)	(4.2)	0,000	0,000	0,000	-
<b>Total Labor Expenses</b>	<b>\$753,599</b>	<b>\$749,594</b>	<b>\$4,005</b>	<b>0.5</b>	<b>\$119,630</b>	<b>\$111,091</b>	<b>\$8,539</b>	<b>7.1</b>	<b>\$873,229</b>	<b>\$860,685</b>	<b>\$12,544</b>	<b>1.4</b>
Non-Labor												
Electric Power	59,558	58,469	1,089	1.8	0,043	0,020	0,023	53.5	59,601	58,489	1,112	1.9
Fuel	29,520	28,186	1,334	4.5	0,004	0,003	0,001	25.0	29,524	28,189	1,335	4.5
Insurance	9,102	9,060	0,042	0.5	0,000	0,000	0,000	-	9,102	9,060	0,042	0.5
Claims	14,882	14,882	0,000	0.0	0,000	0,000	0,000	-	14,882	14,882	0,000	0.0
Paratransit Service Contracts	66,929	58,137	8,792	13.1	0,000	0,000	0,000	-	66,929	58,137	8,792	13.1
Misc. and Other Operating Contracts	25,712	17,580	8,132	31.6	3,553	6,916	(3,363)	(94.7)	29,265	24,496	4,769	16.3
Professional Service Contracts	13,084	20,357	(7,273)	(55.6)	1,356	1,541	(0,185)	(13.6)	14,440	21,898	(7,458)	(51.6)
Materials & Supplies	45,191	47,127	(1,936)	(4.3)	8,346	4,972	3,374	40.4	53,537	52,099	1,438	2.7
Other Business Expenses	10,298	9,382	0,916	8.9	0,584	0,258	0,326	55.8	10,882	9,640	1,242	11.4
<b>Total Non-Labor Expenses</b>	<b>\$274,276</b>	<b>\$263,180</b>	<b>\$11,096</b>	<b>4.0</b>	<b>\$13,886</b>	<b>\$13,710</b>	<b>\$0,176</b>	<b>1.3</b>	<b>\$288,162</b>	<b>\$276,890</b>	<b>\$11,272</b>	<b>3.9</b>
Other Expense Adjustments												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$1,027,875</b>	<b>\$1,012,774</b>	<b>\$15,101</b>	<b>1.5</b>	<b>\$133,516</b>	<b>\$124,801</b>	<b>\$8,715</b>	<b>6.5</b>	<b>\$1,161,391</b>	<b>\$1,137,575</b>	<b>\$23,816</b>	<b>2.1</b>
Depreciation	232,000	234,671	(2,671)	(1.2)	0,000	0,000	0,000	-	232,000	234,671	(2,671)	(1.2)
OPEB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Expenses</b>	<b>\$1,259,875</b>	<b>\$1,247,445</b>	<b>\$12,430</b>	<b>1.0</b>	<b>\$133,516</b>	<b>\$124,801</b>	<b>\$8,715</b>	<b>6.5</b>	<b>\$1,393,391</b>	<b>\$1,372,246</b>	<b>\$21,145</b>	<b>1.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$610,405)</b>	<b>(\$603,740)</b>	<b>\$6,665</b>	<b>1.1</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$610,405)</b>	<b>(\$603,740)</b>	<b>\$6,665</b>	<b>1.1</b>

NOTE: Totals may not add due to rounding.

Table 3

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**February 2013**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	NR	(1.3)	(4.2)	Mostly due to underruns in paratransit Urban Tax and advertising revenues, and Transit Adjudication Bureau (TAB) fees	2.3	3.7	Primarily due to increased paratransit Urban Tax and advertising revenues, partly offset by lower Transit Adjudication Bureau (TAB) fees.
Overtime	NR	(5.9)	(24.3)	Mainly due to the impact of a major weekend snowstorm, vacancy coverage requirements and continued Sandy-related work.	(14.9)	(30.2)	Mainly due to the impact of a major weekend snowstorm, the unfavorable timing from 2012 of the cash-in of "banked" overtime by represented employees, and continued Sandy-related work.
Health & Welfare (including OPEB current payment)	NR	16.1	19.2	Largely the favorable timing of expenses	24.2	14.4	Largely the favorable timing of expenses
Other Fringe Benefits	NR	(2.5)	(10.6)	Mostly lower direct overhead credits due to reimbursable payroll underruns and higher FICA charges	(5.7)	(11.8)	Mostly lower direct overhead credits due to reimbursable payroll underruns and higher FICA charges
Electric Power	NR	2.0	6.5	Mostly due to lower pricing and consumption, partly offset by the unfavorable timing of expenses	1.1	1.8	Mostly due to lower pricing and consumption, partly offset by the unfavorable timing of expenses
Fuel	NR				1.3	4.5	Primarily the favorable timing of heating fuel expenses
Paratransit Service Contracts	NR	4.9	14.8	Mostly due to lower completed trips and reduced call center activity, and the favorable timing of expenses	8.8	13.1	Mostly due to lower completed trips and reduced call center activity and vehicle rehabs, and the favorable timing of expenses
Maintenance and Other Operating Contracts	NR	2.1	15.2	Primarily the favorable timing of revenue vehicle maintenance & repairs and building-related expenses, and vehicle purchases	8.1	31.6	Primarily the favorable timing of building-related expenses and several accrual adjustments
Professional Service Contracts	NR	(2.3)	(26.6)	Mostly the unfavorable timing of IT hardware and Workers' Compensation Board expenses	(7.3)	(55.6)	Mostly the unfavorable timing of IT hardware, bond service and Workers' Compensation Board expenses
Materials and Supplies	NR				(1.9)	(4.3)	Largely due to unfavorable inventory adjustments, partly offset by increased scrap sales
Other Business Expenses	NR				0.9	8.9	Mainly underruns in MVM debit/credit card charges and the favorable timing of NYS Mobility Taxes

Table 3

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**February 2013**  
**(\$ 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
		\$	%		\$	%	
Capital and Other Reimbursements	R				(8.7)	(6.5)	Reimbursement reduction consistent with expense reduction
Payroll	R	2.6	9.6	Mostly due to capital construction underruns	6.6	11.5	Mostly due to capital construction underruns
Overtime	R	(1.8)	(34.9)	Mostly due to track-work and infrastructure requirements	(2.0)	(18.6)	Mostly due to track-work requirements
Health & Welfare	R	0.2	10.0	Mainly the favorable timing of expenses	0.4	9.9	Mainly the favorable timing of expenses
Other Fringe Benefits	R	2.0	23.0	Mostly lower direct overhead expenses due to reimbursable payroll underruns	4.7	26.6	Mostly lower direct overhead expenses due to reimbursable payroll underruns
Maintenance and Other Operating Contracts	R	(1.2)	(63.3)	Largely the unfavorable timing of maintenance services and operating contract costs	(3.4)	(94.7)	Largely the unfavorable timing of maintenance services and operating contract costs
Materials & Supplies	R	1.4	32.7	Mostly the favorable timing of non-vehicle material requirements	3.4	40.4	Mostly the favorable timing of non-vehicle material requirements

Table 4

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
CASH RECEIPTS and EXPENDITURES  
February 2013  
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$283.161	\$299.930	\$16.769	5.9	\$588.421	\$616.163	\$27.742	4.7
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	0.000	0.000	-	0.000	15.000	15.000	-
Paratransit Reimbursement	44.899	5.352	(39.547)	(88.1)	47.298	9.586	(37.712)	(79.7)
Other	1.353	1.016	(0.337)	(24.9)	2.706	2.815	0.109	4.0
Total Other Operating Revenue	46.252	6.368	(39.884)	(86.2)	50.004	27.401	(22.603)	(45.2)
Capital and Other Reimbursements	64.997	53.134	(11.863)	(18.3)	133.516	108.998	(24.518)	(18.4)
<b>Total Receipts</b>	<b>\$394.410</b>	<b>\$359.432</b>	<b>(\$34.978)</b>	<b>(8.9)</b>	<b>\$771.941</b>	<b>\$752.562</b>	<b>(\$19.379)</b>	<b>(2.5)</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	251.048	249.729	1.319	0.5	615.527	606.287	9.240	1.5
Overtime	29.296	34.993	(5.697)	(19.4)	69.372	85.027	(15.655)	(22.6)
Total Salaries & Wages	280.344	284.722	(4.378)	(1.6)	684.899	691.314	(6.415)	(0.9)
Health and Welfare	56.916	42.633	14.283	25.1	114.314	119.860	(5.546)	(4.9)
OPEB Current Payment	28.891	19.798	9.093	31.5	58.008	46.622	11.386	19.6
Pensions	21.141	218.500	(197.359)	-	42.282	239.527	(197.245)	(466.5)
Other Fringe Benefits	28.925	26.529	2.396	8.3	67.234	54.738	12.496	18.6
Total Fringe Benefits	135.873	307.460	(171.587)	(126.3)	281.838	460.747	(178.909)	(63.5)
GASB Account	3.834	2.714	1.120	29.2	9.586	6.772	2.814	29.4
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$420.051</b>	<b>\$594.896</b>	<b>(\$174.845)</b>	<b>(41.6)</b>	<b>\$976.323</b>	<b>\$1,168.833</b>	<b>(\$182.510)</b>	<b>(18.7)</b>
<b>Non-Labor:</b>								
Electric Power	31.504	26.167	5.337	16.9	59.600	51.010	8.590	14.4
Fuel	14.484	17.809	(3.325)	(23.0)	29.524	32.843	(3.319)	(11.2)
Insurance	0.000	0.000	0.000	-	0.453	2.480	(2.027)	(447.5)
Claims	6.754	2.874	3.880	57.4	13.508	5.364	8.144	60.3
Paratransit Service Contracts	32.608	27.964	4.644	14.2	66.596	60.168	6.428	9.7
Mtce. and Other Operating Contracts	15.613	17.599	(1.986)	(12.7)	29.265	33.907	(4.642)	(15.9)
Professional Service Contracts	9.454	13.850	(4.396)	(46.5)	14.440	25.357	(10.917)	(75.6)
Materials & Supplies	28.095	33.617	(5.522)	(19.7)	56.037	57.457	(1.420)	(2.5)
Other Business Expenditures	5.413	5.345	0.068	1.3	10.883	9.963	0.920	8.5
<b>Total Non-Labor Expenditures</b>	<b>\$143.925</b>	<b>\$145.225</b>	<b>(\$1.300)</b>	<b>(0.9)</b>	<b>\$280.306</b>	<b>\$278.549</b>	<b>\$1.757</b>	<b>0.6</b>
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$563.976</b>	<b>\$740.121</b>	<b>(\$176.145)</b>	<b>(31.2)</b>	<b>\$1,256.629</b>	<b>\$1,437.382</b>	<b>(\$180.753)</b>	<b>(14.4)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$169.566)</b>	<b>(\$380.689)</b>	<b>(\$211.123)</b>	<b>(124.5)</b>	<b>(\$484.688)</b>	<b>(\$684.820)</b>	<b>(\$200.132)</b>	<b>(41.3)</b>

NOTE: Totals may not add due to rounding.

Table 5

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL CASH BASIS  
February 2013  
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	16.8	5.9	Primarily due to the favorable timing of the counting and depositing of receipts	27.7	4.7	Primarily due to the favorable timing of the counting and depositing of receipts
Other Operating Receipts	(39.9)	(86.2)	Mostly due to the unfavorable timing of NYC reimbursements that partially fund paratransit expenses	(22.6)	(45.2)	Mostly due to the unfavorable timing of NYC reimbursements that partially fund paratransit expenses, partly offset by the favorable timing of NYC student fare reimbursements planned for December 2012 but received in January 2013
Capital and Other Reimbursements	(11.9)	(18.3)	Mostly due to the unfavorable timing of reimbursements	(24.5)	(18.4)	Mostly due to the unfavorable timing of reimbursements and underruns in reimbursable expenses subject to reimbursement
Health & Welfare (including OPEB current payment)	23.4	27.3	Largely the favorable timing of expenses and payments	5.9	3.4	Largely the favorable timing of expenses, partly offset by the unfavorable timing of payments
Pensions	(197.4)	over (100.0)	The unfavorable timing of NYCERS payments	(197.2)	over (100.0)	The unfavorable timing of NYCERS payments
Other Fringe Benefits	2.4	8.3	The favorable timing of payments	12.5	18.6	The favorable timing of payments
GASB Account	1.1	29.2	The favorable timing of payments	2.8	29.4	The favorable timing of payments
Electric Power	5.3	16.9	Mostly the favorable timing of payments	8.6	14.4	Mostly the favorable timing of payments
Fuel	(3.3)	(23.0)	Mostly the unfavorable timing of payments	(3.3)	(11.2)	Mostly the unfavorable timing of payments
Claims	3.9	57.4	The favorable timing of claims payouts	8.1	60.3	The favorable timing of claims payouts
Paratransit Service Contracts	4.6	14.2	Mostly due to lower completed trips and reduced call center activity, and the favorable timing of expenses	6.4	9.7	Mostly due to lower completed trips and reduced call center activity and vehicle rehabs, and the favorable timing of expenses, partly offset by the unfavorable timing of payments
Maintenance Contracts	(2.0)	(12.7)	Mostly the unfavorable timing of payments	(4.6)	(15.9)	Mostly the unfavorable timing of payments
Professional Service Contracts	(4.4)	(46.5)	Mostly the unfavorable timing of IT hardware and Workers' Compensation Board expenses and the unfavorable timing of payments	(10.9)	(75.6)	Mostly the unfavorable timing of IT hardware, bond service and Workers' Compensation Board expenses and the unfavorable timing of payments
Materials & Supplies	(5.5)	(19.7)	Mainly the unfavorable timing of payments			
Other Business Expenses				0.9	8.5	Mainly underruns in MVM debit/credit card charges and the favorable timing of NYS Mobility Taxes

Table 6

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
CASH CONVERSION (CASH FLOW ADJUSTMENTS)  
February 2013  
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$0.465)	\$19.184	\$19.649	-	\$0.564	\$36.332	\$35.768	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(7.952)	(7.951)	0.001	0.0	(16.211)	(1.211)	15.000	92.5
Paratransit Reimbursement	31.857	(6.912)	(38.769)	(121.7)	21.214	(18.659)	(39.873)	(188.0)
Other	(8.306)	(8.136)	0.170	2.0	(16.612)	(16.603)	0.009	0.1
<b>Total Other Operating Revenue</b>	<b>15.599</b>	<b>(22.999)</b>	<b>(38.598)</b>	<b>(247.4)</b>	<b>(11.609)</b>	<b>(36.473)</b>	<b>(24.864)</b>	<b>(214.2)</b>
Capital and Other Reimbursements	0.000	(10.321)	(10.321)	-	0.000	(15.803)	(15.803)	-
<b>Total Receipts</b>	<b>\$15.134</b>	<b>(\$14.136)</b>	<b>(\$29.270)</b>	<b>(193.4)</b>	<b>(\$11.045)</b>	<b>(\$15.944)</b>	<b>(\$4.899)</b>	<b>(44.4)</b>
<b>Expenditures</b>								
<b>Labor</b>								
Payroll	1.122	0.698	(0.424)	(37.8)	(83.309)	(79.788)	3.521	4.2
Overtime	0.125	2.135	2.010	-	(9.339)	(8.102)	1.237	13.2
Total Salaries & Wages	1.247	2.833	1.586	127.2	(92.648)	(87.890)	4.758	5.1
Health and Welfare	(0.001)	7.017	7.018	-	0.000	(18.761)	(18.761)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	(197.499)	(197.499)	-	0.000	(197.415)	(197.415)	-
Other Fringe Benefits	3.162	6.086	2.924	92.5	(0.860)	12.690	13.550	-
Total Fringe Benefits	3.161	(184.396)	(187.557)	-	(0.860)	(203.486)	(202.626)	-
GASB Account	(3.834)	(2.714)	1.120	29.2	(9.586)	(6.772)	2.814	29.4
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$0.574</b>	<b>(\$184.277)</b>	<b>(\$184.851)</b>	<b>-</b>	<b>(\$103.094)</b>	<b>(\$298.148)</b>	<b>(\$195.054)</b>	<b>(189.2)</b>
<b>Non-Labor:</b>								
Electric Power	(0.001)	3.283	3.284	-	0.001	7.479	7.478	-
Fuel	0.000	(3.641)	(3.641)	-	0.000	(4.654)	(4.654)	-
Insurance	4.551	4.530	(0.021)	(0.5)	8.649	6.580	(2.069)	(23.9)
Claims	0.687	4.567	3.880	564.8	1.374	9.518	8.144	592.7
Paratransit Service Contracts	0.167	(0.048)	(0.215)	(128.7)	0.333	(2.031)	(2.364)	(709.9)
Mtce. and Other Operating Contracts	(0.001)	(2.911)	(2.910)	-	0.000	(9.411)	(9.411)	-
Professional Service Contracts	0.000	(2.154)	(2.154)	-	0.000	(3.459)	(3.459)	-
Materials & Supplies	(1.250)	(8.797)	(7.547)	(603.8)	(2.500)	(5.358)	(2.858)	(114.3)
Other Business Expenses	0.002	(0.005)	(0.007)	(350.0)	(0.001)	(0.323)	(0.322)	-
<b>Total Non-Labor Expenditures</b>	<b>\$4.155</b>	<b>(\$5.176)</b>	<b>(\$9.331)</b>	<b>(224.6)</b>	<b>\$7.856</b>	<b>(\$1.659)</b>	<b>(\$9.515)</b>	<b>(121.1)</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$4.729</b>	<b>(\$189.453)</b>	<b>(\$194.182)</b>	<b>-</b>	<b>(\$95.238)</b>	<b>(\$299.807)</b>	<b>(\$204.569)</b>	<b>(214.8)</b>
Depreciation	117.000	117.624	0.624	0.5	232.000	234.671	2.671	1.2
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures</b>	<b>\$121.729</b>	<b>(\$71.829)</b>	<b>(\$193.558)</b>	<b>(159.0)</b>	<b>\$136.762</b>	<b>(\$65.136)</b>	<b>(\$201.898)</b>	<b>(147.6)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$136.863</b>	<b>(\$85.965)</b>	<b>(\$222.828)</b>	<b>(162.8)</b>	<b>\$125.717</b>	<b>(\$81.080)</b>	<b>(\$206.797)</b>	<b>(164.5)</b>

NOTE: Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**TOTAL POSITIONS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**February 2013**

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./(Unfav)</u>	<u>Explanation</u>
<b>Administration:</b>				
Office of the President	44	38	6	
Law	265	256	9	
Office of the EVP	39	37	2	
Human Resources	221	239	(18)	
Office of Management and Budget	39	35	4	
Capital Planning & Budget	31	30	1	
Corporate Communications	249	240	9	
Technology & Information Services	444	438	6	
Non-Departmental	84	-	84	TWU Apprentice Program-none appointed
Labor Relations	96	89	7	
Materiel	234	235	(1)	
Controller	133	137	(4)	
<b>Total Administration</b>	<b>1,879</b>	<b>1,774</b>	<b>105</b>	
<b>Operations</b>				
Subways Rapid Transit Operations	7,299	7,211	88	Mostly Train Operators, Conductors & Supervisor Pos.
Subways Operations Support	318	321	(3)	
Subways Stations	2,635	2,617	18	
<b>Sub-total Subways</b>	<b>10,252</b>	<b>10,149</b>	<b>103</b>	
Buses	10,394	10,516	(122)	Actuals include Training/Safety, Budgt. in Bus Maint.
Paratransit	170	160	10	
Operations Planning	393	369	24	
Revenue Control	457	434	23	
<b>Total Operations</b>	<b>21,666</b>	<b>21,628</b>	<b>38</b>	
<b>Maintenance</b>				
Subways Operations Support	204	208	(4)	
Subways Engineering	312	300	12	
Subways Car Equipment	4,177	4,168	9	
Subways Infrastructure	1,334	1,309	25	
Subways Elevator & Escalators	377	342	35	
Subways Stations	3,499	3,456	43	
Subways Track	2,730	2,638	92	Track Workers, Eqpmt. Maintainers, Supervisor Pos.
Subways Power	611	605	6	
Subways Signals	1,392	1,402	(10)	
Subways Electronic Maintenance	1,403	1,356	47	
<b>Sub-total Subways</b>	<b>16,039</b>	<b>15,784</b>	<b>255</b>	
Buses	3,734	3,658	76	Bud. Includes Training & Safety, now in Transport. Ofc.
Revenue Control	137	137	0	
Supply Logistics	556	548	8	
System Safety	88	84	4	
<b>Total Maintenance</b>	<b>20,554</b>	<b>20,211</b>	<b>343</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,218	1,183	35	
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,183</b>	<b>35</b>	
<b>Public Safety</b>				
Security	568	553	15	
<b>Total Public Safety</b>	<b>568</b>	<b>553</b>	<b>15</b>	
<b>Total Positions</b>	<b>45,885</b>	<b>45,349</b>	<b>536</b>	
Non-Reimbursable	41,517	41,364	153	
Reimbursable	4,368	3,985	383	
<b>Total Full-Time</b>	<b>45,725</b>	<b>45,141</b>	<b>584</b>	
<b>Total Full-Time Equivalents</b>	<b>160</b>	<b>208</b>	<b>(48)</b>	

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**TOTAL POSITIONS by FUNCTION and OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**February 2013**

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance	Explanation
			Fav./(Unfav)	
<b>Administration:</b>				
Managers/Supervisors	625	562	63	
Professional, Technical, Clerical	1,138	1,189	(51)	
Operational Hourlies	116	23	93	
<b>Total Administration</b>	<b>1,879</b>	<b>1,774</b>	<b>105</b>	
<b>Operations</b>				
Managers/Supervisors	2,508	2,495	13	
Professional, Technical, Clerical	407	410	(3)	
Operational Hourlies	18,751	18,723	28	
<b>Total Operations</b>	<b>21,666</b>	<b>21,628</b>	<b>38</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,740	3,548	192	
Professional, Technical, Clerical	1,030	961	69	
Operational Hourlies	15,784	15,702	82	
<b>Total Maintenance</b>	<b>20,554</b>	<b>20,211</b>	<b>343</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	272	251	21	
Professional, Technical, Clerical	944	930	14	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,183</b>	<b>35</b>	
<b>Public Safety</b>				
Managers/Supervisors	195	181	14	
Professional, Technical, Clerical	36	30	6	
Operational Hourlies	337	342	(5)	
<b>Total Public Safety</b>	<b>568</b>	<b>553</b>	<b>15</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,340	7,037	303	
Professional, Technical, Clerical	3,555	3,520	35	
Operational Hourlies	34,990	34,792	198	
<b>Total Positions</b>	<b>45,885</b>	<b>45,349</b>	<b>536</b>	

**MTA NEW YORK CITY TRANSIT  
(PRELIMINARY) INVENTORY NOTES  
February 2013  
(\$ in millions)**

	<u>2/28/13</u>	<u>2/29/12</u>
<b><u>Operating Inventory</u></b>		
Gross Inventory	\$268.770	\$273.380
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(74.800)	(66.300)
<b>Net Inventory</b>	<b>\$193.470</b>	<b>\$206.580</b>

MTA New York City Transit  
2013 February Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	February						February Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	311,830	\$9.1	0	\$8.8	0	\$0.3 3.6%	657,701	\$19.2	0	\$18.4	0	\$0.8 4.0%
<u>Unscheduled Service</u>	215,055	\$6.3	0	\$5.4	0	\$0.9 14.9%	418,908	\$12.3	0	\$13.9	0	(\$1.6) (12.9%)
<u>Programmatic/Routine Maintenance</u>	214,310	\$6.8	0	\$6.4	0	\$0.5 7.0%	436,660	\$13.9	0	\$17.0	0	(\$3.1) (22.1%)
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0 0.0%	0	\$0.0	0	\$0.0	0	\$0.0 0.0%
<u>Vacancy/Absentee Coverage</u>	10,677	\$0.5	0	\$1.2	0	(\$0.7) *	21,354	\$1.0	0	\$2.7	0	(1.7) *
<u>Weather Emergencies</u>	25,045	\$0.8	0	\$8.0	0	(\$7.3) *	50,810	\$1.5	0	\$11.6	0	(\$10.1) *
<u>Safety/Security/Law Enforcement</u>	10,293	\$0.3	0	\$0.3	0	\$0.0 2.1%	20,588	\$0.5	0	\$0.5	0	\$0.0 5.3%
<u>Other</u>	9,131	\$0.4	0	\$0.1	0	\$0.3 81.9%	18,877	\$0.9	0	\$0.2	0	\$0.7 80.9%
Subtotal	796,340	\$24.3	0	\$30.2	796,340	(\$5.9) (24.3%)	1,624,898	\$49.5	0	\$64.4	1,624,898	(\$14.9) (30.2%)
<b>REIMBURSABLE OVERTIME</b>	162,639	\$5.2	0	\$7.0	0	(\$1.8) (34.8%)	332,535	\$10.6	0	\$12.5	0	(\$2.0) (18.6%)
<b>TOTAL OVERTIME</b>	<b>958,979</b>	<b>\$29.4</b>	<b>0</b>	<b>\$37.1</b>	<b>796,340</b>	<b>(\$7.7)</b> (26.2%)	<b>1,957,433</b>	<b>\$60.0</b>	<b>0</b>	<b>\$76.9</b>	<b>1,624,898</b>	<b>(\$16.9)</b> (28.1%)

Totals may not add due to rounding. Actual hours were not available at this time.  
NOTE: Percentages are based on each type of Overtime and not on Total Overtime.  
\* Exceeds 100%

MTA New York City Transit  
2013 February Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	February			February Year-to-Date		
	Var. - Fav./ (Unfav)		Explanations	Var. - Fav./ (Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
Scheduled Service	0	\$0.3 (5.5%)		0	\$0.8 (5.2%)	
Unscheduled Service	0	\$0.9 (16.0%)		0	(\$1.6) 10.7%	Primarily due to 2012 timing of Cash-in of "banked" overtime in January and bus traffic delays, diversions and extra bus trips.
Programmatic/Routine Maintenance	0	\$0.5 (8.1%)		0	(\$3.1) 20.7%	Unfavorable variance primarily due to 2012 timing of cash-in of "banked" overtime in January, continued Subways overtime incurred to address maintenance backlog due to Tropical Storm Sandy, and Buses maintenance efforts to improve fleet reliability
Unscheduled Maintenance	0	\$0.0 0.0%		0	\$0.0 0.0%	
Vacancy/Absentee Coverage	0	(\$0.7) 12.4%	Mainly due to vacancy / absentee coverage in train operators, station cleaners, and bus dispatchers	0	(\$1.7) 11.2%	Mainly due to vacancy / absentee coverage in train operators, station cleaners, and bus dispatchers
Weather Emergencies	0	(\$7.3) 123.2%	Primarily due to winter snow storm and Tropical Storm Sandy continued requirements	0	(\$10.1) 67.5%	Primarily due to winter snow storm and Tropical Storm Sandy continued requirements
Safety/Security/Law Enforcement	0	\$0.0 -0.1%		0	\$0.0 -0.2%	
Other		\$0.3 (5.9%)		0	\$0.7 (4.7%)	
<b>Subtotal</b>	<b>0</b>	<b>(\$5.9) 76.6%</b>		<b>0</b>	<b>(\$14.9) 88.3%</b>	
<b>REIMBURSABLE OVERTIME</b>	<b>0</b>	<b>(\$1.8) 23.4%</b>		<b>0</b>	<b>(\$2.0) 11.7%</b>	
<b>TOTAL OVERTIME</b>	<b>0</b>	<b>(\$7.7)</b>		<b>0</b>	<b>(\$16.9)</b>	

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 Overtime Reporting**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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



### FINANCIAL AND RIDERSHIP REPORT

**February 2013**

(All data are preliminary and subject to audit)

**Operating revenue**, which was \$0.6 million in February, was below budget by less than \$0.1 million (2.4 percent), due mostly to residual ridership losses from Tropical Storm Sandy (Sandy) and the impact of a major weekend snowstorm, partly offset by higher advertising revenue. Year-to-date, operating revenue was \$1.3 million, \$0.1 million (5.8 percent) below budget, due to the same factors that affected the months' results.

Total **ridership** in February 2013 was 330,735 riders, 6.6 percent (23,200 riders) below budget, due mostly to residual losses from Sandy and the weekend snowstorm. Year-to-date, ridership was 697,544 riders, 7.7 percent (58,312 riders) below budget, also due to Sandy and the February snowstorm. February 2013 average weekday ridership was 15,903 riders, 4.1 percent (675 riders) lower than February 2012, also due to Sandy as well as from worse weather in 2013. Average weekday ridership for the twelve months ending February 2013 was 15,822 riders, 3.0 percent (488 riders) lower than the previous twelve-month period, again due to Sandy and worse weather in 2013.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were lower than budget in February by \$0.1 million (2.3 percent). Labor expenses were unfavorable by \$0.1 million (4.5 percent), mainly from higher overtime expenses due mostly to the impact of the weekend snowstorm, vacancy coverage requirements, and the continued impact of Sandy. This overtime overrun was partly offset by payroll underruns, mostly from vacancy control savings. Non-labor expenses underran by \$0.2 million (18.3 percent), due primarily to energy underruns and the favorable timing of materials & supplies expenses. Year-to-date, expenses were favorable by \$0.9 million (13.0 percent). Labor expenses were below budget by \$0.4 million (8.9 percent), due to the favorable timing of fringe benefit expenses and payroll underruns, partly offset by higher overtime expenses again due to the February snowstorm, Sandy and vacancy coverage requirements. Non-labor expenses were under budget by \$0.5 million (22.7 percent), due primarily to the favorable timing of materials & supplies expenses and energy underruns.

Depreciation expenses of \$1.5 million year-to-date were equal to budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$0.4 million of accrued expenses year-to-date, equal to budget.

The **operating cash deficit** (excluding subsidies) year-to-date was \$2.6 million, \$3.3 million (56.0 percent) favorable to budget, due mainly to the timing of pension and non-labor payments and student fare reimbursements.

Table 1

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**February 2013**  
**(\$ in millions)**

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.420	0.363	(0.057)	(13.6)	-	-	-	-	0.420	0.363	(0.057)	(13.6)
Other Operating Revenue	0.214	0.256	0.042	19.6	-	-	-	-	0.214	0.256	0.042	19.6
Capital and Other Reimbursements	-	-	-	-	0.137	0.051	(0.086)	(62.8)	0.137	0.051	(0.086)	(62.8)
<b>Total Revenue</b>	<b>\$ 0.634</b>	<b>\$ 0.619</b>	<b>\$ (0.015)</b>	<b>(2.4)</b>	<b>\$ 0.137</b>	<b>\$ 0.051</b>	<b>\$ (0.086)</b>	<b>(62.8)</b>	<b>\$ 0.771</b>	<b>\$ 0.670</b>	<b>\$ (0.101)</b>	<b>(13.1)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	1.417	1.268	0.149	10.5	0.024	0.014	0.010	41.7	1.441	1.282	0.159	11.0
Overtime	0.065	0.349	(0.284)	(436.9)	0.058	0.017	0.041	70.7	0.123	0.366	(0.243)	(197.6)
<b>Total Salaries &amp; Wages</b>	<b>\$ 1.482</b>	<b>\$ 1.617</b>	<b>\$ (0.135)</b>	<b>(9.1)</b>	<b>\$ 0.082</b>	<b>\$ 0.031</b>	<b>\$ 0.051</b>	<b>62.2</b>	<b>\$ 1.564</b>	<b>\$ 1.648</b>	<b>\$ (0.084)</b>	<b>(5.4)</b>
Health and Welfare	0.350	0.320	0.030	8.6	0.042	0.007	0.035	83.3	0.392	0.327	0.065	16.6
OPEB Current Portion	0.063	0.050	0.013	20.6	-	-	-	-	0.063	0.050	0.013	20.6
Pensions	0.483	0.483	-	0.0	0.007	0.008	(0.001)	(14.3)	0.490	0.491	(0.001)	(0.2)
Other Fringe Benefits	0.107	0.126	(0.019)	(17.8)	0.006	0.005	0.001	16.7	0.113	0.131	(0.018)	(15.9)
<b>Total Fringe Benefits</b>	<b>\$ 1.003</b>	<b>\$ 0.979</b>	<b>\$ 0.024</b>	<b>2.4</b>	<b>\$ 0.055</b>	<b>\$ 0.020</b>	<b>\$ 0.035</b>	<b>63.6</b>	<b>\$ 1.058</b>	<b>\$ 0.999</b>	<b>\$ 0.059</b>	<b>5.6</b>
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 2.485</b>	<b>\$ 2.596</b>	<b>\$ (0.111)</b>	<b>(4.5)</b>	<b>\$ 0.137</b>	<b>\$ 0.051</b>	<b>\$ 0.086</b>	<b>62.8</b>	<b>\$ 2.622</b>	<b>\$ 2.647</b>	<b>\$ (0.025)</b>	<b>(1.0)</b>
<b>Non-Labor:</b>												
Electric Power	0.447	0.366	0.081	18.1	-	-	-	-	0.447	0.366	0.081	18.1
Fuel	0.034	0.029	0.005	14.7	-	-	-	-	0.034	0.029	0.005	14.7
Insurance	0.025	0.020	0.005	20.0	-	-	-	-	0.025	0.020	0.005	20.0
Claims	0.023	0.015	0.008	34.8	-	-	-	-	0.023	0.015	0.008	34.8
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.130	0.100	0.030	23.1	-	-	-	-	0.130	0.100	0.030	23.1
Professional Service Contracts	0.035	0.030	0.005	14.3	-	-	-	-	0.035	0.030	0.005	14.3
Materials & Supplies	0.358	0.300	0.058	16.2	-	-	-	-	0.358	0.300	0.058	16.2
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Non-Labor Expenses</b>	<b>\$ 1.052</b>	<b>\$ 0.860</b>	<b>\$ 0.192</b>	<b>18.3</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 1.052</b>	<b>\$ 0.860</b>	<b>\$ 0.192</b>	<b>18.3</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 3.537</b>	<b>\$ 3.456</b>	<b>\$ 0.081</b>	<b>2.3</b>	<b>\$ 0.137</b>	<b>\$ 0.051</b>	<b>\$ 0.086</b>	<b>62.8</b>	<b>\$ 3.674</b>	<b>\$ 3.507</b>	<b>\$ 0.167</b>	<b>4.5</b>
Depreciation	0.750	0.750	-	0.0	-	-	-	-	0.750	0.750	-	0.0
Other Post Employment Benefits	0.191	0.191	-	0.0	-	-	-	-	0.191	0.191	-	0.0
<b>Total Expenses</b>	<b>\$ 4.478</b>	<b>\$ 4.397</b>	<b>\$ 0.081</b>	<b>1.8</b>	<b>\$ 0.137</b>	<b>\$ 0.051</b>	<b>\$ 0.086</b>	<b>62.8</b>	<b>\$ 4.615</b>	<b>\$ 4.448</b>	<b>\$ 0.167</b>	<b>3.6</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (3.844)</b>	<b>\$ (3.778)</b>	<b>\$ 0.066</b>	<b>1.7</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (3.844)</b>	<b>\$ (3.778)</b>	<b>\$ 0.066</b>	<b>1.7</b>

Table 2

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
February 2013 Year-to-Date  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.884	0.757	(0.127)	(14.4)	-	-	-	-	0.884	0.757	(0.127)	(14.4)
Other Operating Revenue	0.461	0.510	0.049	10.6	-	-	-	-	0.461	0.510	0.049	10.6
Capital and Other Reimbursements	-	-	-	-	0.273	0.173	(0.100)	(36.6)	0.273	0.173	(0.100)	(36.6)
<b>Total Revenue</b>	<b>\$ 1.345</b>	<b>\$ 1.267</b>	<b>\$ (0.078)</b>	<b>(5.8)</b>	<b>\$ 0.273</b>	<b>\$ 0.173</b>	<b>\$ (0.100)</b>	<b>(36.6)</b>	<b>\$ 1.618</b>	<b>\$ 1.440</b>	<b>\$ (0.178)</b>	<b>(11.0)</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	2.834	2.613	0.221	7.8	0.047	0.061	(0.014)	(29.8)	2.881	2.674	0.207	7.2
Overtime	0.130	0.577	(0.447)	(343.8)	0.116	0.044	0.072	62.1	0.246	0.621	(0.375)	(152.4)
<b>Total Salaries &amp; Wages</b>	<b>\$ 2.964</b>	<b>\$ 3.190</b>	<b>\$ (0.226)</b>	<b>(7.6)</b>	<b>\$ 0.163</b>	<b>\$ 0.105</b>	<b>\$ 0.058</b>	<b>35.6</b>	<b>\$ 3.127</b>	<b>\$ 3.295</b>	<b>\$ (0.168)</b>	<b>(5.4)</b>
Health and Welfare	0.700	0.455	0.245	35.0	0.084	0.024	0.060	71.4	0.784	0.479	0.305	38.9
OPEB Current Portion	0.126	0.100	0.026	20.6	-	-	-	-	0.126	0.100	0.026	20.6
Pensions	0.966	0.583	0.383	39.6	0.014	0.026	(0.012)	(85.7)	0.980	0.609	0.371	37.9
Other Fringe Benefits	0.214	0.201	0.013	6.1	0.012	0.018	(0.006)	(50.0)	0.226	0.219	0.007	3.1
<b>Total Fringe Benefits</b>	<b>\$ 2.006</b>	<b>\$ 1.339</b>	<b>\$ 0.667</b>	<b>33.3</b>	<b>\$ 0.110</b>	<b>\$ 0.068</b>	<b>\$ 0.042</b>	<b>38.2</b>	<b>\$ 2.116</b>	<b>\$ 1.407</b>	<b>\$ 0.709</b>	<b>33.5</b>
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 4.970</b>	<b>\$ 4.529</b>	<b>\$ 0.441</b>	<b>8.9</b>	<b>\$ 0.273</b>	<b>\$ 0.173</b>	<b>\$ 0.100</b>	<b>36.6</b>	<b>\$ 5.243</b>	<b>\$ 4.702</b>	<b>\$ 0.541</b>	<b>10.3</b>
<b>Non-Labor</b>												
Electric Power	0.894	0.803	0.091	10.2	-	-	-	-	0.894	0.803	0.091	10.2
Fuel	0.068	0.061	0.007	10.3	-	-	-	-	0.068	0.061	0.007	10.3
Insurance	0.050	0.035	0.015	30.0	-	-	-	-	0.050	0.035	0.015	30.0
Claims	0.046	0.025	0.021	45.7	-	-	-	-	0.046	0.025	0.021	45.7
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.260	0.230	0.030	11.5	-	-	-	-	0.260	0.230	0.030	11.5
Professional Service Contracts	0.070	0.048	0.022	31.4	-	-	-	-	0.070	0.048	0.022	31.4
Materials & Supplies	0.716	0.425	0.291	40.6	-	-	-	-	0.716	0.425	0.291	40.6
Other Business Expenses	0.001	0.001	-	0.0	-	-	-	-	0.001	0.001	-	0.0
<b>Total Non-Labor Expenses</b>	<b>\$ 2.105</b>	<b>\$ 1.628</b>	<b>\$ 0.477</b>	<b>22.7</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 2.105</b>	<b>\$ 1.628</b>	<b>\$ 0.477</b>	<b>22.7</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$ 7.075</b>	<b>\$ 6.157</b>	<b>\$ 0.918</b>	<b>13.0</b>	<b>\$ 0.273</b>	<b>\$ 0.173</b>	<b>\$ 0.100</b>	<b>36.6</b>	<b>\$ 7.348</b>	<b>\$ 6.330</b>	<b>\$ 1.018</b>	<b>13.9</b>
Depreciation	1.500	1.500	-	0.0	-	-	-	-	1.500	1.500	-	0.0
Other Post Employment Benefits	0.382	0.382	-	0.0	-	-	-	-	0.382	0.382	-	0.0
<b>Total Expenses</b>	<b>\$ 8.957</b>	<b>\$ 8.039</b>	<b>\$ 0.918</b>	<b>10.2</b>	<b>\$ 0.273</b>	<b>\$ 0.173</b>	<b>\$ 0.100</b>	<b>36.6</b>	<b>\$ 9.230</b>	<b>\$ 8.212</b>	<b>\$ 1.018</b>	<b>11.0</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (7.612)</b>	<b>\$ (6.772)</b>	<b>\$ 0.840</b>	<b>11.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (7.612)</b>	<b>\$ (6.772)</b>	<b>\$ 0.840</b>	<b>11.0</b>

Table 3

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**February 2013**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.057)	(13.6)	Due mostly to residual ridership losses from Tropical Storm Sandy (Sandy) and a major weekend snowstorm	(0.127)	(14.4)	Due mostly to residual ridership losses from Tropical Storm Sandy (Sandy) and a major weekend snowstorm in February
Other Operating Revenue	Non Reimb.	0.042	19.6	Mainly higher advertising revenue	0.049	10.6	Mainly higher advertising revenue
Payroll	Non Reimb.	0.149	10.5	Mostly vacancy control savings	0.221	7.8	Mostly vacancy control savings
Overtime	Non Reimb.	(0.284)	over (100.0)	Mostly a major weekend snowstorm, vacancy coverage requirements, the continued impact of Sandy and the timing of reclassification of capital project work to reimbursable expense	(0.447)	over (100.0)	Mostly a major weekend snowstorm in February, vacancy coverage requirements, the continued impact of Sandy and the timing of reclassification of capital project work to reimbursable expense
Health and Welfare (including OPEB current payment)	Non Reimb.	0.043	10.4	Favorable timing of expenses	0.271	32.8	Favorable timing of expenses
Pension	Non Reimb.				0.383	39.6	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.019)	(17.8)	Timing of Workers' Compensation expenses			
Electric Power	Non Reimb.	0.081	18.0	Largely lower prices	0.091	10.2	Lower prices
Insurance	Non Reimb.	0.005	20.0	The favorable timing of interagency payments	0.015	30.0	The favorable timing of interagency payments
Claims	Non Reimb.	0.008	34.8	Timing of third party claims paid	0.021	45.7	Timing of third party claims paid
Maintenance Contracts	Non Reimb.	0.030	23.1	Favorable timing of expenses	0.030	11.5	Favorable timing of expenses
Professional Service Contracts	Non Reimb.	0.005	14.3	Favorable timing of expenses	0.022	31.4	Favorable timing of expenses
Materials and Supplies	Non Reimb.	0.058	16.2	Favorable timing of expenses including non-revenue vehicle replacement	0.291	40.6	Favorable timing of expenses including non-revenue vehicle replacement
Capital and Other Reimbursements	Reimb.	(0.086)	(62.8)	Timing of Contractor requirements	(0.100)	(36.6)	Timing of Contractor requirements
Payroll	Reimb.	0.010	41.7	Timing of Contractor requirements	(0.014)	(29.8)	Timing of Contractor requirements
Overtime	Reimb.	0.041	70.7	Timing of Contractor requirements	0.072	62.1	Timing of Contractor requirements
Health and Welfare	Reimb.	0.035	83.3	Timing of Contractor requirements	0.060	71.4	Timing of Contractor requirements

Table 4

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**CASH RECEIPTS and EXPENDITURES**  
**February 2013**  
**(\$ in millions)**

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	0.420	0.522	0.102	24.3	0.884	0.522	(0.362)	(41.0)
Other Operating Revenue	0.214	0.780	0.566	264.5	0.461	1.430	0.969	210.2
Capital and Other Reimbursements	-	0.381	0.381	-	-	0.381	0.381	-
<b>Total Receipts</b>	<b>\$ 0.634</b>	<b>\$ 1.683</b>	<b>\$ 1.049</b>	<b>165.5</b>	<b>\$ 1.345</b>	<b>\$ 2.333</b>	<b>\$ 0.988</b>	<b>73.5</b>
<b><u>Expenditures</u></b>								
<b>Labor:</b>								
Payroll	1.330	1.177	0.153	11.5	2.660	2.522	0.138	5.2
Overtime	0.124	0.349	(0.225)	(181.5)	0.248	0.577	(0.329)	(132.7)
Health and Welfare	0.392	0.375	0.017	4.3	0.784	0.449	0.335	42.7
OPEB Current Portion	0.063	0.045	0.018	28.6	0.126	0.095	0.031	24.6
Pensions	0.491	-	0.491	100.0	0.982	0.110	0.872	88.8
Other Fringe Benefits	0.105	0.126	(0.021)	(20.0)	0.210	0.126	0.084	40.0
GASB Account	0.043	-	0.043	100.0	0.086	-	0.086	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 2.548</b>	<b>\$ 2.072</b>	<b>\$ 0.476</b>	<b>18.7</b>	<b>\$ 5.096</b>	<b>\$ 3.879</b>	<b>\$ 1.217</b>	<b>23.9</b>
<b>Non-Labor:</b>								
Electric Power	0.447	-	0.447	100.0	0.894	0.330	0.564	63.1
Fuel	0.034	-	0.034	100.0	0.068	0.023	0.045	66.2
Insurance	0.025	0.005	0.020	80.0	0.050	0.005	0.045	90.0
Claims	0.023	0.005	0.018	78.3	0.046	0.005	0.041	89.1
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.130	0.090	0.040	30.8	0.260	0.135	0.125	48.1
Professional Service Contracts	0.035	0.026	0.009	25.7	0.070	0.040	0.030	42.9
Materials & Supplies	0.358	0.370	(0.012)	(3.4)	0.716	0.492	0.224	31.3
Other Business Expenditures	-	-	-	-	0.001	0.001	-	0.0
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.052</b>	<b>\$ 0.496</b>	<b>\$ 0.556</b>	<b>52.9</b>	<b>\$ 2.105</b>	<b>\$ 1.031</b>	<b>\$ 1.074</b>	<b>51.0</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 3.600</b>	<b>\$ 2.568</b>	<b>\$ 1.032</b>	<b>28.7</b>	<b>\$ 7.201</b>	<b>\$ 4.910</b>	<b>\$ 2.291</b>	<b>31.8</b>
<b>Operating Cash Deficit</b>	<b>\$ (2.966)</b>	<b>\$ (0.885)</b>	<b>\$ 2.081</b>	<b>70.2</b>	<b>\$ (5.856)</b>	<b>\$ (2.577)</b>	<b>\$ 3.279</b>	<b>56.0</b>

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS**  
**February 2013**  
**(\$ in millions)**

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	0.102	24.3%	Favorable timing of cash receipts/settlements with NYCT	(0.362)	(41.0%)	Unfavorable timing of cash receipts/settlements with NYCT
Other Operating Revenue	0.566	over 100.0	Favorable timing of fare reimbursements from 2012 and advertising receipts	0.969	over 100.0	Favorable timing of fare reimbursements from 2012 and advertising receipts
Payroll	0.153	11.5%	Mostly vacancy control savings	0.138	5.2%	Mostly vacancy control savings
Overtime	(0.225)	over (100.0)	Mostly a major weekend snowstorm, vacancy coverage requirements and the continued impact of Sandy	(0.329)	over (100.0)	Mostly a major weekend snowstorm, vacancy coverage requirements and the continued impact of Sandy
Health and Welfare (including OPEB current payment)	0.035	7.7%	Favorable timing of expenses	0.366	40.2%	Favorable timing of expenses
Pensions	0.491	100.0%	Favorable timing of payments	0.872	88.8%	Favorable timing of payments
Electric Power	0.447	100.0%	The favorable timing of payments	0.564	63.1%	The favorable timing of payments
Maintenance Contracts	0.040	30.8%	The favorable timing of expenses and payments	0.125	48.1%	The favorable timing of expenses and payments
Professional Service Contracts	0.009	25.7%	Favorable timing of expenses and payments	0.030	42.9%	Favorable timing of expenses and payments
Materials and Supplies				0.224	31.3%	Favorable timing of expenses including non-revenue vehicle replacement

Table 6

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**February 2013**  
**(\$ in millions)**

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	0.000	0.159	0.159	-	0.000	(0.235)	(0.235)	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	0.524	0.524	-	0.000	0.920	0.920	-
Capital and Other Reimbursements	(0.137)	0.330	0.467	340.9	(0.273)	0.208	0.481	176.2
<b>Total Receipts</b>	<b>(\$0.137)</b>	<b>\$1.013</b>	<b>\$1.150</b>	<b>839.4</b>	<b>(\$0.273)</b>	<b>\$0.893</b>	<b>\$1.166</b>	<b>427.1</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	0.111	0.105	(0.006)	(5.4)	0.221	0.152	(0.069)	(31.2)
Overtime	(0.001)	0.017	0.018	1,800.0	(0.002)	0.044	0.046	2,300.0
Health and Welfare	0.000	(0.048)	(0.048)	-	0.000	0.030	0.030	-
OPEB Current Portion	0.000	0.005	0.005	-	0.000	0.005	0.005	-
Pensions	(0.001)	0.491	0.492	49,200.0	(0.002)	0.499	0.501	25,050.0
Other Fringe Benefits	0.008	0.005	(0.003)	(37.5)	0.016	0.093	0.077	481.2
GASB Account	(0.043)	0.000	0.043	100.0	(0.086)	0.000	0.086	100.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$0.074</b>	<b>\$0.575</b>	<b>\$0.501</b>	<b>677.0</b>	<b>\$0.147</b>	<b>\$0.823</b>	<b>\$0.676</b>	<b>459.9</b>
<b>Non-Labor:</b>								
Electric Power	0.000	0.366	0.366	-	0.000	0.473	0.473	-
Fuel	0.000	0.029	0.029	-	0.000	0.038	0.038	-
Insurance	0.000	0.015	0.015	-	0.000	0.030	0.030	-
Claims	0.000	0.010	0.010	-	0.000	0.020	0.020	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	0.010	0.010	-	0.000	0.095	0.095	-
Professional Service Contracts	0.000	0.004	0.004	-	0.000	0.008	0.008	-
Materials & Supplies	0.000	(0.070)	(0.070)	-	0.000	(0.067)	(0.067)	-
Other Business Expenditures	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.364</b>	<b>\$0.364</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.597</b>	<b>\$0.597</b>	<b>-</b>
<b>Other Expenditures Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses</b>								
<b>before Depreciation and OPEB</b>	<b>\$0.074</b>	<b>\$0.939</b>	<b>\$0.865</b>	<b>1,168.9</b>	<b>\$0.147</b>	<b>\$1.420</b>	<b>\$1.273</b>	<b>866.0</b>
Depreciation Adjustment	0.750	0.750	0.000	0.0	1.500	1.500	0.000	0.0
Other Post Employment Benefits	0.191	0.191	0.000	0.0	0.382	0.382	0.000	0.0
<b>Total Expenditures</b>	<b>\$1.015</b>	<b>\$1.880</b>	<b>\$0.865</b>	<b>85.2</b>	<b>\$2.029</b>	<b>\$3.302</b>	<b>\$1.273</b>	<b>62.7</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.878</b>	<b>\$2.893</b>	<b>\$2.015</b>	<b>229.5</b>	<b>\$1.756</b>	<b>\$4.195</b>	<b>\$2.439</b>	<b>138.9</b>

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2013 BUDGET VERSUS 2013 PRELIMINARY ACTUAL  
(in millions)**

<u>Month of February</u>				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.354	0.331	(0.023)	(6.6%)	Residual ridership losses from Sandy, Feb 8-9 snowstorm
<u>Year to Date</u>				
0.756	0.698	(0.058)	(7.7%)	Residual ridership losses from Sandy, Feb 8-9 snowstorm

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

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2012 ACTUAL VERSUS 2013 PRELIMINARY ACTUAL  
(in millions)**

	<u>Month of February</u>		<u>Variance</u>		<u>Explanation</u>
	<u>2012</u>	<u>2013</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.017	0.016	(0.001)	(4.1%)	Residual ridership losses from Sandy, worse weather in 2013
Average Weekend	0.008	0.006	(0.001)	(18.5%)	Residual ridership losses from Sandy, worse weather in 2013
<u>12-Month Rolling Average</u>					
Average Weekday	0.016	0.016	(0.000)	(3.0%)	Residual ridership losses from Sandy, worse weather in 2013
Average Weekend	0.009	0.008	(0.001)	(9.1%)	Residual ridership losses from Sandy, worse weather in 2013

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

MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
February 2013

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	14	15	(1)
General Office	8	6	2
Purchasing/Stores	6	6	0
<b>Total Administration</b>	<b>28</b>	<b>27</b>	<b>1</b>
<b>Operations</b>			
Transportation	91	98	(7)
<b>Total Operations</b>	<b>91</b>	<b>98</b>	<b>(7)</b>
<b>Maintenance</b>			
Mechanical	43	41	2
Electronics/Electrical	12	9	3
Power/Signals	26	24	2
Maintenance of Way	46	45	1
Infrastructure	25	26	(1)
<b>Total Maintenance</b>	<b>152</b>	<b>145</b>	<b>7</b>
<b>Total Positions</b>	<b>271</b>	<b>270</b>	<b>1</b>
Non-Reimbursable	268	267	1
Reimbursable	3	3	0
<b>Total Full-Time</b>	<b>271</b>	<b>270</b>	<b>1</b>
<b>Total Full-Time-Equivalents</b>	<b>0</b>	<b>0</b>	<b>0</b>

MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
February 2013

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	16	13	3	
Professional, Technical, Clerical	12	14	(2)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>28</b>	<b>27</b>	<b>1</b>	
<b>Operations</b>				
Managers/Supervisors	5	4	1	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	83	91	(8)	
<b>Total Operations</b>	<b>91</b>	<b>98</b>	<b>(7)</b>	
<b>Maintenance</b>				
Managers/Supervisors	7	13	(6)	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	142	131	11	
<b>Total Maintenance</b>	<b>152</b>	<b>145</b>	<b>7</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
<b>Total Engineering/Capital</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Public Safety</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
<b>Total Public Safety</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Positions</b>				
Managers/Supervisors	28	30	(2)	
Professional, Technical, Clerical	18	18	0	
Operational Hourlies	225	222	3	
<b>Total Positions</b>	<b>271</b>	<b>270</b>	<b>1</b>	

**FINANCIAL AND RIDERSHIP REPORT****February 2013**

(All data are preliminary and subject to audit)

**Preliminary Actual Results Compared to the Adopted Budget (budget)**

Operating revenue was \$15.7 million in February, \$0.2 million (1.1 percent) below budget. Farebox revenue was \$0.5 million (3.4 percent) above budget due to higher than budgeted ridership. Other operating revenue was \$0.6 million (27.4 percent) below budget, due to the unfavorable timing of storm-related insurance recoveries. Year-to-date, operating revenues were \$32.6 million, \$0.3 million (1.0 percent) below budget, including a favorable farebox revenue variance of \$0.9 million (3.1 percent) and an unfavorable other operating revenue variance of \$1.2 million (25.5 percent), due to the same factors affecting the month.

Total ridership in February was 9.6 million riders, 2.6 percent (0.2 million riders) above budget, and year-to-date, ridership was 19.9 million riders, 2.8 percent (0.5 million riders) above budget. These results were from higher than expected ridership, likely due to the improving economy. February average weekday ridership was 423,525 riders, an increase of 4.4 percent (17,678 riders) from February 2012. Average weekday ridership for the twelve months ending February 2013 was 403,147 riders, an increase of 1.7 percent (6,873 riders) from the twelve months ending February 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$44.0 million in February, \$2.8 million (6.0 percent) below budget. Labor expenses exceeded budget by a net \$0.5 million (1.4 percent). Payroll expenses were higher by \$0.4 million (2.0 percent), due to excess bus operators, delayed reimbursable charges and the impact of Sandy. Overtime expenses were unfavorable by \$0.3 million (9.4 percent), due to the impacts of a major snowstorm and continued Sandy work. Other fringe benefits was also unfavorable by \$0.6 million (22.7 percent), due primarily to the timing of reclassifying the Workers' Compensation budget from the non-labor insurance category and payroll-related adjustments. Partly offsetting these unfavorable variances was the favorable timing of health & welfare/OPEB expenses of \$0.6 million (11.1 percent) and pension expenses of \$0.2 million (5.9 percent). Non-labor expenses were below budget by \$3.3 million (25.7 percent), including lower insurance expenses of \$1.2 million (87.0 percent), due largely to the aforementioned timing of reclassifying the Workers' Compensation budget to other fringe benefits, with the remaining underrun largely due to the favorable timing of maintenance contract, professional service contract and materials & supplies expenses. Year-to-date, expenses were favorable by \$6.3 million (6.6 percent), including labor expenses, which were higher than budget by \$0.6 million (0.9 percent), and non-labor expenses, which were under by \$6.9 million (26.7 percent). These variances resulted primarily from the same factors affecting the month.

Depreciation expenses year-to-date of \$8.4 million were \$1.4 million (19.9 percent) higher than budget.



**FINANCIAL AND RIDERSHIP REPORT (continued)**

**February 2013**

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$9.2 million of accrued expenses year-to-date, \$0.1 million (1.6 percent) below budget.

The operating cash deficit (excluding subsidies) year-to-date was \$36.9 million, \$19.2 million (34.2 percent) below budget, due to the favorable timing of payments affecting several accounts, partly offset by the timing of accumulated prior year claims payouts.

TABLE 1

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**February 2013**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 13,596	\$ 14,052	\$ 0,456	3.4	\$ -	\$ -	\$ -	-	\$ 13,596	\$ 14,052	\$ 0,456	3.4
Other Operating Income	2,326	1,688	(0,638)	(27.4)	-	-	-	-	2,326	1,688	(0,638)	(27.4)
Capital and Other Reimbursements	-	-	-	-	0,701	0,478	(0,223)	(31.8)	0,701	0,478	(0,223)	(31.8)
<b>Total Revenue</b>	<b>\$ 15,922</b>	<b>\$ 15,740</b>	<b>\$ (0,182)</b>	<b>(1.1)</b>	<b>\$ 0,701</b>	<b>\$ 0,478</b>	<b>\$ (0,223)</b>	<b>(31.8)</b>	<b>\$ 16,623</b>	<b>\$ 16,218</b>	<b>\$ (0,405)</b>	<b>(2.4)</b>
<b>Labor</b>												
Payroll	\$ 18,494	\$ 18,861	\$ (0,367)	(2.0)	\$ 0,458	\$ 0,322	\$ 0,136	29.8	\$ 18,952	\$ 19,182	\$ (0,230)	(1.2)
Overtime	3,533	3,866	(0,333)	(9.4)	-	-	-	-	3,533	3,866	(0,333)	(9.4)
Health and Welfare	4,139	3,640	0,499	12.1	0,084	-	0,084	100.0	4,223	3,640	0,583	13.8
OPEB Current Payment	1,276	1,216	0,060	4.7	-	-	-	-	1,276	1,216	0,060	4.7
Pensions	4,038	3,801	0,237	5.9	0,038	-	0,038	100.0	4,076	3,801	0,275	6.7
Other Fringe Benefits	2,559	3,139	(0,580)	(22.7)	0,037	0,157	(0,120)	*	2,596	3,295	(0,699)	(26.9)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 34,039</b>	<b>\$ 34,522</b>	<b>\$ (0,483)</b>	<b>(1.4)</b>	<b>\$ 0,617</b>	<b>\$ 0,478</b>	<b>\$ 0,139</b>	<b>22.5</b>	<b>\$ 34,656</b>	<b>\$ 35,000</b>	<b>\$ (0,344)</b>	<b>(1.0)</b>
<b>Non-Labor</b>												
Electric Power	\$ 0,097	\$ 0,124	\$ (0,027)	(27.6)	\$ -	\$ -	\$ -	-	\$ 0,097	\$ 0,124	\$ (0,027)	(27.6)
Fuel	2,917	2,991	(0,074)	(2.5)	-	-	-	-	2,917	2,991	(0,074)	(2.5)
Insurance	1,433	0,187	1,246	87.0	-	-	-	-	1,433	0,187	1,246	87.0
Claims	2,167	2,234	(0,067)	(3.1)	-	-	-	-	2,167	2,234	(0,067)	(3.1)
Maintenance and Other Operating Contracts	2,039	1,292	0,747	36.6	0,018	-	0,018	100.0	2,057	1,292	0,765	37.2
Professional Service Contracts	1,329	0,379	0,950	71.5	-	-	-	-	1,329	0,379	0,950	71.5
Materials & Supplies	2,448	2,009	0,439	17.9	0,066	-	0,066	100.0	2,514	2,009	0,505	20.1
Other Business Expense	0,346	0,275	0,071	20.6	-	-	-	-	0,346	0,275	0,071	20.6
<b>Total Non-Labor Expenses</b>	<b>\$ 12,776</b>	<b>\$ 9,490</b>	<b>\$ 3,286</b>	<b>25.7</b>	<b>\$ 0,084</b>	<b>\$ -</b>	<b>\$ 0,084</b>	<b>100.0</b>	<b>\$ 12,860</b>	<b>\$ 9,490</b>	<b>\$ 3,370</b>	<b>26.2</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 46,815</b>	<b>\$ 44,012</b>	<b>\$ 2,803</b>	<b>6.0</b>	<b>\$ 0,701</b>	<b>\$ 0,478</b>	<b>\$ 0,223</b>	<b>31.8</b>	<b>\$ 47,516</b>	<b>\$ 44,490</b>	<b>\$ 3,026</b>	<b>6.4</b>
Depreciation	3,520	4,165	(0,645)	(18.3)	-	-	-	-	3,520	4,165	(0,645)	(18.3)
OPEB Obligation	4,691	4,618	0,073	1.6	-	-	-	-	4,691	4,618	0,073	1.6
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 55,026</b>	<b>\$ 52,795</b>	<b>\$ 2,231</b>	<b>4.1</b>	<b>\$ 0,701</b>	<b>\$ 0,478</b>	<b>\$ 0,223</b>	<b>31.8</b>	<b>\$ 55,727</b>	<b>\$ 53,274</b>	<b>\$ 2,453</b>	<b>4.4</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (39,104)</b>	<b>\$ (37,056)</b>	<b>\$ 2,048</b>	<b>5.2</b>	<b>\$ -</b>	<b>\$ 0,000</b>	<b>\$ 0,000</b>	<b>-</b>	<b>\$ (39,104)</b>	<b>\$ (37,056)</b>	<b>\$ 2,048</b>	<b>5.2</b>

NOTE: Totals may not add due to rounding

TABLE 2

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**February 2013 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 28,195	\$ 29,073	\$ 0.878	3.1	\$ -	\$ -	\$ -	-	\$ 28,195	\$ 29,073	\$ 0.878	3.1
Other Operating Income	4,751	3,538	(1,213)	(25.5)	-	-	-	-	4,751	3,538	(1,213)	(25.5)
Capital and Other Reimbursements	-	-	-	-	1,402	0.638	(0.764)	(54.5)	1,402	0.638	(0.764)	(54.5)
<b>Total Revenue</b>	<b>\$ 32,946</b>	<b>\$ 32,611</b>	<b>\$ (0.335)</b>	<b>(1.0)</b>	<b>\$ 1,402</b>	<b>\$ 0.638</b>	<b>\$ (0.764)</b>	<b>(54.5)</b>	<b>\$ 34,348</b>	<b>\$ 33,249</b>	<b>\$ (1.099)</b>	<b>(3.2)</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$ 38,148	\$ 39,198	\$ (1,050)	(2.8)	\$ 0,916	\$ 0,393	\$ 0,523	57.1	\$ 39,064	\$ 39,591	\$ (0.527)	(1.3)
Overtime	7,267	7,297	(0.030)	(0.4)	-	-	-	-	7,267	7,297	(0.030)	(0.4)
Health and Welfare	8,278	7,195	1,083	13.1	0.168	-	0.168	100.0	8,446	7,195	1,251	14.8
OPEB Current Payment	2,552	2,432	0.120	4.7	-	-	-	-	2,552	2,432	0.120	4.7
Pensions	8,076	7,686	0.390	4.8	0.076	-	0.076	100.0	8,152	7,686	0.466	5.7
Other Fringe Benefits	5,118	6,239	(1,121)	(21.9)	0.074	0.227	(0.153)	*	5,192	6,466	(1,274)	(24.5)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 69,439</b>	<b>\$ 70,047</b>	<b>\$ (0,608)</b>	<b>(0.9)</b>	<b>\$ 1,234</b>	<b>\$ 0,619</b>	<b>\$ 0,615</b>	<b>49.8</b>	<b>\$ 70,673</b>	<b>\$ 70,666</b>	<b>\$ 0.007</b>	<b>0.0</b>
<b>Non-Labor</b>												
Electric Power	\$ 0,194	\$ 0,256	\$ (0,062)	(31.7)	\$ -	\$ -	\$ -	-	\$ 0,194	\$ 0,256	\$ (0,062)	(31.7)
Fuel	6,162	5,791	0,371	6.0	-	-	-	-	6,162	5,791	0,371	6.0
Insurance	2,866	0,373	2,493	87.0	-	-	-	-	2,866	0,373	2,493	87.0
Claims	4,334	4,334	-	0.0	-	-	-	-	4,334	4,334	-	0.0
Maintenance and Other Operating Contracts	4,078	2,212	1,866	45.8	0.036	-	0.036	100.0	4,114	2,212	1,902	46.2
Professional Service Contracts	2,658	1,676	0,982	36.9	-	-	-	-	2,658	1,676	0,982	36.9
Materials & Supplies	4,896	3,894	1,002	20.5	0.132	0,018	0.114	86.0	5,028	3,913	1,115	22.2
Other Business Expense	0,692	0,441	0,251	36.2	-	-	-	-	0,692	0,441	0,251	36.2
<b>Total Non-Labor Expenses</b>	<b>\$ 25,880</b>	<b>\$ 18,978</b>	<b>\$ 6,902</b>	<b>26.7</b>	<b>\$ 0,168</b>	<b>\$ 0,018</b>	<b>\$ 0,150</b>	<b>89.0</b>	<b>\$ 26,048</b>	<b>\$ 18,996</b>	<b>\$ 7,052</b>	<b>27.1</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 95,319</b>	<b>\$ 89,025</b>	<b>\$ 6,294</b>	<b>6.6</b>	<b>\$ 1,402</b>	<b>\$ 0,638</b>	<b>\$ 0,764</b>	<b>54.5</b>	<b>\$ 96,721</b>	<b>\$ 89,663</b>	<b>\$ 7,058</b>	<b>7.3</b>
Depreciation	7,040	8,441	(1,401)	(19.9)	-	-	-	-	7,040	8,441	(1,401)	(19.9)
OPEB Obligation	9,382	9,236	0,146	1.6	-	-	-	-	9,382	9,236	0,146	1.6
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 111,741</b>	<b>\$ 106,701</b>	<b>\$ 5,040</b>	<b>4.5</b>	<b>\$ 1,402</b>	<b>\$ 0,638</b>	<b>\$ 0,764</b>	<b>54.5</b>	<b>\$ 113,143</b>	<b>\$ 107,339</b>	<b>\$ 5,804</b>	<b>5.1</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (78,795)</b>	<b>\$ (74,090)</b>	<b>\$ 4,705</b>	<b>6.0</b>	<b>\$ -</b>	<b>\$ 0,000</b>	<b>\$ 0,000</b>	<b>-</b>	<b>\$ (78,795)</b>	<b>\$ (74,090)</b>	<b>\$ 4,705</b>	<b>6.0</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	February 2013			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.456	3.4	Greater than expected ridership	\$ 0.878	3.1	Greater than expected ridership
Other Operating Revenue	NR	\$ (0.638)	(27.4)	Timing of Tropical Storm Sandy/Irene recoveries allocated over 12 months	\$ (1.213)	(25.5)	Timing of Tropical Storm Sandy/Irene recoveries allocated over 12 months
Capital and Other Reimbursements	R	\$ (0.223)	(31.8)	Timing of reimbursement receipts as well as delayed funding	\$ (0.764)	(54.5)	Timing of reimbursement receipts as well as delayed funding
<b>Total Revenue Variance</b>		<b>\$ (0.405)</b>	<b>(2.4)</b>		<b>\$ (1.099)</b>	<b>(3.2)</b>	
Payroll	NR	\$ (0.367)	(2.0)	Excess bus operators, delayed reimbursable charges and the impact of Tropical Storm Sandy	\$ (1.050)	(2.8)	Excess bus operators, delayed reimbursable charges and the impact of Tropical Storm Sandy
Overtime	NR	\$ (0.333)	(9.4)	Residual Impact of Tropical Storm Sandy and preparation/response related to winter snowstorm	\$ (0.030)	(0.4)	(a)
Health and Welfare (including OPEB)	NR	\$ 0.558	10.3	Timing of expenses	\$ 1.203	11.1	Timing of expenses
Pension	NR	\$ 0.237	5.9	Favorable timing of expenses	\$ 0.390	4.8	Favorable timing of expenses
Other Fringe Benefits	NR	\$ (0.580)	(22.7)	Related to the unfavorable payroll variance and the pending re-classification of the workers compensation budget from the insurance category	\$ (1.121)	(21.9)	Related to the unfavorable payroll variance and the pending re-classification of the workers compensation budget from the insurance category
Electric Power	NR	\$ (0.027)	(27.6)	Higher than budgeted	\$ (0.062)	(27.6)	Higher than budgeted
Fuel	NR	\$ (0.074)	(2.5)	(a)	\$ 0.371	6.0	Favorable timing of expenses
Insurance	NR	\$ 1.246	87.0	Pending the re-classification of the workers compensation budget to Other Fringe Benefits category	\$ 2.493	87.0	Pending the re-classification of the workers compensation budget to Other Fringe Benefits category
Claims	NR	\$ (0.067)	(3.1)	(a)	\$ -	-	(a)
Maintenance and Other Operating Contracts	NR	\$ 0.747	36.6	Timing of expenses	\$ 1.866	45.8	Timing of expenses
Professional Service Contracts	NR	\$ 0.950	71.5	Timing of expenses	\$ 0.982	36.9	Timing of expenses
Materials & Supplies	NR	\$ 0.439	17.9	Timing of expenses	\$ 1.002	20.5	Timing of expenses
Other Business Expense	NR	\$ 0.071	20.6	Timing of expenses	\$ 0.251	36.2	Timing of expenses
Depreciation	NR	\$ (0.645)	(18.3)		\$ (1.401)	(19.9)	
Other Post Employment Benefits	NR	\$ 0.073	1.6	(a)	\$ 0.146	1.6	(a)
Environmental Remediation		\$ -	-		\$ -	-	
Payroll	R	\$ 0.136	29.8	Timing of expenses and delayed funding	\$ 0.523	57.1	Timing of expenses and delayed funding
Health and Welfare	R	\$ 0.084	100.0	Timing of expenses	\$ 0.168	100.0	Timing of expenses
Pension	R	\$ 0.038	100.0		\$ 0.076	100.0	
Other Fringe Benefits	R	\$ (0.120)	*		\$ (0.153)	*	
Maintenance and Other Operating Contracts	R	\$ 0.018	*		\$ 0.036	*	
Materials & Supplies	R	\$ 0.066	*	Timing of expenses	\$ 0.114	*	Timing of expenses
<b>Total Expense Variance</b>		<b>\$ 2.453</b>	<b>4.4</b>		<b>\$ 5.804</b>	<b>5.1</b>	
<b>Net Variance</b>		<b>\$ 2.048</b>	<b>5.2</b>		<b>\$ 4.705</b>	<b>6.0</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**

(\$ in millions)

	February 2013				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 14.464	\$ 14.919	\$ 0.455	3.1	\$ 29.993	\$ 30.227	\$ 0.234	0.8
Other Operating Revenue	2.326	0.312	(2.014)	(86.6)	4.751	1.396	(3.355)	(70.6)
Capital and Other Reimbursements	1.084	0.846	(0.238)	(21.9)	2.168	0.991	(1.177)	(54.3)
<b>Total Receipts</b>	<b>\$ 17.874</b>	<b>\$ 16.078</b>	<b>\$ (1.796)</b>	<b>(10.0)</b>	<b>\$ 36.912</b>	<b>\$ 32.614</b>	<b>\$ (4.298)</b>	<b>(11.6)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 17.820	\$ 17.274	\$ 0.546	3.1	\$ 35.640	\$ 29.285	\$ 6.355	17.8
Overtime	3.287	3.866	(0.579)	(17.6)	6.574	7.297	(0.723)	(11.0)
Health and Welfare	4.189	1.028	3.161	75.5	8.378	1.161	7.217	86.1
OPEB Current Payment	1.276	-	1.276	100.0	2.552	-	2.552	100.0
Pensions	4.061	3.384	0.677	16.7	8.122	7.269	0.853	10.5
Other Fringe Benefits	2.582	2.819	(0.237)	(9.2)	5.164	4.970	0.194	3.8
GASB Account	0.599	-	0.599	100.0	1.198	-	1.198	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 33.814</b>	<b>\$ 28.372</b>	<b>\$ 5.442</b>	<b>16.1</b>	<b>\$ 67.628</b>	<b>\$ 49.983</b>	<b>\$ 17.645</b>	<b>26.1</b>
<i>Non-Labor:</i>								
Electric Power	\$ 0.097	\$ 0.124	\$ (0.027)	(27.6)	\$ 0.194	\$ 0.256	\$ (0.062)	(31.7)
Fuel	2.917	0.269	2.648	90.8	6.162	0.528	5.634	91.4
Insurance	1.433	-	1.433	100.0	2.866	0.636	2.230	77.8
Claims	1.833	(8.675)	10.508	*	3.666	9.632	(5.966)	*
Maintenance and Other Operating Contracts	2.057	0.924	1.133	55.1	4.114	3.216	0.898	21.8
Professional Service Contracts	1.329	0.101	1.228	92.4	2.658	0.216	2.442	91.9
Materials & Supplies	2.515	1.733	0.782	31.1	5.030	4.666	0.364	7.2
Other Business Expenses	0.346	0.216	0.130	37.7	0.692	0.386	0.306	44.2
<b>Total Non-Labor Expenditures</b>	<b>\$ 12.527</b>	<b>\$ (5.309)</b>	<b>\$ 17.836</b>	<b>*</b>	<b>\$ 25.382</b>	<b>\$ 19.537</b>	<b>\$ 5.845</b>	<b>23.0</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 46.341</b>	<b>\$ 23.063</b>	<b>\$ 23.278</b>	<b>50.2</b>	<b>\$ 93.010</b>	<b>\$ 69.520</b>	<b>\$ 23.490</b>	<b>25.3</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (28.467)</b>	<b>\$ (6.985)</b>	<b>\$ 21.482</b>	<b>75.5</b>	<b>\$ (56.098)</b>	<b>\$ (36.906)</b>	<b>\$ 19.192</b>	<b>34.2</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

Operating Receipts or Disbursements	February 2013				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
	\$	%			\$	%		
Farebox Revenue	\$ 0.455	3.1	(a)		\$ 0.234	0.8	(a)	
Other Operating Revenue	(2.014)	(86.6)	Timing of receipts for student fare assistance and senior citizen fare reimbursements		(3.355)	(70.6)	Timing of receipts for student fare assistance and senior citizen fare reimbursements	
Capital and Other Reimbursements	(0.238)	(21.9)	Timing of reimbursement receipts and delayed funding		(1.177)	(54.3)	Timing of reimbursement receipts and delayed funding	
<b>Total Receipts</b>	<b>\$ (1.796)</b>	<b>(10.0)</b>			<b>\$ (4.298)</b>	<b>(11.6)</b>		
Payroll	\$ 0.546	3.1	Timing of inter-agency payments and delayed contract settlements		\$ 6.355	17.8	Timing of inter-agency payments and delayed contract settlements	
Overtime	(0.579)	(17.6)	Residual Impact of Tropical Storm Sandy and preparation/response related to winter snowstorm		(0.723)	(11.0)	Residual Impact of Tropical Storm Sandy and preparation/response related to winter snowstorm	
Health and Welfare (including OPEB)	4.437	81.2	Timing of payments		9.769	89.4	Timing of payments	
Pension	0.677	16.7	Timing of payments		0.853	10.5	Timing of payments	
Other Fringe Benefits	(0.237)	(9.2)	Timing of payments		0.194	3.8	Timing of payments	
GASB	0.599	100.0	Budget is allocated over 12 months, payment made at the end of the year		1.198	100.0	Budget is allocated over 12 months, payment made at the end of the year	
Electric Power	(0.027)	(27.6)	Higher than budgeted		(0.062)	(31.7)	Higher than budgeted	
Fuel	2.648	90.8	Timing of payments		5.634	91.4	Timing of payments	
Insurance	1.433	100.0	Pending re-classification of the workers compensation budget to Other Fringe Benefits		2.230	77.8	Pending re-classification of the workers compensation budget to Other Fringe Benefits	
Claims	10.508	*	Reimbursement from FMTAC excess loss program for the Kusz Claim		(5.966)	*	Payment for Kusz Claim	
Maintenance and Other Operating Contracts	1.133	55.1	Timing of payments		0.898	21.8	Timing of payments	
Professional Service Contracts	1.228	92.4	Timing of payments		2.442	91.9	Timing of payments	
Materials & Supplies	0.782	31.1	Timing of payments		0.364	7.2	Timing of payments	
Other Business Expenditure	0.130	37.7	Timing of payments		0.306	44.2	Timing of payments	
<b>Total Expenditures</b>	<b>\$ 23.278</b>	<b>50.2</b>			<b>\$ 23.490</b>	<b>25.3</b>		
<b>Net Cash Variance</b>	<b>\$ 21.482</b>	<b>76.5</b>			<b>\$ 19.192</b>	<b>34.2</b>		

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	February 2013				Year-To-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 0 868	\$ 0 868	\$ (0 000)	(0.0)	\$ 1 798	\$ 1,154	\$ (0.644)	(35.8)
Other Operating Revenue	-	(1,376)	(1,376)	-	-	(2,142)	(2,142)	-
Capital and Other Reimbursements	0,383	0 368	(0,015)	(3.9)	0 766	0 353	(0,413)	(53.9)
<b>Total Receipts</b>	<b>\$ 1.251</b>	<b>\$ (0.140)</b>	<b>\$ (1.391)</b>	<b>*</b>	<b>\$ 2.564</b>	<b>\$ (0.635)</b>	<b>\$ (3.199)</b>	<b>*</b>
<b>Expenditures</b>								
<b>Labor</b>								
Payroll	\$ 1 132	\$ 1,908	\$ 0,776	68.6	\$ 3,424	\$ 10 306	\$ 6 882	*
Overtime	0,246	-	(0 246)	(100.0)	0 693	-	(0 693)	(100.0)
Health and Welfare	0,034	2,611	2,577	*	0 068	6 033	5 965	*
OPEB Current Payment	-	1,216	1,216	-	-	2 432	2 432	-
Pensions	0 015	0,417	0 402	*	0,030	0 417	0,387	*
Other Fringe Benefits	0 014	0 477	0 463	*	0 028	1 495	1,467	*
GASB Account	(0,599)	-	0 599	100.0	(1,198)	-	1,198	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 0.842</b>	<b>\$ 6.629</b>	<b>\$ 5.787</b>	<b>*</b>	<b>\$ 3.045</b>	<b>\$ 20.683</b>	<b>\$ 17.638</b>	<b>*</b>
<b>Non-Labor</b>								
Traction and Propulsion Power	\$ -	\$ (0 000)	\$ (0.000)	-	\$ -	\$ 0 000	\$ 0 000	-
Fuel for Buses and Trains	-	2,722	2,722	-	-	5 262	5,262	-
Insurance	-	0,187	0,187	-	-	(0 263)	(0,263)	-
Claims	0,334	10,909	10,575	*	0 668	(5 298)	(5,966)	*
Maintenance and Other Operating Contracts	-	0,368	0,368	-	-	(1,004)	(1,004)	-
Professional Service Contracts	-	0,278	0 278	-	-	1,460	1,460	-
Materials & Supplies	(0,001)	0 275	0 276	*	(0 002)	(0 753)	(0 751)	*
Other Business Expenditures	-	0,059	0,059	-	-	0 055	0,055	-
<b>Total Non-Labor Expenditures</b>	<b>\$ 0.333</b>	<b>\$ 14.799</b>	<b>\$ 14.466</b>	<b>*</b>	<b>\$ 0.666</b>	<b>\$ (0.540)</b>	<b>\$ (1.206)</b>	<b>*</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Gap Closing Expenditures:</b>								
*Additional Actions for Budget Balance Expenditures	-	-	-	-	-	-	-	-
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjts.</b>	<b>\$ 1.175</b>	<b>\$ 21.428</b>	<b>\$ 20.253</b>	<b>*</b>	<b>\$ 3.711</b>	<b>\$ 20.143</b>	<b>\$ 16.432</b>	<b>*</b>
Depreciation Adjustment	3,520	4,165	0 645	18.3	7,040	8,441	1,401	19.9
Other Post Employment Benefits	4,691	4,618	(0,073)	(1.6)	9,382	9,236	(0,146)	(1.6)
Environmental Remediation	-	-	-	-	-	-	-	-
<b>Total Expenses/Expenditures</b>	<b>\$ 9.386</b>	<b>\$ 30.211</b>	<b>\$ 20.825</b>	<b>*</b>	<b>\$ 20.133</b>	<b>\$ 37.819</b>	<b>\$ 17.686</b>	<b>87.8</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$ 10.637</b>	<b>\$ 30.071</b>	<b>\$ 19.434</b>	<b>*</b>	<b>\$ 22.697</b>	<b>\$ 37.185</b>	<b>\$ 14.488</b>	<b>63.8</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**

**Utilization**  
(In millions)

	<u>February 2013</u>			<u>Year-to-date as of February 2013</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 13.596	\$ 14.052	\$ 0.456	\$ 28.195	\$ 29.073	\$ 0.878
<b>Total Farebox Revenue</b>	<b>\$ 13.596</b>	<b>\$ 14.052</b>	<b>\$ 0.456</b>	<b>\$ 28.195</b>	<b>\$ 29.073</b>	<b>\$ 0.878</b>
Other Revenue	\$ 2.326	\$ 1.688	\$ (0.638)	\$ 4.751	\$ 3.538	\$ (1.213)
Capital & Other	0.701	0.478	(0.223)	1.402	0.638	(0.764)
<b>Total Revenue</b>	<b>\$ 16.623</b>	<b>\$ 16.218</b>	<b>\$ (0.405)</b>	<b>\$ 34.348</b>	<b>\$ 33.249</b>	<b>\$ (1.099)</b>
<b><u>Ridership</u></b>						
Fixed Route	9.381	9.628	0.247	19.379	19.924	0.545
<b>Total Ridership</b>	<b>9.381</b>	<b>9.628</b>	<b>0.247</b>	<b>19.379</b>	<b>19.924</b>	<b>0.545</b>

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION and DEPARTMENT**  
**February 2013**

FUNCTION / DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Office of the EVP	3	3	-	
Human Resources	6	9	(3)	
Office of Management and Budget	14	11	3	
Technology & Information Services	17	16	1	
Material	19	16	3	
Controller	15	21	(6)	
Office of the President	6	6	-	
System Safety Administration	5	2	3	
Law	24	22	2	
Corporate Communications	2	3	(1)	
Labor Relations	63	-	63	Budget transposed with non-departmental / Timing of Training
Strategic Office	8	8	-	
Non-Departmental	4	-	4	Budget transposed with Labor Relations
<b>Total Administration</b>	<b>186</b>	<b>117</b>	<b>69</b>	
 Buses	 2,094	 2,201	 (107)	
Office of the Executive VP	1	1	-	
Safety & Training	21	26	(5)	
Road Operations	117	110	7	
Transportation Support	20	21	(1)	
Operations Planning	31	31	-	
Revenue Control	21	21	-	
<b>Total Operations</b>	<b>2,305</b>	<b>2,411</b>	<b>(106)</b>	Students in Training
 Buses	 732	 740	 (8)	
Maintenance Support/CMF	166	159	7	
Facilities	72	39	33	
Supply Logistics	86	84	2	
<b>Total Maintenance</b>	<b>1,056</b>	<b>1,022</b>	<b>34</b>	Vacancies Replaced by MOU
 Capital Program Management	 38	 33	 5	
<b>Total Engineering/Capital</b>	<b>38</b>	<b>33</b>	<b>5</b>	
 Security	 14	 14	 -	
<b>Total Public Safety</b>	<b>14</b>	<b>14</b>	<b>-</b>	
 <b>Total Positions</b>	 <b>3,599</b>	 <b>3,597</b>	 <b>2</b>	
 Non-Reimbursable	 3,535	 3,539	 (4)	
Reimbursable	64	58	6	
 Total Full-Time	 3,584	 3,580	 4	
Total Full-Time Equivalents	15	17	(2)	

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION AND OCCUPATIONAL GROUP**  
**February 2013**

<b>FUNCTION / OCCUPATION</b>	<b>Adopted Budget</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<b>Administration</b>				
Managers/Supervisors	49	45	4	
Professional, Technical, Clerical	74	72	2	
Operational Hourlies	63	-	63	
<b>Total Administration</b>	<b>186</b>	<b>117</b>	<b>69</b>	Timing of Training Requirements
<b>Operations</b>				
Managers/Supervisors	303	290	13	
Professional, Technical, Clerical	50	58	(8)	
Operational Hourlies	1,952	2,063	(111)	
<b>Total Operations</b>	<b>2,305</b>	<b>2,411</b>	<b>(106)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	201	190	11	
Professional, Technical, Clerical	14	15	(1)	
Operational Hourlies	841	817	24	
<b>Total Maintenance</b>	<b>1,056</b>	<b>1,022</b>	<b>34</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	22	18	4	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>38</b>	<b>33</b>	<b>5</b>	
<b>Public Safety</b>				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>14</b>	<b>14</b>	<b>-</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	586	550	36	
Professional, Technical, Clerical	157	165	(8)	
Operational Hourlies	2,856	2,882	(26)	
<b>Total Baseline Positions</b>	<b>3,599</b>	<b>3,597</b>	<b>2</b>	

**MTA Bus Company**  
**February Financial Plan 2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	February						February Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	48,706	\$2.1	39,737	\$1.7	8,969 18.4%	\$0.3 15.5%	102,759	\$4.4	81,584	\$3.5	21,175 20.6%	\$0.8 19.0%
<u>Unscheduled Service</u>	3,702	\$0.2	4,526	\$0.3	(824) -22.3%	(0.1) -56.6%	7,516	\$0.4	7,176	\$0.4	340 4.5%	0.0 3.2%
<u>Programmatic/Routine Maintenance</u>	16,263	\$0.7	15,909	\$0.7	354 2.2%	0.0 1.2%	33,795	\$1.4	31,656	\$1.4	2,139 6.3%	0.1 5.1%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%
<u>Vacancy/Absentee Coverage</u>	12,361	\$0.6	14,067	\$0.6	(1,706) -13.8%	(0.0) -8.7%	22,185	\$1.0	27,410	\$1.1	(5,225) -23.6%	(0.1) -9.8%
<u>Weather Emergencies</u>	101	\$0.0	11,725	\$0.5	(11,623) *	(0.5) *	206	\$0.0	17,152	\$0.8	(16,946) *	(0.8) *
<u>Safety/Security/Law Enforcement</u>	217	\$0.0	67	\$0.0	150 69.2%	0.0 73.7%	353	\$0.0	67	\$0.0	287 81.1%	0.0 82.7%
<u>Other</u>	292	\$0.0	964	\$0.1	(672) *	(0.0) *	615	\$0.1	1,777	\$0.1	(1,162) *	(0.0) -93.8%
Subtotal	81,642	\$3.5	86,995	\$3.9	(5,352) -6.6%	(\$0.3) -9.4%	167,428	\$7.3	166,822	\$7.3	606 0.4%	(\$0.0) -0.4%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	81,642	\$3.5	86,995	\$3.9	(5,352) -6.6%	(\$0.3) -9.4%	167,428	\$7.3	166,822	\$7.3	606 0.4%	(\$0.0) -0.4%

Totals may not add due to rounding.

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

\* Exceeds 100%

MTA Bus Company  
February Financial Plan 2013 Adopted Budget  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	February			February Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
Scheduled Service	8,969	\$0.3	Less than scheduled trips operated	21,175	\$0.8	Less than scheduled trips operated
	18.4%	15.5%		20.6%	19.0%	
Unscheduled Service	(824)	(\$0.1)		340	\$0.0	
	-22.3%	-56.6%		4.5%	3.2%	
Programmatic/Routine Maintenance	354	\$0.0		2,139	\$0.1	
	2.2%	1.2%		6.3%	5.1%	
Unscheduled Maintenance	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(1,706)	(\$0.0)	Absentee Coverage	(5,225)	(\$0.1)	Absentee Coverage
	-13.8%	-8.7%		-23.6%	-9.8%	
Weather Emergencies	(11,623)	(\$0.5)	Residual impact of Tropical Storm Sandy and preparation/response related to winter snowstorm	(16,946)	(\$0.8)	Residual impact of Tropical Storm Sandy and preparation/response related to winter snowstorm.
	*	*		*	*	
Safety/Security/Law Enforcement	150	\$0.0		287	\$0.0	
	69.2%	73.7%		81.1%	82.7%	
Other	(672)	(\$0.0)	Un-planned Administrative Work.	(1,162)	(\$0.0)	Un-planned Administrative Work.
	*	*		*	-93.8%	
<b>Subtotal</b>	<b>(5,352)</b>	<b>(\$0.3)</b>		<b>606</b>	<b>(\$0.0)</b>	
	-6.6%	-9.4%		0.4%	-0.4%	
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<b>TOTAL OVERTIME</b>	<b>(5,352)</b>	<b>(\$0.3)</b>		<b>606</b>	<b>(\$0.0)</b>	



## FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for January 2013 are presented in the table below and compared to the Adopted Budget (budget).

Category (\$ in millions)	January 2013 Results			
	Budget \$	Prel Actual \$	Variance Fav/(Unfav) \$ %	
Total Farebox Revenue	304.2	299.1	(5.1)	(1.7)
Nonreimb. Exp. before Dep./OPEB	524.2	525.6	(1.4)	(0.3)
Net Cash Deficit*	(315.1)	(304.1)	11.0	3.5

\*Excludes Subsidies and Debt Service

January 2013 **farebox revenue** was \$299.1 million, \$5.1 million (1.7 percent) below budget, mostly due to lower than budgeted subway ridership. Subway revenue was \$4.3 million (1.9 percent) below budget, bus revenue was \$0.7 million (0.9 percent) below budget, and paratransit revenue was \$0.2 million (12.7 percent) below budget; fare media liability was on budget. The January 2013 non-student **average fare** of \$1.637 was virtually unchanged from January 2012.

Total **ridership** in January 2013 of 193.5 million was 1.3 percent (2.5 million trips) below budget. Average weekday ridership in January 2013 was 7.3 million, an increase of 1.0 percent from January 2012. Average weekday ridership for the twelve months ending January 2013 was 7.6 million, an increase of 1.2 percent from the twelve months ending January 2012.

**Nonreimbursable expenses** before depreciation and OPEB in January exceeded budget by \$1.4 million (0.3 percent).

- Labor expenses were higher than budget by \$5.0 million (1.3 percent), due mainly to higher overtime expenses caused primarily by the unfavorable timing from 2012 of the cash-out of "banked" overtime by represented employees, continued Sandy-related work and additional maintenance requirements. Direct overhead credits (fringe benefits) and reimbursable overhead credits were both unfavorable to budget, due to reimbursable payroll underruns. Partly offsetting the above unfavorable results was the favorable timing of health & welfare expenses.
- Non-labor expenses were below budget by \$3.6 million (2.7 percent). Maintenance contract expenses were favorable, mostly due to the timing of accrual adjustments and building-related expenses. Paratransit service contract expenses underran budget, mainly from lower completed trips. Partly offsetting the above favorable results were higher-than-budget results in professional service contract expenses, caused by the unfavorable timing of expenses, and materials and supplies expenses, largely from the timing of vehicle maintenance material requirements and unfavorable inventory adjustments.

The **net cash deficit** was \$304.1 million, favorable to budget by \$11.0 million (3.5 percent).

## FINANCIAL RESULTS

### Farebox Revenue

January 2013 Farebox Revenue - (\$ in millions)

	January			
	Budget	Preliminary Actual	Favorable/(Unfavorable) Amount	Percent
Subway	227.5	223.2	(4.3)	(1.9%)
NYCT Bus	70.9	70.3	(0.7)	(0.9%)
Paratransit	1.4	1.2	(0.2)	(12.7%)
Subtotal	299.9	294.7	(5.1)	(1.7%)
Fare Media Liability	4.4	4.4	0.0	0.0%
<b>Total - NYCT</b>	<b>304.2</b>	<b>299.1</b>	<b>(5.1)</b>	<b>(1.7%)</b>
MTA Bus Company	14.6	15.0	0.4	2.9%
<b>Total - Regional Bus</b>	<b>85.5</b>	<b>85.3</b>	<b>(0.2)</b>	<b>(0.3%)</b>

Note: Totals may not add due to rounding

- Subway revenue was below budget due to lower than anticipated ridership growth.
- Paratransit revenue was below budget due to various initiatives that continued to reduce the rate of ridership growth below historical averages.

### Average Fare

January Non-Student Average Fare - \$

	NYC Transit				MTA Bus Company			
	2012	Prelim. 2013	Change Amount	Percent	2012	Prelim. 2013	Change Amount	Percent
Subway	1.717	1.717	(0.000)	(0.0%)	1.371	1.372	0.002	0.1%
Local Bus	1.364	1.363	(0.001)	(0.1%)	1.371	1.372	0.002	0.1%
Subway & Local Bus	1.622	1.621	(0.001)	(0.0%)	1.371	1.372	0.002	0.1%
Express Bus	4.582	4.592	0.009	0.2%	4.567	4.589	0.022	0.5%
<b>Total</b>	<b>1.638</b>	<b>1.637</b>	<b>(0.001)</b>	<b>(0.0%)</b>	<b>1.658</b>	<b>1.655</b>	<b>(0.003)</b>	<b>(0.2%)</b>

- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the January average fare of \$1.06 in 2013 was 33¢ lower than the average fare of \$1.39 in 1996.

### Other Operating Revenue

Other operating revenue in January was \$3.5 million (11.5 percent) higher than budget, due mostly to increased paratransit Urban Tax and advertising revenues. Urban Tax revenues are generated from commercial property transactions.

## **Nonreimbursable Expenses**

Nonreimbursable expenses before depreciation and OPEB exceeded budget by \$1.4 million (0.3 percent). Major variances are reviewed below:

*Labor* exceeded budget by \$5.0 million (1.3 percent). Overtime expenses were higher by \$9.0 million (35.8 percent), due mostly to the unfavorable timing from 2012 of the cash-out of “banked” overtime by represented employees, continued Sandy-related work and additional maintenance requirements. Other fringe benefits were also unfavorable by \$3.3 million (12.9 percent) due to lower direct overhead credits resulting from reimbursable payroll underruns. These negative impacts were partly offset by the favorable timing of \$8.0 million (9.5 percent) of health & welfare/OPEB current expenses.

*Non-labor* expenses were below budget by \$3.6 million (2.7 percent). These results included the following favorable results:

- Maintenance contract expenses were favorable by \$6.0 million (50.6 percent), due primarily to the favorable timing of accrual adjustments and building-related expenses.
- Paratransit service contract expenses were under budget by \$3.9 million (11.5 percent), due mostly to lower completed trips.
- Fuel expenses underran budget by \$1.0 million (6.8 percent), due mainly to the favorable timing of heating fuel expenses.
- Other business expenses were below budget by \$1.0 million (19.9 percent), resulting from the favorable timing of accrual adjustments and underruns in MVM debit/credit card charges.

Unfavorable results included the following:

- Professional service contract expenses were higher than budget by \$5.0 million (over 100.0 percent), caused mainly by the unfavorable timing of bond service and Workers’ Compensation Board expenses.
- Materials and supplies expenses were higher by \$2.6 million (11.3 percent), largely due to the unfavorable timing of vehicle maintenance material requirements and unfavorable inventory adjustments, partly offset by increased scrap sales.
- Electric power expenses overran budget by \$0.9 million (3.4 percent), due to the unfavorable timing of expenses.

Depreciation expenses were above budget by \$2.0 million (1.8 percent).

## **Net Cash Deficit**

The net cash deficit was \$304.1 million, favorable to budget by \$11.0 million (3.5 percent).

## **Incumbents**

There were 45,120 full-time paid incumbents at the end of January, a decrease of 10 from December 2012 (excluding 199 temporary December paid incumbents).

## RIDERSHIP RESULTS

**January 2013 Ridership vs. Budget - (millions)**

	January			
	Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent
Subway	139.5	137.0	(2.6)	(1.8%)
NYCT Bus	55.6	55.8	0.2	0.3%
Subtotal	195.2	192.8	(2.4)	(1.2%)
Paratransit	0.9	0.8	(0.1)	(11.5%)
<b>Total - NYCT</b>	<b>196.0</b>	<b>193.5</b>	<b>(2.5)</b>	<b>(1.3%)</b>
MTA Bus Company	10.0	10.3	0.3	3.0%
<b>Total - Regional Bus</b>	<b>65.6</b>	<b>66.1</b>	<b>0.5</b>	<b>0.7%</b>

Notes Totals may not add due to rounding

- Subway ridership was below budget due at least in part to the after-effects of Sandy and the timing of anticipated employment increases.
- Bus ridership was above budget despite a revenue underrun, due to correction of an undercount of transfers that was identified after the budget was developed. This resulted in higher ridership without accompanying revenue.
- The paratransit ridership underrun was due to ongoing initiatives that have reduced the rate of growth below historic levels.

**January Average Weekday and Weekend Ridership vs. Prior Year**

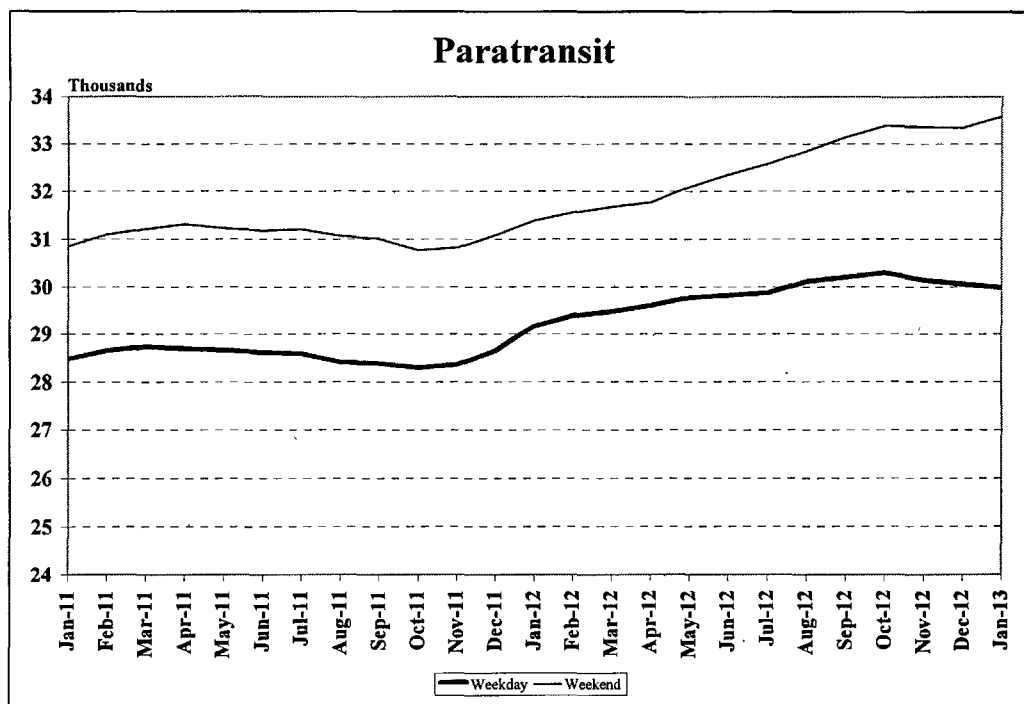
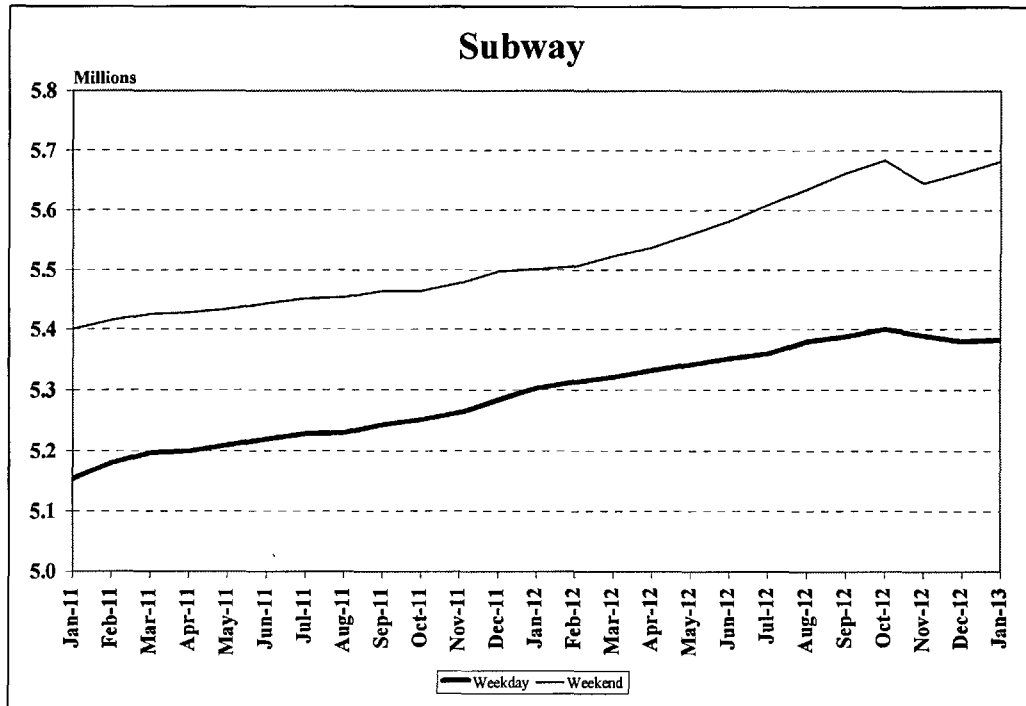
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2012	2013	Amount	Percent	2012	2013	Amount	Percent
Subway	5,113	5,157	+44	+0.9%	5,045	5,297	+252	+5.0%
NYCT Local Bus	2,041	2,068	+27	+1.3%	2,053	2,159	+105	+5.1%
NYCT Express Bus	42	42	-0	-1.0%	9	11	+2	+20.5%
Paratransit	29	29	-1	-2.8%	29	32	+3	+10.7%
<b>TOTAL - NYCT</b>	<b>7,226</b>	<b>7,295</b>	<b>+69</b>	<b>+1.0%</b>	<b>7,136</b>	<b>7,499</b>	<b>+362</b>	<b>+5.1%</b>
MTABC Local Bus	350	363	+12	+3.5%	319	351	+32	+10.0%
MTABC Express Bus	33	33	-0	-0.6%	12	13	+1	+4.5%
Total - MTA Bus	384	396	+12	+3.2%	331	363	+33	+9.8%
<b>Total - Regional Bus</b>	<b>2,468</b>	<b>2,506</b>	<b>38</b>	<b>+1.6%</b>	<b>2,393</b>	<b>2,533</b>	<b>139</b>	<b>+5.8%</b>
<b>12-Month Rolling Average</b>								
Subway	5,303	5,383	+80	+1.5%	5,501	5,683	+182	+3.3%
Local Bus	2,120	2,129	+9	+0.4%	2,300	2,306	+6	+0.2%
Express Bus	42	43	+1	+1.8%	9	11	+1	+16.2%
Paratransit	29	30	+1	+2.8%	31	34	+2	+7.0%
<b>TOTAL - NYCT</b>	<b>7,494</b>	<b>7,584</b>	<b>+91</b>	<b>+1.2%</b>	<b>7,842</b>	<b>8,033</b>	<b>+191</b>	<b>+2.4%</b>
MTABC Local Bus	361	368	+7	+2.0%	353	369	+16	+4.6%
MTABC Express Bus	34	34	-0	-0.2%	14	14	-0	-0.3%
Total - MTA Bus	395	402	+7	+1.8%	367	383	+16	+4.4%
<b>Total - Regional Bus</b>	<b>2,557</b>	<b>2,573</b>	<b>16</b>	<b>+0.6%</b>	<b>2,676</b>	<b>2,700</b>	<b>24</b>	<b>+0.9%</b>

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

- January 2013 average weekday subway ridership was the highest of any January in over forty-five years. Total NYCT average weekday ridership was the highest since 1970.
- January 2013 average weekend subway ridership and total NYCT ridership were both the highest of any January in over forty-five years.

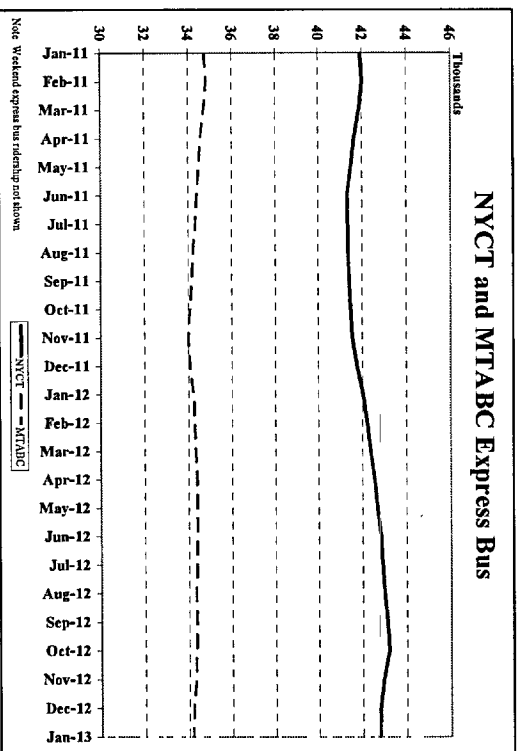
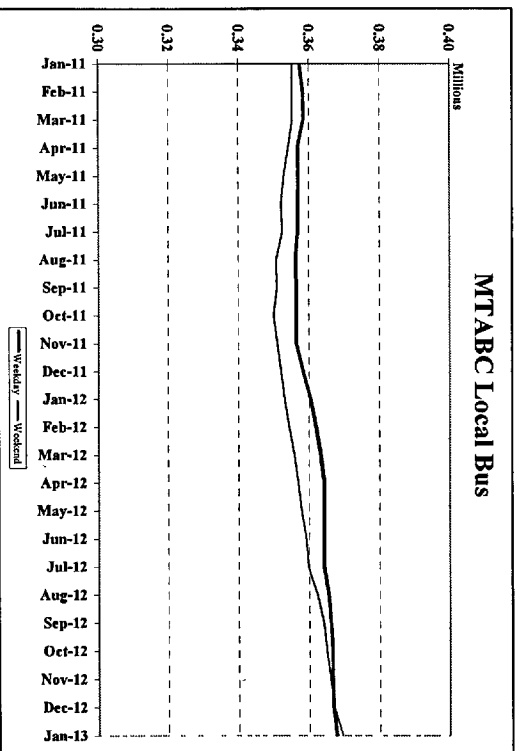
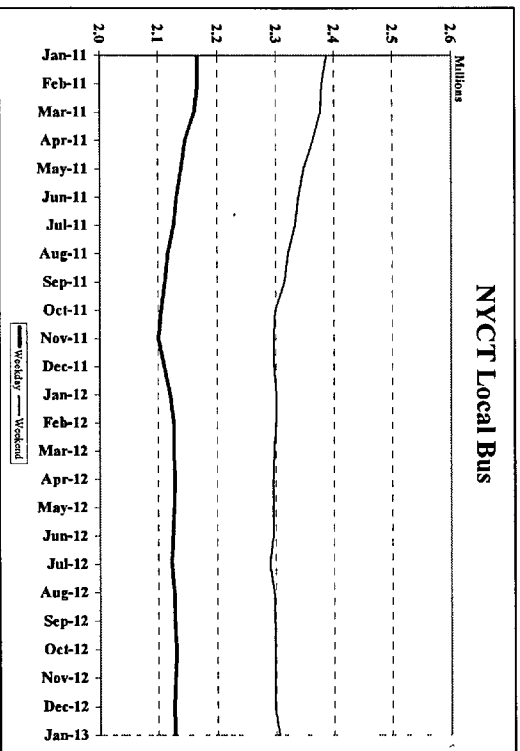
## Average Weekday and Weekend Ridership

12-Month Rolling Averages\*



\* excludes days with no service or fare collection due to Irene and Sandy

# **Average Weekday and Weekend Ridership** **12-Month Rolling Averages\***



\* excludes days with no service or fare collection due to Irene and Sandy

## Ridership on New York Area Transit Services

From January 2012 to January 2013, average weekday ridership increased on the subway and local buses, and decreased for all other services. On weekends, there were large increases on the subway, buses, and paratransit, due to a snowstorm that lowered weekend ridership in January 2012. The large decreases for Staten Island Railway and PATH on both weekdays and weekends were due to the after-effects of Sandy.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jan-12	Preliminary Jan-13	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,113	5,157	+0.9%	+1.5%
NYCT Local Bus	2,041	2,068	+1.3%	+0.4%
NYCT Express Bus	42	42	-1.0%	+1.8%
NYCT Paratransit	29	29	-2.8%	+2.8%
Staten Island Railway	17	15	-8.0%	-2.2%
MTA Local Bus	350	363	+3.5%	+2.0%
MTA Express Bus	33	33	-0.6%	-0.2%
Long Island Rail Road	281	279	-0.8%	+0.3%
Metro-North Railroad	268	267	-0.4%	+0.1%
PATH	245	217	-11.5%	-6.7%
<u>Average Weekend</u>				
NYCT Subway	5,045	5,297	+5.0%	+3.3%
NYCT Local Bus	2,053	2,159	+5.1%	+0.2%
NYCT Express Bus	9	11	+20.5%	+16.2%
NYCT Paratransit	29	32	+10.7%	+7.0%
Staten Island Railway	8	7	-5.5%	-7.9%
MTA Local Bus	319	351	+10.0%	+4.6%
MTA Express Bus	12	13	+4.5%	-0.3%
Long Island Rail Road	170	167	-1.4%	+2.2%
Metro-North Railroad	197	196	-0.4%	+1.8%
PATH	186	144	-23.0%	-6.4%

MTA Bridges and Tunnels (thousands)				
Average Weekday	745	751	+0.8%	-1.4%
Average Weekend	1,232	1,293	+4.9%	+0.5%

Note: Percentages are based on unrounded data

## **Economy**

From January 2012 to January 2013, New York City employment increased 1.8 percent (69,300 jobs). Private sector employment increased 2.2 percent (70,700 jobs) and government employment decreased 0.3 percent (1,400 jobs). The sub-sector with the largest absolute increase was educational/health services (up 24,900 jobs or 3.2 percent) and the sub-sector with the largest percentage increase was professional/business services (up 3.9 percent or 23,300 jobs). The private sub-sector with the largest absolute and percentage decreases was information (down 3,100 jobs or 1.8 percent).

Employment data for 2012 was recently re-benchmarked by the New York State Department of Labor. The April 2013 report will include an updated analysis of employment trends compared to ridership.

Table 1

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
 January 2013  
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue												
Subway	\$227.515	\$223.212	(\$4.303)	(1.9)	\$0.000	\$0.000	\$0.000	-	\$227.515	\$223.212	(\$4.303)	(1.9)
Bus	70.936	70.275	(0.661)	(0.9)	0.000	0.000	0.000	-	70.936	70.275	(0.661)	(0.9)
Paratransit	1.428	1.246	(0.182)	(12.7)	0.000	0.000	0.000	-	1.428	1.246	(0.182)	(12.7)
Fare Media Liability	4.352	4.352	0.000	0.0	0.000	0.000	0.000	-	4.352	4.352	0.000	0.0
Total Farebox Revenue	304.231	299.085	(5.146)	(1.7)	0.000	0.000	0.000	-	304.231	299.085	(5.146)	(1.7)
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	8.259	8.260	0.001	0.0	0.000	0.000	0.000	-	8.259	8.260	0.001	0.0
Paratransit Reimbursement	13.042	15.981	2.939	22.5	0.000	0.000	0.000	-	13.042	15.981	2.939	22.5
Other	9.659	10.266	0.607	6.3	0.000	0.000	0.000	-	9.659	10.266	0.607	6.3
Total Other Operating Revenue	30.960	34.507	3.547	11.5	0.000	0.000	0.000	-	30.960	34.507	3.547	11.5
Capital and Other Reimbursements	0.000	0.000	0.000	-	68.519	61.346	(7.173)	(10.5)	68.519	61.346	(7.173)	(10.5)
<b>Total Revenue</b>	<b>\$335.191</b>	<b>\$333.592</b>	<b>(\$1.599)</b>	<b>(0.5)</b>	<b>\$68.519</b>	<b>\$61.346</b>	<b>(\$7.173)</b>	<b>(10.5)</b>	<b>\$403.710</b>	<b>\$394.938</b>	<b>(\$8.772)</b>	<b>(2.2)</b>
<b>Expenses</b>												
Labor												
Payroll	250.488	250.422	0.066	0.0	29.560	25.650	3.910	13.2	280.048	276.072	3.976	1.4
Overtime	25.213	34.230	(9.017)	(35.8)	5.399	5.567	(0.168)	(3.1)	30.612	39.797	(9.185)	(30.0)
Total Salaries & Wages	275.701	284.652	(8.951)	(3.2)	34.959	31.217	3.742	10.7	310.660	315.869	(5.209)	(1.7)
Health and Welfare	55.234	49.495	5.739	10.4	2.165	1.954	0.211	9.7	57.399	51.449	5.950	10.4
OPEB Current Payment	29.117	26.824	2.293	7.9	0.000	0.000	0.000	-	29.117	26.824	2.293	7.9
Pensions	21.029	21.041	(0.012)	(0.1)	0.112	0.070	0.042	37.5	21.141	21.111	0.030	0.1
Other Fringe Benefits	25.196	28.446	(3.250)	(12.9)	9.092	6.367	2.725	30.0	34.288	34.813	(0.525)	(1.5)
Total Fringe Benefits	130.576	125.806	4.770	3.7	11.369	8.391	2.978	26.2	141.945	134.197	7.748	5.5
Reimbursable Overhead	(15.505)	(14.709)	(0.796)	(5.1)	15.505	14.709	0.796	5.1	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$390.772</b>	<b>\$395.749</b>	<b>(\$4.977)</b>	<b>(1.3)</b>	<b>\$61.833</b>	<b>\$54.317</b>	<b>\$7.516</b>	<b>12.2</b>	<b>\$452.605</b>	<b>\$450.066</b>	<b>\$2.539</b>	<b>0.6</b>
Non-Labor												
Electric Power	28.075	29.019	(0.944)	(3.4)	0.021	0.020	0.001	4.8	28.096	29.039	(0.943)	(3.4)
Fuel	15.038	14.019	1.019	6.8	0.002	0.002	0.000	0.0	15.040	14.021	1.019	6.8
Insurance	4.551	4.530	0.021	0.5	0.000	0.000	0.000	-	4.551	4.530	0.021	0.5
Claims	7.441	7.441	0.000	0.0	0.000	0.000	0.000	-	7.441	7.441	0.000	0.0
Paratransit Service Contracts	34.154	30.221	3.933	11.5	0.000	0.000	0.000	-	34.154	30.221	3.933	11.5
Mtce. and Other Operating Contracts	11.941	5.900	6.041	50.6	1.711	3.908	(2.197)	(128.4)	13.652	9.808	3.844	28.2
Professional Service Contracts	4.373	9.332	(4.959)	(113.4)	0.613	0.870	(0.257)	(41.9)	4.986	10.202	(5.216)	(104.6)
Materials & Supplies	22.644	25.202	(2.558)	(11.3)	4.047	2.077	1.970	48.7	26.691	27.279	(0.588)	(2.2)
Other Business Expenses	5.177	4.148	1.029	19.9	0.292	0.152	0.140	47.9	5.469	4.300	1.169	21.4
<b>Total Non-Labor Expenses</b>	<b>\$133.394</b>	<b>\$129.812</b>	<b>\$3.582</b>	<b>2.7</b>	<b>\$6.686</b>	<b>\$7.029</b>	<b>(\$0.343)</b>	<b>(5.1)</b>	<b>\$140.080</b>	<b>\$136.841</b>	<b>\$3.239</b>	<b>2.3</b>
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$524.166</b>	<b>\$525.561</b>	<b>(\$1.395)</b>	<b>(0.3)</b>	<b>\$68.519</b>	<b>\$61.346</b>	<b>\$7.173</b>	<b>10.5</b>	<b>\$592.685</b>	<b>\$586.907</b>	<b>\$5.778</b>	<b>1.0</b>
Depreciation	115.000	117.047	(2.047)	(1.8)	0.000	0.000	0.000	-	115.000	117.047	(2.047)	(1.8)
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$639.166</b>	<b>\$642.608</b>	<b>(\$3.442)</b>	<b>(0.5)</b>	<b>\$68.519</b>	<b>\$61.346</b>	<b>\$7.173</b>	<b>10.5</b>	<b>\$707.685</b>	<b>\$703.954</b>	<b>\$3.731</b>	<b>0.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$303.975)</b>	<b>(\$309.016)</b>	<b>(\$5.041)</b>	<b>(1.7)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$303.975)</b>	<b>(\$309.016)</b>	<b>(\$5.041)</b>	<b>(1.7)</b>

NOTE: Totals may not add due to rounding.

Table 2

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
 January 2013 Year-to-Date  
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue												
Subway	\$227.515	\$223.212	(\$4,303)	(1.9)	\$0.000	\$0.000	\$0.000	-	\$227.515	\$223.212	(\$4,303)	(1.9)
Bus	70.936	70.275	(0.661)	(0.9)	0.000	0.000	0.000	-	70.936	70.275	(0.661)	(0.9)
Paratransit	1.428	1.246	(0.182)	(12.7)	0.000	0.000	0.000	-	1.428	1.246	(0.182)	(12.7)
Fare Media Liability	4.352	4.352	0.000	0.0	0.000	0.000	0.000	-	4.352	4.352	0.000	0.0
Total Farebox Revenue	304.231	299.085	(5.146)	(1.7)	0.000	0.000	0.000	-	304.231	299.085	(5.146)	(1.7)
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	8.259	8.260	0.001	0.0	0.000	0.000	0.000	-	8.259	8.260	0.001	0.0
Paratransit Reimbursement	13.042	15.981	2.939	22.5	0.000	0.000	0.000	-	13.042	15.981	2.939	22.5
Other	9.659	10.266	0.607	6.3	0.000	0.000	0.000	-	9.659	10.266	0.607	6.3
Total Other Operating Revenue	30.960	34.507	3.547	11.5	0.000	0.000	0.000	-	30.960	34.507	3.547	11.5
Capital and Other Reimbursements	0.000	0.000	0.000	-	68.519	61.346	(7.173)	(10.5)	68.519	61.346	(7.173)	(10.5)
<b>Total Revenue</b>	<b>\$335.191</b>	<b>\$333.592</b>	<b>(\$1.599)</b>	<b>(0.5)</b>	<b>\$68.519</b>	<b>\$61.346</b>	<b>(\$7.173)</b>	<b>(10.5)</b>	<b>\$403.710</b>	<b>\$394.938</b>	<b>(\$8.772)</b>	<b>(2.2)</b>
<b>Expenses</b>												
Labor												
Payroll	250.488	250.422	0.066	0.0	29.560	25.650	3.910	13.2	280.048	276.072	3.976	1.4
Overtime	25.213	34.230	(9.017)	(35.8)	5.399	5.567	(0.168)	(3.1)	30.612	39.797	(9.185)	(30.0)
Total Salaries & Wages	275.701	284.652	(8.951)	(3.2)	34.959	31.217	3.742	10.7	310.660	315.869	(5.209)	(1.7)
Health and Welfare	55.234	49.495	5.739	10.4	2.165	1.954	0.211	9.7	57.399	51.449	5.950	10.4
OPEB Current Payment	29.117	28.824	2.293	7.9	0.000	0.000	0.000	-	29.117	28.824	2.293	7.9
Pensions	21.029	21.041	(0.012)	(0.1)	0.112	0.070	0.042	37.5	21.141	21.111	0.030	0.1
Other Fringe Benefits	25.196	28.446	(3.250)	(12.9)	9.092	6.367	2.725	30.0	34.288	34.813	(0.525)	(1.5)
Total Fringe Benefits	130.576	125.806	4.770	3.7	11.369	8.391	2.978	26.2	141.945	134.197	7.748	5.5
Reimbursable Overhead	(15.505)	(14.709)	(0.796)	(5.1)	15.505	14.709	0.796	5.1	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$390.772</b>	<b>\$395.749</b>	<b>(\$4.977)</b>	<b>(1.3)</b>	<b>\$61.833</b>	<b>\$54.317</b>	<b>\$7.516</b>	<b>12.2</b>	<b>\$452.605</b>	<b>\$450.066</b>	<b>\$2.539</b>	<b>0.6</b>
Non-Labor												
Electric Power	28.075	29.019	(0.944)	(3.4)	0.021	0.020	0.001	4.8	28.096	29.039	(0.943)	(3.4)
Fuel	15.038	14.019	1.019	6.8	0.002	0.002	0.000	0.0	15.040	14.021	1.019	6.8
Insurance	4.551	4.530	0.021	0.5	0.000	0.000	0.000	-	4.551	4.530	0.021	0.5
Claims	7.441	7.441	0.000	0.0	0.000	0.000	0.000	-	7.441	7.441	0.000	0.0
Paratransit Service Contracts	34.154	30.221	3.933	11.5	0.000	0.000	0.000	-	34.154	30.221	3.933	11.5
Mtce. and Other Operating Contracts	11.941	5.900	6.041	50.6	1.711	3.908	(2.197)	(128.4)	13.652	9.808	3.844	28.2
Professional Service Contracts	4.373	9.332	(4.959)	(113.4)	0.613	0.870	(0.257)	(41.9)	4.986	10.202	(5.216)	(104.6)
Materials & Supplies	22.644	25.202	(2.558)	(11.3)	4.047	2.077	1.970	48.7	26.691	27.279	(0.588)	(2.2)
Other Business Expenses	5.177	4.148	1.029	19.9	0.292	0.152	0.140	47.9	5.469	4.300	1.169	21.4
<b>Total Non-Labor Expenses</b>	<b>\$133.394</b>	<b>\$129.812</b>	<b>\$3.582</b>	<b>2.7</b>	<b>\$6.686</b>	<b>\$7.029</b>	<b>(\$0.343)</b>	<b>(5.1)</b>	<b>\$140.080</b>	<b>\$136.841</b>	<b>\$3.239</b>	<b>2.3</b>
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$524.166</b>	<b>\$525.561</b>	<b>(\$1.395)</b>	<b>(0.3)</b>	<b>\$68.519</b>	<b>\$61.346</b>	<b>\$7.173</b>	<b>10.5</b>	<b>\$592.685</b>	<b>\$586.907</b>	<b>\$5.778</b>	<b>1.0</b>
Depreciation	115.000	117.047	(2.047)	(1.8)	0.000	0.000	0.000	-	115.000	117.047	(2.047)	(1.8)
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$639.166</b>	<b>\$642.608</b>	<b>(\$3.442)</b>	<b>(0.5)</b>	<b>\$68.519</b>	<b>\$61.346</b>	<b>\$7.173</b>	<b>10.5</b>	<b>\$707.685</b>	<b>\$703.954</b>	<b>\$3.731</b>	<b>0.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$303.975)</b>	<b>(\$309.016)</b>	<b>(\$5.041)</b>	<b>(1.7)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$303.975)</b>	<b>(\$309.016)</b>	<b>(\$5.041)</b>	<b>(1.7)</b>

NOTE: Totals may not add due to rounding.

Table 3

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**January 2013**  
**(\$ 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
		\$	%		\$	%	
		Same as Month Variances					
Other Operating Revenue	NR	3.5	11.5	Mostly due to higher paratransit Urban Tax and advertising revenues			
Overtime	NR	(9.0)	(35.8)	Mainly due to the unfavorable timing from 2012 of the cash-out of "banked" overtime by represented employees, continued Sandy-related work and additional maintenance requirements			
Health & Welfare (including OPEB current payment)	NR	8.0	9.5	Largely the favorable timing of expenses			
Other Fringe Benefits	NR	(3.3)	(12.9)	Mostly lower direct overhead credits due to reimbursable payroll underruns			
Reimbursable Overhead	NR	(0.8)	(5.1)	Mainly lower overhead credits from reimbursable payroll underruns			
Electric Power	NR	(0.9)	(3.4)	Mostly due to the unfavorable timing of expenses			
Fuel	NR	1.0	6.8	Primarily the favorable timing of heating fuel expenses			
Paratransit Service Contracts	NR	3.9	11.5	Mostly due to lower completed trips			
Maintenance and Other Operating Contracts	NR	6.0	50.6	Primarily the favorable timing of accrual adjustments and building-related expenses			
Professional Service Contracts	NR	(5.0)	over (100.0)	Mostly the unfavorable timing of bond service and Workers' Compensation Board expenses			
Materials and Supplies	NR	(2.6)	(11.3)	Largely the unfavorable timing of vehicle maintenance material requirements and unfavorable inventory adjustments, partly offset by increased scrap sales			
Other Business Expenses	NR	1.0	19.9	Mainly the favorable timing of accrual adjustments and underruns in MVM debit/credit card charges			

4.57

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS:  
January 2013  
(\$ 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
		\$	%		\$	%	
		Same as Month Variances					
Capital and Other Reimbursements	R	(7.2)	(10.5)	Reimbursement reduction consistent with expense reduction			
Payroll	R	3.9	13.2	Mostly due to capital construction underruns			
Health & Welfare	R	0.2	9.7	Mainly the favorable timing of expenses			
Other Fringe Benefits	R	2.7	30.0	Mostly lower direct overhead expenses due to reimbursable payroll underruns			
Maintenance and Other Operating Contracts	R	(2.2)	over (100.0)	Largely the unfavorable timing of building, facility maintenance and operating contract costs			
Professional Service Contracts	R	(0.3)	(41.9)	Mostly the unfavorable timing of advertising expenses			
Materials & Supplies	R	2.0	48.7	Mostly the favorable timing of non-vehicle material requirements			

4.58

Table 4

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
CASH RECEIPTS and EXPENDITURES  
January 2013  
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$305.260	\$316.233	\$10.973	3.6	\$305.260	\$316.233	\$10.973	3.6
Vehicle Toll Revenue								
<b>Other Operating Revenue:</b>								
Fare Reimbursement	0.000	15.000	15.000	-	0.000	15.000	15.000	-
Paratransit Reimbursement	2.399	4.234	1.835	76.5	2.399	4.234	1.835	76.5
Other	1.353	1.799	0.446	33.0	1.353	1.799	0.446	33.0
Total Other Operating Revenue	3.752	21.033	17.281	460.6	3.752	21.033	17.281	460.6
Capital and Other Reimbursements	68.519	55.864	(12.655)	(18.5)	68.519	55.864	(12.655)	(18.5)
<b>Total Receipts</b>	<b>\$377.531</b>	<b>\$393.130</b>	<b>\$15.599</b>	<b>4.1</b>	<b>\$377.531</b>	<b>\$393.130</b>	<b>\$15.599</b>	<b>4.1</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	364.479	356.558	7.921	2.2	364.479	356.558	7.921	2.2
Overtime	40.076	50.034	(9.958)	(24.8)	40.076	50.034	(9.958)	(24.8)
Total Salaries & Wages	404.555	406.592	(2.037)	(0.5)	404.555	406.592	(2.037)	(0.5)
Health and Welfare	57.398	77.227	(19.829)	(34.5)	57.398	77.227	(19.829)	(34.5)
OPEB Current Payment	29.117	26.824	2.293	7.9	29.117	26.824	2.293	7.9
Pensions	21.141	21.027	0.114	0.5	21.141	21.027	0.114	0.5
Other Fringe Benefits	38.310	28.209	10.101	26.4	38.310	28.209	10.101	26.4
Total Fringe Benefits	145.966	153.287	(7.321)	(5.0)	145.966	153.287	(7.321)	(5.0)
GASB Account	5.752	4.058	1.694	29.5	5.752	4.058	1.694	29.5
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$556.273</b>	<b>\$563.937</b>	<b>(\$7.664)</b>	<b>(1.4)</b>	<b>\$556.273</b>	<b>\$563.937</b>	<b>(\$7.664)</b>	<b>(1.4)</b>
<b>Non-Labor:</b>								
Electric Power	28.097	24.843	3.254	11.6	28.097	24.843	3.254	11.6
Fuel	15.040	15.034	0.006	0.0	15.040	15.034	0.006	0.0
Insurance	0.453	2.480	(2.027)	(447.5)	0.453	2.480	(2.027)	(447.5)
Claims	6.754	2.490	4.264	63.1	6.754	2.490	4.264	63.1
Paratransit Service Contracts	33.988	32.204	1.784	5.2	33.988	32.204	1.784	5.2
Mtcs, and Other Operating Contracts	13.652	16.308	(2.656)	(19.5)	13.652	16.308	(2.656)	(19.5)
Professional Service Contracts	4.986	11.507	(6.521)	(130.8)	4.986	11.507	(6.521)	(130.8)
Materials & Supplies	27.941	23.840	4.101	14.7	27.941	23.840	4.101	14.7
Other Business Expenditures	5.469	4.618	0.851	15.6	5.469	4.618	0.851	15.6
<b>Total Non-Labor Expenditures</b>	<b>\$136.380</b>	<b>\$133.324</b>	<b>\$3.056</b>	<b>2.2</b>	<b>\$136.380</b>	<b>\$133.324</b>	<b>\$3.056</b>	<b>2.2</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$692.653</b>	<b>\$697.261</b>	<b>(\$4.608)</b>	<b>(0.7)</b>	<b>\$692.653</b>	<b>\$697.261</b>	<b>(\$4.608)</b>	<b>(0.7)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$315.122)</b>	<b>(\$304.131)</b>	<b>\$10.991</b>	<b>3.5</b>	<b>(\$315.122)</b>	<b>(\$304.131)</b>	<b>\$10.991</b>	<b>3.5</b>

NOTE: Totals may not add due to rounding.

Table 5

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL CASH BASIS  
January 2013  
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
				Same as Month Variances		
Farebox Receipts	11.0	3.6	Primarily due to the favorable timing of the counting and depositing of receipts			
Other Operating Receipts	17.3	over 100.0	Mostly due to the favorable timing of student fare reimbursements, originally assumed to be received in December 2012, and higher paratransit Urban Tax receipts			
Capital and Other Reimbursements	(12.7)	(18.5)	Mostly due to the unfavorable timing of reimbursements and underruns in reimbursable expenses subject to reimbursement			
Overtime	(10.0)	(24.8)	Mainly due to the unfavorable timing from 2012 of the cash-out of "banked" overtime by represented employees, continued Sandy-related work and additional maintenance requirements			
Health & Welfare (including OPEB current payment)	(17.5)	(20.2)	Largely the unfavorable timing of payments			
Other Fringe Benefits	10.1	26.4	The favorable timing of payments			
GASB Account	1.7	29.5	The favorable timing of payments			
Electric Power	3.3	11.6	Mostly the favorable timing of payments			
Insurance	(2.0)	over (100.0)	The unfavorable timing of payments			
Claims	4.3	63.1	The favorable timing of claims payouts			
Paratransit Service Contracts	1.8	5.2	Mainly due to lower completed trips, partly offset by the unfavorable timing of payments			
Maintenance Contracts	(2.7)	(19.5)	Mostly the unfavorable timing of payments			
Professional Service Contracts	(6.5)	over (100.0)	Primarily the unfavorable timing of bond service and Workers' Compensation Board expenses and payments			
Materials & Supplies	4.1	14.7	Mainly the favorable timing of payments			
Other Business Expenses	0.9	15.6	Mostly expense underruns			

4.60

Table 6

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
CASH CONVERSION (CASH FLOW ADJUSTMENTS)  
January 2013  
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.029	\$17.148	\$16.119	-	\$1.029	\$17.148	\$16.119	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(8.259)	6.740	14.999	181.6	(8.259)	6.740	14.999	181.6
Paratransit Reimbursement	(10.643)	(11.747)	(1.104)	(10.4)	(10.643)	(11.747)	(1.104)	(10.4)
Other	(8.306)	(8.467)	(0.161)	(1.9)	(8.306)	(8.467)	(0.161)	(1.9)
<b>Total Other Operating Revenue</b>	<b>(27.208)</b>	<b>(13.474)</b>	<b>13.734</b>	<b>50.5</b>	<b>(27.208)</b>	<b>(13.474)</b>	<b>13.734</b>	<b>50.5</b>
Capital and Other Reimbursements	0.000	(5.482)	(5.482)	-	0.000	(5.482)	(5.482)	-
<b>Total Receipts</b>	<b>(\$26.179)</b>	<b>(\$1.808)</b>	<b>\$24.371</b>	<b>93.1</b>	<b>(\$26.179)</b>	<b>(\$1.808)</b>	<b>\$24.371</b>	<b>93.1</b>
<b>Expenditures</b>								
Labor:								
Payroll	(84.431)	(80.486)	3.945	4.7	(84.431)	(80.486)	3.945	4.7
Overtime	(9.464)	(10.237)	(0.773)	(8.2)	(9.464)	(10.237)	(0.773)	(8.2)
<b>Total Salaries &amp; Wages</b>	<b>(93.895)</b>	<b>(90.723)</b>	<b>3.172</b>	<b>3.4</b>	<b>(93.895)</b>	<b>(90.723)</b>	<b>3.172</b>	<b>3.4</b>
Health and Welfare	0.001	(25.778)	(25.779)	-	0.001	(25.778)	(25.779)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	0.084	0.084	-	0.000	0.084	0.084	-
Other Fringe Benefits	(4.022)	6.604	10.626	264.2	(4.022)	6.604	10.626	264.2
<b>Total Fringe Benefits</b>	<b>(4.021)</b>	<b>(19.090)</b>	<b>(15.069)</b>	<b>(374.8)</b>	<b>(4.021)</b>	<b>(19.090)</b>	<b>(15.069)</b>	<b>(374.8)</b>
GASB Account	(5.752)	(4.058)	1.694	29.5	(5.752)	(4.058)	1.694	29.5
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$103.668)</b>	<b>(\$113.871)</b>	<b>(\$10.203)</b>	<b>(9.8)</b>	<b>(\$103.668)</b>	<b>(\$113.871)</b>	<b>(\$10.203)</b>	<b>(9.8)</b>
Non-Labor:								
Electric Power	(0.001)	4.196	4.197	-	(0.001)	4.196	4.197	-
Fuel	0.000	(1.013)	(1.013)	-	0.000	(1.013)	(1.013)	-
Insurance	4.098	2.050	(2.048)	(50.0)	4.098	2.050	(2.048)	(50.0)
Claims	0.687	4.951	4.264	620.7	0.687	4.951	4.264	620.7
Paratransit Service Contracts	0.166	(1.983)	(2.149)	-	0.166	(1.983)	(2.149)	-
Mtce. and Other Operating Contracts	0.000	(6.500)	(6.500)	-	0.000	(6.500)	(6.500)	-
Professional Service Contracts	0.000	(1.305)	(1.305)	-	0.000	(1.305)	(1.305)	-
Materials & Supplies	(1,250)	3,439	4,689	375.1	(1,250)	3,439	4,689	375.1
Other Business Expenses	0.000	(0.318)	(0.318)	-	0.000	(0.318)	(0.318)	-
<b>Total Non-Labor Expenditures</b>	<b>\$3.700</b>	<b>\$3.517</b>	<b>(\$0.183)</b>	<b>(4.9)</b>	<b>\$3.700</b>	<b>\$3.517</b>	<b>(\$0.183)</b>	<b>(4.9)</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>(\$99.968)</b>	<b>(\$110.354)</b>	<b>(\$10.386)</b>	<b>(10.4)</b>	<b>(\$99.968)</b>	<b>(\$110.354)</b>	<b>(\$10.386)</b>	<b>(10.4)</b>
Depreciation	115.000	117.047	2.047	1.8	115.000	117.047	2.047	1.8
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures</b>	<b>\$15.032</b>	<b>\$6.693</b>	<b>(\$8.339)</b>	<b>(55.5)</b>	<b>\$15.032</b>	<b>\$6.693</b>	<b>(\$8.339)</b>	<b>(55.5)</b>
<b>Total Cash Conversion Adjustments</b>	<b>(\$11.147)</b>	<b>\$4.885</b>	<b>\$16.032</b>	<b>143.8</b>	<b>(\$11.147)</b>	<b>\$4.885</b>	<b>\$16.032</b>	<b>143.8</b>

NOTE: Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**TOTAL POSITIONS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**January 2013**

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./(Unfav)</u>	<u>Explanation</u>
<b>Administration:</b>				
Office of the President	44	39	5	
Law	265	257	8	
Office of the EVP	39	37	2	
Human Resources	221	239	(18)	
Office of Management and Budget	39	35	4	
Capital Planning & Budget	31	30	1	
Corporate Communications	249	241	8	
Technology & Information Services	444	445	(1)	
Non-Departmental	84	-	84	
Labor Relations	96	93	3	
Materiel	234	237	(3)	
Controller	133	138	(5)	
<b>Total Administration</b>	<b>1,879</b>	<b>1,791</b>	<b>88</b>	
<b>Operations</b>				
Subways Rapid Transit Operations	7,299	7,236	63	
Subways Operations Support	318	315	3	
Subways Stations	2,635	2,633	2	
<b>Sub-total Subways</b>	<b>10,252</b>	<b>10,184</b>	<b>68</b>	
Buses	10,394	10,484	(90)	
Paratransit	170	157	13	
Operations Planning	393	378	15	
Revenue Control	457	433	24	
<b>Total Operations</b>	<b>21,666</b>	<b>21,636</b>	<b>30</b>	
<b>Maintenance</b>				
Subways Operations Support	204	269	(65)	
Subways Engineering	312	300	12	
Subways Car Equipment	4,177	4,143	34	
Subways Infrastructure	1,334	1,308	26	
Subways Elevator & Escalators	377	345	32	
Subways Stations	3,499	3,404	95	
Subways Track	2,730	2,652	78	
Subways Power	611	605	6	
Subways Signals	1,392	1,399	(7)	
Subways Electronic Maintenance	1,403	1,365	38	
<b>Sub-total Subways</b>	<b>16,039</b>	<b>15,790</b>	<b>249</b>	
Buses	3,734	3,636	98	
Revenue Control	137	137	0	
Supply Logistics	556	552	4	
System Safety	88	84	4	
<b>Total Maintenance</b>	<b>20,554</b>	<b>20,199</b>	<b>355</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,218	1,185	33	
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,185</b>	<b>33</b>	
<b>Public Safety</b>				
Security	568	531	37	
<b>Total Public Safety</b>	<b>568</b>	<b>531</b>	<b>37</b>	
<b>Total Positions</b>	<b>45,885</b>	<b>45,342</b>	<b>543</b>	
Non-Reimbursable	41,517	41,582	(65)	
Reimbursable	4,368	3,760	608	
<b>Total Full-Time</b>	<b>45,725</b>	<b>45,120</b>	<b>605</b>	
<b>Total Full-Time Equivalents</b>	<b>160</b>	<b>222</b>	<b>(62)</b>	

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**TOTAL POSITIONS by FUNCTION and OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**January 2013**

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance	Explanation
			Fav./ (Unfav)	
<b>Administration:</b>				
Managers/Supervisors	625	563	62	
Professional, Technical, Clerical	1,138	1,202	(64)	
Operational Hourlies	116	26	90	
<b>Total Administration</b>	<b>1,879</b>	<b>1,791</b>	<b>88</b>	
<b>Operations</b>				
Managers/Supervisors	2,508	2,477	31	
Professional, Technical, Clerical	407	404	3	
Operational Hourlies	18,751	18,755	(4)	
<b>Total Operations</b>	<b>21,666</b>	<b>21,636</b>	<b>30</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,740	3,537	203	
Professional, Technical, Clerical	1,030	960	70	
Operational Hourlies	15,784	15,702	82	
<b>Total Maintenance</b>	<b>20,554</b>	<b>20,199</b>	<b>355</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	272	253	19	
Professional, Technical, Clerical	944	930	14	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,185</b>	<b>33</b>	
<b>Public Safety</b>				
Managers/Supervisors	195	181	14	
Professional, Technical, Clerical	36	29	7	
Operational Hourlies	337	321	16	
<b>Total Public Safety</b>	<b>568</b>	<b>531</b>	<b>37</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,340	7,011	329	
Professional, Technical, Clerical	3,555	3,525	30	
Operational Hourlies	34,990	34,806	184	
<b>Total Positions</b>	<b>45,885</b>	<b>45,342</b>	<b>543</b>	

MTA New York City Transit  
2013 February Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	January						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./Unfav)		Adopted Budget		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	345,871	\$10.1	0	\$9.6	0	\$0.4 4.4%	345,871	\$10.1	0	\$9.6	0	\$0.4 4.4%
<u>Unscheduled Service</u>	203,854	\$6.0	0	\$8.5	0	(\$2.5) (42.3%)	203,854	\$6.0	0	\$8.5	0	(\$2.5) (42.3%)
<u>Programmatic/Routine Maintenance</u>	222,351	\$7.1	0	\$9.7	0	(\$2.7) (37.4%)	222,351	\$7.1	0	\$9.7	0	(\$2.7) (37.4%)
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0 0.0%	0	\$0.0	0	\$0.0	0	\$0.0 0.0%
<u>Vacancy/Absentee Coverage</u>	10,677	\$0.5	0	\$1.4	0	(\$0.9) *	10,677	\$0.5	0	\$1.4	0	(\$0.9) *
<u>Weather Emergencies</u>	25,765	\$0.8	0	\$4.5	0	(\$3.7) *	25,765	\$0.8	0	\$4.5	0	(\$3.7) *
<u>Safety/Security/Law Enforcement</u>	10,295	\$0.3	0	\$0.3	0	\$0.0 8.5%	10,295	\$0.3	0	\$0.3	0	\$0.0 8.5%
<u>Other</u>	9,746	\$0.4	0	\$0.1	0	\$0.4 79.9%	9,746	\$0.4	0	\$0.1	0	\$0.4 79.9%
Subtotal	828,558	\$25.2	0	\$34.2	828,558	(\$9.0) (35.8%)	828,558	\$25.2	0	\$34.2	828,558	(\$9.0) (35.8%)
<b>REIMBURSABLE OVERTIME</b>	169,896	\$5.4	0	\$5.6	0	(\$0.2) (3.1%)	169,896	\$5.4	0	\$5.6	0	(\$0.2) (3.1%)
<b>TOTAL OVERTIME</b>	998,454	\$30.6	0	\$39.8	828,558	(\$9.2) (30.0%)	998,454	\$30.6	0	\$39.8	828,558	(\$9.2) (30.0%)

Totals may not add due to rounding. 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  
2013 February Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	January			January Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
Scheduled Service	0	\$0.4 (5.0%)		0	\$0.4 (5.0%)	
Unscheduled Service	0	(\$2.5) 28.2%	Primarily due to OTO Cash-in and bus traffic delays, diversions and extra bus trips	0	(\$2.5) 28.2%	Primarily due to OTO Cash-in and bus traffic delays, diversions and extra bus trips
Programmatic/Routine Maintenance	0	(\$2.7) 29.4%	Unfavorable variance primarily due OTO Cash-in and to continue Buses maintenance efforts to improve fleet reliability and reverse negative MDBF trend	0	(\$2.7) 29.4%	Unfavorable variance primarily due OTO Cash-in and to continue Buses maintenance efforts to improve fleet reliability and reverse negative MDBF trend
Unscheduled Maintenance	0	\$0.0 0.0%		0	\$0.0 0.0%	
Vacancy/Absentee Coverage	0	(\$0.9) 10.4%	Mainly due to vacancy / absentee coverage in train operators, station cleaners, and bus dispatchers	0	(\$0.9) 10.4%	Mainly due to vacancy / absentee coverage in train operators, station cleaners, and bus dispatchers
Weather Emergencies	0	(\$3.7) 41.1%	Primarily due to Tropical Storm Sandy	0	(\$3.7) 41.1%	Primarily due to Tropical Storm Sandy
Safety/Security/Law Enforcement	0	\$0.0 -0.3%		0	\$0.0 -0.3%	
Other		\$0.4 (4.0%)		0	\$0.4 (4.0%)	
Subtotal	0	(\$9.0) 98.2%		0	(\$9.0) 98.2%	
<b>REIMBURSABLE OVERTIME</b>	0	(\$0.2) 1.8%		0	(\$0.2) 1.8%	
<b>TOTAL OVERTIME</b>	0	(\$9.2)		0	(\$9.2)	

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2012 Overtime Reporting**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

# Report



**Staten Island Railway**

## **FINANCIAL AND RIDERSHIP REPORT**

**January 2013**

(All data are preliminary and subject to audit)

**Operating revenue**, which was \$0.6 million in January, was below budget by \$0.1 million (8.9 percent), due mostly to residual ridership losses from Tropical Storm Sandy (Sandy).

Total **ridership** in January 2013 was 366,809, 8.7 percent (35,113 riders) below budget, due mostly to residual losses from Sandy. January 2013 average weekday ridership was 15,239, 8.0 percent (1,318 riders) lower than January 2012, also due to Sandy as well as from worse weather in 2013. Average weekday ridership for the twelve months ending January 2013 was 15,879, 2.2 percent (364 riders) lower than the previous twelve-month period.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were lower than budget in January by \$0.8 million (23.7 percent). Labor was under by \$0.6 million (22.2 percent), mainly from the favorable timing of fringe benefit expenses and vacancies/absence control savings, partly offset by higher overtime expenses due mostly to vacancy coverage requirements, the continued impact of Sandy and adverse weather. Non-labor expenses underran by \$0.3 million (27.1 percent), due primarily to the favorable timing of materials & supplies expenses.

Depreciation expenses of \$0.8 million were equal to budget.

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

The **operating cash deficit** (excluding subsidies) was \$1.7 million, \$1.2 million (41.5 percent) favorable to budget, due mainly to the favorable timing of expenses and payments.

Table 1

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2013**  
**(\$ in millions)**

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.464	0.394	(0.070)	(15.1)	-	-	-	-	0.464	0.394	(0.070)	(15.1)
Other Operating Revenue	0.247	0.254	0.007	2.8	-	-	-	-	0.247	0.254	0.007	2.8
Capital and Other Reimbursements	-	-	-	-	0.136	0.122	(0.014)	(10.3)	0.136	0.122	(0.014)	(10.3)
<b>Total Revenue</b>	<b>\$ 0.711</b>	<b>\$ 0.648</b>	<b>\$ (0.063)</b>	<b>(8.9)</b>	<b>\$ 0.136</b>	<b>\$ 0.122</b>	<b>\$ (0.014)</b>	<b>(10.3)</b>	<b>\$ 0.847</b>	<b>\$ 0.770</b>	<b>\$ (0.077)</b>	<b>(9.1)</b>
<b>Expenses</b>												
Labor:												
Payroll	1.417	1.345	0.072	5.1	0.023	0.047	(0.024)	(104.3)	1.440	1.392	0.048	3.3
Overtime	0.065	0.228	(0.163)	(250.8)	0.058	0.027	0.031	53.4	0.123	0.255	(0.132)	(107.3)
<b>Total Salaries &amp; Wages</b>	<b>\$ 1.482</b>	<b>\$ 1.573</b>	<b>\$ (0.091)</b>	<b>(6.1)</b>	<b>\$ 0.081</b>	<b>\$ 0.074</b>	<b>\$ 0.007</b>	<b>8.6</b>	<b>\$ 1.563</b>	<b>\$ 1.647</b>	<b>\$ (0.084)</b>	<b>(5.4)</b>
Health and Welfare	0.350	0.135	0.215	61.4	0.042	0.017	0.025	59.5	0.392	0.152	0.240	61.2
OPEB Current Portion	0.063	0.050	0.013	20.6	-	-	-	-	0.063	0.050	0.013	20.6
Pensions	0.483	0.100	0.383	79.3	0.007	0.018	(0.011)	(157.1)	0.490	0.118	0.372	75.9
Other Fringe Benefits	0.107	0.075	0.032	29.9	0.006	0.013	(0.007)	(116.7)	0.113	0.088	0.025	22.1
<b>Total Fringe Benefits</b>	<b>\$ 1.003</b>	<b>\$ 0.360</b>	<b>\$ 0.643</b>	<b>64.1</b>	<b>\$ 0.055</b>	<b>\$ 0.048</b>	<b>\$ 0.007</b>	<b>12.7</b>	<b>\$ 1.058</b>	<b>\$ 0.408</b>	<b>\$ 0.650</b>	<b>61.4</b>
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 2.485</b>	<b>\$ 1.933</b>	<b>\$ 0.552</b>	<b>22.2</b>	<b>\$ 0.136</b>	<b>\$ 0.122</b>	<b>\$ 0.014</b>	<b>10.3</b>	<b>\$ 2.621</b>	<b>\$ 2.055</b>	<b>\$ 0.566</b>	<b>21.6</b>
Non-Labor:												
Electric Power	0.447	0.437	0.010	2.2	-	-	-	-	0.447	0.437	0.010	2.2
Fuel	0.034	0.032	0.002	5.9	-	-	-	-	0.034	0.032	0.002	5.9
Insurance	0.025	0.015	0.010	40.0	-	-	-	-	0.025	0.015	0.010	40.0
Claims	0.023	0.010	0.013	56.5	-	-	-	-	0.023	0.010	0.013	56.5
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.130	0.130	-	0.0	-	-	-	-	0.130	0.130	-	0.0
Professional Service Contracts	0.035	0.018	0.017	48.6	-	-	-	-	0.035	0.018	0.017	48.6
Materials & Supplies	0.358	0.125	0.233	65.1	-	-	-	-	0.358	0.125	0.233	65.1
Other Business Expenses	0.001	0.001	-	0.0	-	-	-	-	0.001	0.001	-	0.0
<b>Total Non-Labor Expenses</b>	<b>\$ 1.053</b>	<b>\$ 0.768</b>	<b>\$ 0.285</b>	<b>27.1</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 1.053</b>	<b>\$ 0.768</b>	<b>\$ 0.285</b>	<b>27.1</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$ 3.538</b>	<b>\$ 2.701</b>	<b>\$ 0.837</b>	<b>23.7</b>	<b>\$ 0.136</b>	<b>\$ 0.122</b>	<b>\$ 0.014</b>	<b>10.3</b>	<b>\$ 3.674</b>	<b>\$ 2.823</b>	<b>\$ 0.851</b>	<b>23.2</b>
Depreciation	0.750	0.750	-	0.0	-	-	-	-	0.750	0.750	-	0.0
Other Post Employment Benefits	0.191	0.191	-	0.0	-	-	-	-	0.191	0.191	-	0.0
<b>Total Expenses</b>	<b>\$ 4.479</b>	<b>\$ 3.642</b>	<b>\$ 0.837</b>	<b>18.7</b>	<b>\$ 0.136</b>	<b>\$ 0.122</b>	<b>\$ 0.014</b>	<b>10.3</b>	<b>\$ 4.615</b>	<b>\$ 3.764</b>	<b>\$ 0.851</b>	<b>18.4</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (3.768)</b>	<b>\$ (2.994)</b>	<b>\$ 0.774</b>	<b>20.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (3.768)</b>	<b>\$ (2.994)</b>	<b>\$ 0.774</b>	<b>20.5</b>

Table 2

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2013 Year-to-Date**  
**(\$ in millions)**

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.464	0.394	(0.070)	(15.1)	-	-	-	-	0.464	0.394	(0.070)	(15.1)
Other Operating Revenue	0.247	0.254	0.007	2.8	-	-	-	-	0.247	0.254	0.007	2.8
Capital and Other Reimbursements	-	-	-	-	0.136	0.122	(0.014)	(10.3)	0.136	0.122	(0.014)	(10.3)
<b>Total Revenue</b>	<b>\$ 0.711</b>	<b>\$ 0.648</b>	<b>\$ (0.063)</b>	<b>(8.9)</b>	<b>\$ 0.136</b>	<b>\$ 0.122</b>	<b>\$ (0.014)</b>	<b>(10.3)</b>	<b>\$ 0.847</b>	<b>\$ 0.770</b>	<b>\$ (0.077)</b>	<b>(9.1)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	1.417	1.345	0.072	5.1	0.023	0.047	(0.024)	(104.3)	1.440	1.392	0.048	3.3
Overtime	0.065	0.228	(0.163)	(250.8)	0.058	0.027	0.031	53.4	0.123	0.255	(0.132)	(107.3)
<b>Total Salaries &amp; Wages</b>	<b>\$ 1.482</b>	<b>\$ 1.573</b>	<b>\$ (0.091)</b>	<b>(6.1)</b>	<b>\$ 0.081</b>	<b>\$ 0.074</b>	<b>\$ 0.007</b>	<b>8.6</b>	<b>\$ 1.563</b>	<b>\$ 1.647</b>	<b>\$ (0.084)</b>	<b>(5.4)</b>
Health and Welfare	0.350	0.135	0.215	61.4	0.042	0.017	0.025	59.5	0.392	0.152	0.240	61.2
OPEB Current Portion	0.063	0.050	0.013	20.6	-	-	-	-	0.063	0.050	0.013	20.6
Pensions	0.483	0.100	0.383	79.3	0.007	0.018	(0.011)	(157.1)	0.490	0.118	0.372	75.9
Other Fringe Benefits	0.107	0.075	0.032	29.9	0.006	0.013	(0.007)	(116.7)	0.113	0.088	0.025	22.1
<b>Total Fringe Benefits</b>	<b>\$ 1.003</b>	<b>\$ 0.360</b>	<b>\$ 0.643</b>	<b>64.1</b>	<b>\$ 0.055</b>	<b>\$ 0.048</b>	<b>\$ 0.007</b>	<b>12.7</b>	<b>\$ 1.058</b>	<b>\$ 0.408</b>	<b>\$ 0.650</b>	<b>61.4</b>
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 2.485</b>	<b>\$ 1.933</b>	<b>\$ 0.552</b>	<b>22.2</b>	<b>\$ 0.136</b>	<b>\$ 0.122</b>	<b>\$ 0.014</b>	<b>10.3</b>	<b>\$ 2.621</b>	<b>\$ 2.055</b>	<b>\$ 0.566</b>	<b>21.6</b>
<b>Non-Labor:</b>												
Electric Power	0.447	0.437	0.010	2.2	-	-	-	-	0.447	0.437	0.010	2.2
Fuel	0.034	0.032	0.002	5.9	-	-	-	-	0.034	0.032	0.002	5.9
Insurance	0.025	0.015	0.010	40.0	-	-	-	-	0.025	0.015	0.010	40.0
Claims	0.023	0.010	0.013	56.5	-	-	-	-	0.023	0.010	0.013	56.5
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.130	0.130	-	0.0	-	-	-	-	0.130	0.130	-	0.0
Professional Service Contracts	0.035	0.018	0.017	48.6	-	-	-	-	0.035	0.018	0.017	48.6
Materials & Supplies	0.358	0.125	0.233	65.1	-	-	-	-	0.358	0.125	0.233	65.1
Other Business Expenses	0.001	0.001	-	0.0	-	-	-	-	0.001	0.001	-	0.0
<b>Total Non-Labor Expenses</b>	<b>\$ 1.053</b>	<b>\$ 0.768</b>	<b>\$ 0.285</b>	<b>27.1</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 1.053</b>	<b>\$ 0.768</b>	<b>\$ 0.285</b>	<b>27.1</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$ 3.538</b>	<b>\$ 2.701</b>	<b>\$ 0.837</b>	<b>23.7</b>	<b>\$ 0.136</b>	<b>\$ 0.122</b>	<b>\$ 0.014</b>	<b>10.3</b>	<b>\$ 3.674</b>	<b>\$ 2.823</b>	<b>\$ 0.851</b>	<b>23.2</b>
Depreciation	0.750	0.750	-	0.0	-	-	-	-	0.750	0.750	-	0.0
Other Post Employment Benefits	0.191	0.191	-	0.0	-	-	-	-	0.191	0.191	-	0.0
<b>Total Expenses</b>	<b>\$ 4.479</b>	<b>\$ 3.642</b>	<b>\$ 0.837</b>	<b>18.7</b>	<b>\$ 0.136</b>	<b>\$ 0.122</b>	<b>\$ 0.014</b>	<b>10.3</b>	<b>\$ 4.615</b>	<b>\$ 3.764</b>	<b>\$ 0.851</b>	<b>18.4</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (3.768)</b>	<b>\$ (2.994)</b>	<b>\$ 0.774</b>	<b>20.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (3.768)</b>	<b>\$ (2.994)</b>	<b>\$ 0.774</b>	<b>20.5</b>

Table 3

MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
January 2013  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.070)	(15.1)	Due mostly to residual ridership losses from Tropical Storm Sandy (Sandy)	SAME VARIANCES AS MONTH		
Other Operating Revenue	Non Reimb.	0.007	2.8	Mainly higher advertising revenue			
Payroll	Non Reimb.	0.072	5.1	Mostly vacancy control savings			
Overtime	Non Reimb.	(0.163)	over (100.0)	Mostly vacancy coverage requirements, the continued impact of Sandy and adverse weather			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.228	55.2	Timing of expenses			
Pension	Non Reimb.	0.383	79.3	Timing of payments			
Other Fringe Benefits	Non Reimb.	0.032	29.9	Timing of Workers' Compensation expenses			
Electric Power	Non Reimb.	0.010	2.2	Lower prices			
Fuel	Non Reimb.	0.002	5.9	The favorable timing of non-revenue vehicle fuel expenses			
Insurance	Non Reimb.	0.010	40.0	The favorable timing of payments			
Claims	Non Reimb.	0.013	56.5	Timing of third party claims paid			
Professional Service Contracts	Non Reimb.	0.017	48.6	Favorable timing of expenses			
Materials and Supplies	Non Reimb.	0.233	65.1	Favorable timing of expenses including non-revenue vehicle replacement			
Capital and Other Reimbursements	Reimb.	(0.014)	(10.3)	Timing of Contractor requirements			
Payroll	Reimb.	(0.024)	over (100.0)	Timing of Contractor requirements			
Overtime	Reimb.	0.031	53.4	Timing of Contractor requirements			
Health and Welfare	Reimb.	0.025	59.5	Timing of Contractor requirements			
Pension	Reimb.	(0.011)	over (100.0)	Timing of Contractor requirements			
Other Fringe Benefits	Reimb.	(0.007)	over (100.0)	Timing of Contractor requirements			

Table 4

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**CASH RECEIPTS and EXPENDITURES**

January 2013

(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	0.464	-	(0.464)	(100.0)	0.464	-	(0.464)	(100.0)
Other Operating Revenue	0.247	0.650	0.403	163.2	0.247	0.650	0.403	163.2
Capital and Other Reimbursements	-	-	-	-	-	-	-	-
<b>Total Receipts</b>	<b>\$ 0.711</b>	<b>\$ 0.650</b>	<b>\$ (0.061)</b>	<b>(8.6)</b>	<b>\$ 0.711</b>	<b>\$ 0.650</b>	<b>\$ (0.061)</b>	<b>(8.6)</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	1.330	1.345	(0.015)	(1.1)	1.330	1.345	(0.015)	(1.1)
Overtime	0.124	0.228	(0.104)	(83.9)	0.124	0.228	(0.104)	(83.9)
Health and Welfare	0.392	0.074	0.318	81.1	0.392	0.074	0.318	81.1
OPEB Current Portion	0.063	0.050	0.013	20.6	0.063	0.050	0.013	20.6
Pensions	0.491	0.110	0.381	77.6	0.491	0.110	0.381	77.6
Other Fringe Benefits	0.105	-	0.105	100.0	0.105	-	0.105	100.0
GASB Account	0.043	-	0.043	100.0	0.043	-	0.043	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 2.548</b>	<b>\$ 1.807</b>	<b>\$ 0.741</b>	<b>29.1</b>	<b>\$ 2.548</b>	<b>\$ 1.807</b>	<b>\$ 0.741</b>	<b>29.1</b>
<b>Non-Labor:</b>								
Electric Power	0.447	0.330	0.117	26.2	0.447	0.330	0.117	26.2
Fuel	0.034	0.023	0.011	32.4	0.034	0.023	0.011	32.4
Insurance	0.025	-	0.025	100.0	0.025	-	0.025	100.0
Claims	0.023	-	0.023	100.0	0.023	-	0.023	100.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.130	0.045	0.085	65.4	0.130	0.045	0.085	65.4
Professional Service Contracts	0.035	0.014	0.021	60.0	0.035	0.014	0.021	60.0
Materials & Supplies	0.358	0.122	0.236	65.9	0.358	0.122	0.236	65.9
Other Business Expenditures	0.001	0.001	-	0.0	0.001	0.001	-	0.0
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.053</b>	<b>\$ 0.535</b>	<b>\$ 0.518</b>	<b>49.2</b>	<b>\$ 1.053</b>	<b>\$ 0.535</b>	<b>\$ 0.518</b>	<b>49.2</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 3.601</b>	<b>\$ 2.342</b>	<b>\$ 1.259</b>	<b>35.0</b>	<b>\$ 3.601</b>	<b>\$ 2.342</b>	<b>\$ 1.259</b>	<b>35.0</b>
<b>Operating Cash Deficit</b>	<b>\$ (2.890)</b>	<b>\$ (1.692)</b>	<b>\$ 1.198</b>	<b>41.5</b>	<b>\$ (2.890)</b>	<b>\$ (1.692)</b>	<b>\$ 1.198</b>	<b>41.5</b>

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS**  
**January 2013**  
**(\$ in millions)**

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>
	<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
						<b>SAME VARIANCES AS MONTH</b>
Farebox Revenue	(0.464)	(100.0%)	Unfavorable timing of cash receipts/settlements with NYCT			
Other Operating Revenue	0.403	over 100.0	Favorable timing of advertising receipts			
Overtime	(0.104)	(83.9%)	Mostly vacancy coverage requirements, the continued impact of Sandy and adverse weather			
Health and Welfare (including OPEB current payment)	0.331	72.7%	Favorable timing of expenses			
Pensions	0.381	77.6%	Favorable timing of payments			
Other Fringe Benefits	0.105	100.0%	Timing of Workers' Compensation expenses and the favorable timing of payments			
GASB Account	0.043	100.0%	Favorable timing of payments			
Electric Power	0.117	26.2%	Lower prices and the favorable timing of payments			
Fuel	0.011	32.4%	The favorable timing of non-revenue vehicle fuel expenses and payments			
Insurance	0.025	100.0%	The favorable timing of payments			
Claims	0.023	100.0%	Timing of third party claims paid			
Maintenance Contracts	0.085	65.4%	The favorable timing of payments			
Professional Service Contracts	0.021	60.0%	Favorable timing of expenses and payments			
Materials and Supplies	0.236	65.9%	Favorable timing of expenses including non-revenue vehicle replacement			

Table 6

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**January 2013**  
**(\$ in millions)**

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	0.000	(0.394)	(0.394)	-	0.000	(0.394)	(0.394)	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	0.396	0.396	-	0.000	0.396	0.396	-
Capital and Other Reimbursements	(0.136)	(0.122)	0.014	10.3	(0.136)	(0.122)	0.014	10.3
<b>Total Receipts</b>	<b>(\$0.136)</b>	<b>(\$0.120)</b>	<b>\$0.016</b>	<b>11.8</b>	<b>(\$0.136)</b>	<b>(\$0.120)</b>	<b>\$0.016</b>	<b>11.8</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	0.110	0.047	(0.063)	(57.3)	0.110	0.047	(0.063)	(57.3)
Overtime	(0.001)	0.027	0.028	2,800.0	(0.001)	0.027	0.028	2,800.0
Health and Welfare	0.000	0.078	0.078	-	0.000	0.078	0.078	-
OPEB Current Portion	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(0.001)	0.008	0.009	900.0	(0.001)	0.008	0.009	900.0
Other Fringe Benefits	0.008	0.088	0.080	1,000.0	0.008	0.088	0.080	1,000.0
GASB Account	(0.043)	0.000	0.043	100.0	(0.043)	0.000	0.043	100.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$0.073</b>	<b>\$0.248</b>	<b>\$0.175</b>	<b>239.7</b>	<b>\$0.073</b>	<b>\$0.248</b>	<b>\$0.175</b>	<b>239.7</b>
<b>Non-Labor:</b>								
Electric Power	0.000	0.107	0.107	-	0.000	0.107	0.107	-
Fuel	0.000	0.009	0.009	-	0.000	0.009	0.009	-
Insurance	0.000	0.015	0.015	-	0.000	0.015	0.015	-
Claims	0.000	0.010	0.010	-	0.000	0.010	0.010	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	0.085	0.085	-	0.000	0.085	0.085	-
Professional Service Contracts	0.000	0.004	0.004	-	0.000	0.004	0.004	-
Materials & Supplies	0.000	0.003	0.003	-	0.000	0.003	0.003	-
Other Business Expenditures	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.233</b>	<b>\$0.233</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.233</b>	<b>\$0.233</b>	<b>-</b>
<b>Other Expenditures Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses</b>								
<b>before Depreciation and OPEB</b>	<b>\$0.073</b>	<b>\$0.481</b>	<b>\$0.408</b>	<b>558.9</b>	<b>\$0.073</b>	<b>\$0.481</b>	<b>\$0.408</b>	<b>558.9</b>
Depreciation Adjustment	0.750	0.750	0.000	0.0	0.750	0.750	0.000	0.0
Other Post Employment Benefits	0.191	0.191	0.000	0.0	0.191	0.191	0.000	0.0
<b>Total Expenditures</b>	<b>\$1.014</b>	<b>\$1.422</b>	<b>\$0.408</b>	<b>40.2</b>	<b>\$1.014</b>	<b>\$1.422</b>	<b>\$0.408</b>	<b>40.2</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.878</b>	<b>\$1.302</b>	<b>\$0.424</b>	<b>48.3</b>	<b>\$0.878</b>	<b>\$1.302</b>	<b>\$0.424</b>	<b>48.3</b>

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**January 2013**

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	14	14	0
General Office	8	6	2
Purchasing/Stores	6	6	0
<b>Total Administration</b>	<b>28</b>	<b>26</b>	<b>2</b>
<b>Operations</b>			
Transportation	91	99	(8)
<b>Total Operations</b>	<b>91</b>	<b>99</b>	<b>(8)</b>
<b>Maintenance</b>			
Mechanical	43	41	2
Electronics/Electrical	12	8	4
Power/Signals	26	25	1
Maintenance of Way	46	45	1
Infrastructure	25	26	(1)
<b>Total Maintenance</b>	<b>152</b>	<b>145</b>	<b>7</b>
<b>Total Positions</b>	<b>271</b>	<b>270</b>	<b>1</b>
Non-Reimbursable	268	267	1
Reimbursable	3	3	0
<b>Total Full-Time</b>	<b>271</b>	<b>270</b>	<b>1</b>
<b>Total Full-Time-Equivalents</b>	<b>0</b>	<b>0</b>	<b>0</b>

MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
January 2013

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	16	13	3	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>28</b>	<b>26</b>	<b>2</b>	
<b>Operations</b>				
Managers/Supervisors	5	4	1	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	83	92	(9)	
<b>Total Operations</b>	<b>91</b>	<b>99</b>	<b>(8)</b>	
<b>Maintenance</b>				
Managers/Supervisors	7	13	(6)	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	142	131	11	
<b>Total Maintenance</b>	<b>152</b>	<b>145</b>	<b>7</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
<b>Total Engineering/Capital</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Public Safety</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
<b>Total Public Safety</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Positions</b>				
Managers/Supervisors	28	30	(2)	
Professional, Technical, Clerical	18	17	1	
Operational Hourlies	225	223	2	
<b>Total Positions</b>	<b>271</b>	<b>270</b>	<b>1</b>	

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2013 BUDGET VERSUS 2013 PRELIMINARY ACTUAL  
(in millions)**

<u>Month of January</u>		<u>Variance</u>		<u>Explanation</u>
<u>Budget</u>	<u>Actual</u>	<u>Amount</u>	<u>Percent</u>	
0.402	0.367	(0.035)	(8.7%)	Residual ridership losses from Sandy

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

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2012 ACTUAL VERSUS 2013 PRELIMINARY ACTUAL  
(in millions)**

	<u>Month of January</u>		<u>Variance</u>		<u>Explanation</u>
	<u>2012</u>	<u>2013</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.017	0.015	(0.001)	(8.0%)	Residual ridership losses from Sandy, worse weather in 2013
Average Weekend	0.008	0.007	(0.000)	(5.5%)	Residual ridership losses from Sandy, worse weather in 2013
<u>12-Month Rolling Average</u>					
Average Weekday	0.016	0.016	(0.000)	(2.2%)	
Average Weekend	0.009	0.008	(0.001)	(8.0%)	Residual ridership losses from Sandy, worse weather in 2013

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



# Report

## FINANCIAL AND RIDERSHIP REPORT

January 2013

(All data are preliminary and subject to audit)

### **Preliminary Actual Results Compared to the Adopted Budget (budget)**

Operating revenue was \$16.9 million in January, \$0.2 million (0.9 percent) below budget. Farebox revenue was \$0.4 million (2.9 percent) above budget due to higher than budgeted ridership. Other operating revenue was \$0.6 million (23.7 percent) below budget, due to the unfavorable timing of storm-related insurance recoveries.

Total ridership in January was 10.3 million, 3.0 percent (0.3 million riders) above budget, due to higher than expected ridership, as a result of milder weather conditions. January average weekday ridership was 396,048, an increase of 3.1 percent (12,167 riders) from January 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$45.0 million in January, \$3.5 million (7.2 percent) below budget. Labor expenses exceeded budget by a net \$0.1 million (0.4 percent). Payroll expenses were higher by \$0.7 million (3.5 percent), due to excess bus operators, delayed reimbursable charges and the impact of Sandy. Other fringe benefits was also unfavorable by \$0.5 million (21.1 percent), due primarily to the timing of reclassifying Workers' Compensation expenses from the non-labor insurance category and the payroll related variances mentioned above. Mostly offsetting these unfavorable variances was the favorable timing of health & welfare/OPEB expenses of \$0.6 million (11.9 percent) and overtime underruns of \$0.3 million (8.1 percent), due mainly to lower vacancy coverage requirements, partly offset by Sandy related work. Non-labor expenses were below budget by \$3.6 million (27.6 percent), including lower insurance expenses of \$1.2 million (87.0 percent), due largely to the aforementioned timing of reclassifying Workers' Compensation expenses to other fringe benefits, with the remaining underrun largely due to the favorable timing of maintenance contract, materials & supplies and fuel expenses.

Depreciation expenses of \$4.3 million were \$0.8 million (21.5 percent) higher than budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$4.6 million of accrued expenses in January, \$0.1 million (1.6 percent) below budget.

The operating cash deficit (excluding subsidies) was \$29.9 million, \$2.3 million (8.3 percent) higher than budget, due to the timing of accumulated prior year claims payouts, partly offset by the favorable timing of other account payments.

TABLE 1

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2013**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 14 599	\$ 15 021	\$ 0 422	2.9	\$ -	\$ -	\$ -	-	\$ 14 599	\$ 15 021	\$ 0 422	2.9
Other Operating Income	2 425	1 850	(0 575)	(23.7)	-	-	-	-	2 425	1 850	(0 575)	(23.7)
Capital and Other Reimbursements	-	-	-	-	0 701	0 160	(0 541)	(77.2)	0 701	0 160	(0 541)	(77.2)
<b>Total Revenue</b>	<b>\$ 17 024</b>	<b>\$ 16 871</b>	<b>\$ (0 153)</b>	<b>(0.9)</b>	<b>\$ 0 701</b>	<b>\$ 0 160</b>	<b>\$ (0 541)</b>	<b>(77.2)</b>	<b>\$ 17 725</b>	<b>\$ 17 031</b>	<b>\$ (0 694)</b>	<b>(3.9)</b>
<b>Labor</b>												
Payroll	\$ 19 654	\$ 20 337	\$ (0 683)	(3.5)	\$ 0 458	\$ 0 071	\$ 0 387	84.5	\$ 20 112	\$ 20 409	\$ (0 297)	(1.5)
Overtime	3 734	3 431	0 303	8.1	-	-	-	-	3 734	3 431	0 303	8.1
Health and Welfare	4 139	3 555	0 584	14.1	0 084	-	0 084	100.0	4 223	3 555	0 668	15.8
OPEB Current Payment	1 276	1 216	0 060	4.7	-	-	-	-	1 276	1 216	0 060	4.7
Pensions	4 038	3 885	0 153	3.8	0 038	-	0 038	100.0	4 076	3 885	0 191	4.7
Other Fringe Benefits	2 559	3 100	(0 541)	(21.1)	0 037	0 070	(0 033)	(89.2)	2 596	3 170	(0 574)	(22.1)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 35 400</b>	<b>\$ 35 525</b>	<b>\$ (0 125)</b>	<b>(0.4)</b>	<b>\$ 0 617</b>	<b>\$ 0 141</b>	<b>\$ 0 476</b>	<b>77.1</b>	<b>\$ 36 017</b>	<b>\$ 35 666</b>	<b>\$ 0 351</b>	<b>1.0</b>
<b>Non-Labor</b>												
Electric Power	\$ 0 097	\$ 0 132	\$ (0 035)	(35.8)	\$ -	\$ -	\$ -	-	\$ 0 097	\$ 0 132	\$ (0 035)	(35.8)
Fuel	3 245	2 800	0 445	13.7	-	-	-	-	3 245	2 800	0 445	13.7
Insurance	1 433	0 187	1 246	87.0	-	-	-	-	1 433	0 187	1 246	87.0
Claims	2 167	2 100	0 067	3.1	-	-	-	-	2 167	2 100	0 067	3.1
Maintenance and Other Operating Contracts	2 039	0 920	1 119	54.9	0 018	-	0 018	100.0	2 057	0 920	1 137	55.3
Professional Service Contracts	1 329	1 297	0 032	2.4	-	-	-	-	1 329	1 297	0 032	2.4
Materials & Supplies	2 448	1 885	0 563	23.0	0 066	0 018	0 048	72.0	2 514	1 904	0 610	24.3
Other Business Expense	0 346	0 167	0 179	51.8	-	-	-	-	0 346	0 167	0 179	51.8
<b>Total Non-Labor Expenses</b>	<b>\$ 13 104</b>	<b>\$ 9 488</b>	<b>\$ 3 616</b>	<b>27.6</b>	<b>\$ 0 084</b>	<b>\$ 0 018</b>	<b>\$ 0 066</b>	<b>78.0</b>	<b>\$ 13 188</b>	<b>\$ 9 506</b>	<b>\$ 3 682</b>	<b>27.9</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 48 504</b>	<b>\$ 45 013</b>	<b>\$ 3 491</b>	<b>7.2</b>	<b>\$ 0 701</b>	<b>\$ 0 160</b>	<b>\$ 0 541</b>	<b>77.2</b>	<b>\$ 49 205</b>	<b>\$ 45 172</b>	<b>\$ 4 033</b>	<b>8.2</b>
Depreciation	3 520	4 275	(0 755)	(21.5)	-	-	-	-	3 520	4 275	(0 755)	(21.5)
OPEB Obligation	4 691	4 618	0 073	1.6	-	-	-	-	4 691	4 618	0 073	1.6
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 56 715</b>	<b>\$ 53 906</b>	<b>\$ 2 809</b>	<b>5.0</b>	<b>\$ 0 701</b>	<b>\$ 0 160</b>	<b>\$ 0 541</b>	<b>77.2</b>	<b>\$ 57 416</b>	<b>\$ 54 066</b>	<b>\$ 3 350</b>	<b>5.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (39 691)</b>	<b>\$ (37 035)</b>	<b>\$ 2 656</b>	<b>6.7</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (39 691)</b>	<b>\$ (37 035)</b>	<b>\$ 2 656</b>	<b>6.7</b>

NOTE Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2013 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 14,599	\$ 15,021	\$ 0.422	2.9	\$ -	\$ -	\$ -	-	\$ 14,599	\$ 15,021	\$ 0.422	2.9
Other Operating Income	2,425	1,850	(0.575)	(23.7)	-	-	-	-	2,425	1,850	(0.575)	(23.7)
Capital and Other Reimbursements	-	-	-	-	0.701	0.160	(0.541)	(77.2)	0.701	0.160	(0.541)	(77.2)
<b>Total Revenue</b>	<b>\$ 17,024</b>	<b>\$ 16,871</b>	<b>\$ (0.153)</b>	<b>(0.9)</b>	<b>\$ 0.701</b>	<b>\$ 0.160</b>	<b>\$ (0.541)</b>	<b>(77.2)</b>	<b>\$ 17,725</b>	<b>\$ 17,031</b>	<b>\$ (0.694)</b>	<b>(3.9)</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$ 19,654	\$ 20,337	\$ (0.683)	(3.5)	\$ 0.458	\$ 0.071	\$ 0.387	84.5	\$ 20,112	\$ 20,409	\$ (0.297)	(1.5)
Overtime	3,734	3,431	0.303	8.1	-	-	-	-	3,734	3,431	0.303	8.1
Health and Welfare	4,139	3,555	0.584	14.1	0.084	-	0.084	100.0	4,223	3,555	0.668	15.8
OPEB Current Payment	1,276	1,216	0.060	4.7	-	-	-	-	1,276	1,216	0.060	4.7
Pensions	4,038	3,885	0.153	3.8	0.038	-	0.038	100.0	4,076	3,885	0.191	4.7
Other Fringe Benefits	2,559	3,100	(0.541)	(21.1)	0.037	0.070	(0.033)	(89.2)	2,596	3,170	(0.574)	(22.1)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 35,400</b>	<b>\$ 35,525</b>	<b>\$ (0.125)</b>	<b>(0.4)</b>	<b>\$ 0.617</b>	<b>\$ 0.141</b>	<b>\$ 0.476</b>	<b>77.1</b>	<b>\$ 36,017</b>	<b>\$ 35,666</b>	<b>\$ 0.351</b>	<b>1.0</b>
<b>Non-Labor</b>												
Electric Power	\$ 0.097	\$ 0.132	\$ (0.035)	(35.8)	\$ -	\$ -	\$ -	-	\$ 0.097	\$ 0.132	\$ (0.035)	(35.8)
Fuel	3,245	2,800	0.445	13.7	-	-	-	-	3,245	2,800	0.445	13.7
Insurance	1,433	0.187	1.246	87.0	-	-	-	-	1,433	0.187	1.246	87.0
Claims	2,167	2,100	0.067	3.1	-	-	-	-	2,167	2,100	0.067	3.1
Maintenance and Other Operating Contracts	2,039	0.920	1.119	54.9	0.018	-	0.018	100.0	2,057	0.920	1.137	55.3
Professional Service Contracts	1,329	1,297	0.032	2.4	-	-	-	-	1,329	1,297	0.032	2.4
Materials & Supplies	2,448	1,885	0.563	23.0	0.066	0.018	0.048	72.0	2,514	1,904	0.610	24.3
Other Business Expense	0.346	0.167	0.179	51.8	-	-	-	-	0.346	0.167	0.179	51.8
<b>Total Non-Labor Expenses</b>	<b>\$ 13,104</b>	<b>\$ 9,488</b>	<b>\$ 3,616</b>	<b>27.6</b>	<b>\$ 0.084</b>	<b>\$ 0.018</b>	<b>\$ 0.066</b>	<b>78.0</b>	<b>\$ 13,188</b>	<b>\$ 9,506</b>	<b>\$ 3,682</b>	<b>27.9</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 48,504</b>	<b>\$ 45,013</b>	<b>\$ 3,491</b>	<b>7.2</b>	<b>\$ 0.701</b>	<b>\$ 0.160</b>	<b>\$ 0.541</b>	<b>77.2</b>	<b>\$ 49,205</b>	<b>\$ 45,172</b>	<b>\$ 4,033</b>	<b>8.2</b>
Depreciation	3,520	4,275	(0.755)	(21.5)	-	-	-	-	3,520	4,275	(0.755)	(21.5)
OPEB Obligation	4,691	4,618	0.073	1.6	-	-	-	-	4,691	4,618	0.073	1.6
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 56,715</b>	<b>\$ 53,906</b>	<b>\$ 2,809</b>	<b>5.0</b>	<b>\$ 0.701</b>	<b>\$ 0.160</b>	<b>\$ 0.541</b>	<b>77.2</b>	<b>\$ 57,416</b>	<b>\$ 54,066</b>	<b>\$ 3,350</b>	<b>5.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (39,691)</b>	<b>\$ (37,035)</b>	<b>\$ 2,656</b>	<b>6.7</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (39,691)</b>	<b>\$ (37,035)</b>	<b>\$ 2,656</b>	<b>6.7</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	January 2013				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ 0.422	2.9	Greater than expected ridership		\$ 0.422	2.9	Greater than expected ridership	
Other Operating Revenue	NR	\$ (0.575)	(23.7)	Timing of Tropical Storm Sandy/Irene recoveries allocated over 12 months		\$ (0.575)	(23.7)	Timing of Tropical Storm Sandy/Irene recoveries allocated over 12 months	
Capital and Other Reimbursements	R	\$ (0.541)	(77.2)	Timing of reimbursement receipts as well as delayed funding		\$ (0.541)	(77.2)	Timing of reimbursement receipts as well as delayed funding	
<b>Total Revenue Variance</b>		<b>\$ (0.694)</b>	<b>(3.9)</b>			<b>\$ (0.694)</b>	<b>(3.9)</b>		
Payroll	NR	\$ (0.683)	(3.5)	Excess bus operators, delayed reimbursable charges and the impact of Tropical Storm Sandy		\$ (0.683)	(3.5)	Excess bus operators, delayed reimbursable charges and the impact of Tropical Storm Sandy	
Overtime	NR	\$ 0.303	8.1	Mainly due to unfavorable headcount offset by the impact of providing shuttle service for Tropical Storm Sandy		\$ 0.303	8.1	Mainly due to unfavorable headcount offset by the impact of providing shuttle service for Tropical Storm Sandy	
Health and Welfare (including OPEB)	NR	\$ 0.644	11.9	Timing of expenses		\$ 0.644	11.9	Timing of expenses	
Pension	NR	\$ 0.153	3.8	(a)		\$ 0.153	3.8	(a)	
Other Fringe Benefits	NR	\$ (0.541)	(21.1)	Related to the unfavorable payroll variance and the pending re-classification of the workers compensation budget from the insurance category		\$ (0.541)	(21.1)	Related to the unfavorable payroll variance and the pending re-classification of the workers compensation budget from the insurance category	
Electric Power	NR	\$ (0.035)	(35.8)	Higher than anticipated		\$ (0.035)	(35.8)	Higher than anticipated	
Fuel	NR	\$ 0.445	13.7	Favorable timing of expenses		\$ 0.445	13.7	Favorable timing of expenses	
Insurance	NR	\$ 1.246	87.0	Pending the re-classification of the workers compensation budget to the Other Fringe Benefits category		\$ 1.246	87.0	Pending the re-classification of the workers compensation budget to the Other Fringe Benefits category	
Claims	NR	\$ 0.067	3.1	(a)		\$ 0.067	3.1	(a)	
Maintenance and Other Operating Contracts	NR	\$ 1.119	54.9	Timing of expenses		\$ 1.119	54.9	Timing of expenses	
Professional Service Contracts	NR	\$ 0.032	2.4	(a)		\$ 0.032	2.4	(a)	
Materials & Supplies	NR	\$ 0.563	23.0	Timing of expenses		\$ 0.563	23.0	Timing of expenses	
Other Business Expense	NR	\$ 0.179	51.8	Timing of expenses		\$ 0.179	51.8	Timing of expenses	
Depreciation	NR	\$ (0.755)	(21.5)			\$ (0.755)	(21.5)		
Other Post Employment Benefits	NR	\$ 0.073	1.6	(a)		\$ 0.073	1.6	(a)	
Environmental Remediation		\$ -	-			\$ -	-		
Payroll	R	\$ 0.387	84.5	Timing of charges and delayed funding		\$ 0.387	84.5	Timing of charges and delayed funding	
Health and Welfare	R	\$ 0.084	100.0	Timing of charges		\$ 0.084	100.0	Timing of charges	
Pension	R	\$ 0.038	100.0			\$ 0.038	100.0		
Other Fringe Benefits	R	\$ (0.033)	(89.2)			\$ (0.033)	(89.2)		
Maintenance and Other Operating Contracts	R	\$ 0.018	*			\$ 0.018	*		
Materials & Supplies	R	\$ 0.048	*	Timing of charges		\$ 0.048	*	Timing of charges	
<b>Total Expense Variance</b>		<b>\$ 3.350</b>	<b>5.8</b>			<b>\$ 3.350</b>	<b>5.8</b>		
<b>Net Variance</b>		<b>\$ 2.656</b>	<b>6.7</b>			<b>\$ 2.656</b>	<b>6.7</b>		

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**

(\$ in millions)

	January 2013				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 15.529	\$ 15.307	\$ (0.222)	(1.4)	\$ 15.529	\$ 15.307	\$ (0.222)	(1.4)
Other Operating Revenue	2.425	1.084	(1.341)	(55.3)	2.425	1.084	(1.341)	(55.3)
Capital and Other Reimbursements	1.084	0.145	(0.939)	(86.6)	1.084	0.145	(0.939)	(86.6)
<b>Total Receipts</b>	<b>\$ 19.038</b>	<b>\$ 16.536</b>	<b>\$ (2.502)</b>	<b>(13.1)</b>	<b>\$ 19.038</b>	<b>\$ 16.536</b>	<b>\$ (2.502)</b>	<b>(13.1)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 17.820	\$ 12.011	\$ 5.809	32.6	\$ 17.820	\$ 12.011	\$ 5.809	32.6
Overtime	3.287	3.431	(0.144)	(4.4)	3.287	3.431	(0.144)	(4.4)
Health and Welfare	4.189	0.133	4.056	96.8	4.189	0.133	4.056	96.8
OPEB Current Payment	1.276	-	1.276	100.0	1.276	-	1.276	100.0
Pensions	4.061	3.885	0.176	4.3	4.061	3.885	0.176	4.3
Other Fringe Benefits	2.582	2.151	0.431	16.7	2.582	2.151	0.431	16.7
GASB Account	0.599	-	0.599	100.0	0.599	-	0.599	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 33.814</b>	<b>\$ 21.612</b>	<b>\$ 12.202</b>	<b>36.1</b>	<b>\$ 33.814</b>	<b>\$ 21.612</b>	<b>\$ 12.202</b>	<b>36.1</b>
<i>Non-Labor:</i>								
Electric Power	\$ 0.097	\$ 0.132	\$ (0.035)	(35.8)	\$ 0.097	\$ 0.132	\$ (0.035)	(35.8)
Fuel	3.245	0.260	2.986	92.0	3.245	0.260	2.986	92.0
Insurance	1.433	0.636	0.797	55.6	1.433	0.636	0.797	55.6
Claims	1.833	18.307	(16.474)	*	1.833	18.307	(16.474)	*
Maintenance and Other Operating Contracts	2.057	2.292	(0.235)	(11.4)	2.057	2.292	(0.235)	(11.4)
Professional Service Contracts	1.329	0.116	1.213	91.3	1.329	0.116	1.213	91.3
Materials & Supplies	2.515	2.932	(0.417)	(16.6)	2.515	2.932	(0.417)	(16.6)
Other Business Expenses	0.346	0.170	0.176	50.8	0.346	0.170	0.176	50.8
<b>Total Non-Labor Expenditures</b>	<b>\$ 12.855</b>	<b>\$ 24.845</b>	<b>\$ (11.990)</b>	<b>(93.3)</b>	<b>\$ 12.855</b>	<b>\$ 24.845</b>	<b>\$ (11.990)</b>	<b>(93.3)</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 46.669</b>	<b>\$ 46.457</b>	<b>\$ 0.212</b>	<b>0.5</b>	<b>\$ 46.669</b>	<b>\$ 46.457</b>	<b>\$ 0.212</b>	<b>0.5</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (27.631)</b>	<b>\$ (29.921)</b>	<b>\$ (2.290)</b>	<b>(8.3)</b>	<b>\$ (27.631)</b>	<b>\$ (29.921)</b>	<b>\$ (2.290)</b>	<b>(8.3)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

Operating Receipts or Disbursements	January 2013			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (0 222)	(1.4)	(a)	\$ (0.222)	(1.4)	(a)
Other Operating Revenue	(1 341)	(55.3)	Timing of receipts	(1.341)	(55.3)	Timing of receipts
Capital and Other Reimbursements	(0.939)	(86.6)	Timing of reimbursement receipts and delayed funding	(0.939)	(86.6)	Timing of reimbursement receipts and delayed funding
<b>Total Receipts</b>	<b>\$ (2.502)</b>	<b>(13.1)</b>		<b>\$ (2.502)</b>	<b>(13.1)</b>	
Payroll	\$ 5.809	32.6	Timing of inter-agency payments and delayed contract settlements	\$ 5.809	32.6	Timing of inter-agency payments and delayed contract settlements
Overtime	(0.144)	(4.4)	(a)	(0.144)	(4.4)	(a)
Health and Welfare (including OPEB)	5.332	97.6	Timing of payments	5.332	97.6	Timing of payments
Pension	0.176	4.3	(a)	0.176	4.3	(a)
Other Fringe Benefits	0.431	16.7	Timing of payments	0.431	16.7	Timing of payments
GASB	0.599	100.0	Timing of payments	0.599	100.0	Timing of payments
Electric Power	(0.035)	(35.8)	Higher than anticipated	(0.035)	(35.8)	Higher than anticipated
Fuel	2.986	92.0	Timing of payments	2.986	92.0	Timing of payments
Insurance	0.797	55.6	Timing of payments	0.797	55.6	Timing of payments
Claims	(16.474)	*	Prior period payments	(16.474)	*	Prior period payments
Maintenance and Other Operating Contracts	(0.235)	(11.4)	Prior period payments	(0.235)	(11.4)	Prior period payments
Professional Service Contracts	1.213	91.3	Timing of payments	1.213	91.3	Timing of payments
Materials & Supplies	(0.417)	(16.6)	Prior period payments	(0.417)	(16.6)	Prior period payments
Other Business Expenditure	0.176	50.8	Timing of payments	0.176	50.8	Timing of payments
<b>Total Expenditures</b>	<b>\$ 0.212</b>	<b>0.5</b>		<b>\$ 0.212</b>	<b>0.5</b>	
<b>Net Cash Variance</b>	<b>\$ (2.290)</b>	<b>(8.3)</b>		<b>\$ (2.290)</b>	<b>(8.3)</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	January 2013				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 0.930	\$ 0.286	\$ (0.644)	(69.2)	\$ 0.930	\$ 0.286	\$ (0.644)	(69.2)
Other Operating Revenue	-	(0.766)	(0.766)	-	-	(0.766)	(0.766)	-
Capital and Other Reimbursements	0.383	(0.015)	(0.398)	*	0.383	(0.015)	(0.398)	*
<b>Total Receipts</b>	<b>\$ 1.313</b>	<b>\$ (0.495)</b>	<b>\$ (1.808)</b>	<b>*</b>	<b>\$ 1.313</b>	<b>\$ (0.495)</b>	<b>\$ (1.808)</b>	<b>*</b>
<b>Expenditures</b>								
<b>Labor</b>								
Payroll	\$ 2.292	\$ 8.397	\$ 6.105	*	\$ 2.292	\$ 8.397	\$ 6.105	*
Overtime	0.447	-	(0.447)	(100.0)	0.447	-	(0.447)	(100.0)
Health and Welfare	0.034	3.422	3.388	*	0.034	3.422	3.388	*
OPEB Current Payment	-	1.216	1.216	-	-	1.216	1.216	-
Pensions	0.015	(0.000)	(0.015)	*	0.015	(0.000)	(0.015)	*
Other Fringe Benefits	0.014	1.019	1.005	*	0.014	1.019	1.005	*
GASB Account	(0.599)	-	0.599	100.0	(0.599)	-	0.599	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 2.203</b>	<b>\$ 14.054</b>	<b>\$ 11.851</b>	<b>*</b>	<b>\$ 2.203</b>	<b>\$ 14.054</b>	<b>\$ 11.851</b>	<b>*</b>
<b>Non-Labor</b>								
Traction and Propulsion Power	\$ -	\$ 0.000	\$ 0.000	-	\$ -	\$ 0.000	\$ 0.000	-
Fuel for Buses and Trains	-	2.540	2.540	-	-	2.540	2.540	-
Insurance	-	(0.450)	(0.450)	-	-	(0.450)	(0.450)	-
Claims	0.334	(16.207)	(16.541)	*	0.334	(16.207)	(16.541)	*
Maintenance and Other Operating Contracts	-	(1.373)	(1.373)	-	-	(1.373)	(1.373)	-
Professional Service Contracts	-	1.182	1.182	-	-	1.182	1.182	-
Materials & Supplies	(0.001)	(1.028)	(1.027)	*	(0.001)	(1.028)	(1.027)	*
Other Business Expenditures	-	(0.003)	(0.003)	-	-	(0.003)	(0.003)	-
<b>Total Non-Labor Expenditures</b>	<b>\$ 0.333</b>	<b>\$ (15.339)</b>	<b>\$ (15.672)</b>	<b>*</b>	<b>\$ 0.333</b>	<b>\$ (15.339)</b>	<b>\$ (15.672)</b>	<b>*</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Gap Closing Expenditures:</b>								
*Additional Actions for Budget Balance Expenditures	-	-	-	-	-	-	-	-
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non Cash Liability Adjts.</b>	<b>\$ 2.536</b>	<b>\$ (1.285)</b>	<b>\$ (3.821)</b>	<b>*</b>	<b>\$ 2.536</b>	<b>\$ (1.285)</b>	<b>\$ (3.821)</b>	<b>*</b>
Depreciation Adjustment	3.520	4.275	0.755	21.5	3.520	4.275	0.755	21.5
Other Post Employment Benefits	4.691	4.618	(0.073)	(1.6)	4.691	4.618	(0.073)	(1.6)
Environmental Remediation	-	-	-	-	-	-	-	-
<b>Total Expenses/Expenditures</b>	<b>\$ 10.747</b>	<b>\$ 7.609</b>	<b>\$ (3.138)</b>	<b>(29.2)</b>	<b>\$ 10.747</b>	<b>\$ 7.609</b>	<b>\$ (3.138)</b>	<b>(29.2)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$ 12.060</b>	<b>\$ 7.114</b>	<b>\$ (4.946)</b>	<b>(41.0)</b>	<b>\$ 12.060</b>	<b>\$ 7.114</b>	<b>\$ (4.946)</b>	<b>(41.0)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**

**Utilization**

(In millions)

	<u>January 2013</u>			<u>Year-to-date as of January 2013</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 14.599	\$ 15.021	\$ 0.422	\$ 14.599	\$ 15.021	\$ 0.422
<b>Total Farebox Revenue</b>	<b>\$ 14.599</b>	<b>\$ 15.021</b>	<b>\$ 0.422</b>	<b>\$ 14.599</b>	<b>\$ 15.021</b>	<b>\$ 0.422</b>
Other Revenue	\$ 2.425	\$ 1.850	\$ (0.575)	\$ 2.425	\$ 1.850	\$ (0.575)
Capital & Other	0.701	0.160	(0.541)	0.701	0.160	(0.541)
<b>Total Revenue</b>	<b>\$ 17.725</b>	<b>\$ 17.031</b>	<b>\$ (0.694)</b>	<b>\$ 17.725</b>	<b>\$ 17.031</b>	<b>\$ (0.694)</b>
<b><u>Ridership</u></b>						
Fixed Route	9.998	10.297	0.299	9.998	10.297	0.299
<b>Total Ridership</b>	<b>9.998</b>	<b>10.297</b>	<b>0.299</b>	<b>9.998</b>	<b>10.297</b>	<b>0.299</b>

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION and DEPARTMENT**  
**January 2013**

FUNCTION / DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Office of the EVP	3	4	(1)	
Human Resources	6	9	(3)	
Office of Management and Budget	14	10	4	
Technology & Information Services	17	16	1	
Material	19	16	3	
Controller	15	24	(9)	
Office of the President	6	7	(1)	
System Safety Administration	5	2	3	
Law	24	22	2	
Corporate Communications	2	2	-	
Labor Relations	63	-	63	Budget transposed with No-Departmental / Timing of Training
Strategic Office	8	7	1	
Non-Departmental	4	-	4	Budget transposed with Labor Relations
<b>Total Administration</b>	<b>186</b>	<b>119</b>	<b>67</b>	
Buses	2,094	2,210	(116)	
Office of the Executive VP	1	2	(1)	
Safety & Training	21	27	(6)	
Road Operations	117	115	2	
Transportation Support	20	21	(1)	
Operations Planning	31	30	1	
Revenue Control	21	20	1	
<b>Total Operations</b>	<b>2,305</b>	<b>2,425</b>	<b>(120)</b>	Students in Training
Buses	732	742	(10)	
Maintenance Support/CMF	166	158	8	
Facilities	72	39	33	Vacancies Replaced by MOU
Supply Logistics	86	83	3	
<b>Total Maintenance</b>	<b>1,056</b>	<b>1,022</b>	<b>34</b>	
Capital Program Management	38	33	5	
<b>Total Engineering/Capital</b>	<b>38</b>	<b>33</b>	<b>5</b>	
Security	14	14	-	
<b>Total Public Safety</b>	<b>14</b>	<b>14</b>	<b>-</b>	
<b>Total Positions</b>	<b>3,599</b>	<b>3,613</b>	<b>(14)</b>	
Non-Reimbursable	3,535	3,555	(20)	
Reimbursable	64	58	6	
<b>Total Full-Time</b>	<b>3,584</b>	<b>3,595</b>	<b>(11)</b>	
<b>Total Full-Time Equivalents</b>	<b>15</b>	<b>18</b>	<b>(3)</b>	

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET**  
**TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION AND OCCUPATIONAL GROUP**  
**January 2013**

FUNCTION / OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	49	44	5	
Professional, Technical, Clerical	74	75	(1)	
Operational Hourlies	63	-	63	
<b>Total Administration</b>	<b>186</b>	<b>119</b>	<b>67</b>	Timing of Training Requirements
<b>Operations</b>				
Managers/Supervisors	303	295	8	
Professional, Technical, Clerical	50	54	(4)	
Operational Hourlies	1,952	2,076	(124)	
<b>Total Operations</b>	<b>2,305</b>	<b>2,425</b>	<b>(120)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	201	193	8	
Professional, Technical, Clerical	14	15	(1)	
Operational Hourlies	841	814	27	
<b>Total Maintenance</b>	<b>1,056</b>	<b>1,022</b>	<b>34</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	22	18	4	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>38</b>	<b>33</b>	<b>5</b>	
<b>Public Safety</b>				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>14</b>	<b>14</b>	<b>-</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	586	557	29	
Professional, Technical, Clerical	157	164	(7)	
Operational Hourlies	2,856	2,892	(36)	
<b>Total Baseline Positions</b>	<b>3,599</b>	<b>3,613</b>	<b>(14)</b>	

**MTA Bus Company**  
**February Financial Plan 2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	January						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	54,053	\$2.3	41,847	\$1.8	12,206 22.6%	\$0.5 22.3%	54,053	\$2.3	41,847	\$1.8	12,206 22.6%	\$0.5 22.3%
<u>Unscheduled Service</u>	3,814	\$0.2	2,650	\$0.1	1,164 30.5%	0.1 48.2%	3,814	\$0.2	2,650	\$0.1	1,164 30.5%	0.1 48.2%
<u>Programmatic/Routine Maintenance</u>	17,531	\$0.7	15,747	\$0.6	1,785 10.2%	0.1 9.1%	17,531	\$0.7	15,747	\$0.6	1,785 10.2%	0.1 9.1%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%
<u>Vacancy/Absentee Coverage</u>	9,824	\$0.5	13,343	\$0.5	(3,520) -35.8%	(0.1) -11.1%	9,824	\$0.5	13,343	\$0.5	(3,520) -35.8%	(0.1) -11.1%
<u>Weather Emergencies</u>	105	\$0.0	5,427	\$0.3	(5,323) *	(0.3) *	105	\$0.0	5,427	\$0.3	(5,323) *	(0.3) *
<u>Safety/Security/Law Enforcement</u>	137	\$0.0	0	\$0.0	137 100.0%	0.0 100.0%	137	\$0.0	0	\$0.0	137 100.0%	0.0 100.0%
<u>Other</u>	323	\$0.0	813	\$0.0	(490) *	(0.0) -68.6%	323	\$0.0	813	\$0.0	(490) *	(0.0) -68.6%
Subtotal	85,786	\$3.7	79,827	\$3.4	5,959 6.9%	\$0.3 8.1%	85,786	\$3.7	79,827	\$3.4	5,959 6.9%	\$0.3 8.1%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	85,786	\$3.7	79,827	\$3.4	5,959 6.9%	\$0.3 8.1%	85,786	\$3.7	79,827	\$3.4	5,959 6.9%	\$0.3 8.1%

Totals may not add due to rounding.

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

\* Exceeds 100%

MTA Bus Company  
February Financial Plan 2013 Adopted Budget  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

4.89

	January			January Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	12,206	\$0.5	Less than scheduled service operated	12,206	\$0.5	Less than scheduled service operated
	22.6%	22.3%		22.6%	22.3%	
<u>Unscheduled Service</u>	1,164	\$0.1		1,164	\$0.1	
	30.5%	48.2%		30.5%	48.2%	
<u>Programmatic/Routine Maintenance</u>	1,785	\$0.1		1,785	\$0.1	
	10.2%	9.1%		10.2%	9.1%	
<u>Unscheduled Maintenance</u>	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	(3,520)	(\$0.1)	Absentee Coverage	(3,520)	(\$0.1)	Absentee Coverage
	-35.8%	-11.1%		-35.8%	-11.1%	
<u>Weather Emergencies</u>	(5,323)	(\$0.3)	Tropical Storm Sandy	(5,323)	(\$0.3)	Tropical Storm Sandy
	*	*		*	*	
<u>Safety/Security/Law Enforcement</u>	137	\$0.0		137	\$0.0	
	100.0%	100.0%		100.0%	100.0%	
<u>Other</u>	(490)	(\$0.0)		(490)	(\$0.0)	
	*	-68.6%		*	-68.6%	
<b>Subtotal</b>	<b>5,959</b>	<b>\$0.3</b>		<b>5,959</b>	<b>\$0.3</b>	
	6.9%	8.1%		6.9%	8.1%	
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<b>TOTAL OVERTIME</b>	<b>5,959</b>	<b>\$0.3</b>		<b>5,959</b>	<b>\$0.3</b>	

# Report



**New York City Transit**

## **FINANCIAL REPORTS: CAPITAL PROGRAM STATUS**

Through February 28, New York City Transit's performance against its 2013 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
<b>Design Starts</b>	\$26.0	\$20.7	80
<b>Design Completions</b>	23.0	20.7	90
<b>Awards</b>	378.9	335.5	89
<b>Substantial Completions</b>	91.3	29.0	32
<b>Closeouts</b>	114.3	122.2	107

During February, NYCT substantially completed three projects totaling \$16.6 million as part of the 2012 Track and Switch Reconstruction Program:

- mainline track reconstruction at the Cranberry Tube on the 8th Avenue Line;
- replacement of yard track that has reached the end of its useful life at various locations; and
- replacement of yard switches that have reached the end of their useful life at various locations.

Also during February, NYCT started three design projects for \$1.0 million, completed seven designs for \$12.5 million, and closed out five projects for \$36.1 million. No projects were awarded during the period.

Capital Program Status  
April 2013  
(February 2013)

During February, NYCT substantially completed three projects totaling \$16.6 million as part of the 2012 Track and Switch Reconstruction Program. NYCT replaced segments of mainline track at the Cranberry Tube on the 8th Avenue Line. The project scope included the replacement of track and associated equipment / materials.

NYCT also completed yard track and switch reconstruction projects at various locations throughout the system, replacing components that had reached the end of their useful life. Locations were selected based on the latest Yard Track Condition Survey.

Also during February, NYCT started three design projects for \$1.0 million, completed seven designs for \$12.5 million, and closed out five projects for \$36.1 million. No projects were awarded during the period.

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

**Projects Closed During February 2013**  
(\$ in millions)

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
Procure R160 Train Operator Simulator	\$2.0	\$2.0	12/08	50
Antenna Cable Replacement Ph. II (wrap-up)	\$3.0	\$3.0	05/12	9
Yard Fencing: 5 Locations	\$21.0	\$17.3	01/13	1
Mainline Track Replacement 2012-Jerome Av	\$4.9	\$3.8	02/13	0
Central Substation / 6th Av - Phase 1	\$9.4	\$10.0	03/13	(1)

The closeout date of the R160 Train Operator Simulator project was adjusted by 50 months to reflect the terms of the Warranty Period of the contract. The Simulator had failed Acceptance Testing due to software issues. The issues have been resolved.

The closeout of Antenna Cable Replacement, Phase II was delayed nine months to allow for procurement of passive devices not available in spares stock. Protracted review and acceptance of as-built drawings contributed to the delay.

**CAPITAL PROJECT MILESTONE SUMMARY**  
**2013**  
 (THROUGH FEBRUARY 28, 2013)

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

**February**

Design Starts	\$4.3	5	\$1.0	3	23.4	60.0
Design Completions	9.8	13	12.5	7	128.2	53.8
Construction Awards	40.1	3	0.0	0	0.0	0.0
Substantial Completions	75.2	10	16.5	3	22.0	30.0
Closeouts	67.8	12	36.1	5	53.2	41.7

**2013 Year-To-Date**

Design Starts	\$26.0	14	\$20.7	16	79.7	114.3
Design Completions	23.0	23	20.7	12	90.0	52.2
Construction Awards	378.9	24	335.5	21	88.6	87.5
Substantial Completions	91.3	14	29.0	6	31.8	42.9
Closeouts	114.3	25	122.2	14	106.9	56.0

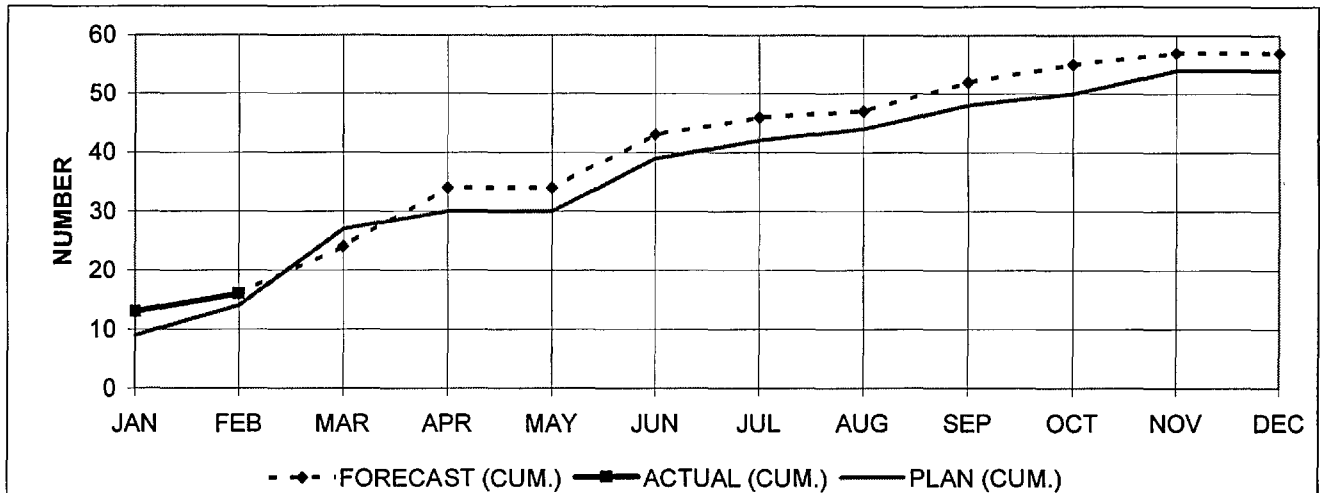
**2013 Projected To-Year-End**

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$57.5	54	\$52.3	57	90.9	105.6
Design Completions	118.9	99	114.9	101	96.6	102.0
Construction Awards	2,511.2	119	2,468.2	118	98.3	99.2
Substantial Completions	2,046.0	152	2,066.2	153	101.0	100.7
Closeouts	8,630.4	200	8,650.8	201	100.2	100.5

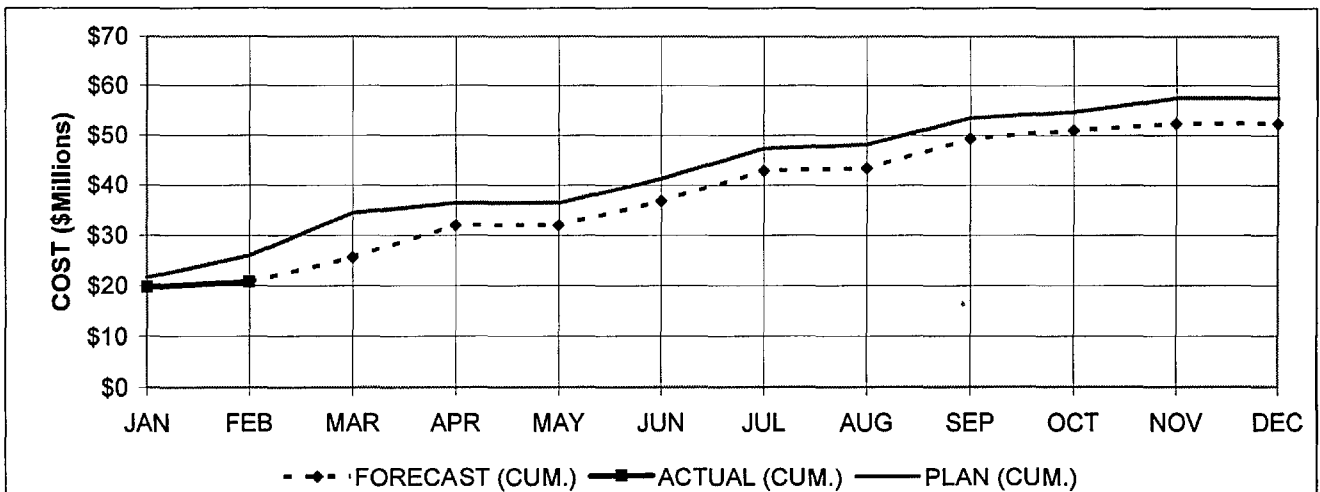
Totals do not include contingency, emergency funds and miscellaneous reserves;  
 performance percentages include early accomplishments.

## 2013 Design Starts Charts

As of February 2013



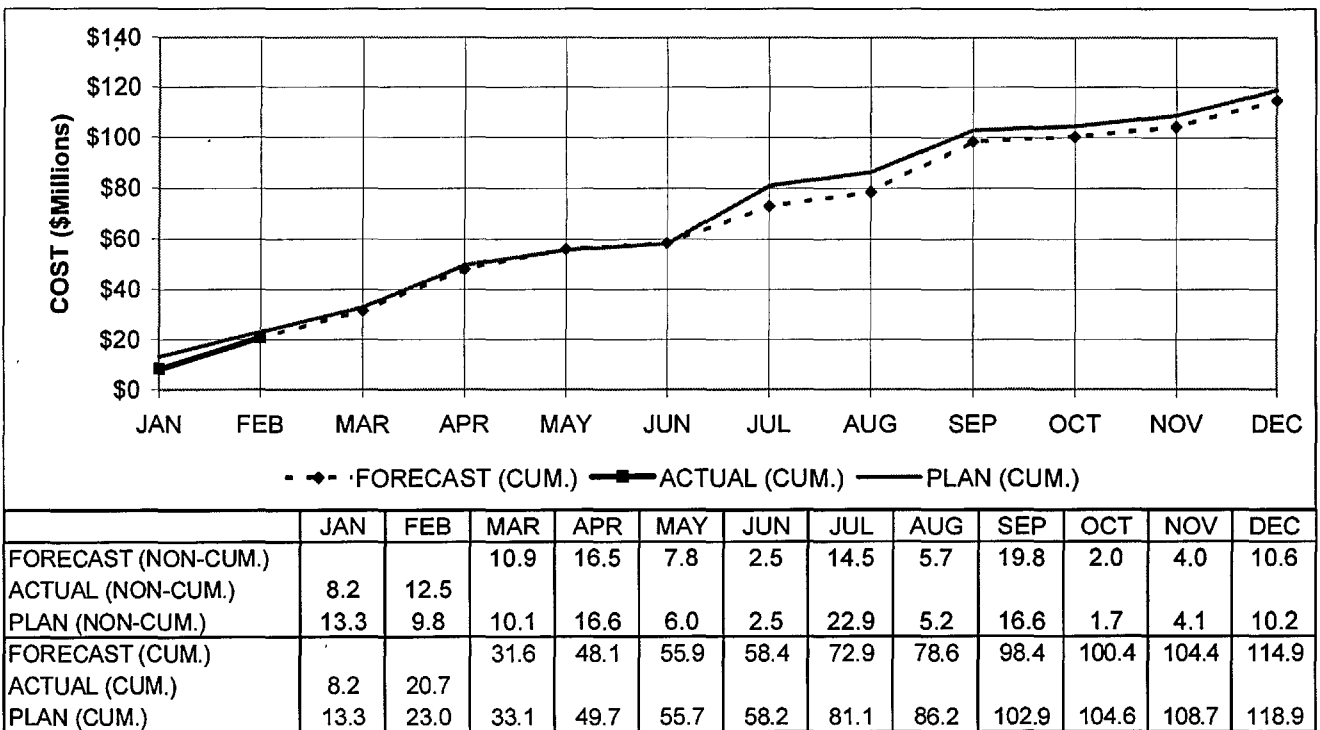
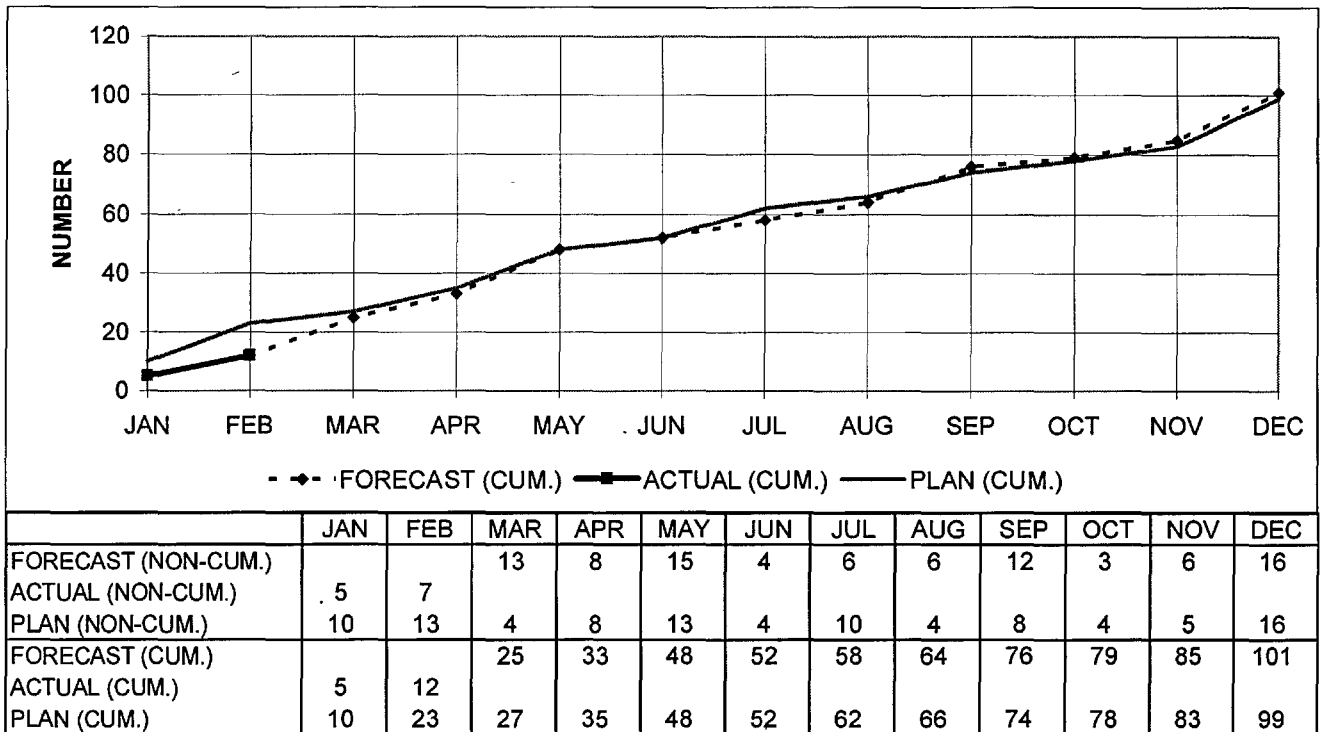
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			8	10	0	9	3	1	5	3	2	0
ACTUAL (NON-CUM.)	13	3										
PLAN (NON-CUM.)	9	5	13	3	0	9	3	2	4	2	4	0
FORECAST (CUM.)			24	34	34	43	46	47	52	55	57	57
ACTUAL (CUM.)	13	16										
PLAN (CUM.)	9	14	27	30	30	39	42	44	48	50	54	54



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			4.9	6.4	0.0	4.8	6.1	0.5	6.0	1.7	1.3	0.0
ACTUAL (NON-CUM.)	19.7	1.0										
PLAN (NON-CUM.)	21.7	4.3	8.5	2.0	0.0	4.8	6.1	0.9	5.3	1.3	2.8	0.0
FORECAST (CUM.)			25.7	32.0	32.0	36.8	42.9	43.4	49.3	51.0	52.3	52.3
ACTUAL (CUM.)	19.7	20.7										
PLAN (CUM.)	21.7	26.0	34.5	36.4	36.4	41.3	47.3	48.2	53.5	54.7	57.5	57.5

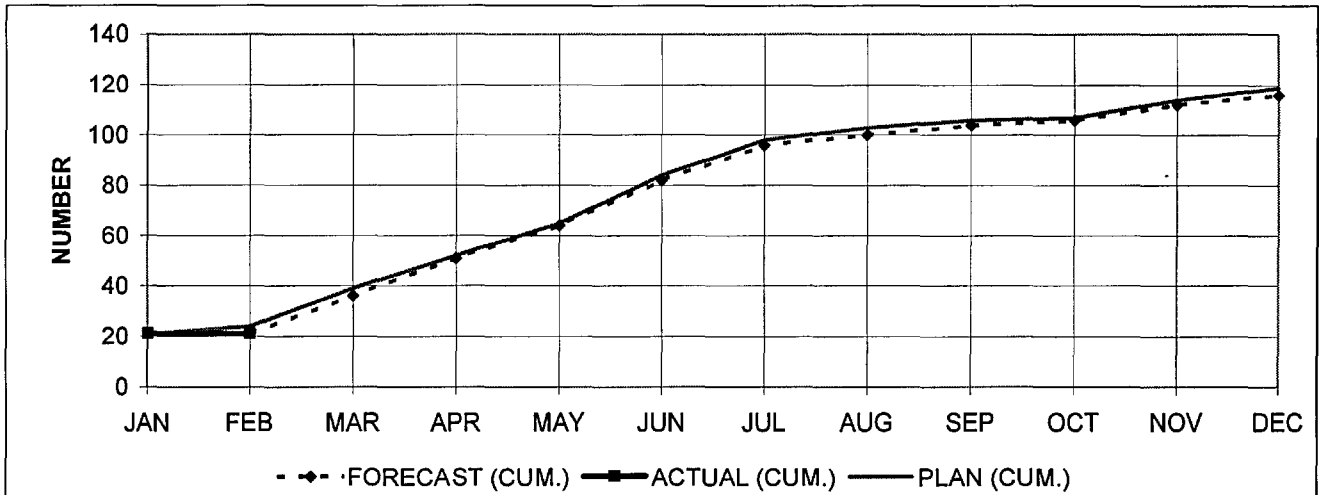
## 2013 Design Completions Charts

As of February 2013

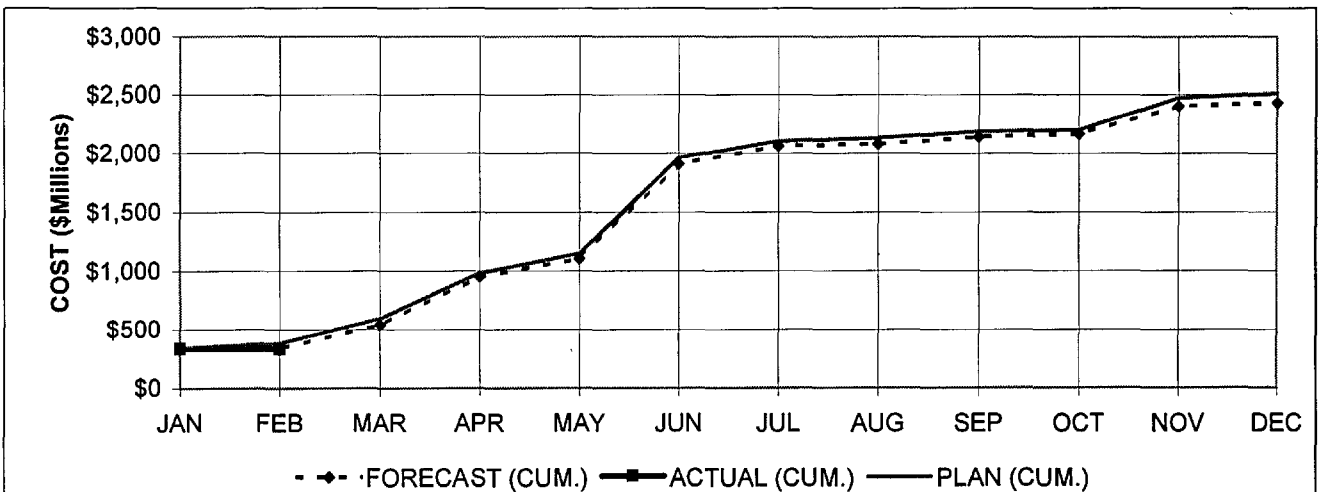


## 2013 Awards Charts

As of February 2013



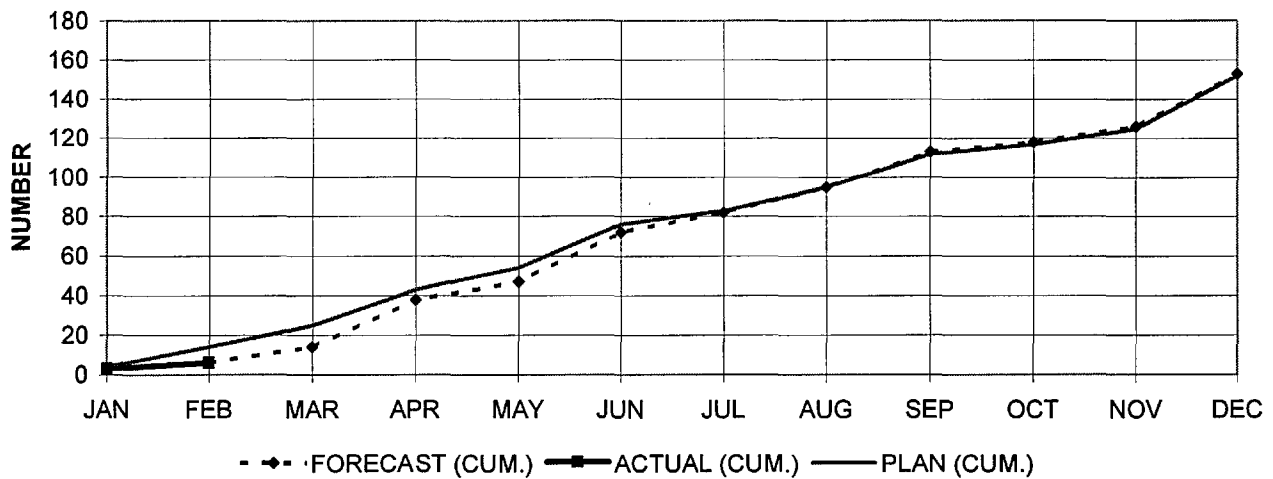
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			15	15	13	18	14	4	4	2	6	4
ACTUAL (NON-CUM.)	21	0										
PLAN (NON-CUM.)	21	3	15	13	13	19	14	5	3	1	7	5
FORECAST (CUM.)			36	51	64	82	96	100	104	106	112	116
ACTUAL (CUM.)	21	21										
PLAN (CUM.)	21	24	39	52	65	84	98	103	106	107	114	119



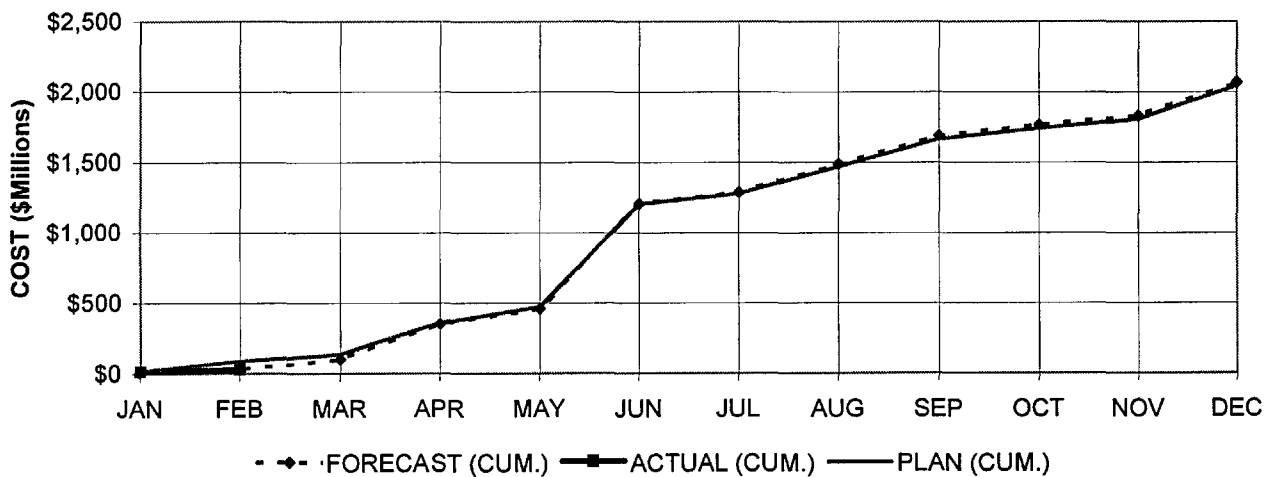
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			205.8	410.2	152.8	804.5	156.8	13.7	61.8	23.3	239.2	26.7
ACTUAL (NON-CUM.)	335.5	0.0										
PLAN (NON-CUM.)	338.7	40.1	215.9	388.2	164.5	818.1	141.0	23.3	57.1	11.8	273.7	38.9
FORECAST (CUM.)			541.3	951.5	1,104.2	1,908.7	2,065.5	2,079.2	2,141.0	2,164.3	2,403.5	2,430.2
ACTUAL (CUM.)	335.5	335.5										
PLAN (CUM.)	338.7	378.9	594.7	982.9	1,147.4	1,965.5	2,106.5	2,129.8	2,186.9	2,198.6	2,472.4	2,511.2

## 2013 Substantial Completions Charts

As of February 2013



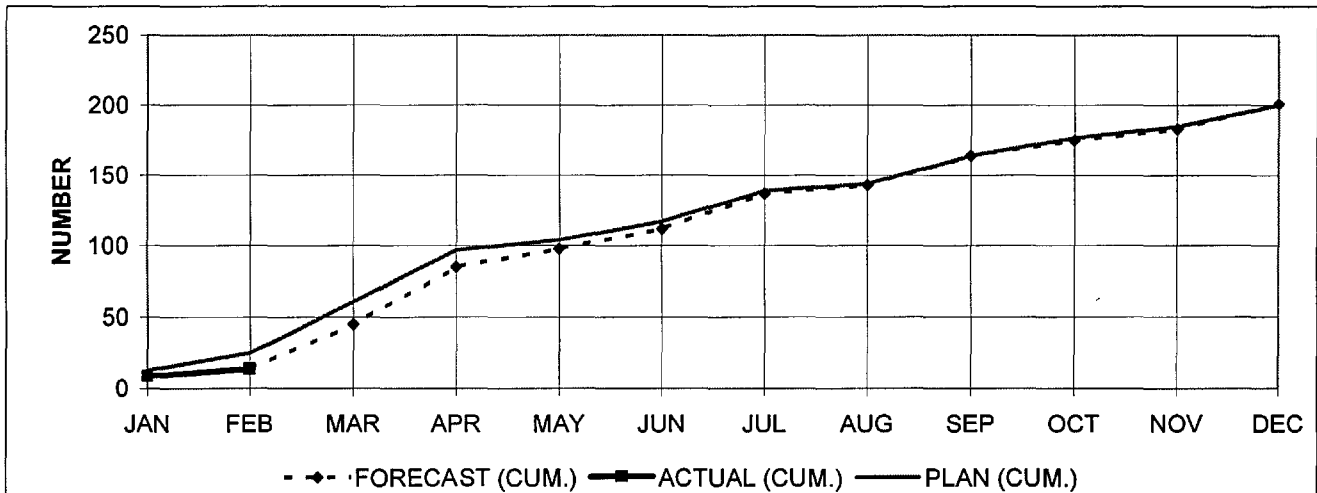
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			8	24	9	25	10	13	18	5	8	27
ACTUAL (NON-CUM.)	3	3										
PLAN (NON-CUM.)	4	10	11	18	11	22	7	12	17	5	8	27
FORECAST (CUM.)			14	38	47	72	82	95	113	118	126	153
ACTUAL (CUM.)	3	6										
PLAN (CUM.)	4	14	25	43	54	76	83	95	112	117	125	152



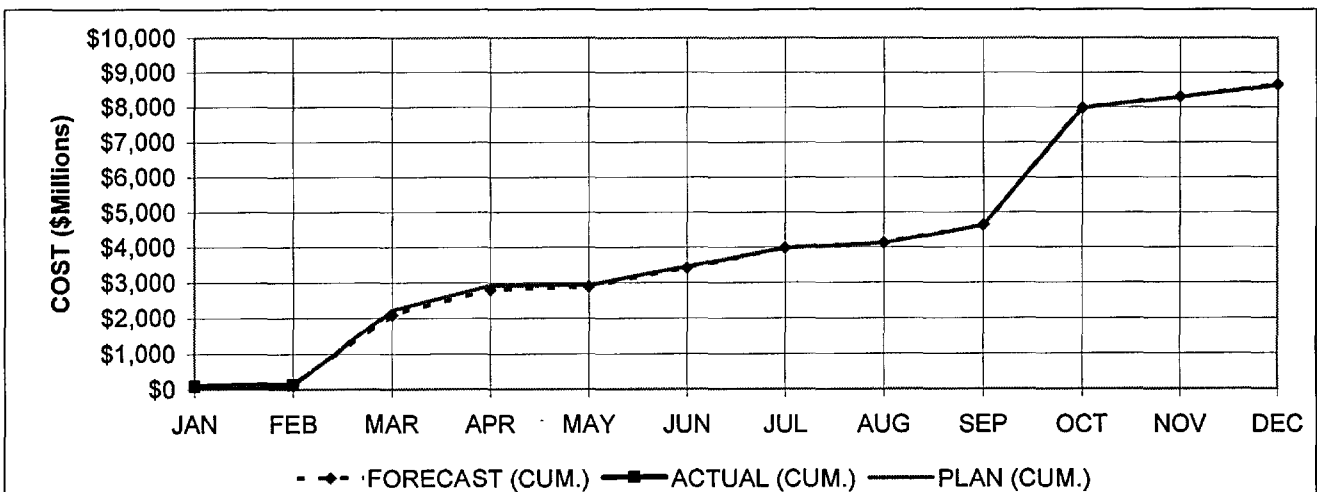
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			75.2	246.0	108.8	746.5	81.8	200.1	201.5	78.8	63.2	235.2
ACTUAL (NON-CUM.)	12.5	16.6										
PLAN (NON-CUM.)	16.1	75.2	46.6	221.4	112.6	733.4	72.8	192.2	194.5	78.8	63.2	239.2
FORECAST (CUM.)			104.2	350.2	459.1	1,205.5	1,287.3	1,487.4	1,688.9	1,767.8	1,831.0	2,066.2
ACTUAL (CUM.)	12.5	29.0										
PLAN (CUM.)	16.1	91.3	137.9	359.3	471.9	1,205.3	1,278.0	1,470.3	1,664.7	1,743.5	1,806.8	2,046.0

## 2013 Closeouts Charts

As of February 2013



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			31	40	13	14	25	6	21	11	8	18
ACTUAL (NON-CUM.)	9	5										
PLAN (NON-CUM.)	13	12	36	36	7	13	22	5	20	13	8	15
FORECAST (CUM.)			45	85	98	112	137	143	164	175	183	201
ACTUAL (CUM.)	9	14										
PLAN (CUM.)	13	25	61	97	104	117	139	144	164	177	185	200



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			1968.9	709.5	90.2	526.9	566.8	144.5	511.2	3347.5	321.9	341.2
ACTUAL (NON-CUM.)	86.1	36.1										
PLAN (NON-CUM.)	46.5	67.8	2099.5	699.5	23.9	518.0	525.8	142.7	504.5	3352.8	321.5	328.1
FORECAST (CUM.)			2,091.1	2,800.6	2,890.8	3,417.6	3,984.4	4,128.9	4,640.1	7,987.7	8,309.6	8,650.8
ACTUAL (CUM.)	86.1	122.2										
PLAN (CUM.)	46.5	114.3	2,213.8	2,913.2	2,937.1	3,455.1	3,980.9	4,123.6	4,628.0	7,980.8	8,302.3	8,630.4

## **5. PROCUREMENTS**


# Report








New York City Transit

## PROCUREMENTS

The Procurement Agenda this month includes 35 actions for a proposed expenditure of \$182.7M.

<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Materiel Division – NYCT					
<b>Department Head Name</b> Stephen M. Plochochi					
<b>Department Head Signature</b> 					
<b>Project Manager Name</b> Rose Davis					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Committee	4/22/13			
2	Board	4/24/13			

<b>April 10, 2013</b>			
<b>Department</b> Law and Procurement -- MTACC			
<b>Department Head Name</b> Evan Eisland			
<b>Department Head Signature</b> 			
<b>Table of Contents Ref #</b>			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	President NYCT		President MTACC
	Executive VP		President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

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

### PURPOSE:

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

### DISCUSSION:

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

#### Procurements Requiring Two Thirds Vote:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	5	\$ 23.8 M
• Alstom Signaling, Inc.	\$ 4.9 M	
• Alstom Transportation, Inc.	\$ 5.0 M	
• New Flyer Industries Canada ULC	\$ 12.0 M	
• Construction Polymers Co.	\$ .9 M	
• Star Machine & Tool	\$ 1.0 M	

#### Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts	1	\$ .3 M
• Tec Solutions, Inc.	\$ .3 M	
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 9.8 M
• Corporate Transportation Group, LTD	\$ 9.8 M	

SUBTOTAL 7 \$ 33.9 M

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

MTA Bus Company proposes to award Non-Competitive procurements in the following categories: NONE

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

Schedules Requiring Majority Vote

Schedule F: Personal Service Contracts	5	\$	22.2 M
Schedule G: Miscellaneous Service Contracts	5	\$	43.0 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$	7.6 M
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$	.5 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	9	\$	27.0 M
SUBTOTAL			21 \$ 100.3 M

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

Schedules Requiring Majority Vote

Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$	18.2 M
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$	2.2 M
SUBTOTAL			2 \$ 20.4 M

**MTA Bus Company proposes to award Competitive procurements in the following categories: NONE**

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

Schedules Requiring Two-Thirds Vote:

Schedule D: Ratification of Completed Procurement Actions	1	\$	12.8 M
SUBTOTAL			1 \$ 12.8 M

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	3		14.5
SUBTOTAL			3 14.5

**MTA Bus Company proposes to award Ratifications in the following categories:**

Schedules Requiring Two-Thirds Vote:

Schedule D: Ratification of Completed Procurement Actions	1	\$	.8 M
SUBTOTAL			1 \$ .8 M
TOTAL			35 \$ 182.7 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 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.

APRIL 2013

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

**A. Non-Competitive Purchases and Public Work Contracts**

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

- |   |                     |                               |
|---|---------------------|-------------------------------|
| 1. Alstom Signaling, Inc.<br>Sole Source - Three-year omnibus<br>Multi-agency purchase of inventory and non-inventory signal and switch system equipment.   | \$4,875,000 (Est.)  | <u>Staff Summary Attached</u> |
| 2. Alstom Transportation, Inc.<br>Sole Source - Three-year omnibus<br>Purchase of inventory and non-inventory subway car parts.   | \$5,000,000 (Est.)  | <u>Staff Summary Attached</u> |
| 3. New Flyer Industries Canada ULC<br>Sole Source - Three-year omnibus<br>Multi-agency purchase of sole source replacement bus parts.   | \$12,000,000 (Est.) | <u>Staff Summary Attached</u> |
| 4. Construction Polymers Co.<br>Sole Source<br>Req. # 12512<br>Purchase of GreenRock Solid Cast Polymer pre-cast blocks.  | \$864,200 (Est.)    | <u>Staff Summary Attached</u> |
| 5. Star Machine & Tool<br>Sole Source - Four-year contract<br>RFQ # 46927<br>Multi-agency estimated quantity contract for the purchase of double spindle brake lathes and modified cutting tool bits. | \$991,550 (Est.)    | <u>Staff Summary Attached</u> |

Procurements Requiring Majority Vote:

**G. Miscellaneous Service Contracts**

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

- |  |                  |                               |
|--|------------------|-------------------------------|
| 6. Tec Solutions, Inc.<br>Non-Competitive – Five-year contract<br>RFQ # 51504<br>Migration and consolidation of five databases and the hardware upgrade of a Cyberlock Web Enterprise System with five years of support. | \$338,817 (Est.) | <u>Staff Summary Attached</u> |
|--|------------------|-------------------------------|

**APRIL 2013**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**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.)

- 7. Corporate Transportation Group, Ltd.    \$9,777,423 (Est.)**  
**Contract # 10L0373.3**

*Staff Summary Attached*

Modification to the contract for the test and evaluation of a broker car/livery service program for Paratransit, in order to extend the term of the contract.



APRIL 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

**F. Personal Service Contracts**

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

1. Dewberry Engineers, Inc. \$14,000,000 (Aggregate) Staff Summary Attached
2. STV Inc.  
Eleven-Proposals – Sixty-month contract  
Contract #sCM-1518/1519  
Indefinite quantity (IQ) Environmental Consulting Services contracts for miscellaneous construction projects.
3. NYU Hospital for Joint Diseases \$4,216,357 (Est.) Staff Summary Attached  
Occupational and Industrial Orthopaedic Center  
One Proposal – Three-year contract  
RFQ #22182  
Consultant services for the update, enhancement and supplement of NYC Transit's Medical Standards and Job Profiles.
4. Systra Engineering, Inc. \$1,998,745 (NTE) Staff Summary Attached  
Two Proposals – Fifty-one month contract  
Contract #CM-1524  
Independent Safety Assessor (ISA) for Signal System Modernization for the Dyre Avenue Solid State Interlocking Project.
5. Audubon Architecture, Engineering, \$1,993,787 (Est.) Staff Summary Attached  
Surveying & Landscape Architecture, PC (Wendel)  
Three Proposals – Five-Year contract  
Contract #RFP 3337  
Expert gaseous fuel consulting services.

# APRIL 2013

## **LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote Cont'd:**

### **G. Miscellaneous Service Contracts**

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

6.	<b>Action Carting Environmental Services, Inc.</b> <b>Five Bids/Low Bidder – Five-year contract</b> <b>Contract # RFQ 33134</b>	<b>\$37,104,680 (Est.)</b>
----	---	----------------------------

This contract is to provide collection, recycling and disposal of refuse for NYC Transit, MTA Bus Company and Staten Island Railway. Services to be performed include: scheduled refuse pick-up at depots, shops, yards, barns, administrative offices and subway refuse platforms; post-collection removal of recyclable material from the subway waste stream; removal and recycling of source separated material from administrative facilities; disposal of non-recyclable waste and construction debris; providing various types of containers to facilitate the collection of refuse; destruction of confidential documents and sensitive material and other related services.

Procurement and Asset Recovery conducted an extensive outreach to the marketplace which led to the receipt of five bids on this solicitation as compared to three bids on the prior solicitation. The low bidder, Action Carting Environmental Services, Inc. (Action) submitted a bid that is approximately 2% below the next low bidder. Additionally, when comparing like items from the previous contract to those under this bid (representing 95% of the value of the bid), Action's bid price is approximately 16% lower than the previous contract pricing. Based upon the aforementioned price analysis and effective price competition, Action's pricing was found to be fair and reasonable.

Action has been in business since 1998 and is currently providing refuse removal and recycling services for various government and private entities. A background check conducted on Action, including verification that Action is licensed by the New York City Business Integrity Commission, resulted in Action being found responsible.

APRIL 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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

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

7. Inspectorate America Corp. \$1,512,688 (Est.) (five categories)

8. Clean Venture, Inc. \$1,268,027 (Est.) (two categories)

Seven Bids/Low Bidders – Five-Year Contract

RFQ #8677

These multi-agency contracts will provide chemical and physical testing of various materials on an as needed basis to ensure that materials meet specifications. The work includes sample pick-up, documentation and written reports on all tests performed. Testing services are needed to ensure that incoming materials meet the specifications required, including materials as provided by contractors under capital construction contracts. The Price Schedule contained fifteen categories and bidders could bid on any and all items. Approval is sought to award five categories to Inspectorate America Corp. (Inspectorate) to perform testing of: 1) Diesel Oils (\$1,073,785) – 3 bids, 2) Transformer Oils (\$121,779) – 3 bids, 3) Heating Oils (\$181,030) – 4 bids, one of which was non-responsive, 4) Diesel Exhaust Fluid (\$46,694) – 3 bids, and 5) Diesel Fuel Analysis for Metro-North Railroad (\$89,400) – 3 bids; and two categories to Clean Venture, Inc. to perform testing of: 1) Cleaners, Solvents, & Absorbents (\$1,145,922) – 2 bids and 2) Water (\$122,105) – 1 bid. For the water testing category receiving a single bid, a post-bid survey of other potential labs revealed that they either could not perform the test procedures as specified or would not have offered lower pricing. Based on the bids received and the market survey, the bid results are considered fair and reasonable.

The bid solicitation was designed to be awarded to the lowest responsive and responsible bidder on a category basis in order to afford the greatest flexibility and economic advantage for the participating agencies. The remaining categories will be awarded at a future date after completing the qualification process. The receipt of multiple bids was the result of extensive investigation and outreach to firms to encourage them to participate in this solicitation.

To qualify for award, Inspectorate's credentials were reviewed and a site visit of their laboratory took place to observe tests being conducted and Inspectorate was deemed technically qualified to perform the work. Clean Venture is the incumbent under the current contract for the same work and, due to their satisfactory performance, was deemed technically qualified to perform the work.

**APRIL 2013**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

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

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

**9. Tri-Dim Filter Corporation. \$2,658,205 (Est.)**

**Five Bids/Low Bidder – Four-year contract**

**IFB 36423**

This multi-agency contract is to provide cleaning service of HVAC system components and associated ductwork for NYC Transit Department of Buses (DOB) and Department of Subways Maintenance of Way (MOW), MTA Bus Company (MTABC), and Long Island Railroad (LIRR). The work also includes installation of additional access points as needed to facilitate the cleaning process. Maintaining clean HVAC system components and associated ductwork helps preserve the overall indoor air quality.

The work will take place at various agencies' depots, buildings and stations located within the five boroughs of New York City, Yonkers, and Nassau and Suffolk counties. The Price Schedule is split into Class A covering DOB and MTABC requirements in the amount of \$2,269,660; Class B covering MOW requirements in the amount of \$166,697; and Class C covering LIRR requirements in the amount of \$221,848.

Procurement conducted an extensive outreach to the marketplace which led to receipt of five bids on this solicitation as compared to three bids on the prior solicitation. The low bidder, Tri-Dim Filter Corporation (Tri-Dim) submitted a bid that is approximately 4% lower than the bid submitted by the second low bidder. Additionally, when comparing like items from the previous contract to those under this bid (representing 91% of the value of the bid), Tri-Dim's bid price represents an increase of less than 1% from the previous contract pricing. Based upon the aforementioned price analysis and effective price competition, Tri-Dim's pricing was found fair and reasonable.

**10. US Technologies Inc. \$437,379 (Est.)**

**Two Bids/Low Bidder – Four-year contract**

**IFB #26362**

This contract is to provide repair service for Traction Battery Conditioner (TBC) units for NYC Transit Department of Buses (DOB) and MTA Bus Company (MTABC). A TBC unit is a power supply system used to perform periodic maintenance on lead-acid traction batteries installed on diesel-electric hybrid buses in order to maintain optimal battery performance. A TBC unit is approximately the size of a home refrigerator, with an LED monitor, keyboard and software used to operate the unit and facilitate monitoring the charge levels during the conditioning cycle.

There are 24 TBC units located at 13 different DOB and MTABC depots. On a six-month interval, each hybrid bus equipped with lead acid batteries is connected to a TBC unit for a cycle lasting up to 12 hours that brings the batteries to 100% state of charge. In the hybrid buses, the lead-acid traction batteries normally work between about 60% and 80% state of charge to allow for recapture of the energy associated with the regenerative braking. Periodically bringing the batteries to 100% state of charge through use of the TBC restores battery capacity and maximizes battery lifespan. There are a total of 46 lead-acid traction batteries per bus contained in traction battery enclosures located on the roof of the bus.

Two bids were received. The low bidder, US Technologies, Inc. (US Technologies) submitted a bid that was 23% lower than the bid submitted by the second low bidder. Additionally, when comparing like items from the previous contract to those under this bid (representing 86% of the value of the bid), US Technologies' bid price is approximately 27% lower than the previous contract pricing. Based upon the aforementioned price analysis and effective price competition, US Technologies' pricing was found fair and reasonable.



APRIL 2013

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**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.)

11. AlliedBarton Security Services                      \$7,622,613 (Est.)                      Staff Summary Attached  
Contract # 06H9503.5

Modification to the contract to provide uniformed armed security guard services, in order to extend the contract term.

**I. Modifications to Purchase and Public Work Contracts**

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

12. WDF, Inc.    \$530,000                                      Staff Summary Attached  
Contract # A-36018.24

Modification to the contract for the Rehabilitation of Five Stations on the Far Rockaway Line, in order to resolve a claim associated with an allowance for the boxing-out of wire-mesh screen support and canopy column bases on station platforms.

**APRIL 2013**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**L. Budget Adjustments to Estimated Quantity Contracts**

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

**IQ asbestos and lead environmental engineering services (CM-1377)**

13. Environmental Planning & Management, Inc. Contract # CM-1377 March 4, 2009 - March 3, 2014	Original Amount:	\$ 5,000,000
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 0
	Current Amount:	\$ 5,000,000
	This Request:	\$ 3,000,000
	% of This Request to Current Amount:	60.0%
	% of Mods/Budget Adjustments (including This Request) to Original Amount:	60.0%

**IQ hazardous materials remediation (C-31671 and C-31674)**

14. TRIO Asbestos Removal Corporation Contract # C-31671 December 3, 2010 - December 2, 2013	Original Amount:	\$ 5,000,000
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 0
	Current Amount:	\$ 5,000,000
	This Request:	\$ 3,000,000
	% of This Request to Current Amount:	60.0%
	% of Mods/Budget Adjustments (including This Request) to Original Amount:	60.0%
15. Coastal Environmental Group, Inc. Contract # C-31674 December 3, 2010 - December 2, 2013	Original Amount:	\$ 5,000,000
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 0
	Current Amount:	\$ 5,000,000
	This Request:	\$ 3,000,000
	% of This Request to Current Amount:	60.0%
	% of Mods/Budget Adjustments (including This Request) to Original Amount:	60.0%

**APRIL 2013**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**L. Budget Adjustments to Estimated Quantity Contracts Cont'd**

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

**IQ design services for construction projects for MTA Bus Company (CM-1364, CM-1375 and CM-1376)**

16. HDR, Inc. Contract # CM-1364 August 8, 2008 – August 7, 2013	Original Amount:	\$ 3,000,000
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 0
	Current Amount:	\$ 3,000,000
	 This Request:	 \$ 3,000,000
	 % of This Request to Current Amount:	 100.0%
	% of Mods/Budget Adjustments (including This Request) to Original Amount:	100.0%
17. PB Americas, Inc. Contract # CM-1375 August 22, 2008 – August 21, 2013	Original Amount:	\$ 3,000,000
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 0
	Current Amount:	\$ 3,000,000
	 This Request:	 \$ 3,000,000
	 % of This Request to Current Amount:	 100.0%
	% of Mods/Budget Adjustments (including This Request) to Original Amount:	100.0%
18. DiDomenico & Partners, Inc. Contract # CM-1376 August 12, 2008 – August 11, 2013	Original Amount:	\$ 3,000,000
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 0
	Current Amount:	\$ 3,000,000
	 This Request:	 \$ 3,000,000
	 % of This Request to Current Amount:	 100.0%
	% of Mods/Budget Adjustments (including This Request) to Original Amount:	100.0%

APRIL 2013LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**L. Budget Adjustments to Estimated Quantity Contracts Cont'd**

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

**IQ Consultant Construction Management and inspection services for miscellaneous federally funded projects (CM-1365, CM-1373 and CM-1374)**

19. LiRo Engineers, Inc. Contract # CM-1365 August 19, 2008 – August 18, 2013	Original Amount:	\$ 3,000,000
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 1,500,000
	Current Amount:	\$ 4,500,000
	This Request:	\$ 3,000,000
% of This Request to Current Amount:		66.0%
% of Mods/Budget Adjustments (including This Request) to Original Amount:		150.0%
20. Tectonics, Inc. Contract # CM-1373 August 13, 2008 – August 12, 2013	Original Amount:	\$ 3,000,000
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 0
	Current Amount:	\$ 3,000,000
	This Request:	\$ 3,000,000
% of This Request to Current Amount:		100.0%
% of Mods/Budget Adjustments (including This Request) to Original Amount:		100.0%
21. Haks Engineers, Architects & Land Surveyors Contract # CM-1374 August 6, 2008 – August 5, 2013	Original Amount:	\$ 3,000,000
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 0
	Current Amount:	\$ 3,000,000
	This Request:	\$ 3,000,000
% of This Request to Current Amount:		100.0%
% of Mods/Budget Adjustments (including This Request) to Original Amount:		100.0%

APRIL 2013

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**L. Budget Adjustments to Estimated Quantity Contracts Cont'd**

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

**Discussion (Items 13-21):**

The effects of Superstorm Sandy have necessitated a series of emergency assessments and repairs to restore service to the NYC Transit system. As the transportation system is reviewed for damage, immediate action will be taken to promptly detect and repair the storm related damage and to mitigate future damage, and/or enhance the response to future storms in a manner that maximizes public and employee health and safety. The emergency repairs will require the following support services which will be procured through existing contracts: IQ asbestos and lead environmental engineering services (CM-1377); IQ hazardous materials remediation (C-31671/C-31674); IQ design services for construction projects for MTA Bus Company (CM-1364, CM-1375, CM-1376); and IQ Consultant Construction Management and inspection services for miscellaneous federally funded projects (CM-1365, CM-1373, CM-1374). Task orders for the required services will be let competitively. These nine budget actions will increase the budgets of existing competitive contracts that were already in place and enable NYC Transit to react quickly and meet the needs for immediate services while we solicit additional contracts for the above services.

APRIL 2013

LIST OF 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. AECOM\*Arup (JV) \$18,178,009 (NTE) Staff Summary Attached  
Contract # CM-1188.85

Modification to the contract to provide design services for the Second Avenue Subway, in order to increase construction phase support and extend the term of the contract.

**I. Modifications to Purchase and Public Work Contracts**

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

2. J. D'Annunzio & Sons, Inc. \$2,240,000 Staff Summary Attached  
Contract # C-26013.27

Modification to the contract for station excavation, utility relocation and road decking for the Second Avenue Subway, 86th Street Station, in order to address schedule adjustments resulting from the aggregate schedule impact of multiple AWOs and associated impact costs.

**APRIL 2013**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**D. Ratification of Completed Procurement Actions**

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

- |   |              |                               |
|---|--------------|-------------------------------|
| 1. TAP Electrical Contracting<br>Services, Inc.<br>Contract # C-52116 | \$12,750,000 | <u>Staff Summary Attached</u> |
| Contract to secure under river tunnels, Phase II.                     |              |                               |

**APRIL 2013**

**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.** **\$330,000** **Staff Summary Attached**  
**Contract # A-36126.112**  
Modification to the contract for the restoration of the historical Corbin Building, in order to perform additional restoration work in the lobby.
2. **Parsons Brinckerhoff, Inc.** **\$9,000,000 (NTE)** **Staff Summary Attached**  
**Contract #CM-1189R.27**  
Modification to the contract for engineering design services for the No. 7 (Flushing) Line extension, in order to make revisions to design support during construction services.
3. **Skanska/Traylor, JV** **\$5,200,000** **Staff Summaries Attached**  
**Contract # C-26008.31**  
Modification to the contract for station cavern mining and heavy civil/structural work for the Second Avenue Subway, 86th Street Station, in order to address changes required to mitigate the impact of the 8:00 PM blasting restriction.

APRIL 2013

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

**D. Ratification of Completed Procurement Actions**

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

1. Sprague Operating Resources, LLC      \$840,000 (Est.)      Staff Summary Attached  
Contract # AA121454R  
Purchase of bulk gasoline for MTA Bus Company's non-revenue fleet.

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



Item Number: 1

<b>Vendor Name (&amp; Location)</b>
Alstom Signaling, Inc. (West Henrietta, NY)
<b>Description</b>
Purchase of inventory and non-inventory replacement signal and switch system parts
<b>Contract Term (including Options, if any)</b>
Three years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b>
<input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b>
<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval

<b>Contract Number</b>	<b>Renewal?</b>
NONE	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	<b>\$4,875,000</b>
	(Est.)
NYC Transit	\$3,600,000
LIRR	\$500,000
MNR	\$775,000
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	
Division of Materiel, Stephen M. Plochochi	

## Discussion:

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

There are approximately 821 items for NYC Transit, 69 items for Long Island Rail Road (LIRR) and 50 items for Metro North Railroad (MNR) covered by this approval for the purchase of replacement signal and switch system parts supplied by Alstom. These items are identified as obtainable only from Alstom for the following reasons: sole pre-qualified source on the QPL, and not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Alstom. These items are advertised a minimum of once every twelve months to seek competition. A list of Alstom sole source items, as well as NYC Transit's intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source parts will be purchased on an as-required basis.

The current omnibus approval for the three agencies, approved by the Board in June 2010 and expiring on June 22, 2013, was for a total of \$4,415,000 (NYC Transit - \$3,795,000; LIRR's - \$500,000 and MNR - \$120,000). There are remaining balances of \$879,424, \$131,000 and \$0, respectively, for each agency.

NYC Transit Procurement has performed a price analysis on the 15 sole source items for which contracts were issued during the term of the current omnibus approval which exceeded the \$15,000 threshold; each of which was deemed fair and reasonable based on a thorough analysis. Of the 15 NYC Transit sole source items, 9 items purchased during the term of the current omnibus approval have a comparative price history. A comparative price analysis of these 9 items revealed an annual weighted average price increase of approximately 3.7% over the past three years. These 9 items amount to a total of \$1,259,256 or 44% of the value of the contracts issued under the current omnibus approval. A review of the Producer Price Index (PPI) for Machinery and Equipment, Industrial Controls and Related Parts and Accessories, Series ID WPU117507, revealed an average annual 3.7% increase over the past three years.

The next three year plan developed by NYC Transit, LIRR and MNR estimates expenditures for sole source material to be in the estimated amounts of \$3,600,000, \$500,000 and \$775,000, respectively. The agencies based their estimates on historical expenditures, forecasted maintenance requirements and track relay programs. The agencies will continue to research alternate sources of supply wherever possible.

Under this omnibus approval, pricing for any procurement which would otherwise be advertised is established by requesting a quotation for each item from Alstom on an as-required basis. Each item purchased under the omnibus approval will be subject to a price analysis and determination that the negotiated price is found to be fair and reasonable.

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

Item Number: 2

<b>Vendor Name (&amp; Location)</b> Alstom Transportation, Inc. (Naperville, IL)		<b>Contract Number</b> NONE	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Description</b> Purchase of inventory and non-inventory replacement traction motor, propulsion controller and car body parts		<b>Total Amount:</b> \$5,000,000.00 (Est.)	
<b>Contract Term (including Options, if any)</b> Three years		<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Division of Materiel, Stephen M. Plochochi	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive			
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval			

### Discussion:

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

There are approximately 1,028 items covered by this approval for the purchase of replacement traction motor, propulsion controller and car body parts supplied by Alstom. These items are identified as obtainable only from Alstom for the following reasons: sole pre-qualified source on the QPL, and not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Alstom. These items are advertised a minimum of once every twelve months to seek competition. A list of Alstom sole source items, as well as NYC Transit's intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source parts will be purchased on an as-required basis. NYC Transit's Division of Car Equipment (DCE) will utilize these sole source parts on approximately 2,432 subway cars: 1,030 R142 and 1,402 R160 subway cars for Scheduled Maintenance System (SMS) and running repair requirements. The current omnibus approval for \$4,000,000 was approved by the Board in June 2010 and expires on May 31, 2013. There is a remaining balance of \$634,335 on the current omnibus approval.

Procurement has performed a price analysis on the 13 sole source items for which contracts were issued during the term of the current Omnibus Approval which exceeded the \$15,000 threshold, each of which was deemed fair and reasonable based on a thorough analysis. Of the 13 items, three items purchased during the term of the current omnibus approval have a comparative price history. A comparative price analysis of these three items revealed an annual weighted average price increase of approximately 2.2% over the past three years. These three items amount to a total of \$1,776,765 or 49% of the value of the contracts issued under the current omnibus approval. A review of the Producer Price Index for Transportation Equipment Railroad Car Parts and Accessories, Series ID WPU144203, revealed an average annual 1.7% increase over the past three years. However, the price of one of the three items (NYC Transit Stock #08-42-5286, resilient bushing) increased by 17.9% when compared with the prior procurement due to a significant reduction in the order quantity from 4,800 pieces to 1,600 pieces and sharp increases in metal prices.

Based on the current forecasts as well as projections for 2014 through 2016 as provided by DCE, it is anticipated that DCE will require approximately \$5,000,000 for sole source items from Alstom during the term of this omnibus approval request. Procurement believes that the amount requested on this omnibus approval is sufficient to procure all sole source materials from Alstom for the next three year period. Procurement and DCE will continue to research alternate sources of supply wherever possible.

Under this omnibus approval, pricing for any procurement, which would otherwise be advertised, is established by requesting a quotation for each item from Alstom on an as-required basis. Each item purchased under this omnibus approval will be subject to a price analysis and determination that the negotiated price is found to be fair and reasonable.

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

Item Number: 3

<b>Vendor Name (&amp; Location)</b> New Flyer Industries Canada ULC (Winnipeg, Manitoba, Canada)
<b>Description</b> Purchase of inventory and non-inventory replacement bus parts
<b>Contract Term (including Options, if any)</b> December 1, 2012 – November 30, 2015
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval

<b>Contract Number</b> NONE	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Existing Omnibus Approval Amount:</b> \$7,000,000 (Est.)	
<b>This Request:</b> \$12,000,000 (Est.) (NYC Transit: \$9M, MTAB \$3M)	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Division of Materiel, Stephen M. Plochochi	

### Discussion:

To obtain Board approval to increase funds to include all Orion sole source aftermarket parts for both inventory and non-inventory items identified as obtainable only from New Flyer Industries Canada ULC (New Flyer) for the duration of the existing New Flyer Omnibus Approval, that was previously approved by the November 2012 Board and will expire November 2015. The existing New Flyer Omnibus Approval is in the estimated amount of \$7M (\$5M for NYC Transit and \$2M for MTABC). This request is for an additional \$12M (\$9M for NYC Transit and \$3M for MTABC) resulting in a revised total estimated amount of \$19M (\$7M for the existing New Flyer Omnibus Approval + \$12M for this request) solely for the inclusion of Orion sole source materials.

On April 25, 2012, Daimler Buses North America (DBNA) announced that it planned to cease production of transit buses and exit the transit bus manufacturing industry in North America. DBNA marketed its buses under the "Orion" brand name. Subsequently on March 1, 2013, New Flyer announced that it had acquired all Orion aftermarket parts inventory for heavy-duty transit buses and had acquired an exclusive license to supply Orion aftermarket parts, including use of DBNA's proprietary part designs. New Flyer will be the exclusive supplier of Orion parts. Prior to the announcement of New Flyer's acquisition of Orion parts, Procurement anticipated going forward with a new DBNA Omnibus Approval for NYC Transit and MTABC. However, it was determined that in light of the acquisition it would be best to incorporate the proposed \$12M for this approval into the existing New Flyer Omnibus Approval, bringing the total estimated amount of the New Flyer Omnibus Approval to \$19M.

The New Flyer Omnibus Approval pertains to procurements exceeding \$15,000 for any sole source item, eliminating the need to process each procurement individually, thereby saving the cost of individual advertisements and reducing the administrative and procurement lead times. Any purchases made under this omnibus approval will be made pursuant to paragraph 9 (b) of PAL §1209, which allows purchases of items that are available from only a single responsible source to be conducted without competitive bidding. NYC Transit is not obligated to generate any expenditures pursuant to an omnibus approval. New Flyer sells directly to NYC Transit and MTABC and does not utilize a network of distributors. These sole source parts will be used by NYC Transit's Department of Buses (DOB) and MTABC for normal maintenance and replenishment of inventory and non-inventory bus parts. Procurement and DOB will continue to research alternate sources of supply wherever possible.

Currently there are a total of 908 (710 NYC Transit, 198 MTABC) New Flyer buses in the fleet as well as 2,440 (1,964 NYC Transit, 476 MTABC) Orion buses. New Flyer will now serve as the sole aftermarket distributor for items identified as sole source Orion and New Flyer parts for approximately 59% of the entire bus fleet. In order to support the operation of the Orion and New Flyer fleets and maximize bus availability, it is necessary to maintain a sufficient inventory of spare parts. Numerous items are available in the competitive marketplace, however approximately 12,557 Orion items as well as 4,402 New Flyer items, for a total of 16,959 items are now considered sole source and only obtainable from New Flyer for one of the following reasons: sole source pre-qualified items on the Qualified Product List for NYC Transit and/or MTABC and not available from any distributor or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or are proprietary to New Flyer. A list of New Flyer's sole source items, as well as NYC Transit's intention to buy items on the list without competitive bidding is available for download from the NYC Transit website at any time by any prospective vendor.

Procurement has performed a price analysis on the 145 sole source items for which contracts were issued during the term of the current DBNA Omnibus Approval which exceeded the \$15,000 threshold, each of which was deemed fair and reasonable based on a thorough analysis. Of the 145 items, 93 purchased during the term of the current DBNA Omnibus Approval have a comparative price history. A comparative price analysis of these 93 items revealed an annual weighted average price decrease of approximately -0.5% over the past three years. These 93 items amount to a total of \$8,012,011 or 78% of the value of the contracts issued under the current DBNA Omnibus Approval. A review of the Producer Price Index (PPI) for Transportation Equipment, Motor Vehicle Parts, Series ID WPU1412, revealed an average 1.3% annual increase over the past three years. DBNA's annual weighted average price decrease of -0.5% compared favorably with the aforementioned PPI. The negotiated price is found to be fair and reasonable.

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

Item Number: 4

<b>Vendor Name (&amp; Location)</b> Construction Polymers Co. (Chagrin Falls, OH)
<b>Description</b>  Purchase of GreenRock Solid Cast Polymer Pre-Cast blocks
<b>Contract Term (Including Options, if any)</b> Immediate Use
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

<b>Contract Number</b> Req. # 12512	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>This request:</b> \$864,200 (Est.)	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Subways, Carmen Bianco	

### Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to PAL §1209, subsection 9(b) and approve the purchase of 2,900 GreenRock Solid Cast Polymer (SCP) pre-cast blocks (and labor associated with attaching RF Plates to the blocks, as described below) that will be used as an alternative material and methodology for the spot replacement of wooden tie blocks for unguarded and tangent type II track locations. Type II track is a concrete ballasted type track used primarily in the subway tunnels. SCP is a high strength composite material made from a proprietary polymer formulation which complies with NYC Transit specifications. Presently, these blocks are only available from Construction Polymers.

The GreenRock SCP pre-cast block is created by pouring liquid SCP material into a mold. Before the liquid SCP material hardens, Construction Polymers affixes a NYC Transit supplied RF Plate onto the liquid SCP material to create the SCP pre-cast block assembly. These assemblies (consisting of the SCP pre-cast block with an attached RF Plate) are utilized to facilitate the process of track construction in the field. An RF Plate consists of a top plate, bottom plate, vibration pad, bushings and springs. The RF Plate type of rail fastener provides elasticity and resiliency to the track, and absorbs the vibration and stresses that would otherwise be transmitted by the interface between the wheel and the rail into a tie block or tie, thereby extending the life of the rail and providing a significant reduction in noise and vibration levels. RF Plates have been purchased pursuant to a competitive bid process.

This SCP initiative has been undertaken because the traditional method of replacing old, deteriorated wood tie blocks involves demolishing or "chipping out" the existing concrete which in many cases continues to be in good condition, and then skeletonizing the track and pouring new concrete with the new wood tie blocks embedded therein. Performing this work is labor intensive and causes a greater disruption to train service. As a result, a small maintenance job utilizing the traditional method turns into a large capital project because it is not economical for Track Construction to mobilize its work forces for track jobs of 200 feet or less.

In order to develop a competitive source of polymer blocks, Procurement conducted a Request for Information (RFI) in July 2011 to seek expressions of interest in order to identify and obtain information from firms experienced in furnishing and delivering solid cast polymer or other material that could be used to create blocks for the permanent replacement of deteriorated wood tie blocks in the subway system. Procurement is currently in discussions with another company that is interested in developing a competitive equivalent polymer material. Other materials that might be used in lieu of either wood or polymer are also under review by Subways Engineering.

Construction Polymers initially proposed a unit price of \$304 for this procurement. However, Procurement successfully obtained a price concession reducing the unit price to \$298 for a total savings of \$17,400. Procurement compared the purchasing history of this item which shows that the current price of \$298 represents a price decrease of 2.0% from the previous procurement awarded to Construction Polymers in May 2011 for 975 pieces at a unit price of \$304. Construction Polymers provided a written statement that NYC Transit is receiving its most favored customer pricing. Based on the aforementioned, the price quoted by Construction Polymers was found to be fair and reasonable.

# Schedule A: Non-Competitive Purchase and Public Work Contracts.



Item Number: 5

<b>Vendor Name (&amp; Location)</b> Star Machine & Tool (Minneapolis, MN)
<b>Description</b>  Purchase of 12 Transfermatic Double Spindle Brake Lathes and 5,000 modified cutting tool bits
<b>Contract Term (including Options, if any)</b> Four Year Contract
<b>Option(s) Included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

<b>Contract Number</b> RFQ # 46927	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>This request:</b> \$991,550 (Est.)	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Buses, Darryl Irick	

## Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to PAL §1209, subsection 9(b) due to the existence of a single responsible source and approve the award of a four year estimated quantity sole source contract to Star Machine & Tool (Star) for the purchase of 12 Transfermatic Double Spindle Brake Lathes, eight for NYC Transit and four for MTA Bus Company (MTABC) to be used in bus depots and Central Maintenance Facilities for the machining of brake drums and shoes. Also included is a requirement for 5,000 modified cutting tool bits, a consumable replacement part used on the Transfermatic Double Spindle Brake Lathe.

The lathes manufactured by Star are the only brake lathes available in the industry that cut brake drums and precision arc the brake shoes at the same time for perfect mating of brake material and drum surface, thereby maximizing productivity by eliminating the need to separately cut the drum and shoe and substantially extending brake life. There are currently 60 lathes in use throughout DOB and MTABC depots and shops. The lathes are maintained by DOB and MTABC facilities personnel on a regular basis. While in service, the brake lathes go through a factory reconditioning process as part of their regular maintenance cycle. The reconditioning typically happens within 5-10 years of operation and the machine is usually reconditioned twice. Eventually, the reconditioning is no longer possible, and a new lathe is required. This contract is for the purchase of new lathes to replace those that can no longer be reconditioned. The reconditioning program is offered by Star and a three year estimated quantity contract, currently being processed, will be the subject of a future Board action. The main consumable replacement part used on the brake lathe is the modified cutting tool bit, which is used to cut the drum.

Star does not have any distributors for its products. A national outreach to a series of tool and equipment manufacturers specializing in the transportation industry was conducted, none of which could manufacture this type of specialized machine. No new sources were identified and thus it was determined that Star is the only manufacturer that can provide brake lathes as required by NYC Transit and MTA Bus Company.

After the national outreach, sole source advertisements, and posting on NYC Transit's website rendered no responses, Procurement solicited Star for pricing. Star's unit price of \$76,250 per brake lathe is 20.7% higher than the last procurement in 2007. This equates to an annual price increase of approximately 3.5%, which is generally in line with the Producer Price Index (PPI) for "Machinery & Equipment-Metal Cutting Machine Tools, Series ID WPUI137". The price quoted by Star represents a 4.8% discount from Star's current published price list. Star's quote for 5,000 of stock# 42-79-7715, the consumable replacement tool bit, is \$15.31 for a total price of \$76,550, which reflects no change from the previous contract price awarded in 2007. The unit pricing for both items will be held firm for all four years of the contract. Star has stated that NYC Transit is receiving "most favored" customer pricing. Based upon the aforementioned, the pricing is considered fair and reasonable.

## Schedule G: Non-Competitive Miscellaneous Service Contracts

Item Number: 6

<b>Vendor Name (&amp; Location)</b> Tec Solutions, Inc. (New York, NY)	
<b>Description</b> Upgrade of CyberLock Web Enterprise System with support services	
<b>Contract Term (including Options, if any)</b> Five years	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-competitive	

<b>Contract Number</b> 51504	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b> \$338,817 (Est.)	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Subways – Carmen Bianco	

### Discussion:

This is a non-competitive contract with Tec Solutions, Inc. (Tec Solutions) to expand the CyberLock Web Enterprise System to include the existing standard CyberLock databases, plus five years of support and the purchase of additional key authorizing devices.

Since 2007, NYC Transit's Department of Subways (DOS) - Electronic Maintenance Division (EMD) has utilized a CyberLock Web Enterprise System (as manufactured by Videx) to secure critical safety sensitive communication and data system assets located in communication rooms throughout the NYC Transit system. The CyberLock Web Enterprise System enables EMD to control, authorize and track access to secure rooms from a remote workstation. This system records access times at a location, logs all access events, creates masters and resets Cyberkeys, disables lost Cyberkeys, sets automatic key expirations, sets multiple schedules per key, emails notifications of specific events and generates reports of the Cyberkeys' activity.

The CyberLock Web Enterprise System provides a superior level of security by utilizing an electronic key-based locking system designed to track and control access using an enhanced mechanical lock cylinder and keys that are programmed with access privileges for each user. When a Cyberkey is used, an information exchange occurs to determine if the key has access to that specific lock cylinder. The event and time is stored in both the lock and key. Lock cylinders and keys also record when an unauthorized attempt to open a lock has occurred.

There are five divisions within DOS: Stations, Lighting, HVAC, Hydraulics and Signals, which currently utilize an earlier standard version of a CyberLock system, also manufactured by Videx, which is slow, not web based, and not designed to support the current quantity of key and lock transactions. DOS requires the upgrade and consolidation of the five divisions into EMD's higher level CyberLock Web Enterprise System. It would be cost prohibitive to change the locks to another type, and therefore, the best course is to expand the existing platform already in use in EMD. The migration will consist of the upgrade of computer hardware and programming, which is estimated to take from 3-5 months. This must be accomplished by Tec Solutions, the sole authorized reseller to support this system in this region. By upgrading DOS' standard CyberLock system to the existing EMD CyberLock Web Enterprise System, it will eliminate the need to purchase new computer hardware with separate support. After the upgrade, the CyberLock Web Enterprise System will allow DOS to remotely monitor security of communication rooms, store rooms, spare equipment cabinets, high-value test equipment, PA/CIS cabinets, proximity alarm enclosures, and many other secure locations. The CyberLock Web Enterprise System will be centrally managed by EMD.

The support of the CyberLock Web Enterprise System consists of software and firmware upgrades, training, database management, semi-annual preventive maintenance and repair of key authorizing devices. Preventive maintenance will be performed monthly on the operating database system and every six months on key authorizing devices. Emergency response is within 5 hours of notification, and technical support is available 24 hours a day, 7 days a week.

Following negotiations with Tec Solutions, the agreed upon price is \$338,817, which includes \$49,250 for upgrading services, \$60,287 for deliverables such as 62 remote web based key authorizing devices, and \$229,280 for five years of hardware and software support. The discounts for deliverables and maintenance range from 9% to 75% off the manufacturer's list price. Due to the volume of equipment NYC Transit presently has, this is the highest level discount offered to any customer. Tec Solutions' price of \$338,817 is considered fair and reasonable based on the discounts being provided.

## Schedule H: Modifications to Miscellaneous and Personal Service Contracts

Item Number: 7

<b>Vendor Name (&amp; Location)</b>	
Corporate Transportation Group, Ltd. (Brooklyn, NY)	
<b>Description</b>	
Broker Car Service for Paratransit Access-A-Ride Program	
<b>Contract Term (including Options, if any)</b>	
January 13, 2011 – May 31, 2013	
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b>	<input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	
Department of Buses, Darryl Irick	

Contract Number	AWO/Modification #
10L0373	3
Original Amount:	\$ 49,208,816
Prior Modifications:	\$ 0.00
Prior Budgetary Increases:	\$ 32,686,941
Current Amount:	\$ 81,895,757
This Request:	\$ 9,777,423 (Est.)
% of This Request to Current Amount:	12.0%
% of Modifications (including This Request) to Original Amount:	86.0%

### Discussion:

This modification will extend the contract for up to an additional three months from June 1, 2013 up to August 31, 2013 and request additional funding in the amount of \$9,777,423 in order to provide the necessary time needed to complete negotiations and award the replacement contract for Broker Car Service for the Paratransit Access-A-Ride program.

Contract No. 10L0373 was originally awarded to Corporate Transportation Group, Ltd. (CTG) in January 2011 as a two-year test-and-evaluation pilot initiative of a "Broker" concept that utilizes one contractor to schedule and dispatch pre-arranged trips for Paratransit's ambulatory passengers through a non-dedicated subcontractor network of livery and black car service providers. The purpose of the pilot initiative was to test and evaluate the concept that the Broker model could provide the vehicle capacity to perform a high volume of trips without compromising the quality of service. The use of a non-dedicated service provides a cost benefit to NYC Transit in that Paratransit does not bear the direct responsibility for maintenance and other operating costs, as is the case with the dedicated Primary service for Paratransit. The pilot initiative offered pricing that is on average 39.0% lower than the average cost-per-trip of \$53 for dedicated Primary service. The current average cost-per-trip for Broker trips is \$32.

CTG provided the capacity for an accelerated ramp up of trips, allowing them to reach service levels of 5,000 trips per week day and 3,150 trips per weekend day by January 2012, nine months earlier than anticipated. A Budget Adjustment (Mod. No. 1) in the amount of \$32,686,941 was approved by the July 2012 Board in order to continue the Broker pilot, cover a shortfall in funding caused by an accelerated ramp up of completed trips and address the projected increase in trip volume through the end of the contract term.





In January 2013, Mod. No. 2 was awarded to extend the term of the pilot through May 31, 2013 as additional time was required to complete the ongoing negotiations for the replacement Broker Car Service contract. Additional funding was not required for Mod. No. 2 as money remained in the contract from the July 2012 budget adjustment.

In the latter part of 2012 changes were initiated to the RFP for the replacement Broker Car Service contract Scope of Work (i.e., the inclusion of performance standards) and the Broker Price Proposal (i.e., the introduction of separate classes in the event of making split awards) which resulted in extended negotiations and the need to request additional interim proposals. Upon receipt, review and analysis of the interim pricing submitted in February 2013, additional negotiations continue to be required prior to requesting Best and Final Offers in order to achieve the best value for NYC Transit. Thus, this Mod. No. 3 for additional time and money is being requested in the interest of facilitating continued service and a smooth transition into the replacement Broker Car Service contract.

Pricing for this extension period will remain as specified in the price schedule. The pricing for this contract is considered fair and reasonable.

The Broker contract has achieved an approximate savings of \$41.7M through February 2013 and will continue to yield savings through the extension period.

# Staff Summary

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

SUMMARY INFORMATION	
Vendor Name Dewberry Engineers, Inc. and STV Inc.	Contract Number CM-1518/1519
Description Indefinite Quantity (IQ) Environmental Consulting Services for Miscellaneous Construction Projects	
Total Amount \$14M Aggregate Pool (Two contracts)	
Contract Term (including Options, if any) 60 months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## I. PURPOSE/RECOMMENDATION

To obtain Board approval to award two consultant contracts, CM-1518 and CM-1519, on a competitive basis to Dewberry Engineers, Inc. (Dewberry) and STV Inc. (STV) to provide Indefinite Quantity (IQ) Environmental Consulting Services for Miscellaneous Construction Projects, for a total estimated aggregate cost of \$14M for both contracts over a 60 month duration.

## II. DISCUSSION

NYC Transit is seeking to retain the services of two Environmental Engineering Consultants to provide IQ Environmental Consulting Services for Miscellaneous Construction Projects on an as-needed task order basis. The consultants will supplement in-house CPM engineering disciplines on NYC Transit capital projects. The work will include: performing air monitoring of emissions; field surveys; design remediation and mitigation plans; and preparation of Environmental Assessments (EA) and Environmental Impact Statements (EIS). Each task order will generally be awarded on a competitive basis. Currently there are two contracts in place for these services which expire June 2013.

A two-step Request for Proposal (RFP) was advertised for this solicitation that resulted in submittals from the following eleven firms: AECOM, Airtel Environmental Corporation, AKRF, Inc. (AKRF), Dewberry, Gannett Fleming Engineering and Architects, P.C., GEI Consultants, Inc., P.C., HDR, Parsons Brinckerhoff (PB), STV, URS Corporation and VHB Engineering, Surveying and Landscape Architecture, P.C. Each submittal consisted of a Federal SF330 form, a Schedule 'J' Responsibility Questionnaire and a customized qualification statement. The Selection Committee (SC) reviewed the packages, in accordance with the evaluation criteria, and recommended that the following six firms receive the RFP: AECOM, AKRF, Dewberry, HDR, PB and STV. The other five firms were found not to be as technically qualified by the SC because they generally presented insufficient staff and/or experience.

Technical and price proposals were received from all six selected Proposers. The technical proposals were evaluated utilizing the two-step evaluation criteria contained in the RFP which included relevant experience of the consultant firm and key personnel. Based upon a review of each consultant's technical proposal, the SC invited all six firms for oral presentations. After oral presentations, the SC recommended that negotiations be conducted with the following three firms: Dewberry, PB and STV. The three firms were considered the most qualified teams to perform the work as they were technically superior to the other firms based primarily on their current and past environmental engineering experience in both transit and non-transit. While STV and PB are the incumbent Consultants on the current Environmental Consultant contracts, Dewberry has similar experience having completed task orders for the performance of due diligence assessments and cultural/archaeological activities under a previous IQ Environmental Services contract as well as providing remedial investigation/design and an environmental assessment statement for the rehabilitation of the Manhattan bound entrance to the Brooklyn Battery Tunnel under a MTA Bridges and Tunnels contract.

# Staff Summary

The RFP provided proposers with hours for each specific title and a fixed total cost for out of pocket expenses to facilitate equal price comparison and evaluation. The initial Cost Proposals, based on 34,400 total hours for the 5-year contract, were as follows: Dewberry - \$6,336,509; PB - \$6,949,712; STV - \$6,737,952. The in-house estimate was \$6,998,119. During negotiations, direct labor rates and fixed fee were discussed and negotiated to levels consistent with the Cost/Price objective and competitive price range for the project. In addition, the overhead rates were negotiated in accordance with MTA Audit recommendations.

BAFOs were received on March 4, 2013 as follows: Dewberry - \$6,087,267; PB - \$6,546,679; STV - \$5,952,903. Dewberry's BAFO was 13.0% lower than the in-house estimate and represents a reduction of \$249,242 from their initial proposal. PB's BAFO was 6.5% lower than the in-house estimate and represents a reduction of \$403,033 from their initial proposal. STV's BAFO was 14.9% lower than the in-house estimate and represents a reduction of \$785,049 from their initial proposal. Both Procurement and CPM find the BAFOs to be fair and reasonable based on the competitive nature of the RFP. STV's proposed fully loaded weighted average rate (FLWAR) is 6.5% lower than their current rate and 7.2% lower than PB's current rate. Dewberry's proposed FLWAR is 2.63% lower than STV's current rate and 3.4% lower than PB's current rate.

The intent of this solicitation was to award two contracts in order to ensure continuity, maintain competition and cover all prospective work. The SC voted unanimously to recommend award of the contracts to Dewberry and STV since they were both deemed to be technically well qualified with strong teams and experience to perform the work at lower costs, thus offering the best overall value to NYC Transit.

Background investigations and review of the documents submitted by Dewberry and STV disclosed no "significant adverse information" within the meaning of the All-Agency Responsibility Guidelines. Having evaluated all the available facts, Procurement finds Dewberry and STV to be fully responsible for award.

### III. D/M/WBE INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 10% MBE and 10% WBE. Dewberry has achieved its previous M/WBE goals based on previous MTA contracts. STV has achieved its previous M/WBE goals based on previous MTA contracts.

The M/WBE Utilization Plans for both firms have been submitted to DDCR for approval. An award will not be made until DDCR approval is obtained.

### IV. PREVIOUS WORK OF THE SELECTED CONSULTANTS FOR MTA OR AFFILIATES

Dewberry – NYCT CM-1275 Environmental Services and CM-1204 Engineering Design Services for Misc. Construction Projects

STV – NYCT CM-1321 Environmental Engineering Consultant Services, CM-1357 IQ A/E Design Services for Miscellaneous Construction Projects and CM-1411 IQ A/E Design Services for Federally Funded Miscellaneous Construction & Capital Security Projects

### V. IMPACT ON FUNDING

This contract will be funded with 100% MTA funds provided on a task order basis by the individual capital project requiring these services. Task orders will not be executed until an approved WAR Certificate is received.

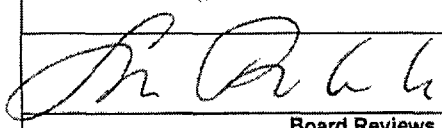



### VI. ALTERNATIVES

Perform the work using in-house personnel. Currently, NYC Transit lacks available in-house technical personnel to perform the specific tasks required under the scope of work for this contract.

### VII. CAPITAL PROGRAM REPORTING

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

# Staff Summary

Item Number <b>3</b>					
Division & Division Head Name: VP Materiel, Stephen Plochochi					
Contract Signature & Date					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1 	Materiel	5 X	Labor Relations		
2 X	Law	6 X	Human Resources		
3 X	Budget	7 	Executive VP		
4 X	DDCR	8 	President		

SUMMARY INFORMATION	
Vendor Name NYU Hospital for Joint Diseases Occupational & Industrial Orthopaedic Center	Contract Number RFQ No. 22182
Description Update, Enhance & Supplement NYC Transit's Medical Standards	
Total Amount \$4,216,357 (Est.)	
Contract Term (including Options, if any) 36 Months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## I. PURPOSE/RECOMMENDATION

To obtain approval from the Board to award a three year competitively solicited personal services contract to NYU Hospital for Joint Diseases Occupational & Industrial Orthopaedic Center (OIOC) to update, enhance and supplement NYC Transit's Medical Standards and Job Profiles in the estimated amount of \$4,216,357.

## II. DISCUSSION

Beginning in December 1987 under a competitive contract, and continuing in December 1993, OIOC researched and developed NYC Transit's Medical Standards for 24 Safety Sensitive job titles, which included physical, cognitive and psychological requirements that are related to worker safety and have an impact on job performance. The work performed under these contracts was updated under Contract No. CMM-1109 awarded to OIOC in September 1997. Since then, medical standards for two more job profiles were created by OIOC in 2001.

NYC Transit's Medical Standards are comprised of two components: 1) A Physician Reference Manual that describes medical conditions, illnesses or injuries that can affect an individual's ability to perform certain NYC Transit jobs, and 2) Job Profiles that describe the physical abilities and work place conditions for titles subject to medical assessment. Together, these two components establish the medical standards that guide Division of Human Resources Occupational Health Services (OHS) physicians when making individualized work status determinations as a result of conducting medical assessments of applicants and/or employees.

The purpose of this contract is to update, enhance, and supplement NYC Transit's job related medical standards to reflect the latest medical, scientific and occupational health discoveries. The consultant will first conduct a study to examine the feasibility of how to incorporate cognitive abilities and psychological demands into existing Job Profiles. After completing that, the consultant will recommend a job profile assessment tool to update and enhance the existing Job Profiles. Using the job assessment tool recommended and approved by NYC Transit, the consultant will update, enhance and supplement the Job Profiles and Physician's Manual of the Medical Standards. Additional job profiles may also be created.

# Staff Summary

This procurement was advertised as a competitive Request for Proposal (RFP) with selection criteria that included the consultant's knowledge, experience with developing and updating medical standards, qualifications and experience of its organization and personnel, project cost, and other relevant matters. Only one proposal was received, from OIOC for this competitive solicitation. The RFP was purchased by four firms: OIOC, Med-Tox Health Services, Best Med Consultants P.A. and Sandler Occupational Medicine (SOMA). Efforts were made to attract other potential sources, but were unsuccessful due to the unique knowledge and expertise required to update the existing standards. For example, there are more than 18 different fields of medical specialty required to perform these services. Med-Tox Health Services joined OIOC's team as a subcontractor. Best Med Consultants P.A. did not have enough trained personnel and experience to fulfill all the requirements. SOMA decided not to submit a proposal because they could not satisfy all the requirements. Furthermore, market research was performed on other firms in the industry, but they were not big enough to perform the work for a large organization such as NYC Transit. OIOC still has the staff that performed the previous work, and therefore, has the proven expertise, experience, and understanding of NYC Transit's work environment needed to establish medical standards and perform other necessary tasks related to preparing job profiles.

The Selection Committee reviewed OIOC's proposal. OIOC was invited for oral presentations and subsequently to engage in negotiations. Negotiations focused on hourly rates, qualifications of staff, and contract terms and conditions. OIOC's proposal of \$4,371,527 was \$1,328,473 or 23.3% less than the in-house estimate. Nevertheless, OIOC was asked to reduce their pricing in their Best and Final Offer (BAFO), resulting in a BAFO submission of \$4,216,357.

OIOC's final price is based upon fully loaded hourly billing rates with a weighted average hourly rate of \$348. It is estimated that a total of 11,663 hours will be required to perform the work. The number of hours proposed is considered by OHS to be commensurate with the tasks outlined in the Scope of Work. The pricing reflects the customary rates charged by OIOC for performing consulting services for other institutional clients. To support their pricing, OIOC provided copies of pricing for similar contracts. This documentation showed that the rates being charged to NYC Transit were more favorable than rates charged to other customers for the same titles. Based on the forgoing and a comparison to the in-house estimate, OIOC's BAFO of \$4,216,357 was found to be fair and reasonable.

Following negotiations with OIOC, the Selection Committee reviewed OIOC's BAFO and unanimously recommended OIOC for the award. OHS has determined OIOC to be technically qualified to perform the contract work as a result of their past satisfactory performance. OIOC's client list includes many government and private employers. All reference checks were satisfactory.

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

### **III. D/M/WBE INFORMATION**

Based on the Scope of Work, the Department of Diversity and Civil Rights (DDCR) initially established goals at 10% MBE and 10% WBE for this contract. OIOC requested a total waiver of these goals, which was approved by DDCR.

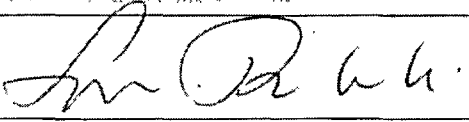



### **IV. ALTERNATIVES**

None. Job related medical standards and profiles need to be updated to reflect the latest medical and scientific health discoveries.

### **V. IMPACT ON FUNDING**

Funds are available in Human Resource's Operating Budget under Responsibility Center 7134, General Ledger Account # 712542, Function Code 900.

# Staff Summary

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

SUMMARY INFORMATION	
Vendor Name Systra Engineering, Inc.	Contract Number CM-1524
Description Independent Safety Assessor (ISA) for Signal System Modernization for Dyre Avenue Solid State Interlocking Project	
Total Amount \$1,998,745	
Contract Term (including Options, if any) 51 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## I. PURPOSE/RECOMMENDATION

To obtain Board approval to award Contract CM-1524 for an Independent Safety Assessor (ISA) for the Signal System Modernization on the Dyre Avenue Solid State Interlocking (SSI) Project to Systra Engineering, Inc. (SE) in the not to exceed amount of \$1,998,745 with a duration of 51 months.

## II. DISCUSSION

This contract requires the services of a consultant to provide an Independent Safety Assessment for the implementation of new SSI technology being provided for the Dyre Avenue SSI Project for CPM. Bids for the Dyre Avenue SSI Project were received in March 2013, and required that two different manufacturers of SSI equipment be used. This new SSI technology will be replacing two conventional relay-based interlockings. The ISA will conduct independent reviews during the design, development, manufacture, integration, factory testing, installation, field testing and commissioning of the two SSIs to ensure verification that all safety related requirements have been met. The ISA will provide an independent evaluation of each SSI manufacturer's use of safety design practices. The ISA will evaluate the NYC Transit Rail Safety Program Plan (RSPP) as well as the Product Safety Plan (PSP) from each SSI manufacturer and conduct independent reviews of Verification and Validation (V&V) procedures developed for safety certification.

An RFP was issued on October 22, 2012. This is a highly specialized field, and outreach efforts were made to other firms that were believed to be technically capable of performing the Scope of Work (SOW). However, a few firms declined to propose due to organizational conflicts of interest and insufficient personnel, while another joined a proposal team as a sub-consultant. Proposals were received from Rail Safety Consulting (RSC) and SE. Both firms were found to be technically acceptable and were invited for oral presentations in support of their written technical proposals. At presentations, both firms demonstrated comprehensive knowledge and experience with SSI and NYC Transit signaling systems and procedures.

The Selection Committee voted unanimously to negotiate with both firms. The initial Cost Proposals for the 51-month contract were as follows: RSC - \$2,049,364 with 10,942 hours and SE - \$2,860,956 with 14,330 hours. The initial engineer's estimate was \$2,102,230 with 8,490 hours. The final engineer's estimate was revised to \$1,901,842 with 11,388 hours. Although the hours increased, the engineer's estimate decreased due to lowering the initial estimated overhead rate and fixed fee to more reasonable levels. Negotiations focused on the proposed titles, ensuring that there was a unified understanding as to what type of qualifications and experience were required for each title. Discussions also focused on fixed fee, other direct costs, and clarification of the SOW. A second negotiation meeting took place which focused on overhead and labor rates.

# Staff Summary

Best and Final Offers (BAFO) were received as follows: RSC - \$1,995,906 with 11,390 hours and SE - \$2,086,900 with 9,901 hours. Based on the technical proposal submittals, oral presentations and the BAFOs, the Selection Committee unanimously voted to recommend award of the contract to SE. SE was deemed to be technically superior to RSC and offered a proposal with the best overall value. SE proposed a more innovative and state of the art approach to performing the work and has extensive experience with the implementation, verification and maintenance of SSI systems. The hours reduced from SE's original proposal were intended for items that were over and above the requirements of the SOW.

A review of the SE BAFO revealed they were using a higher overhead than the MTA audited rate and their out of pocket expense budget needed to be lowered. SE subsequently submitted a corrected BAFO of \$1,998,745 with 9,878 hours and a lower overhead rate. RSC's BAFO is \$94,064 (4.9%) higher than the in-house estimate and represents a reduction of \$53,458 from their initial proposal. SE's corrected BAFO is \$96,903 (5.1%) higher than the in-house estimate and represents a reduction of \$862,211 from their initial proposal. SE's price is \$2,839 or 0.1% higher than RSC's price and both proposals are considered fair and reasonable based upon the pricing received, negotiations and the competitive nature of the RFP.

A review of SE's submittals and the Division of Materiel background check disclosed no "significant adverse information" within the meaning of the All Agency Responsibility Guidelines. Procurement finds SE to be fully responsible for award.

### **III. D/M/WBE INFORMATION**

The Department of Diversity and Civil Rights (DDCR) has established goals of 5% MBE and 0% WBE. SE has achieved its previous M/WBE goals on previous MTA contracts.

The M/WBE Utilization Plan for SE has been submitted to DDCR for approval. An award will not be made until DDCR approval is obtained.

### **IV. PREVIOUS WORK OF THE SELECTED CONSULTANTS FOR MTA OR AFFILIATES**

NYCT CM-1044 ATS-A Rapid Transit Control Center; Planning, Design & Construction  
NYCT CM-1210 Phase III Control Center Modernization Program

### **V. IMPACT ON FUNDING**

This contract will be funded with 100% MTA funds. The contract will not be executed until a WAR Certificate has been issued.

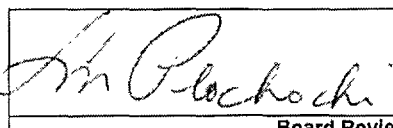



### **VI. ALTERNATIVES**

Perform the work using in-house personnel. Currently; NYC Transit lacks available in-house technical personnel to perform the specific tasks required under the scope of work for this contract.

### **VII. CAPITAL PROGRAM REPORTING**

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

# Staff Summary

Item Number <b>5</b>					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
Division Head Signature & Date					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1 	Materiel	5 	President		
2 X	Law				
3 X	SVP Buses/Pres. MTAB				
4 	EVP				

SUMMARY INFORMATION	
Vendor Name	Contract Number
Audubon Architecture, Engineering, Surveying & Landscape Architecture, PC (Wendel)	RFP No. 3337
Description	
Fuel Consulting Services Pertaining to Various Gaseous Fuels Including, But Not Limited to, Compressed Natural Gas	
Total Amount	
\$1,993,787 (Est.)	
Contract Term (including Options, if any)	
Five years from NOA	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## I. PURPOSE/RECOMMENDATION:

To obtain Board approval to award a competitively solicited personal service Contract No. RFP3337 to Audubon Architecture, Engineering, Surveying & Landscape Architecture, PC (Wendel) to provide expert fuel consulting services pertaining to various gaseous fuels including, but not limited to compressed natural gas for New York City Transit Department of Buses and MTA Bus Company at a total estimated price of \$1,993,787 for a period of five years.

## II. DISCUSSION:

Under this five-year contract Wendel will, on an as needed basis, provide NYC Transit Department of Buses (DOB) and MTA Bus Company (MTABC) with consulting services pertaining to various gaseous fuels including consulting services relating to design of CNG fueling facilities or modification to existing facilities, development of CNG-related technical specifications and provision of technical advice during an award process, emergency troubleshooting and proposal of corrective actions, maintenance oversight, verification of contractors' work, inspection of equipment being manufactured, overseeing the commissioning and acceptance of new or updated CNG facilities and devising strategies regarding alternative procurement methods to achieve most economical means of purchasing various gaseous fuels. Wendel, a 70 year old, Buffalo, NY based firm, is a multi-discipline company with a team of mechanical, civil and electrical engineers and architects who have direct experience with CNG and public transportation facilities.

This RFP was publicly advertised in June 2012 and notification was sent to 33 firms. Further, in the interest of maximizing competition, a notification of this solicitation was published in the June 2012 issue of NGV America's weekly newsletter. NGV America is a natural gas trade association which advocates the use of natural gas vehicles. Eight firms picked up the RFP package. On August 8, 2012, three proposals were received. P.W. Grosser Consulting (Grosser), incumbent Fuel Solutions Inc. (FSI), and Wendel submitted proposals in the amounts of \$1,786,273, \$1,964,916, and \$2,204,311, respectively. Among the rest of the firms who picked up the RFP package, some joined the Wendel or FSI team as subconsultants. Others opted not to propose as they were unable to fulfill the technical requirements or were unable to satisfy the organizational conflict of interest requirement which prohibits consultants who also provide equipment and construction services relating to gaseous fuels from participating in this solicitation, to ensure that the consultant's advice and judgment would remain independent.

# Staff Summary

After evaluating all three proposals, the Selection Committee believed that all proposers were qualified to perform the work. This evaluation was conducted in accordance with the stated evaluation criteria, which included the following: knowledge, experience and competence in relevant areas; experience of prime and sub-consultant key personnel; past performance on similar projects; knowledge of NYC Transit and MTABC's overall operational requirements; pricing and other relevant matters including quality of written proposal, quality of oral presentation and compliance with and acceptance of NYC Transit's terms and conditions.

The Selection Committee voted to invite all proposers to give oral presentations. After oral presentations, the Selection Committee decided to only negotiate with Wendel and FSI since it became apparent that Grosser did not have the necessary experience related to projects of similar magnitude and complexity.

Negotiations with Wendel and FSI took place on February 8, 2013 and February 11, 2013, respectively. Each session focused primarily on each proposer's pricing since neither took exceptions to the contract provisions. Since both firms' labor rates were considerably higher than the Cost/Price objective for such rates, Wendel and FSI were encouraged to lower their labor rates.

BAFOs were received on February 22, 2013 as listed below. The pricing includes labor rate reductions offered by both proposers.

<u>Wendel</u>	<u>FSI</u>
\$1,993,787	\$1,957,926

Procurement, in connection with the Cost/Price Analysis Unit, DOB and MTABC, considers Wendel's and FSI's proposals fair and reasonable, based on the competitive nature of the RFP, as well as the favorable comparison to DOB and MTABC's in-house estimate of \$1,993,450.

After review of the BAFOs in accordance with the evaluation criteria, the Selection Committee unanimously determined Wendel to be technically superior based on its broad range of expertise and experience, and its ability to provide comprehensive, high-quality consultant services. Wendel has an extensive network of engineering professionals with direct CNG experience allowing Wendel to simultaneously deal with multiple projects. In addition Wendel will utilize Marathon Technical Services as a subcontractor, whose principal has been at the forefront in CNG consulting and engineering for 28 years. The superior technical qualifications of Wendel were judged by the Selection Committee to greatly outweigh the minimal cost difference of 1.8% between the two proposals. The Selection Committee unanimously chose Wendel for award of this contract.

Wendel is currently working on two energy improvement projects relating to energy consumption reduction at NYC Transit's MJ Quill and Grand Avenue bus depots through Wendel's contract with the New York Power Authority. Reference checks of Wendel's current and past clients provided positive feedback supporting the Selection Committee's determination of Wendel's superior technical capabilities.

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

### **III. D/M/WBE INFORMATION:**

Based on the Scope of Work and lack of subcontracting opportunities, a MBE/WBE goal was not established for this contract.

### **IV. ALTERNATIVES:**

Perform the work using in-house personnel. Currently, NYC Transit lacks available in-house technical personnel to perform the specific tasks required under the scope of work for this contract.

### **V. IMPACT ON FUNDING:**

Funds are available in New York City Transit Department of Buses' and MTABC's Operating Fund Account No. 712542, Responsibility Center 3105 and Function No. 950.

# Schedule H: Modifications to Miscellaneous and Personal Service Contracts



New York City Transit

Item Number: 11

<b>Vendor Name (&amp; Location)</b> AlliedBarton Security Services, LLC.	
<b>Description</b>  Armed Security Guard Services	
<b>Contract Term (including Options, if any)</b> April 1, 2008 – April 30, 2013	
<b>Option(s) Included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Division of Revenue Control, Alan Putre Department of Security, Vincent DeMarino	

Contract Number	AWO/Modification #
06H9503	5
Original Amount: Estimated	\$ 21,885,332
Option Amount	12,043,290
Total Amount:	33,928,622
Prior Modifications: (excluding options)	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 33,928,622
This Request:	\$ 7,622,613 (Est.)
% of This Request to Current Amount:	22.5%
% of Modifications (including This Request) to Total Amount:	22.5%

## Discussion:

This modification will extend the contract with AlliedBarton Security Services, LLC (Allied) for an additional year, from May 1, 2013 to April 30, 2014, to continue to provide armed security guard services.

In December 2007, the Board approved the award of a three year competitively negotiated miscellaneous service contract to Allied to provide armed security guard services in the amount of \$21,885,332, plus 2 one-year options in the amount of \$8,090,686 and \$8,450,483 for a combined total amount of \$38,426,501. Both options were exercised, but for lower amounts totaling \$12,043,290 as needs in the Department of Security were less than had been anticipated. This resulted in a current contract amount of \$33,928,622. Under this contract, Allied provides armed security guards for NYC Transit's Division of Revenue Control (Revenue) at the Consolidated Revenue facility in Queens, where they are used to conduct patrols, control access to the facility, monitor all activities utilizing closed circuit television, monitor alarms and handle emergencies. Allied also provides armed security guards who perform similar duties for the Department of Security at designated NYC Transit locations.

This Modification No. 5 is needed to allow NYC Transit sufficient time to solicit and award a new multi-year contract for armed guard services. Solicitation of a new multi-year contract has been delayed in order to incorporate changes, including a new price schedule.

The rates for this extension have increased due to increases in the price schedule because of changes in the prevailing wage schedule. Expenditures through the end of the current contract term are anticipated to be \$33,152,520 and estimated expenditures for this extension are \$8,398,715, resulting in a combined amount of \$41,551,235. This amount will be offset by the remaining balance in the contract of \$776,102, resulting in a net increase to the contract of \$7,622,613.

# Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 12

<b>Vendor Name (&amp; Location)</b>	
WDF, Inc. (Mt. Vernon, NY)	
<b>Description</b>	
Rehabilitation of five stations: Beach 25 <sup>th</sup> , 36 <sup>th</sup> , 44 <sup>th</sup> , 60 <sup>th</sup> , 67 <sup>th</sup> Street Stations – Far Rockaway Line	
<b>Contract Term (Including Options, if any)</b>	
January 20, 2009 – September 20, 2011	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	
Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
A-36018	24
<b>Original Amount:</b>	
	\$ 63,787,000
<b>Prior Modifications:</b>	
	\$ 2,203,905
<b>Prior Budgetary Increases:</b>	
	\$ 0
<b>Current Amount:</b>	
	\$ 65,990,905
<b>This Request:</b>	
	\$ 530,000
<b>% of This Request to Current Amount:</b>	
	0.8
<b>% of Modifications (including This Request) to Original Amount:</b>	
	4.3

## Discussion:

This modification is for settlement of claims brought by the contractor in connection with retroactive Mod. No. 10 (which provided revised structural connections for windscreen columns) and retroactive Mod. No. 15 (which provided additional steel repair for platform canopy columns).

This contract is for the rehabilitation of the Beach 25<sup>th</sup>, 36<sup>th</sup>, 44<sup>th</sup>, 60<sup>th</sup> and 67<sup>th</sup> Street Stations on the Far Rockaway Line, including electrical, architectural, communications and structural rehabilitation of the elevated platforms and street stairs at all stations. These stations were placed in service in 1941 and have not been rehabilitated since then.

On July 12, 2011, the SVP & Chief Engineer issued decisions on multiple contractor claims associated with retroactive Mod. Nos. 10 and 15. All were denied except the claims for the cost of boxing-out certain column locations on the elevated platforms. In a normal construction sequence, columns are installed first and then the platform concrete is poured, encasing the columns in the concrete platform slab. The platform work was being performed under a general order while the platform was closed to the public for an extended time. In order to reopen the platform before the end of the general order, the concrete had to be poured before engineering decisions associated with Mod. Nos. 10 and 15 had been finalized. In order to maintain the project schedule, the contractor boxed-out certain column locations, allowing the concrete platforms to be poured while leaving the box-outs exposed, so columns could be installed later.

It was decided to proceed in two steps. Since the scope of work for Mod. Nos. 10 and 15 was agreed upon, those retroactive modifications were negotiated first. After those were awarded, the cost of the box-out work was negotiated as directed by the SVP & Chief Engineer.

In April 2012, NYC Transit awarded retroactive Mod. No. 10, in the amount of \$163,000, for revised structural connections for windscreen columns at all five stations. The revision was required to avoid interference with a fiber optic cable on the structure; it had been installed under a separate contract after the design for this contract was completed and so did not appear on the drawings associated with this contract. In May 2012, the Board approved retroactive Mod. No. 15 in the amount of \$850,000 for additional steel repair for platform canopy columns and street stair columns at all five stations; the Board was advised of the claim and that a separate modification would be negotiated and may require Board approval.

The subject modification implements the decision of the SVP & Chief Engineer. It covers the contractor's costs incurred for windscreen column box-outs at 84 locations and canopy column box-outs at 62 locations. At all 146 locations, the contractor was required to furnish, install and subsequently strip away wooden framing. At all 146 locations, the contractor was required to cut previously installed rebar, and at 100 of those locations to splice in new rebar, in accordance with the finalized column details. Finally, the contractor was required to provide labor to hand mix and place concrete in each of the 146 boxed-out locations. The contractor's initial proposal was \$1,061,601; NYC Transit's revised estimate was \$485,137. Following negotiations, the lump sum amount of \$530,000 was agreed upon and is considered fair and reasonable. Savings of \$531,601 were achieved. The contractor submitted a request for an extension of time and impact costs on the overall project, which will be addressed under a separate AWO if justified.

# Schedule H: Modifications to Miscellaneous and Personal Service Contracts



Item Number: 1

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

Contract Number	AWO/Modification #
CM-1188	85
Original Amount:	\$ 200,478,227
Option Amount:	\$ 150,400,897
Total Amount:	\$ 350,879,124
Prior Modifications (excluding options):	\$ 28,971,819
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 379,850,943
This Request:	\$ 18,178,009 (NTE)
% of This Request to Current Amount:	4.8%
% of Modifications (Including This Request) to Total Amount:	13.4%

## Discussion:

This modification is for additional Construction Phase Support (CPS) services and to extend the contract by an additional 12 months through December 19, 2014.

This contract is for design services for the Second Avenue Subway (SAS). The base contract provided for preliminary engineering (PE) of the segment running from 125th St. to Midtown, PE of the segment running from Midtown to Lower Manhattan, and support services during the construction phase for tunnel boring machine (TBM) activities. The contract also included three options for final design and construction support services for the civil/structural elements, systems and stations. The SAS project is currently in the construction phase with nine contracts in place and the tenth to be awarded in the second quarter of 2013.

Under this modification, AECOM\*Arup, JV (AAJV) will perform additional CPS services as a result of the increase in the number of construction contracts. Initially, six contracts were planned, however, these were subsequently increased to ten in an effort to enhance competition and seek more favorable pricing. The basic CPS services to be performed include the review and approval of Contractor shop drawings, inspection and acceptance of materials delivered to construction sites, design services required by unforeseen or differing site conditions, review of various requests for information (RFI) submitted by the Contractors and the coordination and integration of multiple Contractor activities. The additional effort has resulted in CPS funds being exhausted approximately eight months sooner than anticipated.

In addition to the expanded CPS services, this modification will also increase the staffing support required by the SAS project in areas previously required by the FTA and NYC DOT. The additional support of CPS services includes an Estimating Manager, for the FTA mandated Enterprise Level Project Execution Plan, and a Maintenance and Protection of Traffic manager required by the NYC DOT.

Project staffing averages approximately 25 FTEs, peaking now through February 2014. These services are projected to be required through 2016. However, MTACC has reduced the scope of the extension to 12 months to December 19, 2014, as by this time, the project would have reached the peak of submittals and more definitive information will be available to accurately assess the additional CPS funds required through completion in 2016. MTACC's estimate was \$16,091,124 while AAJV submitted a proposal of \$23,499,968. Subsequent negotiation meetings discussed the estimated number of submittals and a new audited AECOM overhead rate.

AAJV submitted a BAFO in the amount of \$18,178,009 showing \$8.6M to complete the work for 2013 and \$9.57M for 2014. This amount was \$1,336,797 less than MTACC's revised estimate of \$19,514,806. The BAFO reflects a negotiated direct labor escalation for 2014 of 1.3% versus the 3.65% annual escalation in the base contract. This is considered fair and reasonable.

# Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 2

<b>Vendor Name (&amp; Location)</b>	
J. D'Annunzio & Sons, Inc. (Clark, NJ)	
Construction of Part of Second Avenue, 86 <sup>th</sup> Street Station Excavation, Utility Relocation and Road Decking	
<b>Contract Term (including Options, if any)</b>	
July 8, 2009 – February 8, 2011	
<b>Option(s) Included in Total Amount?</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	
MTA Capital Construction, Dr. Michael Horodniceanu	

<b>Contract Number</b>	<b>AWO/Modification #:</b>
C-26013	27
<b>Original Amount:</b>	\$ 34,070,039
<b>Prior Modifications:</b>	\$ 4,285,471
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 38,355,510
<b>This Request:</b>	\$ 2,240,000
<b>% of This Request to Current Amount:</b>	5.8%
<b>% of Modifications (including This Request) to Original Amount:</b>	19.0%

## Discussion:

This modification is for schedule adjustments resulting from the aggregate schedule impact of multiple AWOs and associated impact costs.

This contract is for the relocation and the restoration of utilities, construction of station access shafts and temporary roadway decking for the 86<sup>th</sup> Street Station.

This modification addresses the aggregate schedule impact resulting from change orders issued during the course of the contract as well as various third-party utility delays which are considered non-compensable. The direct cost of all additional work was addressed in the individual modifications and it was agreed that the aggregate schedule impact would be addressed in a subsequent modification, to expedite the work as well as account for any overlaps in schedule analyses.

This modification includes an extension of 198 working days, 151 of which are compensable, to the Substantial Completion from February 8, 2011 to November 16, 2011. Primarily, these delays resulted from modifications associated with field conditions, re-sequenced work at the south shaft, relocation and reconfiguration of the north shaft, additional building utility services, environmental remediation work and utility agency-requests.

The contractor's total impact cost proposal was in the amount of \$3,525,919; MTACC's total estimate was in the amount of \$2,045,688. Negotiations resulted in the agreed upon lump sum price of \$2,240,000 which is considered fair and reasonable and represents a reduction of \$1,285,919.



<b>Vendor Name (&amp; Location)</b> TAP Electrical Contracting Services, Inc. (Holbrook, NY)	<b>Contract Number</b> C-52116	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Electronic Security in Under River Tunnel – URT 2 Project	<b>Total Amount:</b> \$12,750,000	
<b>Contract Term (Including Options, if any)</b> Twenty-four months	<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Capital Program Management, Frederick E. Smith	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		

The MTA Security Program is developing an Inter-Agency Electronic Security System ("ESS") infrastructure to integrate and standardize security subsystems across all MTA Agencies, as well as direct communication to NYPD. As part of this effort, MTACC awarded a Contract to Lockheed Martin Transportation & Security Solutions (LMTSS) for the furnishing and installation of an integrated electronic security system (IESS) in the under river tunnels ("URTs"). In June 2009, the contract was terminated for default. The remainder of the work to be performed under the contract was divided into two phases. In June 2011, the first phase ("URT-1") was awarded to Henry Bros. Electronics by competitive RFP in the amount of \$8,495,254. URT-1 involves the furnishing and installation of IESS in 18 URT communications rooms and is scheduled for completion in October 2013.

Under this Contract C-52116, the contractor will perform the second phase of the project ("URT-2"), which will include the furnishing, installing, testing and maintenance/warranty (for one year after substantial completion) of ESS equipment in 16 communication rooms located in 12 stations, and in 7 URTs throughout the boroughs of Manhattan, Bronx, Brooklyn and Queens. The work includes the furnish and installation of infrared spotlights, card readers, intercoms, intrusion detection systems, wiring and testing of video cabinets and fiber distribution panels.

An Emergency Declaration signed by all agency presidents in December 2002 acknowledged that certain types of work, like the work contemplated in this project, include NYC Transit security sensitive information. The declaration allows for competition only to the extent practicable, in lieu of publicly advertised procurements. This contract was publicly advertised utilizing a two-step selection process whereby interested bidders were evaluated and selected by NYC Transit based on their technical experience and integrity. This pre-selection process afforded NYC Transit the ability to control the distribution of its security sensitive information and have competition for this procurement. A total of 23 firms were pre-selected using this process. These pre-selected firms were all known contractors who worked successfully with NYC Transit and/or other government agencies in projects with similar scopes of work. All of the firms were required to sign Non-Disclosure Agreements prior to receipt of bid documents.

Seven bids were received. TAP Electrical Contracting (TAP) submitted the lowest bid of \$12,750,000, which is 15.8% less than the in-house estimate of \$15,135,000. A review of the Bid Breakdown indicates that TAP fully understands the tasks contained in the work scope and has addressed all the areas of work in its bid. Based upon adequate price competition, TAP's bid was found to be fair and reasonable.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

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

Contract Number	AWO/Modification #
A-36126	112
Original Amount:	\$ 59,210,000
Prior Modifications:	\$ 7,307,862
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 66,517,862
This Request:	\$ 330,000
% of This Request to Current Amount:	0.5%
% of Modifications (including This Request) to Original Amount:	12.9%

## Discussion:

This retroactive modification is for additional restoration work in the lobby of the historical Corbin Building.

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

The contract calls for the restoration of the lobby including installation of floor tiles, patching of plaster walls/ceiling and installation of pendent mounted ceiling fixtures. The contract also requires the installation of several ceiling-mounted conduits for various services including communication, lighting and the sprinkler system. During the demolition of the hung ceilings and sheetrock walls of the lobby, a gothic style cast/wrought iron ceiling and an ornamental iron elevator cage were discovered. Additionally, a historical plaster ceiling was discovered during the demolition work on the mezzanine level. In light of these newly discovered elements, and in keeping with the preservation of this historical building, the State Historic Preservation Office recommended that MTACC restore the lobby to its 1917 appearance, including the restoration and/or replication of the newly discovered elements.

This modification includes restoration/replication of the elevator cage, repair and restoration of the cast/wrought iron ceiling in the lobby and replication of the mezzanine level historical plaster ceiling. Also included is the replication/restoration of the cast iron stair railings and wood handrails to match the upper floors, installation of slate stair treads, changes to the various light fixtures to be installed in the lobby and mezzanine, rerouting of sprinkler lines and standpipe through the basement, additional patching and the deletion of a new 6' x 4' window above the entrance door. Additionally, in order to maintain the historical appearance of the entrance lobby and ceiling, the conduits will no longer be mounted to the ceiling, but rerouted into the walls and floor slab.

To mitigate the impact to the Substantial Completion date, a retroactive waiver was approved by the MTACC President on October 12, 2012 and the contractor was directed to commence the above work on the same day. This modification also includes a non-compensable time extension of the Substantial Completion date to April 8, 2013.

The contractor's proposal was \$428,275; MTACC's revised estimate was \$300,321. Negotiations resulted in the agreed upon lump sum price of \$330,000, which is considered fair and reasonable. Savings of \$98,275 were achieved.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

<b>Vendor Name (&amp; Location)</b>	
Parsons Brinckerhoff, Inc. (New York, NY)	
Preparation of Environmental Impact Statement, Design and Construction Phase Services for the No. 7 Subway Line Extension	
<b>Contract Term (including Options, if any)</b>	
September 30, 2002 – August 7, 2013	
<b>Option(s) included in Total Amount?</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: NYC/HYDC	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	
MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #
CM-1189R	27
Original Amount:	\$ 40,784,046
Option Amount:	\$ 45,806,163
Total Amount:	\$ 86,590,209
Prior Modifications (excluding options):	\$ 75,369,244
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 161,959,453
This Request:	\$ 9,000,000 (NTE)
% of This Request to Current Amount:	5.6%
% of Modifications (Including This Request) to Total Amount:	97.4%

## Discussion:

This retroactive modification is for additional Design Support During Construction (DSDC) services on the No. 7 Subway Line extension plus a design allowance budget for unanticipated design changes. The contract will also be extended by an additional 35 months from August 7, 2013 to June 30, 2016.

This contract was awarded to Parsons Brinckerhoff, Inc. (PB) for the preparation of a draft and final environmental impact statement (D/FEIS) and engineering design and construction phase services for the No. 7 Subway Line extension. To date, 26 modifications have been issued, including the exercise of options and extensions of the contract end date by 82 months to August 7, 2013. The contract is primarily in the construction support stage.

Under this retroactive modification, the DSDC services will continue for the No. 7 Subway Line extension through close-out and will address the following five construction contracts: 1) Systems & Finishes, 2) Site L Core & Shell, 3) Site J Core & Shell, 4) Site K Core & Shell, and 5) Site P Core & Shell. The scope includes: a) technical reviews (Submittals, Requests for Information and Non-Conformance Reports b) meetings with contractors, MTACC, MTA agencies, Consultant Construction Manager and field visits; c) interface with outside parties and miscellaneous tasks involving other parties such as developers and/or the Hudson Yards Development Corporation d) reviews of contractors' proposals and change requests; and e) management support for the project manager, task leaders, and their assistants. DSDC services will be performed on these construction contracts through their respective end dates. On July 28, 2012, work covered by this modification continued with retroactive approval by the MTACC President, in order not to interrupt work progress. Approximately 50% of the total modification cost has been expended to date.

PB's initial proposal was \$15,096,224. After detailed scope discussions and price negotiations, MTACC and PB agreed to a Guaranteed Maximum Price (GMP) of \$8,000,000: \$5.1M through the end of the current contract + \$2.9M over the extension period. Monthly invoices are monitored and the price is capped at the GMP. PB would be responsible for any cost overruns above this cap as well as share equally in any cost savings if the billings total less than \$7,800,000. PB agrees to refrain from making any further requests for compensation for the services rendered within the GMP cap. In addition, a Design Allowance (DA) budget of \$1M was also established to handle small task orders (currently averaging \$38,000 each) for unanticipated design changes during construction. These task orders will be paid at the contract rates.

PB submitted its BAFO of \$9,000,000 (DSDC \$8M + DA \$1M), based on the agreed upon DSDC scope of work and GMP. MTACC's revised estimate was \$8,661,358; \$7,661,358 for the DSDC GMP plus the \$1M Design Allowance. The BAFO includes annual escalation of 1.5% versus the existing contractual escalation of 3.65%. There is no change to overhead and profit. This is considered fair and reasonable. This will be funded by HYDC.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

Vendor Name (& Location)

Skanska/Traylor, JV (New York, NY)

Construction of Second Avenue Subway Route 132A: 86th Street Station Cavern Mining, and Heavy Civil Structural in the Borough of Manhattan "B" Division

Contract Term (including Options, if any)

August 4, 2011 – September 4, 2014

Option(s) included in Total Amount? ☒ Yes ☐ No ☐ n/a

Procurement Type ☒ Competitive ☐ Non-competitive

Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification

Funding Source

☐ Operating ☒ Capital ☒ Federal ☐ Other:

Requesting Dept/Div & Dept/Div Head Name:

MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number	AWO/Modification #:
C-26008	31
Original Amount:	\$ 294,360,000
Option 1 Amount:	\$ 7,500,000
Total Amount:	\$ 301,860,000
Prior Modifications:	\$ 2,055,188
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 303,915,188
This Request:	\$ 5,200,000
% of This Request to Current Amount:	1.7%
% of Modifications (including This Request) to Total Amount:	2.4%

## Discussion:

This retroactive modification will address additional costs associated with the implementation of an 8PM blasting restriction at the 86<sup>th</sup> Street Station.

This contract is for 86th Street Station Cavern Mining and Heavy Civil Structural work for the Second Avenue Subway.

In order to address the concerns of the community with regard to blasting activities in the 86<sup>th</sup> Street cavern, MTACC requires that the contractor cease blasting after 8PM. This Mod. No. 31 was initiated following discussions between MTACC and the contractor on how best to meet this 8PM deadline without impacting the contract schedule. The Board has previously approved a similar modification for the 72<sup>nd</sup> Street Cavern contract. This modification addresses additional costs associated with extending the contractor's first shift to 9 hours by starting 1 hour earlier (6AM instead of 7AM) and working all three shifts through lunch for approximately 8 months during the blasting phase. The extra hours will significantly reduce the likelihood that blasts would need to occur after 8PM and preserve the contract schedule.

The contractor submitted a proposal of \$5,817,171; MTACC's estimate was \$5,047,332. Negotiations resulted in the agreed upon lump sum price of \$5,200,000 which is considered acceptable as it fully mitigates a potentially significant schedule impact and associated costs. This agreement represents a reduction of \$617,171. A retroactive waiver was approved by the MTACC President on March 18, 2013.

## Schedule D: Ratification of Completed Procurement Actions



Item Number: 1

<b>Vendor Name (&amp; Location)</b>
Sprague Operating Resources, LLC (Portsmouth, NH)
<b>Description</b>
Purchase of Bulk Gasoline
<b>Contract Term (including Options, if any)</b>
November 17, 2012 – April 30, 2015
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b>
<input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b>
<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: ION

<b>Contract Number</b>	<b>Renewal?</b>
AA121454R	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	<b>\$840,000 (Est.)</b>
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	
MTA Bus Company, Darryl Irick	

### DISCUSSION:

It is requested that the Board formally ratify the Immediate Operating Need (ION) declared by the Chief Officer, Procurement, MTA Bus Company (MTABC) effective September 24, 2012, waiving formal competitive bidding pursuant to PAL §1265, and approve the issuance of various interim purchase orders and the award of contracts issued under the ION to ensure that MTABC had and continues to have an uninterrupted supply of bulk gasoline for its non-revenue fleet.

Metro Fuel Corp. (Metro) was awarded several five-year contracts under a multi-agency procurement led by Metro-North Railroad (MNR) commencing May 2010. These non "requirements" contracts awarded to Metro for MTABC provided bulk gasoline under Contract AA121454. Metro advised it could no longer provide these fuels as of September 24, 2012. Metro made an agreement with Sprague Operating Resources, LLC (Sprague) for Sprague to provide this fuel for a period of ten days, to October 4, 2012. Metro filed for Chapter 11 bankruptcy protection on September 27, 2012. Sprague agreed and successfully provided fuel to MTABC for several short term extensions, through November 16, 2012 for gasoline, a period that ultimately included the aftermath of Hurricane Sandy, during which the marketplace for fuel was severely compromised.

Shortly after that time, MTABC Procurement was required to establish a contract with a replacement provider who could promptly mobilize and provide this critical fuel at competitive pricing. Since NYC Transit Procurement had awarded a contract to Sprague for gasoline from November 17, 2012 through April 30, 2015, based on its original bid to MNR; MTABC Procurement determined that Sprague's pricing under the MNR bid and to NYC Transit, which has a considerably larger volume than MTABC, represented the best competitive pricing for gasoline in the market at this time.

Pricing is based on the differential prices that Sprague quoted in its original MNR bid and is comparable to prices received by NYC Transit for gasoline based on the ratification approved last month. Bids were received in the original solicitation, from Metro, Sprague and Global Montello. Sprague's gross sum total bid was only 0.63% higher than that of Metro and it was 7% lower than Global Montello. Based on this information, Sprague's pricing is considered fair and reasonable.

The funds remaining in the Metro contracts have been transferred into this new award to Sprague. It is anticipated that these funds will cover the expenditure for the term of the contracts. It should be noted that about \$80,000 of the amount requested for approval is retroactive.

## **6. ACTION ITEM**

# Staff Summary



<b>Subject</b> Design Review Services for 301 E. 69th Street (Block 1444, Lot1)
<b>Department</b> Second Avenue Subway Project
<b>Department Head Name</b> William E. Goodrich
<b>Department Head Signature</b> 
<b>Program Manager / Project Manager Name</b> Anil Parikh/Tim Gianfrancesco

<b>Date</b> April 2013
<b>Vendor Name</b> 301/69 Owner's Corp.
<b>Contract Number</b> N/A
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Committee	4/22			
2	Finance Committee	4/22			
3	MTA Board	4/24			

Internal Approvals			
Order	Approval	Order	Approval
	President MTACC 4/8/13		
	General Counsel 4/8/13		
	Chief Financial Officer 4/8/13		
	Human Resources		

## **BACKGROUND:**

The Second Avenue Subway ("SAS") Project has acquired permanent and temporary easements for entrances, ancillary facilities and other support functions to be built partially or entirely within privately-owned commercial and residential spaces along the subway alignment. As project design has progressed, it has become necessary in some cases to enter into agreements with property owners to secure their full cooperation and minimize potential impacts and consequential damages associated with project-related utility relocation and/or structural modification work in the affected buildings. Therefore, the project periodically has entered into cooperative arrangements with building owners to cover the owners' costs for design review and construction oversight consultants to assist MTACC and its contractors through all phases of utility relocation, structural and other project-related work.

## **PURPOSE:**

To seek Board Authorization to enter into a design review services agreement with the Owners of 301 East 69<sup>th</sup> Street for a not-to-exceed amount of \$100,000, to reimburse Owners for costs incurred in retaining consultants to assist them in reviewing our design and construction plans for a revised Entrance 1 at 72<sup>nd</sup> Street Station and in understanding the extent the revised Entrance design will impact the Owner's utilities, equipment, and building structures.

## **DISCUSSION:**

Because the Property's owner does not have the in-house experience necessary to read the design plans and understand the potential impacts the revised Entrance may have on the Owner's utilities, equipment, and building structures, MTACC tentatively has agreed to reimburse the Owner for the architectural and engineering consultants and legal counsel (the "Consultants") it retains as reasonably necessary to assist the Owner with design review. Under the proposed agreement, MTACC will be responsible for all reasonable fees and expenses to be paid to the Consultants for a not-to-exceed amount of \$100,000. The work to be performed under this agreement will include:

1. Design phase consultant services to review utility relocation/Structural/architectural design.

The previous agreement with Owners to reimburse them for design review was limited to the original entrance design and was terminated in August 2012.

## **ALTERNATIVES:**

The alternative is for the MTACC to proceed with the construction in the Property without the assistance of the Property owner and the owner's professional Consultants. This is not recommended because it would expose the project to uncertainty, additional risk and potential delay.

## **Staff Summary**

### **FUNDING IMPACT:**

The work will be funded from the MTA's 2005-2009 Capital Plan.

### **RECOMMENDATIONS:**

MTACC recommends that the Board authorize MTACC to enter into an agreement with 301/69 Owner's Corp., owner of the building located at 301 East 69<sup>th</sup> Street, to compensate the owner's design Consultants, for a not-to-exceed amount of \$100,000, to assist MTACC and its contractors through the design and permitting phases of utility relocation and other project-related work associated with MTACC's design and planned construction of a revised subway entrance at that location.

## **7. SERVICE CHANGES**



**New York City Transit**

# Report

## **SERVICE CHANGES:      REVISE B15 SERVICE IN EAST NEW YORK**

### **Service Issue**

The B15 routing via the Brooklyn General Mail Facility is disruptive to the vast majority of B15 customers who are heading to or from John F. Kennedy International Airport (JFK) and negatively impacts the route's reliability. The Brooklyn General Mail Facility is not a major trip generator for the B15 bus route and is well served by the B13, B14, and B20 bus routes.

### **Recommendation**

Revise B15 bus service in East New York and discontinue B15 bus service to the Brooklyn General Mail Facility. B15 trips that currently serve both the Brooklyn General Mail Facility and JFK Airport would only serve JFK Airport. B15 trips that previously terminated at the Brooklyn General Mail Facility would terminate at Linden Boulevard and Eldert Lane. The Brooklyn General Mail Facility would continue to be served by the B13, B14, and B20 bus routes. This proposal would reduce travel time for through B15 customers by five (5) minutes.


### **Budget Impact**

This change would save approximately \$300,000 annually.

### **Proposed Implementation Date**







September 2013.

# Staff Summary

Subject	Revise B15 Service in East New York
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	April 3, 2013
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President 	4	Director OMB 
7	Executive VP 	X 3	VP General Counsel
6	SVP Buses 		VP GCR  4/4/13
X 5	VP Corp. Comm.	1	Chief Of  4/4/13

## Purpose

To obtain approval of a recommendation to permanently revise the B15 route in East New York.

## Discussion

The B15 is an east-west route that provides local bus service between central and eastern Brooklyn and John F. Kennedy International Airport (JFK). The western terminal for all B15 service is at Broadway and Marcus Garvey Boulevard, near the Flushing Avenue **J** **M** Station in Bedford Stuyvesant. The B15 has two branches: one branch extends to Terminals 5/6 at JFK International Airport and another branch terminates at the Brooklyn General Mail Facility. Both branches travel between the western terminal in Bedford-Stuyvesant and the Brooklyn General Mail Facility or JFK via Dean Street, East 98<sup>th</sup> Street and New Lots Avenue. During the midday (approximately 11:30 a.m. to 3 p.m.) and overnight (approximately 10:30 p.m. to 8:30 a.m.) hours, all B15 bus service is provided by "Combination" trips that serve the Brooklyn General Postal Facility and JFK International Airport.

Ridership at the Brooklyn General Mail Facility is not sufficient to warrant the B15 route serving the facility. The most recent passenger point check indicates that there are only 57 boardings westbound and 64 alightings eastbound during the average weekday. The B13, B14, and B20 bus routes would continue to serve the Brooklyn General Mail Facility and provide connections to nearby subway lines. The B13 connects to the Euclid Avenue **A** **C** Station and the Crescent Street **1** **2** Station. The B14 connects to Sutter Avenue **L** Station. The B20 connects to the Pennsylvania Avenue **3** Station and the Liberty Avenue **C** Station.

This proposal would discontinue the B15 combination and B15 Brooklyn General Mail Facility branch trips, thereby shortening the route 0.8 miles and reducing travel times by five (5) minutes. More specifically:

- At all times, the JFK trips will no longer loop into the Brooklyn General Mail Facility, and
- All trips that currently terminate at the Brooklyn General Mail Facility will now terminate at Linden Boulevard and Eldert Lane.

Two eastbound B15 stops, on Eldert Lane at Loring Avenue and on Stanley Avenue at Eldert Lane, would be discontinued; and three westbound B15 stops, on Stanley Avenue at Sheridan Avenue, on Eldert Lane at Loring Avenue, and on Eldert Lane at Linden Boulevard, would be discontinued. All of these stops and the Brooklyn General Mail Facility would continue to be served by B13, B14, and B20 bus service (please see attached map).

## Recommendation

Revise B15 bus service in East New York by permanently discontinuing B15 bus service to the Brooklyn General Mail Facility. B15 combination trips would only serve JFK. B15 trips that previously terminated at the Brooklyn General Mail Facility would terminate at Linden Boulevard and Eldert Lane. The mail facility would continue to be served by the B13, B14, and B20 bus routes.

## Alternatives to the Proposed Service Change

1. *Continue to operate the B15 to the Brooklyn General Mail Facility.* NYCT would lose \$300,000 per year providing unnecessary, duplicate service to the Brooklyn General Mail Facility and add delays to the through customers of the B15.
2. *Discontinue B15 combination trips to the Brooklyn General Mail Facility but continue B15 branch service to the Brooklyn General Mail Facility.* The B15 would continue to have low ridership at the Brooklyn General Mail Facility and NYCT would be providing more service than the facility demands. The proposed B15 terminal on Eldert Lane would provide an opportunity to transfer to the B13, B14, and B20 that serve the Brooklyn General Mail Facility.

## Budget Impact

This change would save approximately \$300,000 annually.

## Proposed Implementation Date

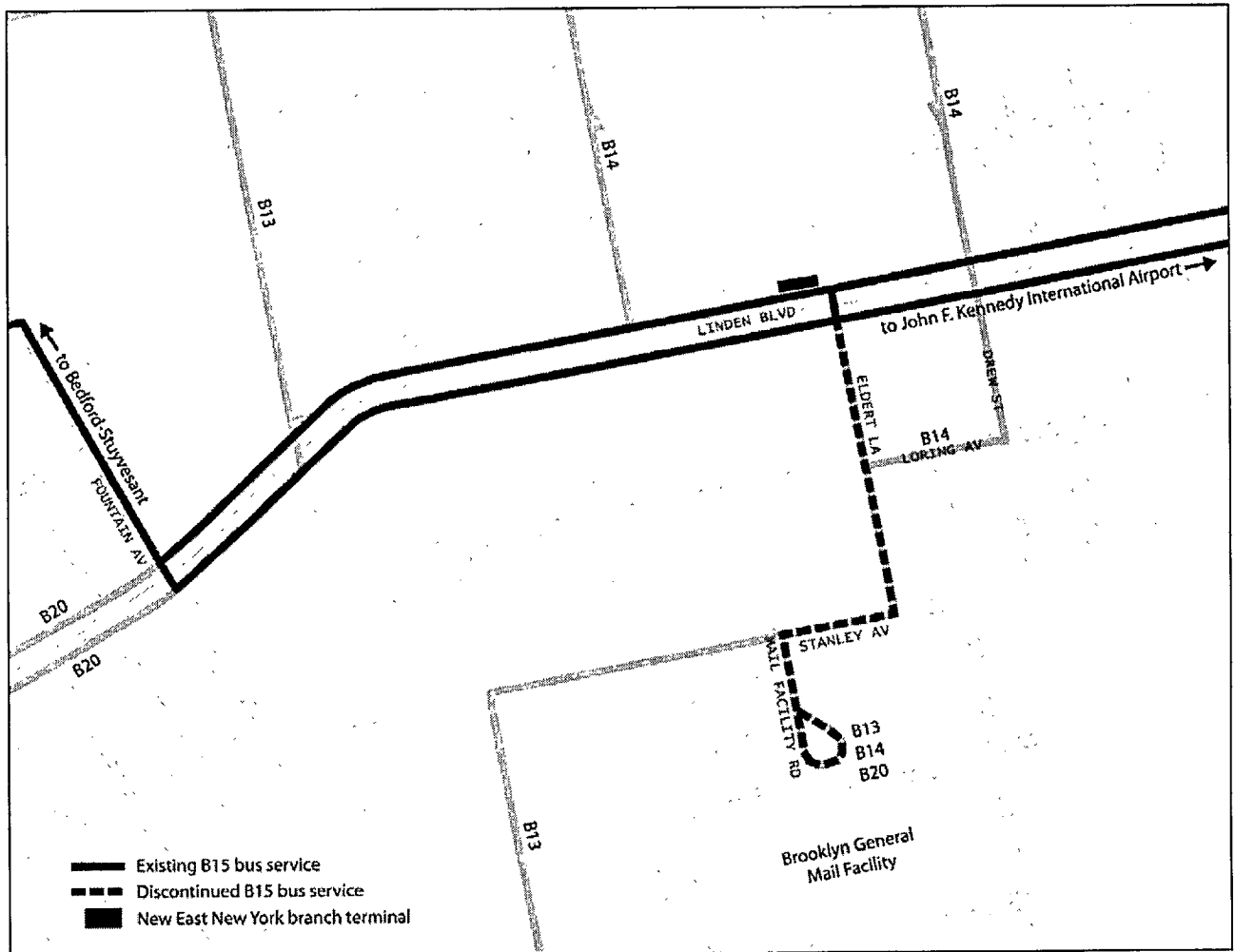
September 2013.

Approved:



Thomas F. Prendergast  
President

## B15 Service Revision





# Report

**SERVICE CHANGES:      IMPLEMENT Bx41 SELECT BUS SERVICE ON  
WEBSTER AVENUE AND REVISE Bx15 AND Bx55  
BUS SERVICE IN THE BRONX**

## Service Issue

The Bus Rapid Transit Phase II: Future Corridors study recommended the Webster Avenue and 3<sup>rd</sup> Avenue transportation corridor as a prime location for improved bus service. Webster Avenue and 3<sup>rd</sup> Avenue are parallel north/south avenues in the southern and central Bronx that traverse neighborhoods long distances from the nearest subway. In recent years, there has been a great deal of new development in these neighborhoods. Current bus service on both Webster Avenue and 3<sup>rd</sup> Avenue suffers from slow speeds and low reliability.

After an evaluation, Webster Avenue was selected for SBS because it could better accommodate bus lanes and other SBS features, and would serve more residents. The Bx41 SBS will replace the Bx41 Limited currently operating from The Hub (East 149<sup>th</sup> Street and 3<sup>rd</sup> Avenue) to the Gun Hill Road Intermodal Terminal.

In addition, this proposal would revise bus service on 3<sup>rd</sup> Avenue. The Bx55 Limited would be renamed the Bx15 Limited. The proposed Bx15 Limited would operate between Fordham Plaza in the Bronx and West 125<sup>th</sup> Street/12<sup>th</sup> Avenue in Manhattan, making limited stops between Fordham Plaza and The Hub and all local stops south of The Hub and along 125<sup>th</sup> Street. Bx15 local service would operate at all times between Fordham Plaza and The Hub, with service extended to West 125<sup>th</sup> Street/12<sup>th</sup> Avenue in Manhattan when the Bx15 Limited is not operating.

Revising 3<sup>rd</sup> Avenue service in tandem with the start of Bx41 SBS service would provide more efficient bus service from both operational and customer perspectives.

## Recommendation

Implement Bx41 Select Bus Service (SBS) replacing Bx41 Limited service and revise Bx15 and Bx55 bus service on 3<sup>rd</sup> Avenue.

## Budget Impact

Implementation of Bx41 SBS on Webster Avenue will result in increased bus operating costs of \$1.28 million annually. This figure includes a cost savings of \$700,000 from conversion of the Bx55 to the Bx15 Limited.

## Proposed Implementation Date

June 2013.

# Staff Summary



New York City Transit

Page 1 of 4

<b>Subject</b>	Implement Bx41 Select Bus Service on Webster Avenue and Revise Bx15 and Bx55 Bus Service in the Bronx
<b>Department</b>	Operations Planning
<b>Department Head Name</b>	Peter G. Cafiero
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Judith McClain

<b>Date</b>	April 5, 2013
<b>Vendor Name</b>	N/A
<b>Contract Number</b>	N/A
<b>Contract Manager Name</b>	N/A
<b>Table of Contents Ref #</b>	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	Board		X		

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

## Purpose

To obtain Board approval to revise Bx15 and Bx55 bus service in the Bronx. To inform the Board that Bx41 Select Bus Service will be implemented on Webster Avenue. This staff summary also addresses the required schedule and fare collection changes.

## Discussion

MTA New York City Transit (NYCT) has been closely working with the New York City Department of Transportation (NYCDOT) to implement Bus Rapid Transit in New York City. Bus Rapid Transit is a high-performance surface transportation system that incorporates elements such as bus lanes, proof-of-payment fare collection, and high-capacity low-floor buses to bring a noteworthy improvement in speed and service reliability. In New York City, Bus Rapid Transit is branded Select Bus Service. These features, which are currently in place on four routes in New York City, have on average improved bus speeds by 20% and increased ridership by 10%.

In 2009, the Bus Rapid Transit Phase II: Future Corridors study, which included substantial input from elected officials and community members, recommended the Webster Avenue/3<sup>rd</sup> Avenue transportation corridor as a prime location for improved bus service. Webster Avenue and 3<sup>rd</sup> Avenue are parallel north/south avenues in the southern and central Bronx that traverse neighborhoods long distances from the nearest subway.

In developing a proposal to speed up bus service and increase reliability in these neighborhoods, both Webster Avenue and 3<sup>rd</sup> Avenue were examined to determine which avenue would allow for the greatest improvement to service. Webster Avenue was selected for Select Bus Service because

it is generally a wider street than 3<sup>rd</sup> Avenue, allowing for more beneficial use of features such as bus lanes. In addition, the residential population within walking distance of Webster Avenue is greater than the population within the same distance of 3<sup>rd</sup> Avenue. Enhanced bus service along Webster Avenue would benefit not only residents along Webster Avenue but also many residents along 3<sup>rd</sup> Avenue, as these streets are generally no more than ¼-mile apart. Focusing efforts on Webster Avenue, the proposal would convert the Bx41 Limited to the Bx41 SBS. Bx41 SBS would include standard SBS features such as off-board fare collection, bus lanes, traffic signal priority, and specially-branded buses.

## Webster Avenue Service Changes

The Bx41 is a 5.3 mile, north-south route that provides local and limited-stop bus service between The Hub at East 149<sup>th</sup> Street/3<sup>rd</sup> Avenue and the Gun Hill Intermodal Terminal at East Gun Hill Road/White Plains Road via Melrose Avenue, Webster Avenue, and East Gun Hill Road.

The Bx41 SBS will replace the Bx41 Limited. All Bx41 service, including the SBS, would operate with one service pattern between The Hub and Gun Hill Road Intermodal Terminal. From The Hub, the service will operate via 3<sup>rd</sup> Avenue, East 152<sup>nd</sup> Street, Melrose Avenue, Webster Avenue and East Gun Hill Road (see Figure 1).

It will provide customers the opportunity to transfer to the **2** **5** subway lines at both terminals (3 Av-149 St and Gun Hill Rd), as well as to 23 other New York City Transit bus routes and three Westchester Bee-Line bus routes.

The Bx41 SBS will make all of the same stops as the Bx41 Limited with the exception of the northbound stops at 189<sup>th</sup> Street and Westchester Avenue.

## Bx41 SBS Span and Frequency

The implementation of Bx41 SBS service is expected to generate an increase in ridership. On weekdays and weekends, Bx41 SBS will have substantially longer hours of service than the current peak-hour-only Limited. SBS service will begin at approximately 6:00 a.m. and end at approximately 9:30 p.m. Both weekday and weekend SBS service will operate with greater frequency than the current Bx41 Limited. The total number of bus trips operating on the Bx41 will increase by 30% on weekdays, 22% on Saturdays and 51% on Sundays over current scheduled service.

This service change also proposes removing the Bx55 from the segment of Webster Avenue north of Fordham Road. Currently alternate Bx55 trips traverse the northern portion of Webster Avenue between Fordham Road and East Gun Hill Road along the same route path and making the same stops as the Bx41 Limited. As this segment will be better served by the expanded and enhanced Bx41 SBS, it is proposed to eliminate the duplicative Bx55 Limited trips north of Fordham Plaza.

## Bus Lanes and Bus Bulbs

With Bx41 SBS, NYCDOT will introduce bus lanes between East 165<sup>th</sup> Street and East Gun Hill Road, a distance of 4 miles. The bus lanes will be offset, or one lane away from the curb, which better accommodates deliveries, community parking needs, and right turns (see Figure 2).

Roadway, traffic and pedestrian safety modifications associated with the Webster Avenue bus lane near Tremont Av, will require eastbound Bx40/42 and westbound Bx36 buses to be permanently rerouted off of a one block section of Webster Avenue (see Figures 3 and 4).

Sixteen stations on Webster Avenue, from East 167<sup>th</sup> Street to East 204<sup>th</sup> Street, will be designed with bus bulbs, which will extend the existing sidewalk into the parking lane to meet the offset bus lane. Most of the bus bulbs will be built during 2014 and 2015.

### Public Outreach

NYCT and NYCDOT staff have attended approximately 20 community meetings on the Webster Avenue SBS project. Every affected Community Board has had at least one presentation and two informational open houses were held. Additionally, a Community Advisory Committee (CAC) was convened to provide guidance in the design and implementation of SBS in this corridor. The CAC is comprised of a broad range of stakeholders, from elected officials to Community Boards to major area institutions. There has been thorough discussion of all the issues, and many points of concern have been addressed through changes to the project.

### 3<sup>rd</sup> Avenue Service Changes

Two routes currently operate on 3<sup>rd</sup> Avenue. The Bx15 provides all local service between West 125<sup>th</sup> Street/12<sup>th</sup> Avenue in Manhattan and Fordham Plaza in the Bronx. The Bx55 provides supplemental weekday-only, limited-stop service between the hours of 6:30 a.m. and 7:30 p.m. between The Hub and Fordham Plaza, with alternate trips extended north to the Gun Hill Intermodal Terminal via Webster Avenue and East Gun Hill Road.

With paired local and limited-stop routes, it is optimal for the route traveling the longest distance to be the limited route and the shorter route to be the local route. This proposal would rename the Bx55 Limited as the Bx15 Limited. The proposed Bx15 Limited would operate between Fordham Plaza in the Bronx and West 125<sup>th</sup> Street/12<sup>th</sup> Avenue in Manhattan, making limited stops between Fordham Plaza and The Hub and all local stops south of The Hub and along 125<sup>th</sup> Street. Bx15 local service would operate at all times between Fordham Plaza and The Hub, with service extended to West 125<sup>th</sup> Street/12<sup>th</sup> Avenue in Manhattan nights and weekends when the Bx15 Limited is not operating. This route structure would speed up interborough trips from 3<sup>rd</sup> Avenue to Manhattan (please see Figures 5 and 6).

The Bx15 Limited will make all of the same stops as the Bx55 Limited south of Fordham Road with the exception of the southbound stop at East 161<sup>st</sup> Street and stops in both directions at East 174<sup>th</sup> Street. The Bx15 Limited would not operate between Fordham Road and East Gun Hill Road/White Plains Road.

### Public Outreach

The Bx15/55 proposal has been well-received by the public at community outreach meetings as well as at a public hearing that was held on March 19, 2013 at the Bronx Library Center, as required by MTA's Service Guidelines. This hearing was held to solicit public comments about these service changes. Responses to comments received from the public are attached.

# Staff Summary



## Recommendation

Implement Bx41 Select Bus Service (SBS) replacing Bx41 Limited service and revise Bx15 and Bx55 bus service on 3<sup>rd</sup> Avenue.

## Alternatives

1. *Implement Select Bus Service on 3<sup>rd</sup> Avenue.* This alternative was studied but was rejected in favor of Select Bus Service on Webster Avenue. Webster Avenue is a wider street than 3<sup>rd</sup> Avenue, allowing for more productive use of bus lanes, bus bulbs, and other SBS features. In addition, the community favored Webster Avenue over 3<sup>rd</sup> Avenue for SBS implementation.
2. *Leave Bx15 and Bx55 service as is.* Inefficient and duplicative service on Webster Avenue north of Fordham Plaza will continue to operate and an opportunity to provide a new limited through service to Harlem will be forfeited.

## Budget Impact


Implementation of Bx41 SBS on Webster Avenue, net of changes to 3<sup>rd</sup> Avenue bus service, will result in increased bus operating costs of \$1.28 million annually. This figure includes a cost savings of \$700,000 annually gained from conversion of the Bx55 to the Bx15 Limited. SBS service will operate longer hours and with greater frequency than does the current Bx41 Limited-Stop service.

There are annual operating costs for maintenance of fare machines (\$900,000), revenue collection (\$150,000), and enforcement of fare payment (\$1.2 million). These costs are included in the approved operating budget. Enforcement has reduced fare evasion on other SBS routes across New York City and will have a similar effect on Bx41 SBS.

## Implementation Date

June 2013.

Approved for submission to the Board:

  
Thomas F. Prendergast  
President

## **BOARD RESOLUTION**

WHEREAS, in a Staff Summary dated April 5, 2013, the Chief of Operations Planning has recommended the following action:

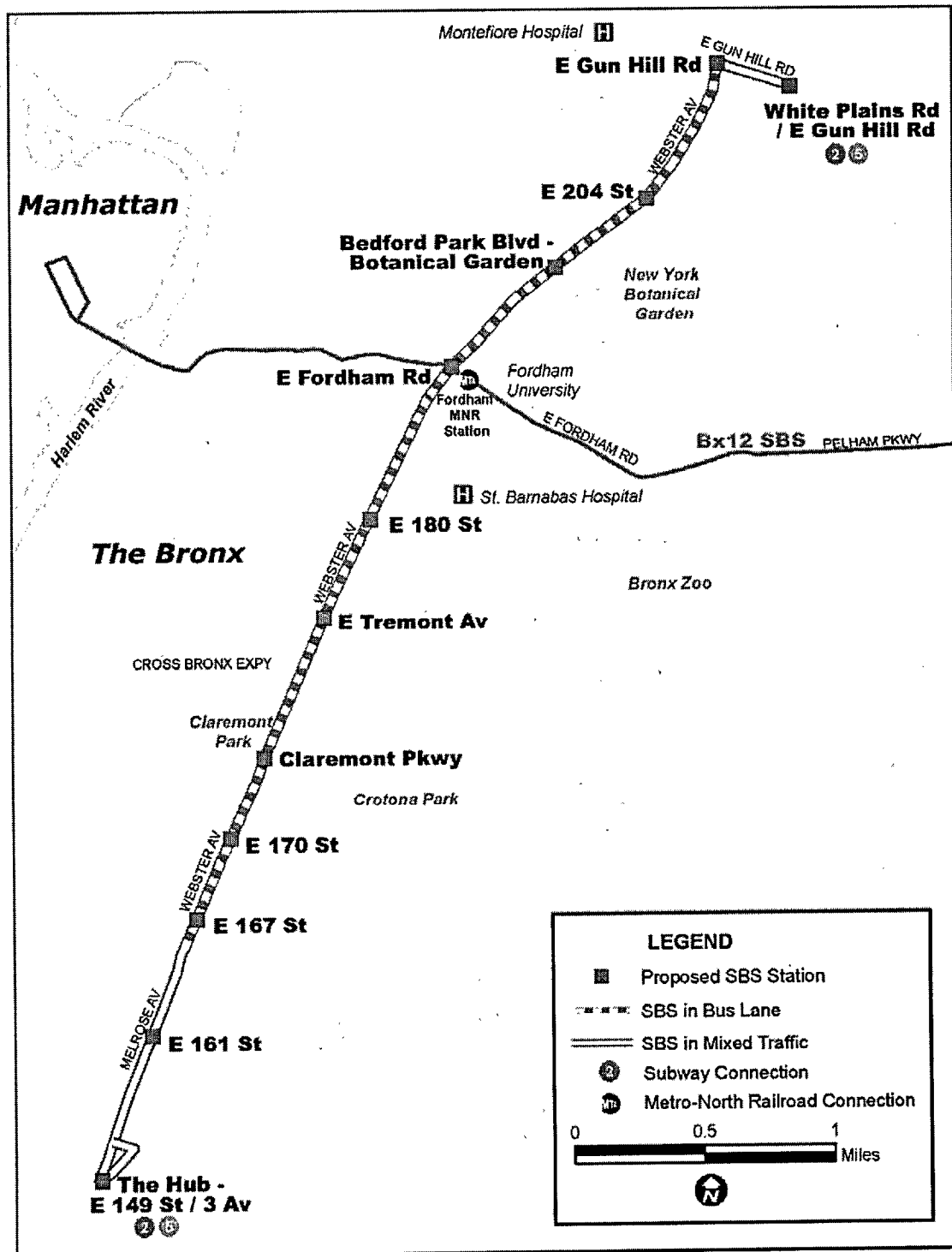
- Revise Bx15/Bx55 Service in the Bronx

WHEREAS a, public hearing, as required by MTA Board-adopted Service guidelines, was held on the proposed changes on March 19, 2013 and a summary of public comment and NYC Transit staff response accompanied the Staff Summary; and

WHEREAS, upon a review of the Staff Summary and the documents referenced in or attached to it, the Board has determined that the proposed changes would provide a new limited through service to Harlem and would eliminate inefficient and duplicative service on Webster Avenue north of Fordham Plaza;

NOW, THEREFORE IT IS RESOLVED that the Board approves the service changes described in said Staff Summary and attachments; and authorizes the President or his designee to implement such changes at such time as deemed practicable.

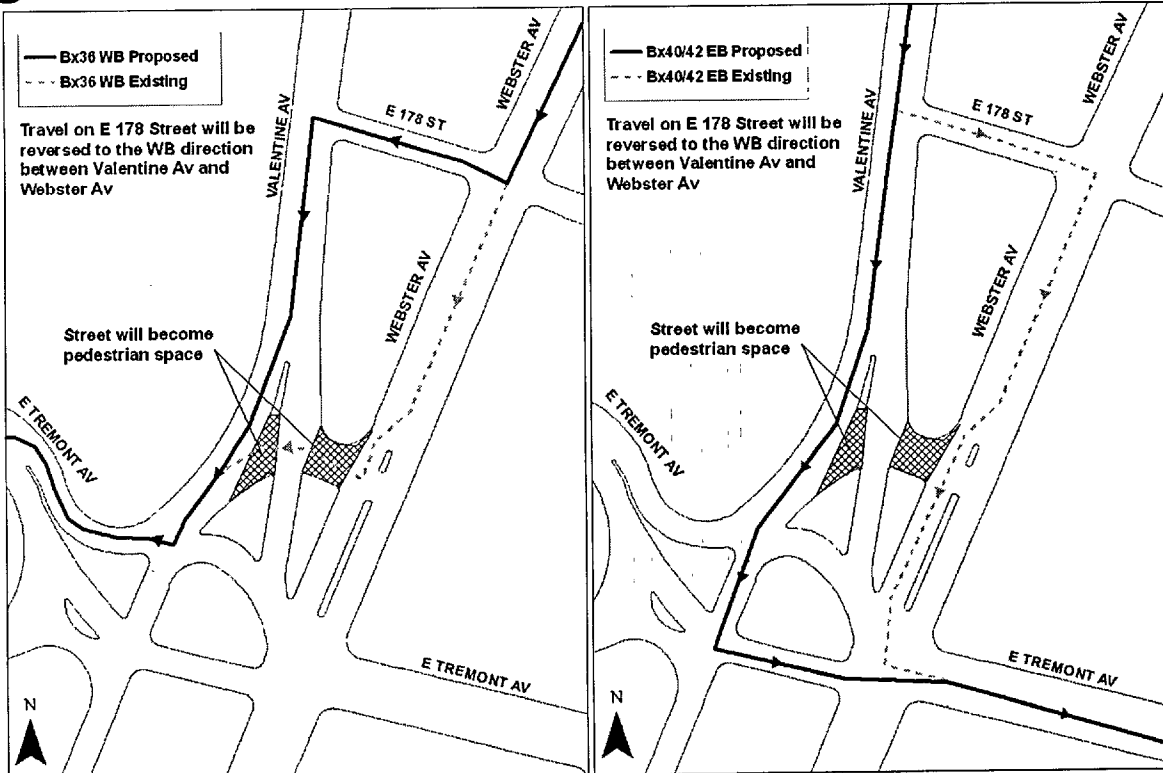
# Figure 1 – Proposed Bx41 Select Bus Service and Webster Avenue Bus Lane



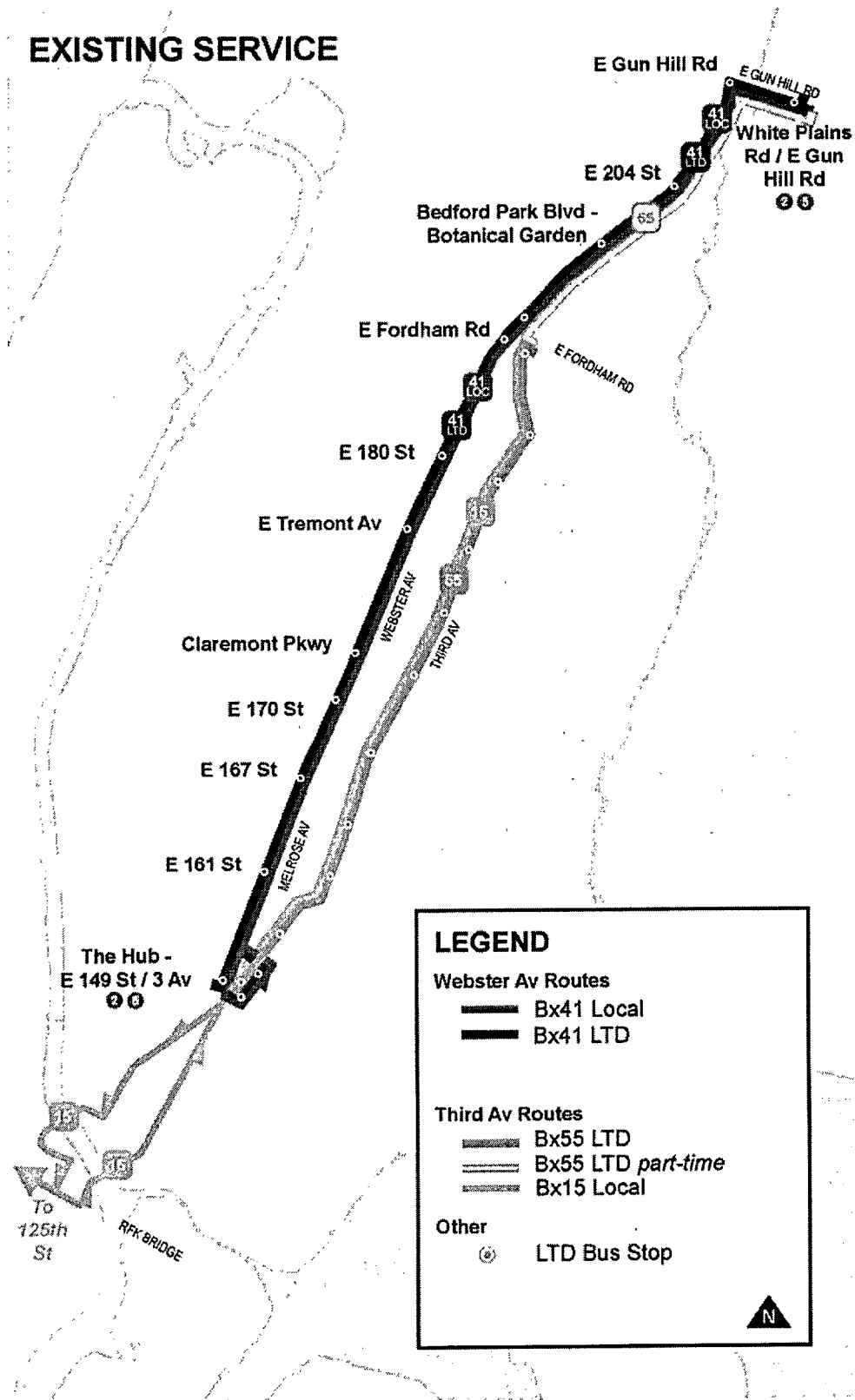
**Figure 2 – Rendering of Webster Avenue  
Offset Bus Lanes with Bus Bulbs**



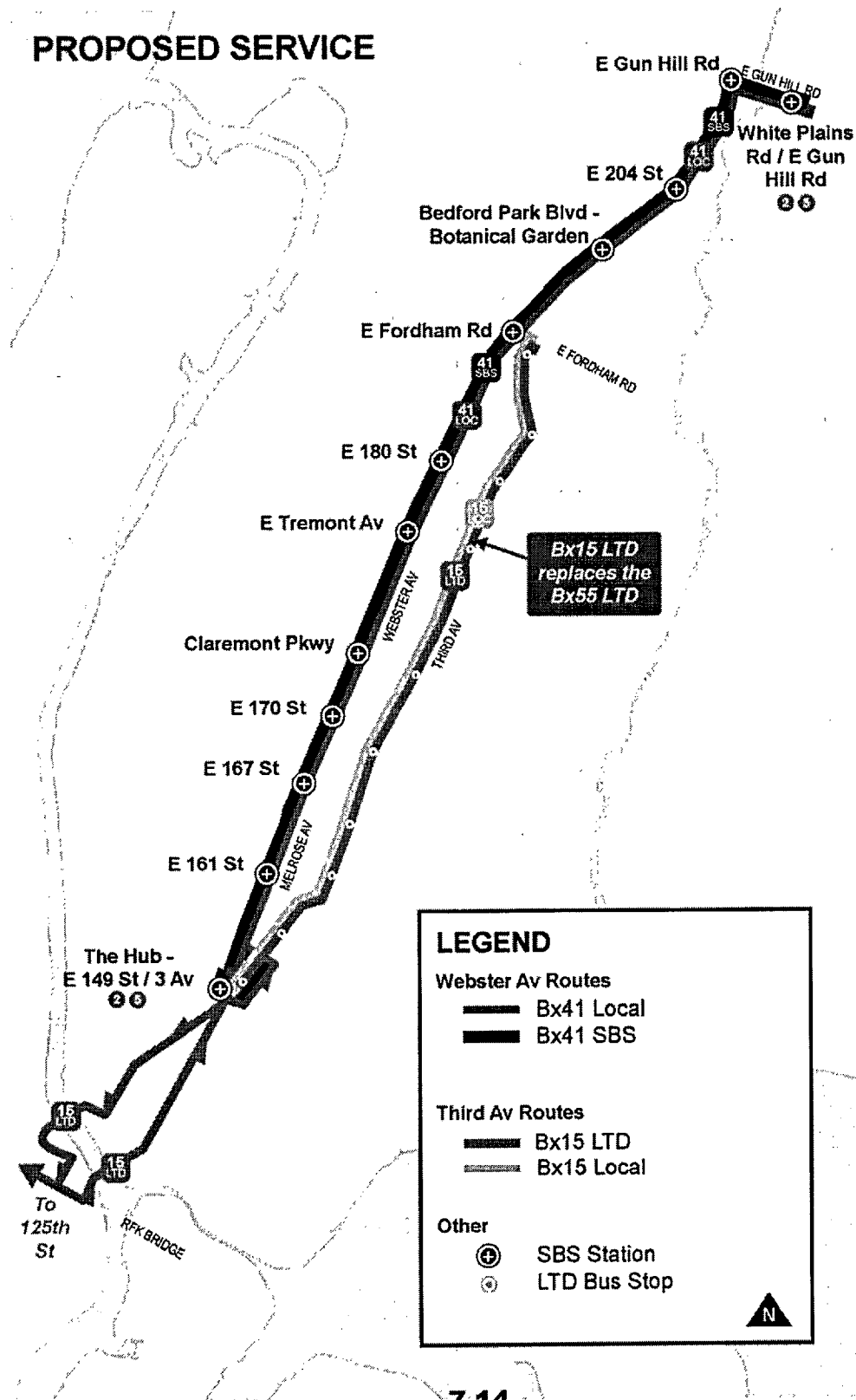
**Figures 3 & 4 – E Tremont Av Bx36/40/42 Reroute**



# Figure 5 – Existing Webster/3<sup>rd</sup> Avenue Service



# Figure 6 – Proposed Webster/3<sup>rd</sup> Avenue Service



## **Public Comments on Revised Bx15 and Bx55 Bus Service in the Bronx**

### Summary of Public Comments and Staff Responses

New York City Transit staff presented the proposed service revision plan at numerous public meetings, including to Bronx Community Boards 1, 3, 4, 5, 6, and 7. In addition, a MTA Public Hearing was held on March 19, 2013 in the Bronx. Community members were invited to submit oral and written comments.

The reception to the plan was positive at all meetings, with some suggestions provided. This report summarizes oral comments received at the March 19, 2013 Bronx Public Hearing and written comments submitted to MTA. The comments below are paraphrased for clarity. Following each comment is the New York City Transit staff response.

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**Comment:** The proposed service revision is rational and matches well with Census data from the surrounding neighborhoods (oral comment at Public Hearing).

**Response:** No response necessary.

**Comment:** Renaming the Bx55 Limited as the Bx15 Limited is logical and will be clearer to customers (this comment was stated by several people).

**Response:** No response necessary.

**Comment:** Extending the Limited bus route into Manhattan, as opposed to the Local route, will benefit customers traveling between the Bronx and Manhattan (this comment was stated by several people).

**Response:** No response necessary.

**Comment:** 3<sup>rd</sup> Avenue bus service should not be removed from the segment of Webster Avenue between Fordham Plaza and East Gun Hill Road (oral comment at Public Hearing).

**Response:** While some customers, under the proposed service revisions, will need to transfer at Fordham Plaza to continue their trip, many others are traveling to or from locations equidistant from Webster Avenue and 3<sup>rd</sup> Avenue and will benefit from enhanced Bx41 SBS with a similar walking distance. Others will simply transfer from their previous crosstown bus at Webster Avenue instead of at 3<sup>rd</sup> Avenue. Overall, there will be an increase in bus trips on the segment of Webster Avenue between Fordham Plaza and East Gun Hill Road, with a significant increase on weekends. Residents in this area will greatly benefit from these proposed revisions.

**Public Comments on Revised Bx15 and Bx55 Bus Service in the Bronx**

Page 2 of 2

March 25, 2013

**Comment:** There should not be any decrease in 3<sup>rd</sup> Avenue bus service (oral comment at Public Hearing).

**Response:** There will be no decrease in the frequency or span of bus service on 3<sup>rd</sup> Avenue between Fordham Plaza and The Hub (3<sup>rd</sup> Avenue/East 149<sup>th</sup> Street), or between The Hub and Manhattan.

**Comment:** The Bx55 Limited should be converted to Select Bus Service as well as the Bx41 Limited (oral comment at Public Hearing).

**Response:** The BRT Phase II Report was developed with extensive public consultation. This report identified Webster Avenue as the most suitable corridor in the Bronx for Select Bus Service. The Webster Avenue and 3<sup>rd</sup> Avenue corridors are at most a quarter-mile apart. New York City Transit staff's research found that there was greater population density on Webster Avenue as compared to 3<sup>rd</sup> Avenue. In addition, Webster Avenue is a more suitable street for Select Bus Service features. For these reasons, the Bx41 was prioritized in its conversion to SBS.



**New York City Transit**

# Report

**SERVICE CHANGES:      IMPLEMENT NEW B84 BUS SERVICE IN SPRING CREEK, BROOKLYN**

## **Service Issue**

As part of the 2012 NYC Transit Service Enhancements, a new bus route is recommended to serve Spring Creek, Brooklyn. Over the past years, this neighborhood has experienced steady growth and there have been ongoing requests for better transit service from elected officials, employers and residents. The new residential areas to the north of the Gateway Center Mall are not within convenient walking distance to other transit options.

## **Recommendation**

Implement new B84 bus route between the New Lots Avenue ③ Station and Spring Creek, Brooklyn.

## **Budget Impact**

The net operational cost associated with this service is \$900,000 annually. Funding for the service was included in the 2012 Service Investments, approved by the MTA Board in July 2012.

## **Proposed Implementation Date**

June 2013.

# Staff Summary



New York City Transit

Page 1 of 2

Subject	Implement New B84 Service in Spring Creek, Brooklyn
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	April 3, 2013
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	Board		X		

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

## Purpose

To obtain Board approval of a recommendation for the new B84 bus route to serve the Spring Creek, Brooklyn neighborhood.

## Discussion

As part of the 2012 Service Investments, a new bus route is recommended to serve Spring Creek, Brooklyn. Over the past years, this neighborhood has experienced steady residential, institutional and commercial growth and there have been ongoing requests for better transit service from elected officials, employers and residents. The new residential areas to the north of the Gateway Center Mall are not within convenient walking distance to other transit options.

This proposal has been well-received by the public at community outreach meetings as well as at the Public Hearing held at the Spring Creek Education Campus on March 7, 2013. Responses to comments received from the public are attached.

The route would operate between the New Lots Avenue Station and Spring Creek via Ashford Street, Cozine Avenue, Jerome Street, Flatlands Avenue, Fountain Avenue, Seaview Avenue, Erskine Street, and Vandalia Avenue (see attached map).

# Staff Summary

This route will initially operate seven days a week on a 30-minute headway. The service span will be:

Weekday:	5:30 a.m. - 9:00 p.m.
Saturday & Sunday:	10:00 a.m. - 6:00 p.m.

## Recommendation

Implement new B84 bus route between the New Lots Avenue ③ Station and Spring Creek, Brooklyn.

## Alternatives to the Proposed Service Change

1. *Do nothing.* The Spring Creek neighborhood is a growing transit need area located far away from subway service. The significant commercial and residential development in the area indicates a demand for a new bus service to connect this area with the nearest subway, which is the ③ at the New Lots Avenue station.
2. *Extend or create a new branch of the B6.* Splitting B6 service to operate to Spring Creek would adversely affect current New Lots Avenue-bound B6 riders because in order to avoid additional operating costs a number of current New Lots Avenue B6 trips would be diverted to Spring Creek. In addition this would route Spring Creek customers to the Rockaway Parkway ① station when a more direct subway connection exists at the New Lots Avenue ③ station.

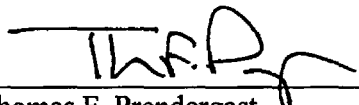
## Budget Impact

The net operational cost associated with this service is \$900,000 annually. Funding for the service was included in the 2012 Service Investments, approved by the MTA Board in July 2012.

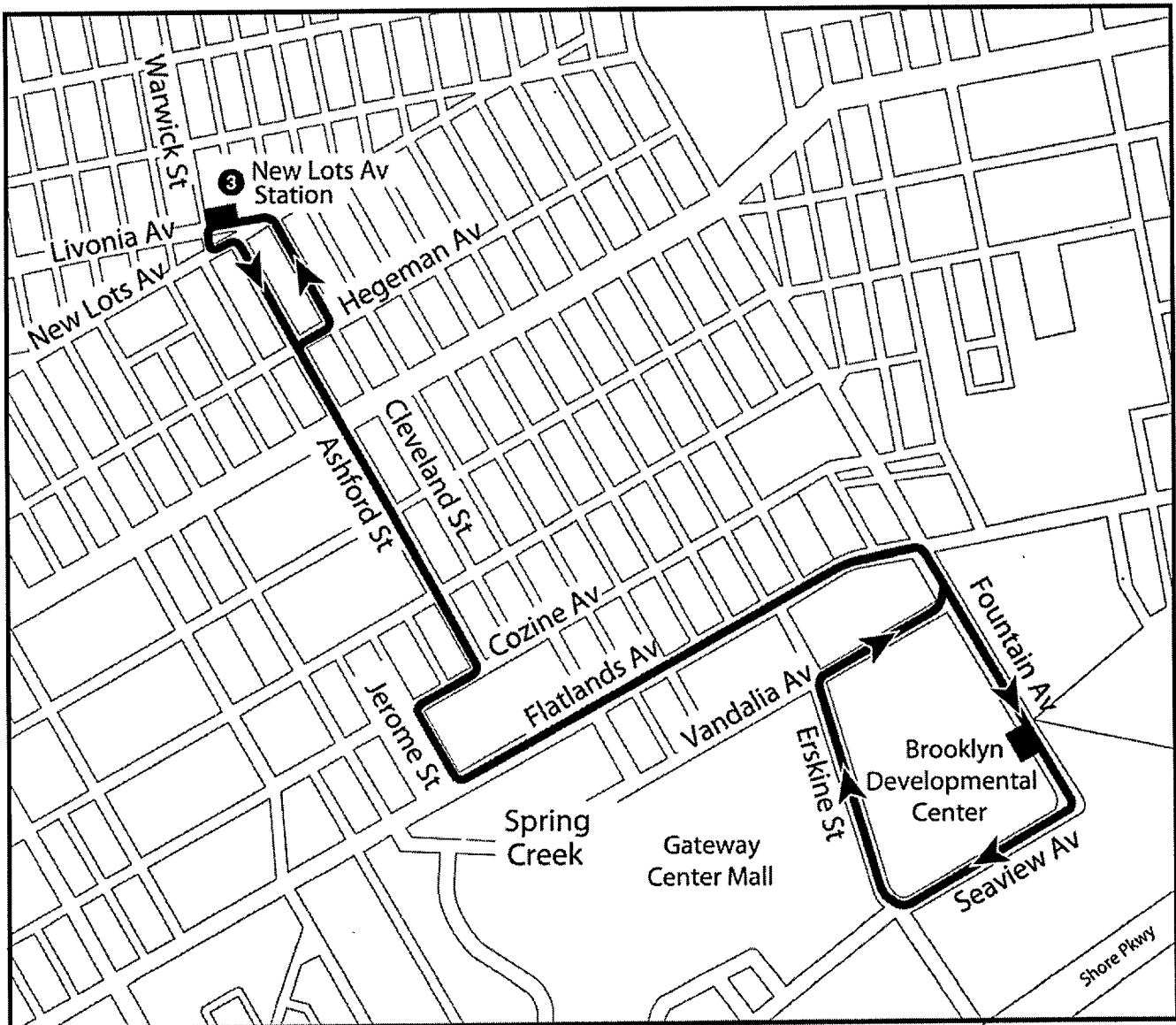
## Proposed Implementation Date

June 2013.

Approved for submission to the Board:

  
Thomas F. Prendergast  
President

## Proposed B84 Bus Service



## **BOARD RESOLUTION**

WHEREAS, in a Staff Summary dated April 3, 2013, the Chief of Operations Planning has recommended the following action as a part of the 2012 Service Investments:

- Implement a new B84 bus route to serve the Spring Creek neighborhood

WHEREAS, a public hearing was held on the proposed change on March 7, 2013 and a summary of public comment and NYC Transit staff response accompanied the Staff Summary; and

WHEREAS, upon a review of the Staff Summary and the documents referenced in or attached to it, the Board has determined that the proposed changes are funded as part of the 2012 Service Investments;

NOW, THEREFORE IT IS RESOLVED that the Board approves the service changes described in said Staff Summary and attachments; and authorizes the President or his designee to implement such changes at such time as deemed practicable.



## **Public Comments on the New Local B84 Bus Service in Spring Creek, Brooklyn**

### Summary of Public Comments and Staff Responses

New York City Transit staff presented a preliminary route plan to Brooklyn Community Board 5, including local elected officials and the East New York Brooklyn Congregations on Friday, October 26, 2012 at 1:00 pm at the Brooklyn Community Board 5 offices located at 127 Pennsylvania Avenue, Brooklyn, NY. Based on comments received at this meeting and subsequent discussions with the Community Board, the route path was changed from Vandalia Avenue to operate on Flatlands Avenue. The service plan was also revised to provide later weeknight service and less service on the weekends as a compromise to provide service within the original allotted budget.

This modified service was then presented at the MTA Public Hearing held on March 7, 2013 at the Spring Creek Educational Campus at 1065 Elton Street, Brooklyn, NY. Community members were invited to submit oral and written comments on the proposed plan.

The reception to the plan was positive at both meetings, with some suggestions provided. This document summarizes oral comments received at the March 7, 2013 Public Hearing and written comments submitted to the MTA through March 12, 2013. For the purpose of the Staff Summary, the only comments listed below are those directly related to the new Spring Creek bus service and are paraphrased for clarity. Comments are listed in order of frequency heard. Following each comment is the New York City Transit staff response.

---

**Comment:** Install a bus stop at Erskine Street and Vandalia Avenue for the Q8 and B84.

**Response:** The grassy median between the sidewalk and the roadway at this intersection prohibits NYCDOT from placing a stop because the stop would not be ADA accessible. NYCT will work with NYCDOT and the Brooklyn Developmental Center to install a proper sidewalk at this location, thereby allowing the placement of a bus stop.

**Comment:** The B84 should run more frequently than every 30 minutes.

**Response:** All new routes as part of the 2012-2013 Service Investments are starting at a 30 minute headway. Service will be monitored and adjustments will be made as appropriate.

**Comment:** Students and Staff at the Spring Creek Educational Campus and residents at the Nehemiah Spring Creek Houses will benefit from the new B84 service.

**Response:** No response necessary.

## **Public Comments on the New Local B84 Bus Service in Spring Creek, Brooklyn**

Page 2 of 3

April 3, 2013

**Comment:** The B84 should continue to Rockaway Parkway **L** Station.

**Response:** Limited funding was available for this route, restricting the distance that is possible. The service will be monitored and adjustments will be made as appropriate.

**Comment:** B84 should connect to Starrett City.

**Response:** Limited funding was available for this route, restricting the distance that is possible. The service will be monitored and adjustments will be made as appropriate.

**Comment:** The B6 should be used instead of creating a new B84.

**Response:** This would require that a certain number of New Lots Avenue-bound B6 trips be diverted to Spring Creek which would be inconvenient for customers destined for New Lots Avenue. B6 buses also connect to the Rockaway Parkway **L** station which is less direct than the connection at the New Lots Avenue **S** station.

**Comment:** The B84 should run later at night on weekdays and the weekend span should be increased.

**Response:** Based on initial comments from community board and elected officials, the preliminary service plan was revised to provide later weeknight service and less service on the weekends as a compromise to provide service within the original allotted budget. After implementation, service will be monitored and adjustments will be made as appropriate.

**Comment:** NYCT should provide ADA accessible path from the stop to Gateway Mall.

**Response:** Property owners are responsible for building and maintaining sidewalks. NYCDOT is the agency responsible for intersection and roadway geometries and for enforcement of proper sidewalks. This comment will be forwarded to NYCDOT. In addition, with the opening of Gateway II, there will be an ADA accessible bus stop on the mall property.

**Comment:** Extend B103 service that currently deadheads on Flatlands Avenue.

**Response:** Although out-of-service B103 trips may travel on Flatlands Avenue through this area, the operation is on an as-needed basis and is not on a regular headway. In order to expand the current deadhead service to provide the typical base service required on a corridor of this type, separate operational funding for MTA Bus would be required that is presently unavailable.

**Comment:** The bus stop on Fountain Avenue should be closer to the entrance of the Brooklyn Developmental Center.

**Response:** NYCT will revise the terminal for the B84 to be in front of the Brooklyn Developmental Center.

**Comment:** The MTA should conduct a cost / benefit analysis on the new route and alternative options, such as rerouting the Q7, Q8, B15, B20, and B7.

**Response:** Limited funding was available for this route, restricting the distance that is possible. The service will be monitored and adjustments will be made as appropriate.

**Public Comments on the New Local B84 Bus Service in Spring Creek, Brooklyn**

Page 3 of 3

April 3, 2013

**Comment:** B84 should continue to the Euclid Avenue **A** Station.

**Response:** Limited funding was available for this route, restricting the distance that is possible. The service will be monitored and adjustments will be made as appropriate.

**Comment:** Proper lighting and pedestrian space needs to be provided at the New Lots Avenue **3** station.

**Response:** Lighting, roadway geometry and pedestrian spaces around the New Lot Avenue **3** Station are the responsibility of NYCDOT. This comment will be forwarded to NYCDOT.

**Comment:** The B84 should travel counter-clockwise around the Brooklyn Developmental Center.

**Response:** A bus stop is not possible in front of the Gateway Center Mall on the west side of the street because there is no sidewalk.

**Comment:** The B84 should make connections to the existing bus network.

**Response:** The B84 will connect with the B6, B13, B15, B20, B83, and Q8.

**Comment:** Proper supervision is required on new and existing routes in the area.

**Response:** This comment has been forwarded to the appropriate NYCT department for consideration.

**Comment:** The bus should use Elton Street between Flatlands Avenue and Cozine Avenue instead of Jerome Street.

**Response:** The proposed route was determined based on existing development and future proposed development in the area.



**New York City Transit**

# Report

**SERVICE CHANGES:      RELOCATION OF THE FULL-TIME STAFF AREA  
AT KINGSBRIDGE ROAD **B** **D** STATION, BRONX**

**Service Issue**

To allow wheelchair users direct access to a station agent, NYC Transit proposes to relocate the full-time staffed booth at the Kingsbridge Road **B** **D** station from its existing location at the station's northern entrance on 196<sup>th</sup> Street and Grand Concourse to the station's southern entrance at Kingsbridge Road and Grand Concourse, where new ADA elevators are currently being installed. Although a station agent will no longer be located at the northern entrance, it will remain open for our customers 24 hours a day, seven days a week. While it is not required to have staff in the vicinity of elevators, it is considered good practice, allowing passengers using wheelchairs direct access to a station agent.

**Recommendation**

Relocate the full-time staffed booth from 196<sup>th</sup> Street and Grand Concourse to Kingsbridge Road and Grand Concourse.

**Budget Impact**

The proposed change is cost neutral since the station, which currently has one full-time staffed booth, will continue to operate with one full-time staffed booth.

**Proposed Implementation Date**

NYC Transit will implement this change in conjunction with the opening of the ADA elevators. The anticipated completion of the elevator installation is during the spring of 2014.

# Staff Summary



New York City Transit

Page 1 of 2

Subject	Relocation of the full-time staff area at Kingsbridge Road <b>B D</b> station, Bronx
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	April 3, 2013
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President	4/2/13	X		
2	Board		X		

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

## Purpose

To obtain Board approval of a recommendation to relocate the full-time staffed booth at the Kingsbridge Road **B D** station from its existing location at the station's northern entrance on 196<sup>th</sup> Street and Grand Concourse to the station's southern entrance at Kingsbridge Road and Grand Concourse, where new ADA elevators are currently being installed.

## Discussion

The Kingsbridge Road station is currently served by two control areas: 1) N221 at the north end of the station (at 196<sup>th</sup> Street) is currently the station's only control area that is staffed; 2) N220 at the south end of the station (at Kingsbridge Road) currently operates as an unstaffed control area. The station is an ADA key station and from a layout and construction perspective, southern control area N220 is the better location for retrofitting the station with ADA elevators. Construction for the ADA retrofit began in March of 2012 and the elevators are expected to be in operation in the spring of 2014. While it is not required to have staff in the vicinity of elevators, it is considered good practice, allowing passengers using wheelchairs direct access to a station agent.

Details of this planned relocation have been shared with the community at various meetings during the course of the project.

A public hearing was held for this action on March 19, 2013. The only pertinent comment received voiced support for the proposed action; the commenter stated that the southern entrance at Kingsbridge Road should always have been where the full-time staffed agent is located. The only other comment that was received was a more general comment in which the notion of having all station entrances served by full-time station agents was recommended.

# Staff Summary



New York City Transit

Page 2 of 2

## Recommendation

Relocate the full-time staffed booth from 196<sup>th</sup> Street and Grand Concourse to Kingsbridge Road and Grand Concourse.

## Alternatives to the Proposed Service Change

*Do Nothing.* Under this scenario, station operations would remain as they currently are with one exception. The exception is: by the spring of 2014, ADA elevators will be installed at the southern end of the station and customers wishing to use the elevators would not have access to a station agent. While it is not required to have staff in the vicinity of elevators, it is considered good practice.

## Budget Impact

The proposed change is cost neutral since the station, which currently has one full-time staffed booth, will continue to operate with one full-time staffed booth.

## Proposed Implementation Date

NYC Transit will implement this change in conjunction with the opening of the ADA elevators. The anticipated completion of the elevator installation is during the spring of 2014.

Approved for Submission to the Board:

Thomas F. Prendergast  
President

## **BOARD RESOLUTION**

WHEREAS, in a Staff Summary dated April 3, 2013, the Chief of Operations Planning has recommended the following action:

- Relocate the full-time staffed area of the Kingsbridge Road **B D** station

WHEREAS, a public hearing was held on the proposed changes on March 19, 2013 and a summary of public comment and NYC Transit staff response accompanied the Staff Summary; and

WHEREAS, upon a review of the Staff Summary and the documents referenced in or attached to it, the Board has determined that the proposed changes would provide ADA customers with direct access to a station agent;

NOW, THEREFORE IT IS RESOLVED that the Board approves the service changes described in said Staff Summary and attachments; and authorizes the President or his designee to implement such changes at such time as deemed practicable.

## Relocation of Full-time Staffed Service Booth at Kingsbridge Road **B** **D** Station

N220 Control area at Kingsbridge Road:

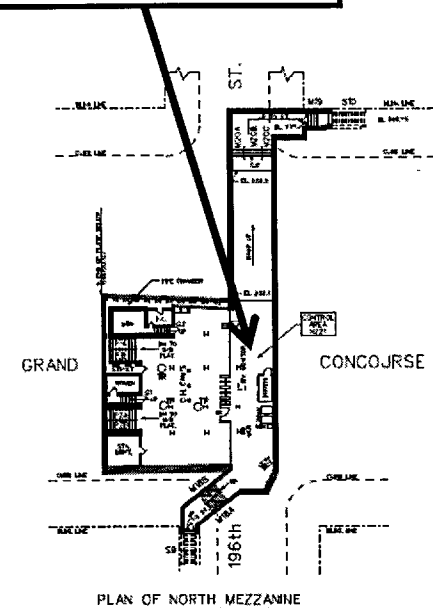
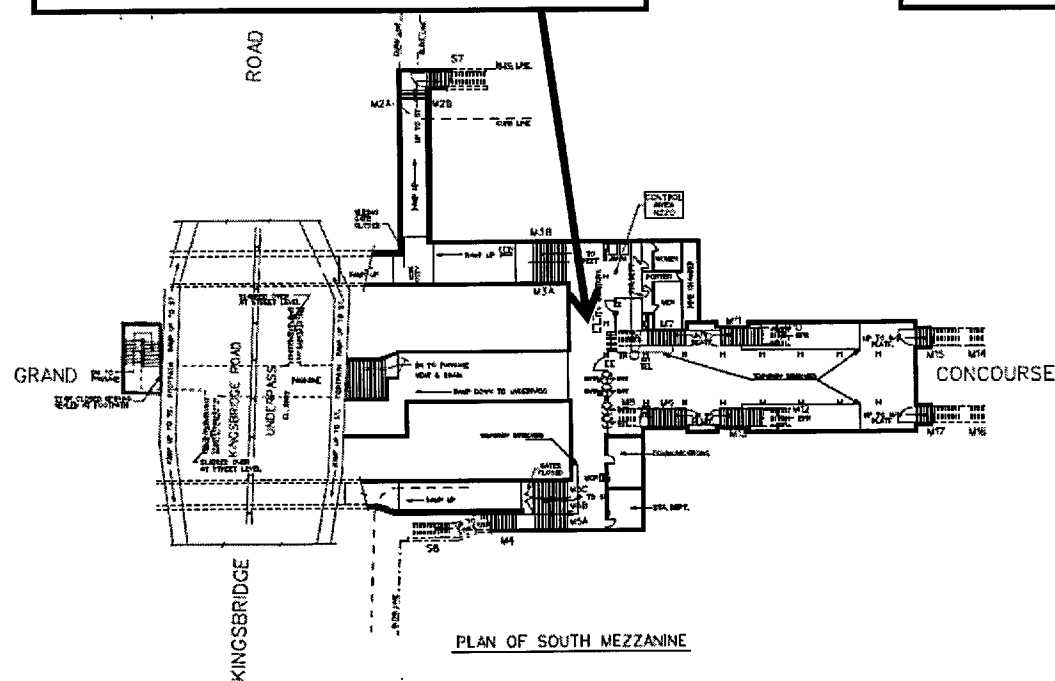
Currently is unstaffed.

Proposed: Place ADA street and platform elevators in this control area and operate as a staffed control area; relocate agent booth from N221.

N221 Control area at 196<sup>th</sup> Street:

Currently is station's staffed control area.

Proposed: Relocate agent booth to station's southern control area and operate N221 unstaffed.





**Bus Company**

# Report

**SERVICE CHANGES: NYCT / MTA BUS OPERATIONS  
COMMITTEE NOTIFICATION:  
BUS SCHEDULE CHANGES  
EFFECTIVE JUNE 2013**

**SERVICE ISSUE:**

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

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

**RECOMMENDATION:**

Fifteen bus schedule changes (Weekday, or Saturday, or Sunday) on a total of twelve routes are proposed for implementation in June 2013.

**ESTIMATED IMPACT:**

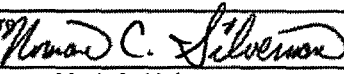
The June 2013 schedule changes represent a net increase of approximately \$250,000 annually. This is due in part to anticipated "Sandy" ridership retention following restoration of A-train service from the Rockaways, which is supplemental to prior growth trends.





**PLANNED IMPLEMENTATION:**

Late June 2013.

# Staff Summary

Page 1 of 2

<b>Subject</b>		Bus Schedule Changes Effective June 2013			
<b>Department</b>		Operations Planning			
<b>Department Head Name</b>		Norman C. Silverman			
<b>Department Head Signature</b>					
<b>Project Manager Name</b>		Mark A. Holmes			
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	President		X		
2	Bus Ops Cmte			X	

<b>Date</b>		April 2, 2013	
<b>Vendor Name</b>		N/A	
<b>Contract Number</b>		N/A	
<b>Contract Manager Name</b>		N/A	
<b>Table of Contents Ref #</b>		N/A	
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
4	President		4/2/13
3	Executive Vice President		
2	VP, Intergovernmental and Community Affairs		
1	Vice President, Operations Planning.		

## Narrative

### PURPOSE:

The purpose of this staff summary is to obtain Presidential approval, and to inform the NYCT / MTA Bus Operations Committee, of ongoing bus schedule changes in response to changes in ridership, and revised running times that more closely match operating conditions.

### DISCUSSION:

Under the MTA Bus schedule review program, all of the weekday express and local bus route schedules are evaluated at least once each year. Approximately half of the weekend MTA Bus local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the prior review and in cases where particular complaints or issues have been identified. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Bus schedule changes identified for implementation in June 2013 are a product of MTA Bus' continuing effort to review and revise bus schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-approved bus loading guidelines. Note that only full time changes are reported; routine recurring seasonal changes are not included.

# Staff Summary

Page 2 of 2

## **RECOMMENDATION:**

Fifteen bus schedule changes affecting twelve routes which include Weekday, or Saturday or Sunday service have been identified for implementation in June 2013.

1. Eleven of the bus schedule changes contain increases in service frequency and/or spans of service to more closely align service with customer demand.
2. Four of the bus schedule changes contain decreases in service frequency and/or spans of service to more closely align service with customer demand in conformance with MTA loading guidelines for bus operation.

## **ALTERNATIVES:**

*Do nothing.* Under this alternative MTA Bus would not make service level adjustments to better meet changes in customer demand and deal with changing ridership conditions.

This would not be responsive to changes in customer demand and operating conditions and is not considered a viable course of action.

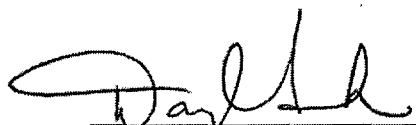
## **IMPACT OF FUNDING:**

Implementation of the June 2013 schedule changes represents a net increase of approximately \$250,000 annually. This is due in part to anticipated "Sandy" ridership retention following restoration of A-train service from the Rockaways, which is supplemental to prior growth trends.

## **IMPLEMENTATION:**

Late June 2013.

Approved:

  
\_\_\_\_\_  
Darryl C. Irick  
President

**Attachment 1  
Weekday**

**MTA Bus**

**Summary of Service Span and Frequency Changes by Time Period  
Summer 2013**

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

WEEKDAY	Span Changes		AM Peak		Midday		PM Peak		Evening	
			Scheduled Headway in Minutes		Scheduled Headway in Minutes		Scheduled Headway in Minutes		Scheduled Headway in Minutes	
Route	Existing	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
B103	5:49am-12:15am (e/b)	5:49am-1:15am (e/b)	2.5	3.5	7.5	7.5	3.5	4.0	20	20
	5:00am-11:00pm (w/b)	5:00am-12:00am (w/b)	2.5	3.5	7.5	7.5	3.5	4.0	20	20
Q18	No Change (e/b)	No Change (e/b)	12	12	20	20	10	10	20	30
	4:00am - 1:15am (w/b)	4:00am - 1:00am (w/b)	10	8.5	20	20	10	10	30	30
Q39	No Change	No Change	12	10	15	20	12	12	30	30
Q49	No Change	No Change	4	3	15	15	4	3	10	8.5
Q53	5:40am - 12:00am (s/b)	5:00am - 1:00am (s/b)	8.5	7.5	10	10	8.5	8.5	12	12
	5:00am - 1:10am (n/b)	4:30am - 2:10am (n/b)	6	7	10	10	8.5	8.5	15	15
QM1	No Change	No Change	13	11	60	60	12	12	n/a	n/a
QM4	No Change	No Change	12	10	60	60	15	15	60	60
QM5	No Change	No Change	6	5	30	30	8.5	8.5	60	60

**Attachment 1  
Saturday**

**MTA Bus Company Operations Planning  
Summary of Service Span and Frequency Changes by Time Period  
Summer 2013**

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

<b>SATURDAY</b>	<b>Span Changes</b>		<b>Late Morning</b>		<b>Midday</b>		<b>Late Afternoon</b>		<b>Evening</b>	
			<b>Scheduled Headway in Minutes</b>		<b>Scheduled Headway in Minutes</b>		<b>Scheduled Headway in Minutes</b>		<b>Scheduled Headway in Minutes</b>	
<b>Route</b>	<b>Existing</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>
<b>B103</b>	6:40am-12:20am (e/b)	6:40am-1:20am (e/b)	10	10	7.5	7.5	7.5	7.5	20	20
	5:30am-11:00pm (w/b)	5:30am-12:00am (w/b)	10	10	7.5	7.5	7.5	7.5	20	20
<b>Q52</b>	No Change	No Change	30	20	30	20	30	20	30	30

**Attachment 1  
Sunday**

**MTA Bus Company Operations Planning  
Summary of Service Span and Frequency Changes by Time Period  
Summer 2013**

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

<b>SUNDAY</b>	<b>Span Changes</b>		<b>Late Morning</b>		<b>Midday</b>		<b>Late Afternoon</b>		<b>Evening</b>	
			<b>Scheduled Headway in Minutes (*)</b>		<b>Scheduled Headway in Minutes (*)</b>		<b>Scheduled Headway in Minutes (*)</b>		<b>Scheduled Headway in Minutes (*)</b>	
<b>Route</b>	<b>Existing</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>
B103	7:15am-12:15am (e/b)	7:15am-1:15am (e/b)	20	20	10	10	10	10	20	20
	6:00am-11:00pm (w/b)	6:00am-12:00am (w/b)	20	20	10	10	10	10	20	20
Q52	No Change		30	20	30	20	30	20	30	30
BxM3	9:30am-10:30pm (s/b)	9:30am-9:30pm (s/b)	60	60	60	60	60	60	60	60
	10:15am-11:15pm (n/b)	11:00am-11:00pm (n/b)	60	60	60	60	60	60	60	60
BxM4	9:10am-10:10pm (s/b)	9:00am-9:00pm (s/b)	60	60	60	60	60	60	60	60
	10:45am-10:45pm (n/b)	10:30am-10:30pm (n/b)	60	60	60	60	60	60	60	60
BxM9	7:00am-10:00pm (s/b)	7:15am-10:15pm (s/b)	60	60	60	60	60	60	60	60
	9:10am-12:10am (n/b)	9:30am-12:30am (n/b)	60	60	60	60	60	60	60	60

## **8. SPECIAL REPORTS**

# Report



## SPECIAL REPORTS AND PRESENTATIONS: METROCARD REPORT

### MetroCard Market Share

Actual February 2013 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>February 2012</u>	<u>February 2013*</u>	<u>Difference</u>
Cash	3.1%	2.9%	(0.2%)
Single-Ride Ticket	1.1%	1.0%	(0.1%)
Bonus Pay-Per-Ride	37.6%	38.5%	0.9%
Non-Bonus Pay-Per-Ride	10.1%	9.7%	(0.3%)
7-Day Farecard	16.5%	16.8%	0.4%
30-Day Farecard	<u>31.7%</u>	<u>31.1%</u>	(0.6%)
Total	100.0%	100.0%	

\* Preliminary

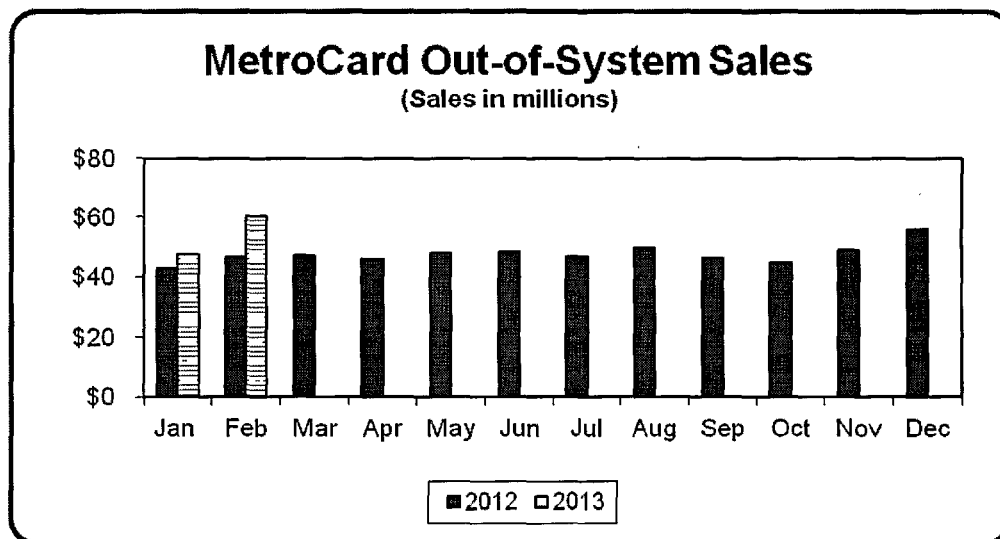
*Note: Percentages may not add due to rounding.*

### **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 February 2013 was 5,138, a 5.5 percent decrease from the same period last year. The average value of a credit issued was \$62.95.

### **MetroCard Extended Sales**

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$60.5 million in February 2013, a 29.5 percent increase compared to February 2012. Year to date sales totaled \$108.1 million, a 20.4 percent increase compared to the same period last year.



#### *Retail Sales*

There were 4,419 active out-of-system sales and distribution locations for MetroCards, generating \$34.5 million in sales revenue during February 2013.

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

Sales of 246,100 MetroCards valued at approximately \$19.0 million were made in February 2013 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$77.08. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 48,605 for February 2013, generating an additional \$5.4 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$47.9 million, a 25.8 percent increase when compared to last year.

### **Mobile Sales Program**

In February 2013, the Mobile Sales unit completed 208 site visits, of which 149 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$117,000 in revenue was generated. In February 2013, the Mobile Sales unit assisted and enabled 1,488 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as continued support to Howard Beach locations under a General Order (Queens).

### **Reduced-Fare Program**

During February 2013 enrollment in the Reduced-Fare Program increased by 5,512 new customers, while 191 customers left the program. The total number of customers in the program is 816,721. Seniors account for 661,745 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 154,976 customers. Of those, a total of 34,078 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Reduced-fare customers added approximately \$5.5 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In February 2013, the EasyPay Reduced Fare program enrollment totaled 123,975 accounts. During the month, EasyPay customers accounted for approximately 1.7 million subway and bus rides with \$1.4 million charged to their accounts. Each account averaged 26 trips per month, with an average monthly bill of \$15.

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

In February 2013, the EasyPay Xpress PPR program enrollment totaled 55,568 accounts. During this month, Xpress PPR customers accounted for approximately 987,000 subway, express bus and local bus rides with \$2.2 million charged to their accounts. Each account averaged 23 trips per month, with an average monthly bill of \$50.

### **EasyPay Xpress Unlimited Program**

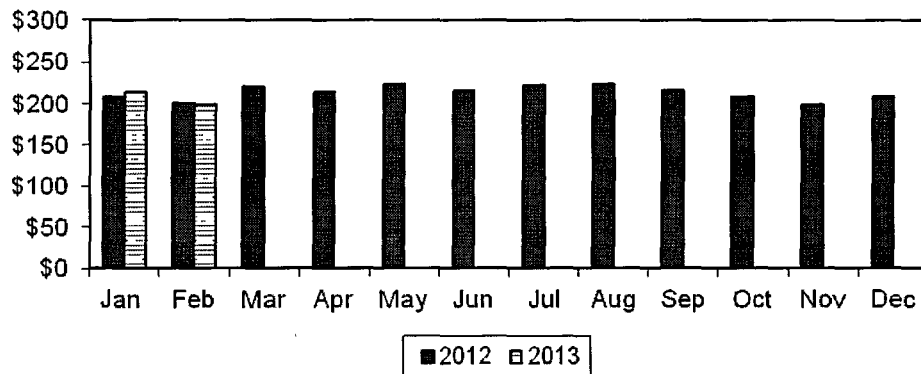
In February 2013, the EasyPay Xpress Unlimited program enrollment totaled 10,061 accounts. During this month, Xpress Unlimited customers accounted for approximately 435,000 subway and local bus rides with \$736,000 charged to their accounts. Each account averaged 49 trips per month with a fixed monthly bill of \$104.

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

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during February 2013 totaled \$200.1 million, on a base of 12.8 million customer transactions. This represents a 1.4 percent increase in vending machine sales compared to the same period last year. During February 2013, MEMs accounted for 1,533,387 transactions resulting in \$38,753,505 in sales. Debit/credit card purchases account for 73.9 percent of total vending machine revenue, while cash purchases account for 26.1 percent. Debit/credit card transactions account for 46.2 percent of total vending machine transactions, while cash transactions account for 53.8 percent. The average credit sale is \$28.90, more than three times the average cash sale of \$7.54. The average debit sale is \$19.65.

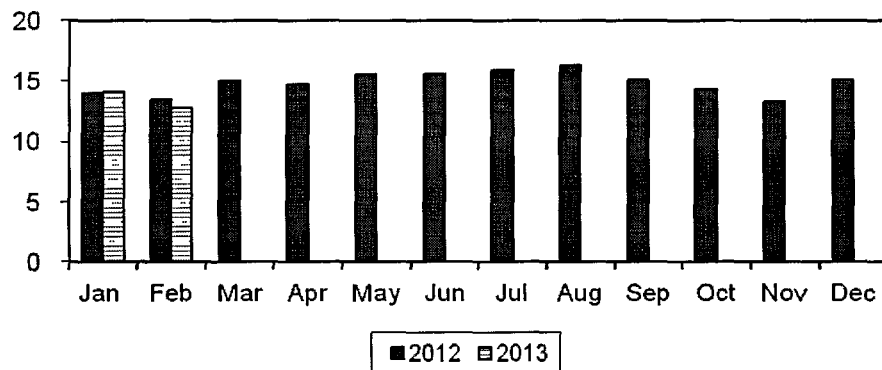
## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)



# Report



**New York City Transit**

## **MTA NEW YORK CITY TRANSIT 2012 YEAR-END REPORT SUMMARY**

### **2012 ACCRUAL RESULTS-FINAL ESTIMATE VERSUS ACTUAL RESULTS**

Operating revenues exceeded the Estimate by \$70.7 million (1.8 percent). Farebox revenue was higher than the Estimate by \$68.2 million (1.9 percent). Excluding the impact of Tropical Storm Sandy (Sandy), which represented a reduced revenue loss from the Estimate of \$33.9 million, farebox revenue was favorable to the Estimate by \$34.3 million (0.9 percent). Other operating revenue was higher than the Estimate by \$2.6 million (0.8 percent).

Operating expenses (before depreciation, other post-employment benefits, and environmental remediation) were lower than the Estimate by \$86.9 million (1.3 percent). Labor expenses were favorable by \$8.9 million (0.2 percent), including \$56.9 million (6.3 percent) of health & welfare/OPEB current expense underruns and salary & wage underruns of \$18.7 million (0.6 percent), mostly offset by increased other fringe benefit expenses of \$66.1 million (22.4 percent), due to additional Workers' Compensation reserve requirements. Non-labor expenses were less than the Estimate by \$78.0 million (4.9 percent), due mainly to reduced public liability claims reserve requirements, and underruns in electric power, materials & supplies and maintenance contracts.

Depreciation expenses were below the Estimate by \$28.9 million (2.0 percent), due to the timing of assets reaching beneficial use.

Other post-employment benefit expenses were \$1,391.0 million, \$36.0 million (2.7 percent) higher than the Estimate, based on current actuarial information. These accrued expenses were consistent with the requirements of GASB Statement #45, adopted in 2007.

Environmental remediation expenses of \$15.8 million were accrued in 2012, consistent with the requirements of GASB Statement #49, adopted in 2008.

### **2012 CASH RESULTS-FINAL ESTIMATE VERSUS ACTUAL RESULTS**

MTA New York City Transit's net operating cash deficit (excluding subsidies and debt service) at the end of 2012 was \$2,714.5 million, \$25.2 million (0.9 percent) less than the Estimate. This net favorable variance consisted of \$138.9 million of favorable real variances and \$113.8 million of unfavorable timing variances, which will be offset in 2013. These variances are detailed in subsequent sections of this report.

**MTA NEW YORK CITY TRANSIT  
2012 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES  
ACCRUAL BASIS**

**2012 FINAL ESTIMATE VS. ACTUALS**

**Non-Reimbursable**

**Operating Revenues**

- **Farebox Revenue.** Farebox revenue of \$3,723.0 million was \$68.2 million (1.9 percent) above the Estimate. Excluding the impact of Sandy, which represented a reduced revenue loss from the Estimate of \$33.9 million, farebox revenue was favorable to the Estimate by \$34.3 million (0.9 percent), of which subway revenue increased by \$13.5 million (0.5 percent), bus revenue was higher by \$2.2 million (0.2 percent), paratransit revenue was lower by \$0.5 million (3.4 percent) and non-cash fare media liability increased by \$19.1 million (25.1 percent). The fare media liability increase was due to an unanticipated increase in residual values on expired MetroCards, believed to be a short-term effect of the December 2010 fare increase. Total 2012 ridership was 2,331.8 million, 16.3 million (0.7 percent) above the Estimate. Excluding the impact of Sandy, which represented a reduced ridership loss of 8.0 million from the Estimate, total ridership increased by 8.3 million (0.3 percent), including a subway ridership increase of 3.9 million (0.2 percent), a bus ridership increase of 4.6 million (0.7 percent), and a paratransit reduction of 0.3 million (2.9 percent). The 2012 average non-student subway and bus fare was \$1.65, 0.9¢ higher than in 2011. However, in constant 1996 dollars, the 2012 average fare was \$1.09, a decrease of 29¢ from 1996, before MetroCard fare incentives began.
- **Other Operating Revenue.** Other operating revenue of \$331.7 million exceeded the Estimate by \$2.6 million (0.8 percent), due mostly to higher paratransit Urban Tax revenue, partly offset by underruns in advertising revenue and Transit Adjudication Bureau (TAB) fees.

**Operating Expenses**

- **Payroll.** Payroll expenses of \$2,869.5 million were below the Estimate by \$22.8 million (0.8 percent), including real savings of \$21.1 million and \$1.7 million of favorable expense timing. The \$1.7 million timing variance represents backlogged maintenance work caused by Sandy. The \$21.1 million real savings was primarily due to the reassignment of employees to Sandy recovery work, which was separately budgeted. Since the regular jobs that reassigned employees did not perform were also budgeted, this resulted in an underrun.

- **Overtime.** Overtime expenses of \$345.4 million were higher than the Estimate by \$4.1 million (1.2 percent), including \$15.3 million of real overruns due mostly to higher than estimated Sandy expense which was over by \$12.6 million. The variance from estimate also includes a favorable timing of expenses of \$11.2 million primarily due to "banked" overtime worked in 2012 but paid in January 2013 (\$5.4 million), and maintenance work deferred from 2012 due to Sandy (\$5.9 million). Note that the underrun for the deferred 2012 maintenance work was realized in payroll expense (noted above) whereas it is anticipated that the 2013 expense for this work will be largely overtime.
- **Health & Welfare (including OPEB current payment).** Health & welfare expenses of \$852.4 million were below the Estimate by \$56.9 million (6.3 percent), due to favorable rates and year-end accrual adjustments, as well as the receipt of prior year prescription drug credits not anticipated in the Estimate.
- **Other Fringe Benefits.** Other fringe benefit costs of \$361.7 million overran the Estimate by \$66.1 million (22.4 percent). This increase was due mainly to additional Workers' Compensation reserve requirements, based on statutory increases in rates of payouts per case and increased medical costs.
- **Electric Power.** Power expenses of \$295.2 million were favorable to the Estimate by \$21.1 million (6.7 percent), due mainly to lower prices.
- **Claims.** Claims expenses of \$63.8 million were under the Estimate by \$28.2 million (30.6 percent). This decrease was due primarily to a reduction in reserve requirements, based on current actuarial information, which reflected the recent experience of a lower rate of payout per major claim.
- **Paratransit Service Contracts.** Paratransit service contract expenses of \$360.5 million were favorable to the Estimate by \$6.3 million (1.7 percent), largely due to the impact of lower completed trips, in part caused by Sandy, reduced activity at the call center, and lower fleet maintenance and overhaul requirements.
- **Maintenance and Other Operating Contracts.** Maintenance contract expenses of \$140.5 million were favorable to the Estimate by \$16.1 million (10.3 percent), including \$1.3 million of favorable real savings and \$14.8 million of the favorable timing of expenses, mostly attributable to procurement delays to replace vehicles lost due to Sandy, and delays involving normal vehicle purchases and deliveries, the Station Painting Program, and the disposal of railcars.

- **Professional Service Contracts.** Professional service contract expenses of \$136.7 million were \$7.8 million (6.1 percent) above the Estimate, representing \$13.3 million of unfavorable real variances, including Workers' Compensation Board, bond services, professional/medical service expenses and various year-end accrual adjustments, and \$5.5 million of favorable timing variances, due primarily to a delay in the relocation of the data center.
- **Materials and Supplies.** Materials and supplies expenses of \$246.8 million were below the Estimate by \$16.5 million (6.3 percent) including \$6.6 million of favorable real variances, due mostly to higher scrap and surplus sales, and \$9.9 million of favorable timing variances involving subways scheduled maintenance (SMS) materials, signals-related materials, and bus driver barriers.

### **Reimbursable Expenses**

- Total reimbursable expenses were below the Estimate by \$17.9 million (2.0 percent). Labor expenses underran by \$24.7 million (3.2 percent), due largely to reduced capital project work in part due to Sandy, favorably impacting payroll, overtime, direct fringe benefit overhead and reimbursable overhead expenses. Non-labor expenses were unfavorable by \$6.8 million (6.5 percent), including \$11.6 million of real unfavorable results and \$4.8 million of favorable timing variances, including AFC modernization work, rollover funding for the Thin Client project and portable radio replacements, reclassification of data processing charges to reimbursable and delays in replacement of Integrated Farebox Unit components.

**MTA NEW YORK CITY TRANSIT  
2012 YEAR-END REPORT  
SUMMARY**

**2012 ACCRUAL RESULTS – ADOPTED BUDGET (Budget) VERSUS  
ACTUAL RESULTS**

Operating revenues exceeded the Budget by \$25.0 million (0.6 percent). Farebox revenue was higher than the Budget by \$18.5 million (0.5 percent). Excluding the impact of Sandy, which included actual revenue losses of \$51.4 million, farebox revenue was favorable to the Budget by \$70.0 million (1.9 percent), including a subway revenue increase of \$38.7 million (1.4 percent), a bus revenue decrease of \$6.0 million (0.7 percent), a paratransit revenue decrease of \$1.9 million (11.3 percent) and a fare media liability increase of \$39.2 million (69.7 percent). The fare media liability increase was due to an unanticipated increase in residual values on expired MetroCards, believed to be a short-term effect of the December 2010 fare increase. Other operating revenue was higher than the Budget by \$6.5 million (2.0 percent), due largely to higher advertising and paratransit Urban Tax revenues.

Operating expenses (before depreciation, other post-employment benefits, and environmental remediation) were higher than Budget by \$59.1 million (0.9 percent). Labor expenses were unfavorable by \$224.5 million (4.5 percent), due primarily to higher other fringe benefits of \$104.3 million (40.5 percent), mainly due to increased Workers' Compensation reserve requirements, increased overtime expenses of \$83.4 million (31.8 percent), mostly due to the impact of Sandy, vacancy/employee availability coverage and additional maintenance requirements, and higher pension expenses (mostly NYCERS) of \$58.7 million (6.4 percent). Non-labor expenses were less than Budget by \$165.3 million (9.8 percent), including paratransit service contract savings of \$43.7 million (10.8 percent), resulting from lower completed trips and related efficiencies, materials & supplies underruns/timing of \$34.0 million (12.1 percent), reduced public liability claims reserve requirements of \$31.2 million (32.9 percent), maintenance contract underruns/timing of \$24.4 million (14.8 percent) and fuel price savings of \$16.5 million (9.2 percent).

Depreciation expenses were below Budget by \$28.9 million (2.0 percent), due to the timing of assets reaching beneficial use.

Other post-employment benefit expenses were \$1,391.0 million, \$461.1 million (49.6 percent) higher than Budget, based on current actuarial information. These accrued expenses were consistent with the requirements of GASB Statement #45, adopted in 2007.

Environmental remediation expenses of \$15.8 million were accrued in 2012, consistent with the requirements of GASB Statement #49, adopted in 2008.

**MTA NEW YORK CITY TRANSIT**  
**2012 Year-End Report**  
**Accrual Statement of Operations by Category**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**(\$ in millions)**

**NON-REIMBURSABLE**

	December 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual*	Adopted Budget		Final Estimate	
	Budget	Estimate		\$	%	\$	%
	\$	\$	\$	\$		\$	
<b>Revenue</b>							
Farebox Revenue:							
Subway	2,746 177	2,705,776	2,742 049	(4.128)	(0.2)	36.273	1.3
Bus	885,066	857,198	870 480	(14.586)	(1.6)	13.282	1.5
Paratransit	17 003	15,625	15 086	(1.917)	(11.3)	(0.539)	(3.4)
Fare Media Liability	56 221	76 221	95,366	39.145	69.6	19.145	25.1
<b>Total Farebox Revenue</b>	<b>3,704,467</b>	<b>3,654,820</b>	<b>3,722,981</b>	<b>18,514</b>	<b>0.5</b>	<b>68.161</b>	<b>1.9</b>
Other Operating Revenue:							
Fare Reimbursement	84 016	84 016	84,016	0.000	-	0.000	-
Paratransit Reimbursement	132,619	132 111	135 510	2.891	2.2	3.399	2.6
Other	108,592	113 011	112 166	3.574	3.3	(0.845)	(0.7)
<b>Total Other Operating Revenue</b>	<b>325 227</b>	<b>329,138</b>	<b>331,692</b>	<b>6,465</b>	<b>2.0</b>	<b>2,554</b>	<b>0.8</b>
Capital and Other Reimbursements	0 000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>4,029,694</b>	<b>3,983,958</b>	<b>4,054,673</b>	<b>24,979</b>	<b>0.6</b>	<b>70,715</b>	<b>1.8</b>
<b>Expenses</b>							
Labor:							
Payroll	2,854,024	2,892 306	2,869,509	(15,485)	(0.5)	22,797	0.8
Overtime	262 032	341 328	345 432	(83,400)	(31.8)	(4,104)	(1.2)
<b>Total Salaries &amp; Wages</b>	<b>3,116 056</b>	<b>3,233,634</b>	<b>3,214 941</b>	<b>(98,885)</b>	<b>(3.2)</b>	<b>18,693</b>	<b>0.6</b>
Health and Welfare	579,552	595 536	554 423	25,129	4.3	41,113	6.9
OPEB Current Payment	318 496	313,732	297,965	20,531	6.4	15,767	5.0
Pensions	923 235	986,753	981,908	(58,673)	(6.4)	4,845	0.5
Other Fringe Benefits	257,421	295 585	361,697	(104,276)	(40.5)	(66,112)	(22.4)
<b>Total Fringe Benefits</b>	<b>2,078,704</b>	<b>2,191,606</b>	<b>2,195,993</b>	<b>(117,289)</b>	<b>(5.6)</b>	<b>(4,387)</b>	<b>(0.2)</b>
Reimbursable Overhead	(197 131)	(194 279)	(188,844)	(8 287)	(4.2)	(5,435)	(2.8)
<b>Total Labor Expenses</b>	<b>4,997,629</b>	<b>5,230,961</b>	<b>5,222,090</b>	<b>(224,461)</b>	<b>(4.5)</b>	<b>8,871</b>	<b>0.2</b>
Non-Labor:							
Electric Power	301,031	316 273	295 202	5,829	1.9	21,071	6.7
Fuel	180 226	163 173	163 697	16,529	9.2	(0,524)	(0.3)
Insurance	68 387	53,698	53,949	14,438	21.1	(0,251)	(0.5)
Claims	95 039	91 978	63,790	31,249	32.9	28,188	30.6
Paratransit Service Contracts	404 194	366 797	360 500	43,694	10.8	6,297	1.7
Maintenance and Other Operating Contracts	164,920	156 635	140 511	24,409	14.8	16,124	10.3
Professional Service Contracts	128,111	128 909	136 745	(8,634)	(6.7)	(7,836)	(6.1)
Materials & Supplies	280 802	263,307	246 839	33 963	12.1	16,468	6.3
Other Business Expenses	67,817	62 421	63,972	3,845	5.7	(1,551)	(2.5)
<b>Total Non-Labor Expenses</b>	<b>1,690,527</b>	<b>1,603,191</b>	<b>1,525,205</b>	<b>165,322</b>	<b>9.8</b>	<b>77,986</b>	<b>4.9</b>
Other Expense Adjustments:							
Other	0 000	0 000	0.000	0.000	-	0.000	-
<b>Total Other Expense Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenses Before GASB Adjs.</b>	<b>6,688,156</b>	<b>6,834,152</b>	<b>6,747,295</b>	<b>(59,139)</b>	<b>(0.9)</b>	<b>86,857</b>	<b>1.3</b>
Depreciation	1,445 000	1,445 000	1,416 063	28,937	2.0	28,937	2.0
Other Post Employment Benefits	929,883	1,354 951	1,390 966	(461,083)	(49.6)	(36,015)	(2.7)
Environmental Remediation	0 000	0 000	15,813	(15,813)	-	(15,813)	-
<b>Total Expenses</b>	<b>9,063,039</b>	<b>9,634,103</b>	<b>9,570,137</b>	<b>(507,098)</b>	<b>(5.6)</b>	<b>63,966</b>	<b>0.7</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(5,033,345)</b>	<b>(5,650,145)</b>	<b>(5,515,464)</b>	<b>(482,119)</b>	<b>(9.6)</b>	<b>134,681</b>	<b>2.4</b>

\*Subject to year-end audit  
Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**2012 Year-End Report**  
**Accrual Statement of Operations by Category**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**(\$ in millions)**

<b>REIMBURSABLE</b>	<b>December 2012 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted</b>	<b>Final</b>	<b>Actual*</b>	<b>Adopted Budget</b>		<b>Final Estimate</b>	
	<b>Budget</b>	<b>Estimate</b>		<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	883.028	884.253	866.340	(16.688)	(1.9)	(17.913)	(2.0)
<b>Total Revenue</b>	<b>883.028</b>	<b>884.253</b>	<b>866.340</b>	<b>(16.688)</b>	<b>(1.9)</b>	<b>(17.913)</b>	<b>(2.0)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	369.029	347.770	335.991	33.038	9.0	11.779	3.4
Overtime	64.565	75.640	74.854	(10.289)	(15.9)	0.786	1.0
<b>Total Salaries &amp; Wages</b>	<b>433.594</b>	<b>423.410</b>	<b>410.845</b>	<b>22.749</b>	<b>5.2</b>	<b>12.565</b>	<b>3.0</b>
<b>Health and Welfare</b>	<b>23.614</b>	<b>23.529</b>	<b>22.293</b>	<b>1.321</b>	<b>5.6</b>	<b>1.236</b>	<b>5.3</b>
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	18.504	33.063	31.687	(13.183)	(71.2)	1.376	4.2
Other Fringe Benefits	108.974	104.584	100.453	8.521	7.8	4.131	3.9
<b>Total Fringe Benefits</b>	<b>151.092</b>	<b>161.176</b>	<b>154.433</b>	<b>(3.341)</b>	<b>(2.2)</b>	<b>6.743</b>	<b>4.2</b>
Reimbursable Overhead	197.131	194.279	188.844	8.287	4.2	5.435	2.8
<b>Total Labor Expenses</b>	<b>781.817</b>	<b>778.865</b>	<b>754.122</b>	<b>27.695</b>	<b>3.5</b>	<b>24.743</b>	<b>3.2</b>
<b>Non-Labor:</b>							
Electric Power	0.252	0.268	0.307	(0.055)	(21.8)	(0.039)	(14.6)
Fuel	0.022	0.043	0.021	0.001	4.5	0.022	51.2
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	1.493	(1.493)	-	(1.493)	-
Maintenance and Other Operating Contracts	33.110	32.501	37.350	(4.240)	(12.8)	(4.849)	(14.9)
Professional Service Contracts	16.983	22.130	19.052	(2.069)	(12.2)	3.078	13.9
Materials & Supplies	49.283	48.357	51.052	(1.769)	(3.6)	(2.695)	(5.6)
Other Business Expenses	1.561	2.089	2.943	(1.382)	(88.5)	(0.854)	(40.9)
<b>Total Non-Labor Expenses</b>	<b>101.211</b>	<b>105.388</b>	<b>112.218</b>	<b>(11.007)</b>	<b>(10.9)</b>	<b>(6.830)</b>	<b>(6.5)</b>
<b>Other Expense Adjustments:</b>							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expense Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenses</b>	<b>883.028</b>	<b>884.253</b>	<b>866.340</b>	<b>16.688</b>	<b>1.9</b>	<b>17.913</b>	<b>2.0</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>

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**MTA NEW YORK CITY TRANSIT**  
**2012 Year-End Report**  
**Accrual Statement of Operations by Category**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**(\$ in millions)**

<b>NON-REIMBURSABLE &amp; REIMBURSABLE</b>	<b>December 2012 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<u>Adopted Budget</u> \$	<u>Final Estimate</u> \$	<u>Actual*</u> \$	<u>Adopted Budget</u> \$	<u>%</u>	<u>Final Estimate</u> \$	<u>%</u>
<b>Revenue</b>							
Farebox Revenue:							
Subway	2,746,177	2,705,776	2,742,049	(4,128)	(0.2)	36,273	1.3
Bus	885,066	857,198	870,480	(14,586)	(1.6)	13,282	1.5
Paratransit	17,003	15,625	15,086	(1,917)	(11.3)	(0,539)	(3.4)
Fare Media Liability	56,221	76,221	95,366	39,145	69.6	19,145	25.1
<b>Total Farebox Revenue</b>	<b>3,704,467</b>	<b>3,654,820</b>	<b>3,722,981</b>	<b>18,514</b>	<b>0.5</b>	<b>68,161</b>	<b>1.9</b>
Other Operating Revenue:							
Fare Reimbursement	84,016	84,016	84,016	0,000	-	0,000	-
Paratransit Reimbursement	132,619	132,111	135,510	2,891	2.2	3,399	2.6
Other	108,592	113,011	112,166	3,574	3.3	(0,845)	(0.7)
Total Other Operating Revenue	325,227	329,138	331,692	6,465	2.0	2,554	0.8
Capital and Other Reimbursements	883,028	884,253	866,340	(16,688)	(1.9)	(17,913)	(2.0)
<b>Total Revenue</b>	<b>4,912,722</b>	<b>4,868,211</b>	<b>4,921,013</b>	<b>8,291</b>	<b>0.2</b>	<b>52,802</b>	<b>1.1</b>
<b>Expenses</b>							
Labor:							
Payroll	3,223,053	3,240,076	3,205,500	17,553	0.5	34,576	1.1
Overtime	326,597	416,968	420,286	(93,689)	(28.7)	(3,318)	(0.8)
<b>Total Salaries &amp; Wages</b>	<b>3,549,650</b>	<b>3,657,044</b>	<b>3,625,786</b>	<b>(76,136)</b>	<b>(2.1)</b>	<b>31,258</b>	<b>0.9</b>
Health and Welfare	603,166	619,065	576,716	26,450	4.4	42,349	6.8
OPEB Current Payment	318,496	313,732	297,965	20,531	6.4	15,767	5.0
Pensions	941,739	1,019,816	1,013,595	(71,856)	(7.6)	6,221	0.6
Other Fringe Benefits	366,395	400,169	462,150	(95,755)	(26.1)	(61,981)	(15.5)
<b>Total Fringe Benefits</b>	<b>2,229,796</b>	<b>2,352,782</b>	<b>2,350,426</b>	<b>(120,630)</b>	<b>(5.4)</b>	<b>2,356</b>	<b>0.1</b>
Reimbursable Overhead	0,000	0,000	0,000	0,000	-	0,000	-
<b>Total Labor Expenses</b>	<b>5,779,446</b>	<b>6,009,826</b>	<b>5,976,212</b>	<b>(196,766)</b>	<b>(3.4)</b>	<b>33,614</b>	<b>0.6</b>
Non-Labor:							
Electric Power	301,283	316,541	295,509	5,774	1.9	21,032	6.6
Fuel	180,248	163,216	163,718	16,530	9.2	(0,502)	(0.3)
Insurance	68,387	53,698	53,949	14,438	21.1	(0,251)	(0.5)
Claims	95,039	91,978	63,790	31,249	32.9	28,188	30.6
Paratransit Service Contracts	404,194	366,797	361,993	42,201	10.4	4,804	1.3
Maintenance and Other Operating Contracts	198,030	189,136	177,861	20,169	10.2	11,275	6.0
Professional Service Contracts	145,094	151,039	155,797	(10,703)	(7.4)	(4,758)	(3.2)
Materials & Supplies	330,085	311,664	297,891	32,194	9.8	13,773	4.4
Other Business Expenses	69,378	64,510	66,915	2,463	3.6	(2,405)	(3.7)
<b>Total Non-Labor Expenses</b>	<b>1,791,738</b>	<b>1,708,579</b>	<b>1,637,423</b>	<b>154,315</b>	<b>8.6</b>	<b>71,156</b>	<b>4.2</b>
Other Expense Adjustments:							
Other	0,000	0,000	0,000	0,000	-	0,000	-
<b>Total Other Expense Adjustments</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>-</b>	<b>0,000</b>	<b>-</b>
<b>Total Expenses Before GASB Adjs.</b>	<b>7,571,184</b>	<b>7,718,405</b>	<b>7,613,635</b>	<b>(42,451)</b>	<b>(0.6)</b>	<b>104,770</b>	<b>1.4</b>
Depreciation	1,445,000	1,445,000	1,416,063	28,937	2.0	28,937	2.0
Other Post Employment Benefits	929,883	1,354,951	1,390,966	(461,083)	(49.6)	(36,015)	(2.7)
Environmental Remediation	0,000	0,000	15,813	(15,813)	-	(15,813)	-
<b>Total Expenses</b>	<b>9,946,067</b>	<b>10,518,356</b>	<b>10,436,477</b>	<b>(490,410)</b>	<b>(4.9)</b>	<b>81,879</b>	<b>0.8</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(5,033,345)</b>	<b>(5,650,145)</b>	<b>(5,515,464)</b>	<b>(482,119)</b>	<b>(9.6)</b>	<b>134,681</b>	<b>2.4</b>

\*Subject to year-end audit

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

	2012 Adopted Budget vs. Actuals				2012 Final Estimate vs. Actuals			
	2012 Adopted Budget		2012 Final Estimate		Actuals		Var. - Fav./ (Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>								
<u>Scheduled Service</u>	-	\$117.863	-	\$111.082	-	\$110.872	-	\$0.211
							0.0%	0.2%
<u>Unscheduled Service</u>	-	67.638	-	73.479	-	78.712	-	(5.232)
							0.0%	-7.1%
<u>Programmatic/Routine Maintenance</u>	-	61.484	-	96.772	-	97.488	-	(0.716)
							0.0%	-0.7%
<u>Unscheduled Maintenance</u>	-	0.000	-	0.000	-	0.000	-	0.000
							0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	-	0.000	-	15.000	-	15.050	-	(0.050)
							0.0%	-0.3%
<u>Weather Emergencies</u>	-	3.666	-	28.825	-	37.146	-	(8.321)
							0.0%	-28.9%
<u>Safety/Security/Law Enforcement</u>	-	3.022	-	3.074	-	2.923	-	0.150
							0.0%	4.9%
<u>Other</u>	-	8.359	-	13.095	-	3.241	-	9.854
							0.0%	75.2%
<b>TOTAL NON-REIMBURSABLE OVERTIME</b>	-	\$262.032	-	\$341.328	-	\$345.432	-	(\$4.105)
							0.0%	-1.2%
<b>REIMBURSABLE OVERTIME</b>	-	\$64.565	-	\$75.640	-	\$74.854	-	\$0.786
							0.0%	1.0%
<b>TOTAL OVERTIME</b>	-	\$326.597	-	\$416.968	-	\$420.286	-	(\$3.319)
							0.0%	-0.8%

\* Above 100%

Note-Because actual hours are not available at this time, no hours are presented above.

**MTA NEW YORK CITY TRANSIT  
2012 YEAR-END REPORT  
EXPLANATIONS OF CASH RECEIPTS AND EXPENDITURE VARIANCES**

**2012 FINAL ESTIMATE VS. ACTUALS**

**Operating Receipts**

- **Farebox Receipts.** Farebox revenue receipts of \$3,691.2 million were higher than the Estimate by \$49.8 million (1.4 percent), including a favorable real variance of \$60.7 million and an unfavorable timing variance of \$10.9 million, due to the timing of payment of pre-purchases of MetroCards in December.
- **Other Operating Receipts.** Receipts of \$317.8 million were lower than the Estimate by \$27.0 million (7.8 percent), including a real unfavorable variance of \$3.7 million, due mostly to an underrun in advertising receipts, and an unfavorable timing variance of \$23.3 million, representing student fare reimbursements, which were delayed until early 2013, and Transit Adjudication Bureau (TAB) receipts which are also expected to be received in 2013.

**Operating Expenditures**

- **Total Salaries & Wages.** Salary & wage expenditures of \$3,178.4 million were below the Estimate by \$87.4 million (2.7 percent), including \$4.8 million of real savings and \$82.6 million of favorable timing variances, primarily for retroactive wage payments now assumed to be paid in 2013.
- **Health and Welfare.** Health and welfare expenditures (including OPEB current payment) of \$842.0 million were under the Estimate by \$56.5 million (6.3 percent). This variance consisted of a favorable real variance of \$32.9 million, due mostly to lower rates, and a favorable timing variance of \$23.6 million, attributable to a health benefit carrier payment lag.
- **Pensions.** Pension expenditures of \$1,087.6 million exceeded the Estimate by \$143.9 million (15.2 percent), comprised of a favorable real variance of \$6.1 million and an unfavorable timing variance of \$150.0 million, specifically due to a NYCERS pension payment made in 2012 that was originally anticipated to be made in 2013.
- **Electric Power.** Power operating expenditures of \$294.5 million were less than the Estimate by a favorable real variance of \$24.8 million (7.8 percent), due mostly to lower prices.
- **Fuel.** Fuel operating expenditures of \$160.0 million were higher than the Estimate by an unfavorable real variance of \$5.0 million (3.2 percent).

- **Insurance.** Insurance expenditures of \$56.7 million underran the Estimate by \$11.5 million (16.9 percent). This variance included a real unfavorable variance of \$0.3 million and a favorable timing variance of \$11.8 million, due to delayed payments to MTA.
- **Paratransit Service Contracts.** Paratransit service contract expenditures of \$353.0 million were \$11.8 million (3.2 percent) below the Estimate. This real favorable variance resulted from the impact of lower completed trips, in part caused by Sandy, reduced activity at the call center, and lower fleet maintenance and overhaul requirements.
- **Maintenance and Other Operating Contracts.** Maintenance contract expenditures of \$153.3 million were \$18.0 million (10.5 percent) below the Estimate, including a favorable real variance of \$3.2 million and a favorable timing variance of \$14.8 million, mostly attributable to procurement delays to replace vehicles lost due to Sandy, and delays involving normal vehicle purchases and deliveries, the Station Painting Program, and the disposal of railcars.
- **Professional Service Contracts.** Professional service contract expenditures of \$112.6 million were less than the Estimate by \$7.3 million (6.1 percent). This variance included an unfavorable real variance of \$0.2 million and a favorable timing variance of \$7.5 million, due to a delay in the relocation of the data center and Workers' Compensation Board payments.
- **Materials & Supplies.** Materials & supplies expenditures of \$234.6 million were under the Estimate by \$24.7 million (9.5 percent). This variance included a favorable real variance of \$14.8 million, due mostly to higher scrap and surplus sales, and a favorable timing variance of \$9.9 million related mostly to subways scheduled maintenance (SMS) materials, signals-related materials, and bus driver barriers.
- **Capital and Other Reimbursements Net of Reimbursable Expenditures.** Capital and other reimbursements, net of reimbursable expenditures in 2012, was \$88.1 million unfavorable to the Estimate, of which \$0.2 million was a favorable real variance and \$88.3 million was an unfavorable timing variance, due mostly to the unfavorable timing of reimbursements, which are estimated to be offset in 2013.

**MTA NEW YORK CITY TRANSIT  
2012 YEAR-END REPORT  
EXPLANATIONS OF CASH RECEIPTS AND EXPENDITURE VARIANCES**

**2012 ADOPTED BUDGET (BUDGET) VS. ACTUALS**

MTA New York City Transit's net operating cash deficit (excluding subsidies and debt service) at the end of 2012 was \$2,714.5 million, \$170.6 million (6.7 percent) higher than the Budget. Major components of this variance are as follows:

**Operating Receipts.** Operating receipts of \$4,009.0 million were \$20.1 million (0.5 percent) unfavorable to Budget, due mostly to lost revenue from Sandy, partly offset by an increase in subway revenue.

**Operating Expenditures.** Operating expenditures of \$6,743.3 million exceeded Budget by a net \$15.3 million (0.2) percent, including the following:

- Labor operating expenditures were higher than Budget by \$209.9 million (4.2 percent), due largely to increased pension expenditures of \$177.1 million, including a NYCERS payment of \$150.0 million in 2012 that was originally anticipated to be made in 2013.
- Non-labor operating expenditures of \$1,516.1 million were below Budget by \$194.6 million (11.4 percent), including mostly favorable results in the areas of material and supplies, paratransit service contracts, maintenance contracts, energy costs, insurance expenses, professional service contracts and other business expenses.

**Capital and Other Reimbursements Net of Reimbursable Expenditures.** Capital and other reimbursements, net of reimbursable expenditures in 2012, was \$135.2 million unfavorable to Budget, which was due to the unfavorable timing of reimbursements, which are estimated to be offset in 2013.

**MTA NEW YORK CITY TRANSIT**  
**2012 YEAR-END REPORT**  
**2012 OPERATING CASH RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ In millions)

	<u>Final</u> <u>Estimate</u> \$	<u>Actual</u> \$	<u>Favorable/(Unfavorable) Variance</u>		
			<u>Total</u> \$	<u>Real</u> \$	<u>Timing</u> \$
<b><u>Operating Receipts</u></b>					
Farebox Revenue	3,641.4	3,691.2	49.8	60.7	(10.9)
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:					
Fare Reimbursement	99.0	84.0	(15.0)	0.0	(15.0)
Paratransit Reimbursement	131.8	133.4	1.6	1.6	0.0
Other	114.0	100.4	(13.6)	(5.3)	(8.3)
Total Other Operating Revenue	344.8	317.8	(27.0)	(3.7)	(23.3)
<b>Total Operating Receipts</b>	<b>3,986.2</b>	<b>4,009.0</b>	<b>22.8</b>	<b>57.0</b>	<b>(34.2)</b>
<b><u>Operating Expenditures</u></b>					
Labor:					
Total Salaries & Wages	3,265.8	3,178.4	87.4	4.8	82.6
Health and Welfare (including OPEB)	898.5	842.0	56.5	32.9	23.6
Pensions	943.7	1,087.6	(143.9)	6.1	(150.0)
Other Fringe Benefits	268.6	260.5	8.1	0.1	8.0
Total Fringe Benefits	2,110.8	2,190.0	(79.2)	39.2	(118.4)
GASB Account	47.2	47.6	(0.4)	(0.4)	0.0
Reimbursable Overhead	(194.3)	(188.8)	(5.5)	(5.5)	0.0
<b>Total Labor Expenditures</b>	<b>5,229.5</b>	<b>5,227.2</b>	<b>2.3</b>	<b>38.1</b>	<b>(35.8)</b>
Non-Labor:					
Electric Power	319.3	294.5	24.8	24.8	0.0
Fuel	155.0	160.0	(5.0)	(5.0)	0.0
Insurance	68.2	56.7	11.5	(0.3)	11.8
Claims	84.0	91.0	(7.0)	(7.0)	0.0
Paratransit Service Contracts	364.8	353.0	11.8	11.8	0.0
Maintenance and Other Operating Contracts	171.3	153.3	18.0	3.2	14.8
Professional Service Contracts	119.9	112.6	7.3	(0.2)	7.5
Materials & Supplies	259.3	234.6	24.7	14.8	9.9
Other Business Expenses	62.4	60.4	2.0	1.5	0.5
<b>Total Non-Labor Expenditures</b>	<b>1,604.2</b>	<b>1,516.1</b>	<b>88.1</b>	<b>43.6</b>	<b>44.5</b>
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expenditure Adjustments</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Operating Expenditures</b>	<b>6,833.7</b>	<b>6,743.3</b>	<b>90.4</b>	<b>81.7</b>	<b>8.7</b>
Capital and Other Reimbursements	992.2	881.4	(110.8)	(17.4)	(93.4)
Capital and Other Reimbursable Expenditures	884.3	861.6	22.7	17.6	5.1
<b>Net Capital and Other Reimbursements</b>	<b>107.9</b>	<b>19.8</b>	<b>(88.1)</b>	<b>0.2</b>	<b>(88.3)</b>
<b>Net Cash Deficit</b>	<b>(2,739.6)</b>	<b>(2,714.5)</b>	<b>25.1</b>	<b>138.9</b>	<b>(113.8)</b>

Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**2012 YEAR-END REPORT**  
**2012 OPERATING CASH RESULTS - ACTUAL vs. ADOPTED BUDGET**  
(\$ in millions)

	<u>Adopted Budget</u> \$	<u>Actual</u> \$	<u>Favorable (Unfavorable) Variance</u> \$
<b><u>Operating Receipts</u></b>			
Farebox Revenue	3,703.0	3,691.2	(11.8)
Vehicle Toll Revenue	0.0	0.0	0.0
Other Operating Revenue:			
Fare Reimbursement	84.0	84.0	0.0
Paratransit Reimbursement	132.5	133.4	0.9
Other	109.6	100.4	(9.2)
Total Other Operating Revenue	326.1	317.8	(8.3)
<b>Total Operating Receipts</b>	<b>4,029.1</b>	<b>4,009.0</b>	<b>(20.1)</b>
<b><u>Operating Expenditures</u></b>			
Labor:			
Total Salaries & Wages	3,144.0	3,178.4	(34.4)
Health and Welfare (including OPEB)	895.3	842.0	53.3
Pensions	910.5	1,087.6	(177.1)
Other Fringe Benefits	230.2	260.5	(30.3)
Total Fringe Benefits	2,036.0	2,190.0	(154.0)
GASB Account	34.4	47.6	(13.2)
Reimbursable Overhead	(197.1)	(188.8)	(8.3)
<b>Total Labor Expenditures</b>	<b>5,017.3</b>	<b>5,227.2</b>	<b>(209.9)</b>
Non-Labor:			
Electric Power	301.0	294.5	6.5
Fuel	180.2	160.0	20.2
Insurance	71.9	56.7	15.2
Claims	87.1	91.0	(3.9)
Paratransit Service Contracts	402.2	353.0	49.2
Maintenance and Other Operating Contracts	175.6	153.3	22.3
Professional Service Contracts	122.1	112.6	9.5
Materials & Supplies	302.8	234.6	68.2
Other Business Expenses	67.8	60.4	7.4
<b>Total Non-Labor Expenditures</b>	<b>1,710.7</b>	<b>1,516.1</b>	<b>194.6</b>
Other Expenditure Adjustments:			
Other	0.0	0.0	0.0
<b>Total Other Expenditure Adjustments</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Operating Expenditures</b>	<b>6,728.0</b>	<b>6,743.3</b>	<b>(15.3)</b>
Capital and Other Reimbursements	1,038.0	881.4	(156.6)
Capital and Other Reimbursable Expenditures	883.0	861.6	21.4
<b>Net Capital and Other Reimbursements</b>	<b>155.0</b>	<b>19.8</b>	<b>(135.2)</b>
<b>Net Cash Deficit</b>	<b>(2,543.9)</b>	<b>(2,714.5)</b>	<b>(170.6)</b>

Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**2012 Year-End Report**  
**Cash Receipts and Expenditures**  
**2012 Adopted Budget and Final Estimate vs Actual**  
**(\$ in millions)**

	December 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Receipts</b>							
Farebox Revenue	3,702.998	3,641.351	3,691.202	(11.796)	(0.3)	49.851	1.4
Other Operating Revenue:							
Fare Reimbursement	84.016	99.016	84.052	0.036	0.0	(14.964)	(15.1)
Paratransit Reimbursement	132.464	131.833	133.401	0.937	0.7	1.568	1.2
Other	109.592	114.011	100.376	(9.216)	(8.4)	(13.635)	(12.0)
Total Other Operating Revenue	326.072	344.860	317.829	(8.243)	(2.5)	(27.031)	(7.8)
Capital and Other Reimbursements	1,038.038	992.201	881.443	(156.595)	(15.1)	(110.758)	(11.2)
<b>Total Receipts</b>	<b>5,067.108</b>	<b>4,978.412</b>	<b>4,890.474</b>	<b>(176.634)</b>	<b>(3.5)</b>	<b>(87.938)</b>	<b>(1.8)</b>
<b>Expenditures</b>							
Labor:							
Payroll	3,248.430	3,268.540	3,178.370	70.060	2.2	90.170	2.8
Overtime	329.137	420.631	407.383	(78.246)	(23.8)	13.248	3.1
Total Salaries & Wages	3,577.567	3,689.171	3,585.753	(8.186)	(0.2)	103.418	2.8
Health and Welfare	600.406	608.344	566.295	34.111	5.7	42.049	6.9
OPEB Current Payment	318.496	313.732	297.965	20.531	6.4	15.767	5.0
Pensions	929.048	976.760	1,118.280	(189.232)	(20.4)	(141.520)	(14.5)
Other Fringe Benefits	339.111	373.202	360.702	(21.591)	(6.4)	12.500	3.3
Total Fringe Benefits	2,187.061	2,272.038	2,343.242	(156.181)	(7.1)	(71.204)	(3.1)
GASB Account	34.370	47.198	47.641	(13.271)	(38.6)	(0.443)	(0.9)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>5,798.998</b>	<b>6,008.407</b>	<b>5,976.636</b>	<b>(177.638)</b>	<b>(3.1)</b>	<b>31.771</b>	<b>0.5</b>
Non-Labor:							
Electric Power	301.283	319.541	294.842	6.441	2.1	24.699	7.7
Fuel	180.248	155.016	160.035	20.213	11.2	(5.019)	(3.2)
Insurance	71.936	68.247	56.660	15.276	21.2	11.587	17.0
Claims	87.066	84.005	90.959	(3.893)	(4.5)	(6.954)	(8.3)
Paratransit Service Contracts	402.194	364.797	354.466	47.728	11.9	10.331	2.8
Maintenance and Other Operating Contracts	208.730	203.843	190.607	18.123	8.7	13.236	6.5
Professional Service Contracts	139.094	142.039	131.700	7.394	5.3	10.339	7.3
Materials & Supplies	352.085	307.650	285.690	66.395	18.9	21.960	7.1
Other Business Expenses	69.378	64.511	63.359	6.019	8.7	1.152	1.8
<b>Total Non-Labor Expenditures</b>	<b>1,812.014</b>	<b>1,709.649</b>	<b>1,628.318</b>	<b>183.696</b>	<b>10.1</b>	<b>81.331</b>	<b>4.8</b>
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>7,611.012</b>	<b>7,718.056</b>	<b>7,604.954</b>	<b>6.058</b>	<b>0.1</b>	<b>113.102</b>	<b>1.5</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(2,543.904)</b>	<b>(2,739.644)</b>	<b>(2,714.480)</b>	<b>(170.576)</b>	<b>(6.7)</b>	<b>25.164</b>	<b>0.9</b>

Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**2012 Year-End Report**  
**Cash Conversion (Cash Flow Adjustments)**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**(\$ in millions)**

	December 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		\$	%	\$	%
	\$	\$	\$	\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	(1 469)	(13.469)	(31.779)	(30.310)	2,063.3	(18.310)	135.9
Other Operating Revenue:							
Fare Reimbursement	0.000	15.000	0 036	0.036	-	(14.964)	-
Paratransit Reimbursement	(0.155)	(0.278)	(2.109)	(1.954)	1,260.6	(1.831)	658.6
Other	1.000	1.000	(11.790)	(12.790)	(1,279.0)	(12.790)	(1,279.0)
Total Other Operating Revenue	0.845	15.722	(13.863)	(14.708)	(1,740.6)	(29.585)	(188.2)
Capital and Other Reimbursements	155.010	107.948	15.103	(139.907)	(90.3)	(92.845)	86.0
<b>Total Receipts</b>	<b>154.386</b>	<b>110.201</b>	<b>(30.539)</b>	<b>(184.925)</b>	<b>(119.8)</b>	<b>(140.740)</b>	<b>127.7</b>
<b>Expenditures</b>							
Labor:							
Labor							
Payroll	(25.377)	(28.464)	27.130	52.507	(206.9)	55.594	(195.3)
Overtime	(2.540)	(3 663)	12.903	15.443	(608.0)	16.566	(452.3)
Total Salaries & Wages	(27.917)	(32.127)	40.033	67.950	(243.4)	72.160	(224.6)
Health and Welfare	2.760	10 721	10 421	7.661	277.6	(0.300)	2.8
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	12.691	43.056	(104 685)	(117.376)	(924 9)	(147.741)	(343.1)
Other Fringe Benefits	27 284	26.967	101 448	74.164	271.8	74.481	276.2
Total Fringe Benefits	42.735	80.744	7.184	(35.551)	(83.2)	(73.560)	(91.1)
GASB Account	(34.370)	(47.198)	(47 641)	(13.271)	(38.6)	(0.443)	(0.9)
Reimbursable Overhead	0.000	0.000	0.000	0 000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>(19.552)</b>	<b>1.419</b>	<b>(0.424)</b>	<b>19.128</b>	<b>(97.8)</b>	<b>(1.843)</b>	<b>(129.9)</b>
Non-Labor:							
Electric Power	0.000	(3.000)	0 667	0.667	-	3.667	(122 2)
Fuel	0 000	8.200	3 683	3.683	-	(4.517)	(55.1)
Insurance	(3.549)	(14.549)	(2.711)	0.838	23.6	11.838	(81.4)
Claims	7.973	7.973	(27.169)	(35.142)	(440 8)	(35.142)	(440.8)
Paratransit Service Contracts	2.000	2.000	7.527	5.527	(276.3)	5.527	276.3
Maintenance and Other Operating Contracts	(10.700)	(14.707)	(12.746)	(2.046)	(19.1)	1.961	13.3
Professional Service Contracts	6.000	9.000	24.097	18.097	301.6	15.097	167.7
Materials & Supplies	(22.000)	4.014	12.201	34.201	(155.5)	8.187	(204 0)
Other Business Expenses	0 000	(0.001)	3.556	3 556	-	3.557	-
<b>Total Non-Labor Expenditures</b>	<b>(20.276)</b>	<b>(1.070)</b>	<b>9.105</b>	<b>29.381</b>	<b>(144.9)</b>	<b>10.175</b>	<b>(960.9)</b>
Other Expenditure Adjustments:							
Other	0 000	0.000	0 000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenditures Before GASB Adjs.</b>	<b>(39.828)</b>	<b>0.349</b>	<b>8.681</b>	<b>48.509</b>	<b>(121.8)</b>	<b>8.332</b>	<b>2,387.4</b>
Depreciation	1,445 000	1,445 000	1,416.063	(28 937)	(2.0)	(28.937)	(2.0)
Other Post Employment Benefits	929.883	1,354 951	1,390.966	461.083	49.6	36.015	2.7
Environmental Remediation	0 000	0.000	15.813	15.813	-	15.813	-
<b>Total Expenditures</b>	<b>2,335.055</b>	<b>2,800.300</b>	<b>2,831.523</b>	<b>496.468</b>	<b>21.3</b>	<b>31.223</b>	<b>1.1</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>2,489.441</b>	<b>2,910.501</b>	<b>2,800.984</b>	<b>311.543</b>	<b>12.5</b>	<b>(109.517)</b>	<b>(3.8)</b>

Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**2012 YEAR-END REPORT**  
**2012 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

	Favorable/(Unfavorable) Variance				
	Final Estimate	Actual	Total	Real	Timing*
<b><u>Receipts</u></b>					
Farebox Revenue	\$3,641.351	\$3,691.202	\$49.851	\$60.751	(\$10.900)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	344.860	317.829	(27.031)	(3.698)	(23.333)
Capital and Other Reimbursements	992.201	881.443	(110.758)	(17.477)	(93.281)
<b>Total Receipts</b>	<b>4,978.412</b>	<b>4,890.474</b>	<b>(87.938)</b>	<b>39.576</b>	<b>(127.514)</b>
<b><u>Expenditures</u></b>					
Labor:					
Payroll	3,268.540	3,178.370	90.170	18.594	71.576
Overtime	420.631	407.383	13.248	2.032	11.216
Health and Welfare	608.344	566.295	42.049	18.452	23.597
OPEB Current Payment	313.732	297.965	15.767	15.767	0.000
Pensions	976.760	1,118.280	(141.520)	8.480	(150.000)
Other Fringe Benefits	373.202	360.702	12.500	4.437	8.063
GASB Account	47.198	47.641	(0.443)	(0.443)	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>6,008.407</b>	<b>5,976.636</b>	<b>31.771</b>	<b>67.319</b>	<b>(35.548)</b>
Non-Labor:					
Electric Power	319.541	294.842	24.699	24.699	0.000
Fuel	155.016	160.035	(5.019)	(5.019)	0.000
Insurance	68.247	56.660	11.587	(0.251)	11.838
Claims	84.005	90.959	(6.954)	(6.954)	0.000
Paratransit Service Contracts	364.797	354.466	10.331	10.331	0.000
Maintenance and Other Operating Contracts	203.843	190.607	13.236	(1.713)	14.949
Professional Service Contracts	142.039	131.700	10.339	1.453	8.886
Materials & Supplies	307.650	285.690	21.960	8.794	13.166
Other Business Expenses	64.511	63.359	1.152	0.694	0.458
<b>Total Non-Labor Expenditures</b>	<b>1,709.649</b>	<b>1,628.318</b>	<b>81.331</b>	<b>32.034</b>	<b>49.297</b>
Other Expenditure Adjustments:					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Expenditures</b>	<b>7,718.056</b>	<b>7,604.954</b>	<b>113.102</b>	<b>99.353</b>	<b>13.749</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$2,739.644)</b>	<b>(\$2,714.480)</b>	<b>\$25.164</b>	<b>\$138.929</b>	<b>(\$113.765)</b>

Totals may not add due to rounding.

\* Includes \$119.6M of favorable timing in 2013, partly offset by \$4.1 million and \$1.7 million of unfavorable timing in 2014 and 2015, respectively.

**MTA NEW YORK CITY TRANSIT  
2012 YEAR-END REPORT  
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME  
(UTILIZATION)**

**Ridership**

2012 total ridership (subway, bus, and paratransit combined) of 2.33 billion was 0.7 percent (16.3 million trips) above the Final Estimate, mostly due to a smaller ridership loss from Sandy than anticipated in the Estimate. Subway ridership was 0.5 percent (7.9 million trips) above the Estimate, bus ridership was 1.3 percent (8.7 million trips) above the Estimate, and paratransit ridership was 2.9 percent (0.3 million trips) below the Estimate.

2012 total ridership was 1.1 percent (25.4 million trips) below the 2012 Adopted Budget, due to the service impacts from Sandy, which caused the loss of an estimated 43.9 million riders. Subway ridership was 0.9 percent (14.7 million trips) below Budget, bus ridership was 1.4 percent (9.5 million trips) below Budget, and paratransit ridership was 11.0 percent (1.2 million trips) below Budget.

2012 total ridership was 0.5 percent (11.8 million trips) above 2011 ridership.

**Annual Ridership by Mode**

2012 subway ridership was 1.655 billion, the highest since 1950. Subway ridership increased 0.9 percent (14.1 million trips) from 2011 to 2012. Since 1996, annual subway ridership has increased 49.1%.

2012 bus ridership was 667.9 million, a decrease of 0.4% (2.8 million trips) from 2011. From 1996 to 2012, annual bus ridership increased 39.1 percent, with most of the increase occurring between 1997 and 2002 as a result of MetroCard fare incentives. Since 2002, bus ridership has declined 11.5 percent, due in part to five fare increases during the period.

2012 paratransit ridership was 9.3 million, an increase of 4.4 percent (0.4 million trips) from 2011. 2012 annual paratransit ridership was nearly 12 times higher than ridership in 1996.

## Weekday and Weekend Ridership<sup>1</sup>

Average weekday total ridership (subway, bus, and paratransit combined) increased 1.5 percent from 2011 to 2012. Average weekday subway ridership increased 1.8 percent, average weekday bus ridership increased 0.8 percent, and average weekday paratransit ridership increased 4.9 percent.

Average weekend total ridership (Saturday and Sunday combined) increased 2.2 percent. Average weekend subway ridership increased 3.0 percent, average weekend bus ridership increased 0.1 percent, and average weekend paratransit ridership increased 7.3 percent.

**NYC Transit Average Weekday and Weekend Ridership  
(Thousands)**

	Weekday			Weekend (Saturday + Sunday)		
	2011	2012	Change	2011	2012	Change
Subway	5,284	5,380	+1.8%	5,497	5,663	+3.0%
Bus	2,152	2,169	+0.8%	2,306	2,309	+0.1%
Paratransit	29	30	+4.9%	31	33	+7.3%
<b>Total</b>	<b>7,465</b>	<b>7,580</b>	<b>+1.5%</b>	<b>7,834</b>	<b>8,005</b>	<b>+2.2%</b>

Note: Totals may not add due to rounding

<sup>1</sup> Averages exclude August 27-28, 2011 due to Irene, and October 29-November 2, 2012 due to Sandy.

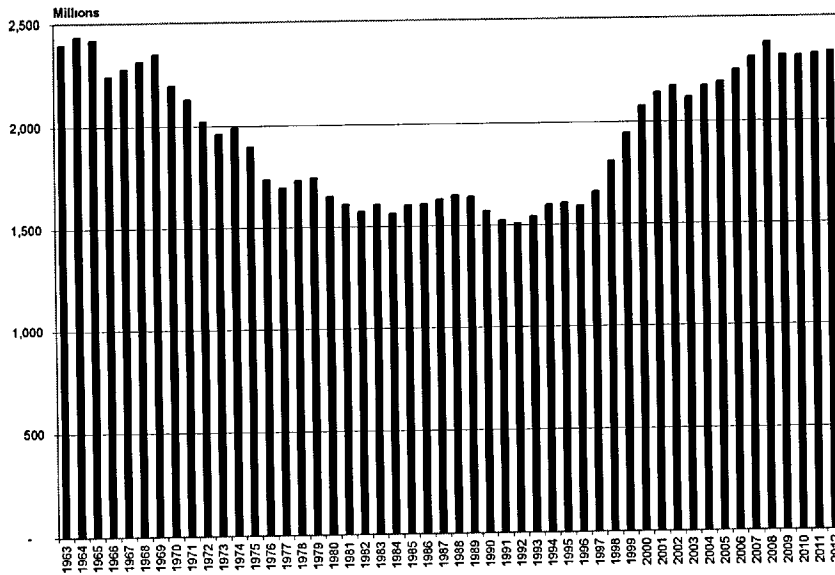
**MTA NEW YORK CITY TRANSIT**  
**2012 Year-End Report**  
**Ridership/Traffic Volume (Utilization)**  
(\$ in millions)

	<b>December 2012 Year-to-Date</b>			<b>Favorable/(Unfavorable)</b>			
	<b>Adopted</b>	<b>Final</b>	<b>Actual</b>	<b>Adopted Budget</b>		<b>Final Estimate</b>	
	<b>Budget</b>	<b>Estimate</b>		<b>Variance</b>	<b>Percent</b>	<b>Variance</b>	<b>Percent</b>
Subway	1,669.289	1,646.708	1,654.582	(14.707)	(0.9%)	7.874	0.5%
Bus	677.433	659.221	667.911	(9.522)	(1.4%)	8.690	1.3%
Paratransit	10.501	9.622	9.343	(1.158)	(11.0%)	(0.279)	(2.9%)
<b>Total Utilization</b>	<b>2,357.223</b>	<b>2,315.551</b>	<b>2,331.836</b>	<b>(25.387)</b>	<b>(1.1%)</b>	<b>16.285</b>	<b>0.7%</b>

Notes: Paratransit ridership includes guests and personal care attendants.

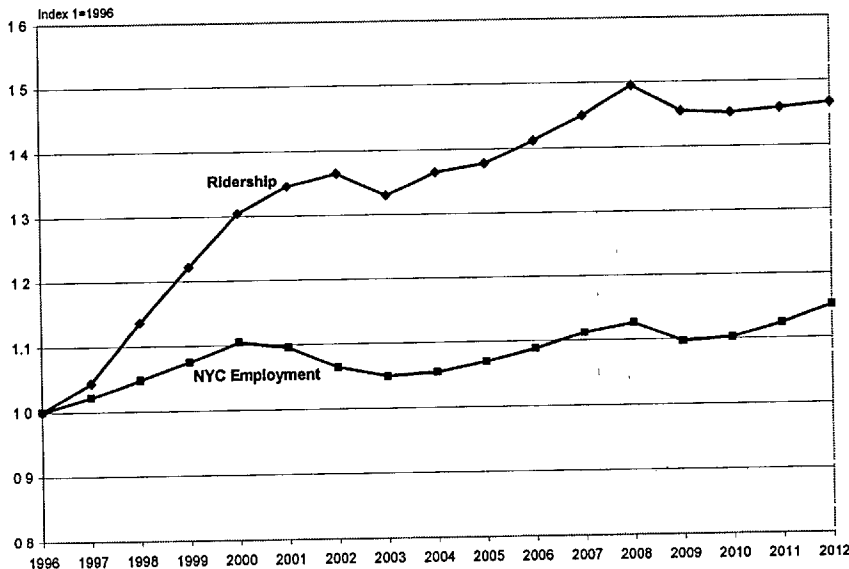
Totals may not add due to rounding.

**Chart 1: Annual NYC Transit Ridership**



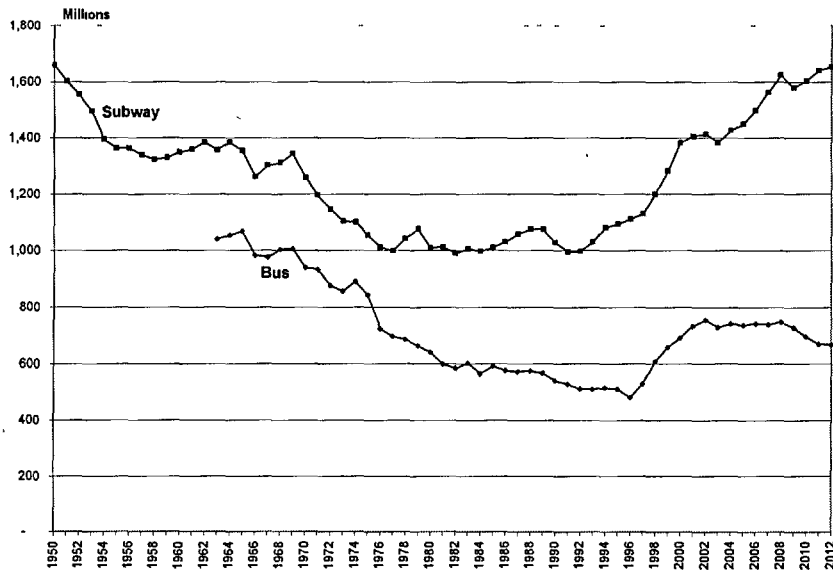
*Excluding the recent peak year of 2008, 2012 ridership remained at a level not seen since the late 1960s. Compared to its low point in 1992, ridership increased 54.6 percent, including a period of rapid growth following the introduction of fare incentives in 1997 and 1998.*

**Chart 2: NYC Employment and Total Ridership Index**



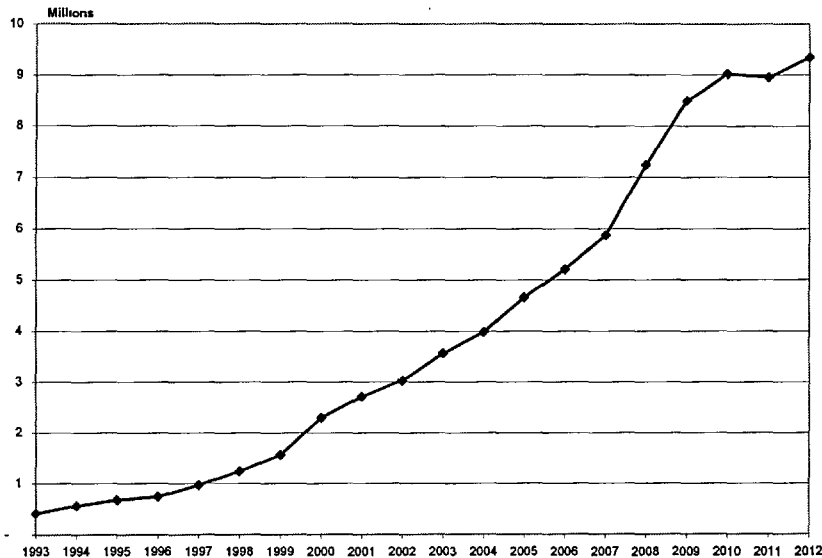
*New York City employment is an important factor in ridership changes. Ridership decreased in 2003 and 2009 due at least in part to declining employment. However, ridership growth since 1996 has generally outpaced employment growth.*

**Chart 3: Annual Subway and Bus Ridership**



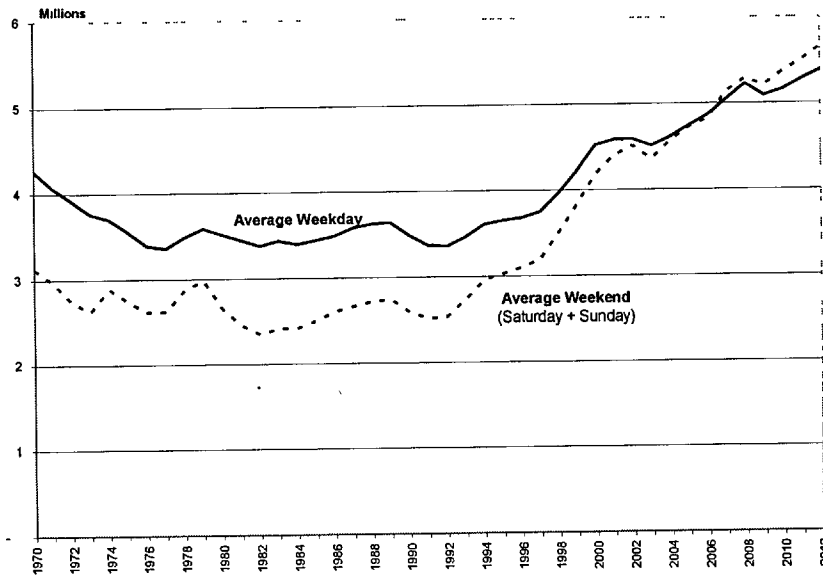
*From 2011 to 2012, subway ridership increased 0.9 percent and bus ridership decreased 0.4 percent. Both subway and bus ridership had a period of rapid growth following the introduction of fare incentives in 1997 and 1998. Subway ridership also grew rapidly from 2003 to 2008, while bus ridership was stable during that period. Since 1992, subway ridership increased 66.0 percent and bus ridership grew 30.4 percent.*

**Chart 4: Annual Paratransit Ridership**



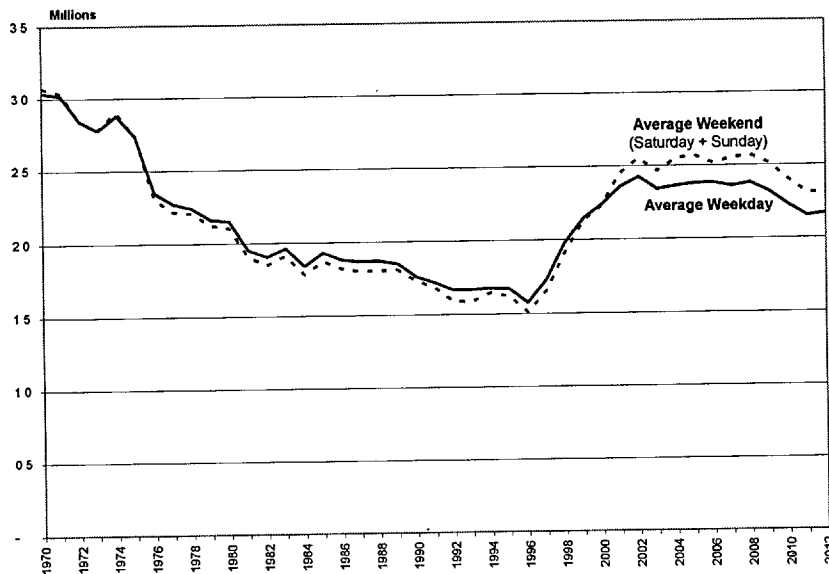
*Paratransit ridership has grown rapidly since NYC Transit became responsible for the service in 1993, but growth has slowed since 2010.*

**Chart 5: Weekday and Weekend Subway Ridership**



*Historically, subway ridership was much higher on weekdays than weekends (Saturday plus Sunday combined). However, weekend ridership grew rapidly in recent years and, since 2007, has averaged higher than weekdays. Compared to 1992, weekday ridership grew by 60.1 percent, while weekend ridership more than doubled (up 123.8 percent).*

**Chart 6: Weekday and Weekend Bus Ridership**



Weekday and weekend bus ridership were historically similar, but weekends had faster growth following the 1997-1998 fare incentives, and weekend ridership has been higher than weekdays since 2000. Both weekday and weekend ridership were stable from 2003 to 2008. Even with decreases since 2008, weekday ridership grew 37.8 percent and weekend ridership grew 53.0 percent compared to their low points in 1996.

**MTA NEW YORK CITY TRANSIT  
2012 YEAR-END REPORT  
EXPLANATIONS OF VARIANCES ON POSITIONS  
BY FUNCTION AND DEPARTMENT  
NON-REIMBURSABLE-REIMBURSABLE and FULL-TIME/FULL-TIME  
EQUIVALENTS**

**2012 Final Estimate vs. Actuals**

2012 year-end headcount (including full-time equivalents) was 45,537, 126 (0.3 percent) below the Estimate of 45,663. The 126 underrun was due to vacancies including 85 in Security representing the hiring delay of the expanded Eagle Team to address bus fare evasion. Unfavorable variances include 103 in bus operations of which 93 represented Bus Operator excess and 53 in Human Resources, due to the timing of determining which functions to retain. The shift of reimbursable versus non-reimbursable headcount levels was driven by the timing of Capital Project requirements.

**2012 Adopted Budget vs. Actuals**

2012 year-end headcount (including full-time equivalents) was 45,537, 62 (0.1 percent) below the Budget of 45,599. There were no significant variances reported.

**MTA New York City Transit**  
**2012 Year-End Report**  
**Non-Reimbursable and Reimbursable Positions by Function and Department**  
**Full-Time Positions and Full-Time Equivalents**

	December 31, 2012			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
<b>Administration</b>							
Office of the President	20	29	28	(8)	-40.0%	1	3.4%
Law	266	266	258	8	3.0%	8	3.0%
Office of the EVP	41	41	37	4	9.8%	4	9.8%
Human Resources	181	184	237	(56)	-30.9%	(53)	-28.8%
Office of Management and Budget	39	39	37	2	5.1%	2	5.1%
Capital Planning & Budget	31	31	30	1	3.2%	1	3.2%
Corporate Communications	243	249	244	(1)	-0.4%	5	2.0%
AFC Program Management & Sales	54	54	51	3	5.6%	3	5.6%
Technology & Information Services	395	436	439	(44)	-11.1%	(3)	-0.7%
Non-Departmental	85	-	-	85	100.0%	-	-
Labor Relations	96	96	94	2	2.1%	2	2.1%
Materiel	234	237	236	(2)	-0.9%	1	0.4%
Controller	121	121	136	(15)	-12.4%	(15)	-12.4%
<b>Total Administration</b>	<b>1,806</b>	<b>1,783</b>	<b>1,827</b>	<b>(21)</b>	<b>-1.2%</b>	<b>(44)</b>	<b>-2.5%</b>
<b>Operations</b>							
Subways Rapid Transit Operations	7,390	7,388	7,382	8	0.1%	6	0.1%
Subways Operation Support	311	312	320	(9)	-2.9%	(8)	-2.6%
Subways Stations	2,693	2,693	2,663	30	0.0%	30	1.1%
<b>Subtotal- Subways</b>	<b>10,394</b>	<b>10,393</b>	<b>10,365</b>	<b>29</b>	<b>0.3%</b>	<b>28</b>	<b>0.3%</b>
Buses	10,294	10,272	10,375	(81)	-0.8%	(103)	-1.0%
Paratransit	148	170	157	(9)	-6.1%	13	7.6%
Operations Planning	376	394	368	8	2.1%	26	6.6%
Revenue Control	423	421	390	33	7.8%	31	7.4%
<b>Total Operations</b>	<b>21,635</b>	<b>21,650</b>	<b>21,655</b>	<b>(20)</b>	<b>-0.1%</b>	<b>(5)</b>	<b>0.0%</b>
<b>Maintenance</b>							
Subways Operations Support	166	162	158	8	4.8%	4	
Subways Engineering	300	311	294	6	2.0%	17	5.5%
Subways Car Equipment	4,110	4,118	4,143	(33)	-0.8%	(25)	-0.6%
Subways Infrastructure	1,289	1,292	1,320	(31)	-2.4%	(28)	-2.2%
Subways Elevator & Escalators	352	381	345	7	2.0%	36	
Subways Stations	3,540	3,540	3,540	-	0.0%	-	0.0%
Subways Track	2,692	2,730	2,669	23	0.9%	61	2.2%
Subways Power	622	596	614	8	1.3%	(18)	-3.0%
Subways Signals	1,451	1,417	1,403	48	3.3%	14	1.0%
Subways Electronics Maintenance	1,404	1,378	1,361	43	3.1%	17	1.2%
<b>Subtotal- Subways</b>	<b>15,926</b>	<b>15,925</b>	<b>15,847</b>	<b>79</b>	<b>0.5%</b>	<b>78</b>	<b>0.5%</b>
Buses	3,725	3,731	3,754	(29)	-0.8%	(23)	-0.6%
Revenue Control	150	137	137	13	8.7%	-	0.0%
Supply Logistics	547	557	552	(5)	-0.9%	5	0.9%
System Safety	88	88	83	5	5.7%	5	5.7%
<b>Total Maintenance</b>	<b>20,436</b>	<b>20,438</b>	<b>20,373</b>	<b>63</b>	<b>0.3%</b>	<b>65</b>	<b>0.3%</b>
<b>Engineering/Capital</b>							
Capital Program Management							
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,218</b>	<b>1,193</b>	<b>25</b>	<b>2.1%</b>	<b>25</b>	<b>2.1%</b>
<b>Public Safety</b>							
Security	504	574	489	15	3.0%	85	14.8%
<b>Total Public Safety</b>	<b>504</b>	<b>574</b>	<b>489</b>	<b>15</b>	<b>3.0%</b>	<b>85</b>	<b>14.8%</b>
<b>Baseline Total Positions</b>	<b>45,599</b>	<b>45,663</b>	<b>45,537</b>	<b>62</b>	<b>0.1%</b>	<b>126</b>	<b>0.3%</b>
Non-Reimbursable	41,071	41,158	40,597	474	1.2%	561	1.4%
Reimbursable	4,528	4,505	4,940	(412)	-9.1%	(435)	-9.7%
<b>Total Full-Time</b>	<b>45,444</b>	<b>45,504</b>	<b>45,329</b>	<b>115</b>	<b>0.3%</b>	<b>175</b>	<b>0.4%</b>
<b>Total Full-Time Equivalents</b>	<b>155</b>	<b>159</b>	<b>208</b>	<b>(53)</b>	<b>-34.2%</b>	<b>(49)</b>	<b>-30.8%</b>

**MTA New York City Transit**  
**2012 Year-End Report**  
**Full-Time Positions and Full-Time Equivalents**  
**by Function and Occupation Group**

	December 31, 2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget Variance	Budget Percent	Final Estimate Variance	Estimate Percent
<b>Administration:</b>							
Managers/Supervisors	618	628	577	41	6.6%	51	8.1%
Professional, Technical, Clerical	1,072	1,123	1,225	(153)	-14.3%	(102)	-9.1%
Operational Hourlies	116	32	25	91	78.4%	7	21.9%
<b>Total Administration</b>	<b>1,806</b>	<b>1,783</b>	<b>1,827</b>	<b>(21)</b>	<b>-1.2%</b>	<b>(44)</b>	<b>-2.5%</b>
<b>Operations</b>							
Managers/Supervisors	2,516	2,516	2,407	109	4.3%	109	4.3%
Professional, Technical, Clerical	364	379	369	(5)	-1.4%	10	2.6%
Operational Hourlies	18,755	18,755	18,879	(124)	-0.7%	(124)	-0.7%
<b>Total Operations</b>	<b>21,635</b>	<b>21,650</b>	<b>21,655</b>	<b>(20)</b>	<b>-0.1%</b>	<b>(5)</b>	<b>0.0%</b>
<b>Maintenance</b>							
Managers/Supervisors	3,861	3,871	3,650	211	5.5%	221	5.7%
Professional, Technical, Clerical	1,026	1,027	964	62	6.0%	63	6.1%
Operational Hourlies	15,549	15,540	15,759	(210)	-1.4%	(219)	-1.4%
<b>Total Maintenance</b>	<b>20,436</b>	<b>20,438</b>	<b>20,373</b>	<b>63</b>	<b>0.3%</b>	<b>65</b>	<b>0.3%</b>
<b>Engineering/Capital</b>							
Managers/Supervisors	272	272	255	17	6.3%	17	6.3%
Professional, Technical, Clerical	944	944	936	8	0.8%	8	0.8%
Operational Hourlies	2	2	2	-	0.0%	-	0.0%
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,218</b>	<b>1,193</b>	<b>25</b>	<b>2.1%</b>	<b>25</b>	<b>2.1%</b>
<b>Public Safety</b>							
Managers/Supervisors	129	195	128	1	0.8%	67	34.4%
Professional, Technical, Clerical	32	36	29	3	9.4%	7	19.4%
Operational Hourlies	343	343	332	11	3.2%	11	3.2%
<b>Total Public Safety</b>	<b>504</b>	<b>574</b>	<b>489</b>	<b>15</b>	<b>3.0%</b>	<b>85</b>	<b>14.8%</b>
<b>Total Positions</b>							
Managers/Supervisors	7,396	7,482	7,017	379	5.1%	465	6.2%
Professional, Technical, Clerical	3,438	3,509	3,523	(85)	-2.5%	(14)	-0.4%
Operational Hourlies	34,765	34,672	34,997	(232)	-0.7%	(325)	-0.9%
<b>Total Positions</b>	<b>45,599</b>	<b>45,663</b>	<b>45,537</b>	<b>62</b>	<b>0.1%</b>	<b>126</b>	<b>0.3%</b>



**MTA STATEN ISLAND RAILWAY  
2012 YEAR-END REPORT  
SUMMARY**

**ACCRUAL RESULTS - FINAL ESTIMATE (Estimate) VERSUS ACTUAL RESULTS**

**Non-Reimbursable**

Operating revenues in 2012 of \$7.693 million were above the Estimate by \$0.215 million (2.9 percent), due mostly to higher than projected advertising revenue. Farebox revenue results were slightly below the Estimate.

Operating expenses of \$39.117 million, before depreciation, OPEB and environmental remediation, were unfavorable to the Estimate by a net \$0.284 million (0.7 percent). Labor expenses were higher by \$1.323 million (4.5 percent), including overruns in: other fringe benefits of \$1.839 million (over 100.0 percent), due to increased Workers' Compensation reserve requirements and higher FICA expenses related to a recent labor contract resolution; payroll of \$0.483 million (2.8 percent), involving sick & vacation and other required accrual adjustments and overtime of \$0.384 million (33.2 percent), representing vacancy coverage and maintenance requirements. Partly offsetting these overruns were underruns in health & welfare and pension expenses. Non-labor expenses underran the Estimate by \$1.039 million (10.9 percent), primarily representing reduced electric power expenses of \$1.807 million (36.9 percent), due largely to lower prices, partly offset by higher materials and supplies expenses of \$0.604 million (36.6 percent), mostly involving Tropical Storm Sandy (Sandy) requirements.

Depreciation expenses of \$8.880 million were \$0.120 million (1.3 percent) below the Estimate. Other post-employment benefit expenses of \$2.139 million were \$0.161 million (7.0 percent) below the Estimate, based on current actuarial information. An environmental remediation reserve analysis resulted in a credit of \$0.017 million, which was not anticipated in the Estimate.

**CASH RESULTS - FINAL ESTIMATE (Estimate) VERSUS ACTUAL RESULTS**

MTA Staten Island Railway's net operating cash deficit (excluding subsidies and loans) at the end of 2012 was \$34.956 million, \$3.872 million (10.0 percent) favorable to the Estimate. This favorable variance consisted of a \$3.775 million favorable real variance, due to the timing and overestimation of retro-wage payments and reduced electric power prices, partly offset by higher materials & supplies payments, and a favorable net timing variance of \$0.097 million, as the favorable timing of various payments and farebox receipts were mostly offset by the unfavorable timing of capital and student fare reimbursements.

**MTA STATEN ISLAND RAILWAY  
2012 YEAR-END REPORT  
SUMMARY**

**ACCRUAL RESULTS – ADOPTED BUDGET (Budget) VERSUS ACTUAL RESULTS**

**Non-Reimbursable**

Operating revenues in 2012 of \$7.693 million were below Budget by \$0.104 million (1.3 percent), due mostly to farebox revenue losses from Sandy, partly offset by higher than projected advertising revenue.

Operating expenses of \$39.117 million, before depreciation, OPEB and environmental remediation, were favorable to Budget by a net \$1.413 million (3.5 percent). Labor expenses were higher by \$1.537 million (5.3 percent), including overruns in: other fringe benefits of \$1.824 million (over 100.0 percent), due to increased Workers' Compensation reserve requirements and higher FICA expenses related to a recent labor contract resolution; payroll of \$0.666 million (4.0 percent), involving sick & vacation accrual adjustments and Sandy-related costs, and overtime of \$0.860 million (over 100.0 percent), representing Sandy-related costs and vacancy coverage/maintenance requirements. Partly offsetting these overruns were underruns in health & welfare and pension expenses. Non-labor expenses underran Budget by \$2.950 million (25.8 percent), primarily representing reduced electric power expenses of \$1.629 million (34.5 percent), due largely to lower prices, and lower materials and supplies expenses of \$1.361 million (37.7 percent), as the favorable timing to 2013 of the purchase of non-revenue vehicles was partly offset by Sandy requirements.

**CASH RESULTS – ADOPTED BUDGET (Budget) VERSUS ACTUAL RESULTS**

MTA Staten Island Railway's net operating cash deficit (excluding subsidies and loans) at the end of 2012 was \$34.956 million, \$3.027 million (8.0 percent) favorable to Budget. This favorable variance consisted of labor expenditure underruns of \$3.133 million (8.7 percent), due mostly to the timing and overestimation of retro-wage payments, and pension cost underruns. Non-labor expenditures were also favorable to Budget by \$1.819 million (15.9 percent), due largely to underruns in energy and maintenance contract costs. Partly offsetting the favorable expenditure results were unfavorable receipts of \$1.925 million (20.3 percent), due to the unfavorable timing of capital and student fare reimbursements.

**MTA STATEN ISLAND RAILWAY**  
**Accrual Statement of Operations by Category**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**(\$ in millions)**

<b>NON-REIMBURSABLE</b>	<b>December 2012 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted</b>	<b>Final</b>	<b>Actual*</b>	<b>Adopted Budget</b>		<b>Final Estimate</b>	
	<b>Budget</b>	<b>Estimate</b>		<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$5.726	\$5.407	\$5.389	(\$0.337)	(5.9)	(\$0.018)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.071	2.071	2.304	0.233	11.3	0.233	11.3
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$7.797</b>	<b>\$7.478</b>	<b>\$7.693</b>	<b>(\$0.104)</b>	<b>(1.3)</b>	<b>\$0.215</b>	<b>2.9</b>
<b>Expenses</b>							
<b>Labor.</b>							
Payroll	\$16.766	\$16.949	\$17.432	(\$0.666)	(4.0)	(\$0.483)	(2.8)
Overtime	0.681	1.157	1.541	(0.860)	*	(0.384)	(33.2)
Health and Welfare	3.781	3.756	2.854	0.927	24.5	0.902	24.0
OPEB Current Payment	0.639	0.675	0.794	(0.155)	(24.3)	(0.119)	(17.6)
Pensions	5.941	5.500	4.900	1.041	17.5	0.600	10.9
Other Fringe Benefits	1.276	1.261	3.100	(1.824)	*	(1.839)	*
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$29.084</b>	<b>\$29.298</b>	<b>\$30.621</b>	<b>(\$1.537)</b>	<b>(5.3)</b>	<b>(\$1.323)</b>	<b>(4.5)</b>
<b>Non-Labor.</b>							
Electric Power	\$4.719	\$4.897	\$3.090	\$1.629	34.5	\$1.807	36.9
Fuel	0.409	0.405	0.209	0.200	48.9	0.196	48.4
Insurance	0.267	0.259	0.388	(0.121)	(45.3)	(0.129)	(49.8)
Claims	0.277	0.274	0.148	0.129	46.6	0.126	46.0
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contrac	1.734	1.629	1.618	0.116	6.7	0.011	0.7
Professional Service Contracts	0.421	0.417	0.678	(0.257)	(61.0)	(0.261)	(62.6)
Materials & Supplies	3.614	1.649	2.253	1.361	37.7	(0.604)	(36.6)
Other Business Expenses	0.005	0.005	0.112	(0.107)	*	(0.107)	*
<b>Total Non-Labor Expenses</b>	<b>\$11.446</b>	<b>\$9.535</b>	<b>\$8.496</b>	<b>\$2.950</b>	<b>25.8</b>	<b>\$1.039</b>	<b>10.9</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$40.530</b>	<b>\$38.833</b>	<b>\$39.117</b>	<b>\$1.413</b>	<b>3.5</b>	<b>(\$0.284)</b>	<b>(0.7)</b>
Depreciation	9.000	9.000	8.880	0.120	1.3	0.120	1.3
Other Post Employment Benefits	3.000	2.300	2.139	0.861	28.7	0.161	7.0
Environmental Remediation	0.000	0.000	(0.017)	0.017	-	0.017	-
<b>Total Expenses</b>	<b>\$52.530</b>	<b>\$50.133</b>	<b>\$50.119</b>	<b>\$2.411</b>	<b>4.6</b>	<b>\$0.014</b>	<b>0.0</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(\$44.733)</b>	<b>(\$42.655)</b>	<b>(\$42.426)</b>	<b>\$2.307</b>	<b>5.2</b>	<b>\$0.229</b>	<b>0.5</b>

\*Subject to year-end audit

Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**Accrual Statement of Operations by Category**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**(\$ in millions)**

<b>REIMBURSABLE</b>	<b>December 2012 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Actual*</b>	<b>Adopted Budget</b>		<b>Final Estimate</b>	
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	1.672	1.672	0.918	(0.754)	(45.1)	(0.754)	(45.1)
<b>Total Revenue</b>	<b>\$1.672</b>	<b>\$1.672</b>	<b>\$0.918</b>	<b>(\$0.754)</b>	<b>(45.1)</b>	<b>(\$0.754)</b>	<b>(45.1)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$0.288	\$0.288	\$0.183	\$0.105	36.5	\$0.105	36.5
Overtime	0.704	0.704	0.288	0.416	59.1	0.416	59.1
Health and Welfare	0.509	0.509	0.314	0.195	38.3	0.195	38.3
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	0.094	0.094	0.000	0.094	100.0	0.094	100.0
Other Fringe Benefits	0.077	0.077	0.004	0.073	94.8	0.073	94.8
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$1.672</b>	<b>\$1.672</b>	<b>\$0.789</b>	<b>\$0.883</b>	<b>52.8</b>	<b>\$0.883</b>	<b>52.8</b>
<b>Non-Labor:</b>							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contrac	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.129	(0.129)	-	(0.129)	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.129</b>	<b>(\$0.129)</b>	<b>-</b>	<b>(\$0.129)</b>	<b>-</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1.672</b>	<b>\$1.672</b>	<b>\$0.918</b>	<b>\$0.754</b>	<b>45.1</b>	<b>\$0.754</b>	<b>45.1</b>
Depreciation	0.000	0.000	0.000	0.000	-	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$1.672</b>	<b>\$1.672</b>	<b>\$0.918</b>	<b>\$0.754</b>	<b>45.1</b>	<b>\$0.754</b>	<b>45.1</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

\*Subject to year-end audit

Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**Accrual Statement of Operations by Category**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**(\$ in millions)**

<div style="border: 1px solid black; padding: 2px; display: inline-block;"> <b>NON-REIMBURSABLE/ REIMBURSABLE</b> </div>	December 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual*</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Revenue</b>							
Farebox Revenue	\$5.726	\$5.407	\$5.389	(\$0.337)	(5.9)	(\$0.018)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.071	2.071	2.304	0.233	11.3	0.233	11.3
Capital and Other Reimbursements	1.672	1.672	0.918	(0.754)	(45.1)	(0.754)	(45.1)
<b>Total Revenue</b>	<b>\$9.469</b>	<b>\$9.150</b>	<b>\$8.611</b>	<b>(\$0.858)</b>	<b>(9.1)</b>	<b>(\$0.539)</b>	<b>(5.9)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$17.054	\$17.237	\$17.615	(\$0.561)	(3.3)	(\$0.378)	(2.2)
Overtime	1.385	1.861	1.829	(0.444)	(32.1)	0.032	1.7
Health and Welfare	4.290	4.265	3.168	1.122	26.2	1.097	25.7
OPEB Current Payment	0.639	0.675	0.794	(0.155)	(24.3)	(0.119)	(17.6)
Pensions	6.035	5.594	4.900	1.135	18.8	0.694	12.4
Other Fringe Benefits	1.353	1.338	3.104	(1.751)	*	(1.766)	*
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$30.756</b>	<b>\$30.970</b>	<b>\$31.410</b>	<b>(\$0.654)</b>	<b>(2.1)</b>	<b>(\$0.440)</b>	<b>(1.4)</b>
<b>Non-Labor:</b>							
Electric Power	\$4.719	\$4.897	\$3.090	\$1.629	34.5	\$1.807	36.9
Fuel	0.409	0.405	0.209	0.200	48.9	0.196	48.4
Insurance	0.267	0.259	0.388	(0.121)	(45.3)	(0.129)	(49.8)
Claims	0.277	0.274	0.148	0.129	46.6	0.126	46.0
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contrac	1.734	1.629	1.618	0.116	6.7	0.011	0.7
Professional Service Contracts	0.421	0.417	0.678	(0.257)	(61.0)	(0.261)	(62.6)
Materials & Supplies	3.614	1.649	2.382	1.232	34.1	(0.733)	(44.5)
Other Business Expenses	0.005	0.005	0.112	(0.107)	*	(0.107)	*
<b>Total Non-Labor Expenses</b>	<b>\$11.446</b>	<b>\$9.535</b>	<b>\$8.625</b>	<b>\$2.821</b>	<b>24.6</b>	<b>\$0.910</b>	<b>9.5</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$42.202</b>	<b>\$40.505</b>	<b>\$40.035</b>	<b>\$2.167</b>	<b>5.1</b>	<b>\$0.470</b>	<b>1.2</b>
Depreciation	9.000	9.000	8.880	0.120	1.3	0.120	1.3
Other Post Employment Benefits	3.000	2.300	2.139	0.861	28.7	0.161	7.0
Environmental Remediation	0.000	0.000	(0.017)	0.017	-	0.017	-
<b>Total Expenses</b>	<b>\$54.202</b>	<b>\$51.805</b>	<b>\$51.037</b>	<b>\$3.165</b>	<b>5.8</b>	<b>\$0.768</b>	<b>1.5</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(\$44.733)</b>	<b>(\$42.655)</b>	<b>(\$42.426)</b>	<b>\$2.307</b>	<b>5.2</b>	<b>\$0.229</b>	<b>0.5</b>

\*Subject to year-end audit  
Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**Cash Receipts and Expenditures**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**(\$ in millions)**

	<u>December 2012 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Receipts</b>							
Farebox Revenue	\$5.726	\$5.407	\$5.827	\$0.101	1.8	\$0.420	7.8
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.071	2.071	1.442	(0.629)	(30.4)	(0.629)	(30.4)
Capital and Other Reimbursements	1.672	2.387	0.275	(1.397)	(83.6)	(2.112)	(88.5)
<b>Total Receipts</b>	<b>\$9.469</b>	<b>\$9.865</b>	<b>\$7.544</b>	<b>(\$1.925)</b>	<b>(20.3)</b>	<b>(\$2.321)</b>	<b>(23.5)</b>
<b>Expenditures</b>							
<b>Labor</b>							
Payroll	\$21.609	\$23.408	\$19.493	\$2.116	9.8	\$3.915	16.7
Overtime	1.385	1.861	1.891	(0.506)	(36.5)	(0.030)	(1.6)
Health and Welfare	4.290	4.265	4.196	0.094	2.2	0.069	1.6
OPEB Current Payment	0.639	0.675	0.650	(0.011)	(1.7)	0.025	3.7
Pensions	6.035	5.636	4.951	1.084	18.0	0.685	12.2
Other Fringe Benefits	1.701	1.809	1.555	0.146	8.6	0.254	14.0
GASB Account	0.347	0.471	0.137	0.210	60.5	0.334	70.9
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>\$36.006</b>	<b>\$38.125</b>	<b>\$32.873</b>	<b>\$3.133</b>	<b>8.7</b>	<b>\$5.252</b>	<b>13.8</b>
<b>Non-Labor</b>							
Electric Power	\$4.719	\$5.227	\$4.045	\$0.674	14.3	\$1.182	22.6
Fuel	0.409	0.405	0.168	0.241	58.9	0.237	58.5
Insurance	0.267	0.259	0.229	0.038	14.2	0.030	11.6
Claims	0.277	0.405	0.275	0.002	0.7	0.130	32.1
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	1.734	1.629	1.106	0.628	36.2	0.523	32.1
Professional Service Contracts	0.421	0.567	0.352	0.069	16.4	0.215	37.9
Materials & Supplies	3.614	1.707	3.405	0.209	5.8	(1.698)	(99.5)
Other Business Expenses	0.005	0.369	0.047	(0.042)	*	0.322	87.3
<b>Total Non-Labor Expenditures</b>	<b>\$11.446</b>	<b>\$10.568</b>	<b>\$9.627</b>	<b>\$1.819</b>	<b>15.9</b>	<b>\$0.941</b>	<b>8.9</b>
<b>Other Expense Adjustments:</b>							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$47.452</b>	<b>\$48.693</b>	<b>\$42.500</b>	<b>\$4.952</b>	<b>10.4</b>	<b>\$6.193</b>	<b>12.7</b>
<b>Operating Cash Deficit</b>	<b>(\$37.983)</b>	<b>(\$38.828)</b>	<b>(\$34.956)</b>	<b>\$3.027</b>	<b>8.0</b>	<b>\$3.872</b>	<b>10.0</b>

Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**Cash Conversion (Cash Flow Adjustments)**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**(\$ in millions)**

	<u>December 2012 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Receipts</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.438	\$0.438	-	0.438	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	(0.862)	(0.862)	-	(0.862)	-
Capital and Other Reimbursements	0.000	0.715	(0.643)	(0.643)	-	(1.358)	*
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.715</b>	<b>(\$1.067)</b>	<b>(\$1.067)</b>	-	<b>(\$1.782)</b>	<b>*</b>
<b>Expenditures</b>							
Labor:							
Payroll	(\$4.555)	(\$6.171)	(\$1.878)	2.677	58.8	4.293	69.6
Overtime	0.000	0.000	(0.062)	(0.062)	-	(0.062)	-
Health and Welfare	0.000	0.000	(1.028)	(1.028)	-	(1.028)	-
OPEB Current Payment	0.000	0.000	0.144	0.144	-	0.144	-
Pensions	0.000	(0.042)	(0.051)	(0.051)	-	(0.009)	(21.4)
Other Fringe Benefits	(0.348)	(0.471)	1.549	1.897	*	2.020	*
GASB Account	(0.347)	(0.471)	(0.137)	0.210	60.5	0.334	70.9
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$5.250)</b>	<b>(\$7.155)</b>	<b>(\$1.463)</b>	<b>\$3.787</b>	<b>72.1</b>	<b>\$5.692</b>	<b>79.6</b>
Non-Labor:							
Electric Power	\$0.000	(\$0.330)	(\$0.955)	(0.955)	-	(0.625)	*
Fuel	0.000	0.000	0.041	0.041	-	0.041	-
Insurance	0.000	0.000	0.159	0.159	-	0.159	-
Claims	0.000	(0.131)	(0.127)	(0.127)	-	0.004	3.1
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contrac	0.000	0.000	0.512	0.512	-	0.512	-
Professional Service Contracts	0.000	(0.150)	0.326	0.326	-	0.476	*
Materials & Supplies	0.000	(0.058)	(1.023)	(1.023)	-	(0.965)	*
Other Business Expenses	0.000	(0.364)	0.065	0.065	-	0.429	*
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>(\$1.033)</b>	<b>(\$1.002)</b>	<b>(\$1.002)</b>	-	<b>\$0.031</b>	<b>3.0</b>
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	<b>\$0.000</b>	-
<b>Total Expenditures Before Depreciation</b>	<b>(\$5.250)</b>	<b>(\$8.188)</b>	<b>(\$2.465)</b>	<b>\$2.785</b>	<b>53.0</b>	<b>\$5.723</b>	<b>69.9</b>
Depreciation	9.000	9.000	8.880	(0.120)	(1.3)	(0.120)	(1.3)
Other Post Employment Benefits	3.000	2.300	2.139	(0.861)	(28.7)	(0.161)	(7.0)
Environmental Remediation	0.000	0.000	(0.017)	(0.017)	-	(0.017)	-
<b>Total Expenditures</b>	<b>\$6.750</b>	<b>\$3.112</b>	<b>\$8.537</b>	<b>\$1.787</b>	<b>26.5</b>	<b>\$5.425</b>	<b>*</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$6.750</b>	<b>\$3.827</b>	<b>\$7.470</b>	<b>\$0.720</b>	<b>10.7</b>	<b>\$3.643</b>	<b>95.2</b>

Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**2012 YEAR-END REPORT**  
**2012 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

			Favorable/(Unfavorable) Variance		
	Final Estimate	Actual	Total	Real	Timing
<b><u>Receipts</u></b>					
Farebox Revenue	5.407	5.827	0.420	0.000	0.420
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	1.442	(0.629)	0.000	(0.629)
Capital and Other Reimbursements	2.387	0.275	(2.112)	(1.469)	(0.643)
<b>Total Receipts</b>	<b>9.865</b>	<b>7.544</b>	<b>(2.321)</b>	<b>(1.469)</b>	<b>(0.852)</b>
<b><u>Expenditures</u></b>					
Labor:					
Payroll	23.408	19.493	3.915	3.915	0.000
Overtime	1.861	1.891	(0.030)	(0.030)	0.000
Health and Welfare	4.265	4.196	0.069	0.069	0.000
OPEB Current Payment	0.675	0.650	0.025	0.025	0.000
Pensions	5.636	4.951	0.685	0.685	0.000
Other Fringe Benefits	1.809	1.555	0.254	0.254	0.000
GASB Account	0.471	0.137	0.334	0.000	0.334
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>38.125</b>	<b>32.873</b>	<b>5.252</b>	<b>4.918</b>	<b>0.334</b>
Non-Labor:					
Electric Power	5.227	4.045	1.182	1.182	0.000
Fuel	0.405	0.168	0.237	0.237	0.000
Insurance	0.259	0.229	0.030	0.030	0.000
Claims	0.405	0.275	0.130	0.130	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.629	1.106	0.523	0.123	0.400
Professional Service Contracts	0.567	0.352	0.215	0.000	0.215
Materials & Supplies	1.707	3.405	(1.698)	(1.698)	0.000
Other Business Expenses	0.369	0.047	0.322	0.322	0.000
<b>Total Non-Labor Expenditures</b>	<b>10.568</b>	<b>9.627</b>	<b>0.941</b>	<b>0.326</b>	<b>0.615</b>
Other Expenditure Adjustments:					
Other			0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Expenditures</b>	<b>48.693</b>	<b>42.500</b>	<b>6.193</b>	<b>5.244</b>	<b>0.949</b>
<b>Baseline Net Cash Deficit</b>	<b>(38.828)</b>	<b>(34.956)</b>	<b>3.872</b>	<b>3.775</b>	<b>0.097</b>

Totals may not add due to rounding.

**MTA STATEN ISLAND RAILWAY  
2012 YEAR-END REPORT  
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME  
(UTILIZATION)**

**Annual Ridership**

2012 total ridership of 4.445 million was 1.1% (51,000 trips) below the 2012 Estimate and 4.6% (213,000 trips) below the 2012 Adopted Budget, both due to service disruptions related to Sandy.

2012 total ridership was 3.0% (138,000 trips) below 2011. However, ridership was still 33.0 percent higher than in 2004, due to a positive ridership trend and newly counted ridership at Tompkinsville starting in 2010.

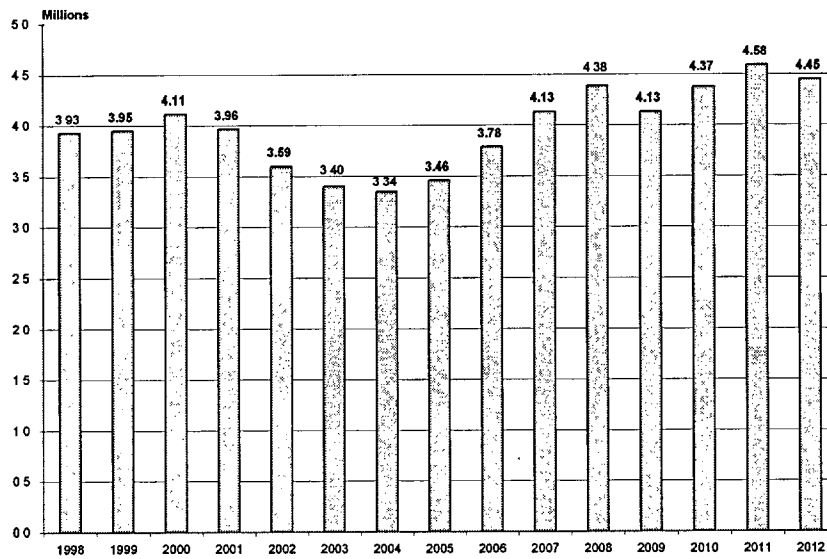
**Weekday and Weekend ridership**

2012 average weekday ridership decreased 0.9% from 2011, while average weekend ridership (Saturday and Sunday combined) decreased 7.3%. In addition to the Sandy-related disruptions, there were several weekend service suspensions for construction in early and mid-2012. Average weekday ridership increased 32.0% from 2004 to 2012 and average weekend ridership was up 77.2% over the same period.

**MTA STATEN ISLAND RAILWAY**  
**2012 ADOPTED BUDGET and FINAL ESTIMATE vs. ACTUAL**  
**Ridership (Utilization)**

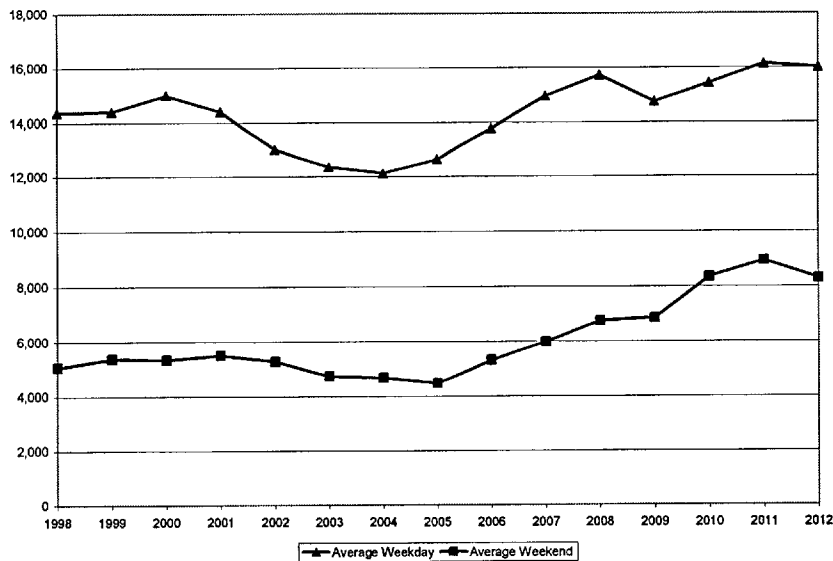
<u>RIDERSHIP</u>	<u>December 2012 Year-to-Date</u>			<u>Favorable/(Unfavorable)</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Ridership	4.658	4.496	4.445	(0.213)	(4.6%)	(0.051)	(1.1%)
Total Utilization	4.658	4.496	4.445	(0.213)	(4.6%)	(0.051)	(1.1%)
 <u>FAREBOX REVENUE</u>							
Total Farebox Revenue	5.726	5.407	5.389	(0.337)	(5.9%)	(0.018)	(0.3%)
Total Revenue	<b>\$5.726</b>	<b>\$5.407</b>	<b>\$5.389</b>	<b>(\$0.337)</b>	<b>(5.9%)</b>	<b>(0.018)</b>	<b>(0.3%)</b>

**Chart 1: SIR Annual Ridership**



*2012 SIR ridership decreased 3.0 percent from 2011. SIR ridership has increased 13.2 percent since 1998 and 33.0 percent since 2004.*

**Chart 2: SIR Average Weekday and Weekend Ridership**



*From 2011 to 2012, SIR ridership decreased 0.9 percent on weekdays and 7.3 percent on weekends. Since 1998, SIR ridership increased 11.4 percent on weekdays and 63.7 percent on weekends.*

**MTA STATEN ISLAND RAILWAY  
2012 YEAR-END REPORT  
Explanation of Variances on Positions  
by Function and Department  
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents**

**2012 FINAL ESTIMATE (Estimate) vs. ACTUAL**

**Non-Reimbursable**

At the end of 2012, there were 268 actual non-reimbursable positions, equal to the Estimate. As indicated on the following table, there may be some current functional/departmental classification differences, which are expected to be corrected in the July 2013 Financial Plan cycle.

**Reimbursable**

At the end of 2012, there were 3 actual reimbursable positions, equal to the Estimate.

**MTA STATEN ISLAND RAILWAY**  
**2012 Year-End Report**  
**Non-Reimbursable and Reimbursable Positions by Function and Department**  
**Full-time Positions and Full-time Equivalents**

**December 31, 2012**

<u>Function/Departments</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Executive	14	14	0	
General Office	8	6	2	
Purchasing/Stores	6	6	0	
<b>Total Administration</b>	<b>28</b>	<b>26</b>	<b>2</b>	
<b>Operations</b>				
Transportation	91	100	(9)	
<b>Total Operations</b>	<b>91</b>	<b>100</b>	<b>(9)</b>	
<b>Maintenance</b>				
Mechanical	43	41	2	
Electronics/Electrical	12	8	4	
Power/Signals	26	25	1	
Maintenance of Way	46	45	1	
Infrastructure	25	26	(1)	
<b>Total Maintenance</b>	<b>152</b>	<b>145</b>	<b>7</b>	
<b>Total Positions</b>	<b>271</b>	<b>271</b>	<b>0</b>	
<b>Non-Reimbursable</b>	<b>268</b>	<b>268</b>	<b>0</b>	
<b>Reimbursable</b>	<b>3</b>	<b>3</b>	<b>0</b>	
<b>Total Full-Time</b>	<b>271</b>	<b>271</b>	<b>0</b>	
<b>Total Full-Time-Equivalents</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Note-2012 Budgeted positions not consistent with above categorization and therefore not presented above

**MTA STATEN ISLAND RAILWAY**  
**2012 Year End Report**  
**Full-Time Positions and-Full Time Equivalents**  
**by Function and Occupational Group**

<u>December 31, 2012</u>				<u>Explanation of Variances</u>
	<u>Final</u> <u>Estimate</u>	<u>Actual</u>	<u>Favorable</u> <u>(Unfavorable)</u> <u>Variance</u>	
<b>Administration</b>				
Managers/Supervisors	16	13	3	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>28</b>	<b>26</b>	<b>2</b>	
<b>Operations</b>				
Managers/Supervisors	5	4	1	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	83	93	(10)	
<b>Total Operations</b>	<b>91</b>	<b>100</b>	<b>(9)</b>	
<b>Maintenance</b>				
Managers/Supervisors	7	13	(6)	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	142	131	11	
<b>Total Maintenance</b>	<b>152</b>	<b>145</b>	<b>7</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
<b>Total Engineering/Capital</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Public Safety</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
<b>Total Public Safety</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Positions</b>				
Managers/Supervisors	28	30	(2)	
Professional, Technical, Clerical	18	17	1	
Operational Hourlies	225	224	1	
<b>Total Positions</b>	<b>271</b>	<b>271</b>	<b>0</b>	

**MTA BUS COMPANY  
2012 YEAR-END REPORT  
SUMMARY**

**2012 Final Estimate vs. Actual**

**Accrual / Non Reimbursable and Reimbursable**

MTA Bus Company ended its 2012 Fiscal Year with an unfavorable variance of \$36.2 million when compared to the Final Estimate.

Total Revenues had a favorable variance of \$1.0 million. This was due to higher ridership, higher student fare reimbursement and other miscellaneous income, partially offset by lower Capital and Other Reimbursements.

Total Expenses before Depreciation and GASB Adjustments had a favorable variance of \$12.8 million.

Total Labor expenses were unfavorable by \$36.8 million. The major drivers were the reclassification of workers compensation from Insurance to Other Fringe Benefits of \$21.3 million, unbudgeted miscellaneous payroll expenses, greater than budgeted headcount, proactive bus maintenance initiatives and miscellaneous expenses for a total of \$7.8 million as well as expenses related to Tropical Storm Sandy of \$1.0 million. These results were partially offset by \$0.9 million higher Health & Welfare/ OPEB current payment expenses.

Total Non-Labor expenses were favorable by \$49.6 million. This was primarily driven by the reclassification of workers compensation from Insurance to Other Fringe Benefits of \$21.3 million, reversals of 2011 accruals, the 2011 and 2012 CNG tax credit, and Fuel for a total of \$12.2 million, and a reduction in public liability claims reserves of \$14.8 million based on current actuarial information. Additional favorable variances were: \$7.3 million in Maintenance and Other Operating Contracts attributable to delayed spending on facility maintenance projects including the modification of depot facility infrastructure for bus cameras, and \$2.6 million in Materials & Supplies.

Depreciation expenses were greater than Budget by \$3.6 million due to the timing of assets reaching beneficial use.

Other Post Employment Benefit expenses were \$44.2 million higher than Budget. This was based on an actuarial valuation and is consistent with the requirements of GASB statement 45, adopted in 2007.

Environmental Remediation expenses of \$2.3 million were accrued in 2012, consistent with the requirements of GASB statement 49.

**MTA BUS COMPANY  
2012 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES  
ACCRUAL BASIS**

**2012 Final Estimate vs. Actual**

- **Non-Reimbursable:**

- **Operating Revenue** was \$4.1 million favorable primarily due to higher ridership and greater than anticipated Other Operating Revenues due to favorable student ridership, insurance recoveries, and scrap and miscellaneous income.
- **Labor Costs** were \$39.9 million unfavorable mainly due to the reclassification of workers compensation from Insurance to Other Fringe Benefits of \$21.3 million, higher Payroll of \$10.7 million attributable to unbudgeted miscellaneous payroll expenses and higher than budgeted headcount, and higher Overtime of \$2.6 million, mainly due to proactive bus maintenance initiatives and expenses related to Tropical Storm Sandy. These results were partially offset by favorable net Health & Welfare/OPEB Current Payments of \$0.9 million.
- **Non-Labor Costs** were \$49.8 million favorable primarily due to a reduction in the public liability claims reserve of \$14.8 million which was based on current actuarial information, the reclassification of workers compensation from Insurance to Other Fringe Benefits of \$21.3 million, and 2011 and 2012 CNG tax credits and reversals of 2011 accruals in Fuel totaling \$12.2 million. Other favorable variances included: Maintenance and Other Operating Contracts (\$7.8 million), due to delayed spending on facility maintenance projects including the modification of depot facility infrastructure for bus cameras; Materials & Supplies (\$1.8 million); and Other Business Expenses (\$0.8 million). These results were partially offset by an unfavorable variance in Professional Services Contracts of \$0.8 million.
- 2012 ridership exceeded the Final Estimate by 1.9 million or 1.6%.

**MTA BUS COMPANY  
2012 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES  
ACCRUAL BASIS**

- **Reimbursable:**
  - **Capital and Other Reimbursements** was \$3.0 million unfavorable primarily due to vacancies.
  - **Labor** was \$3.2 million favorable primarily due to vacancies.
  - **Non-Labor** was \$0.1 million unfavorable mostly due to non-revenue vehicle maintenance for Metro-North and MTA Police.

**MTA BUS COMPANY  
2012 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES  
ACCRUAL BASIS**

**2012 Adopted Budget vs. Actual**

- **Non-Reimbursable:**

- **Operating Revenue** was \$2.0 million favorable primarily due to higher ridership and greater-than-anticipated Other Operating Revenues due to favorable student ridership as well as insurance recoveries, scrap and miscellaneous income. This favorable variance was partially offset by revenue losses due to the interruption of service from Tropical Storm Sandy.
- **Labor Costs** were \$55.1 million unfavorable, mainly due to a reclassification of workers compensation from Insurance to Other Fringe Benefits of \$21.3 million, higher Payroll of \$12.8 million attributable to unbudgeted miscellaneous payroll expenses, and higher than budgeted headcount, higher Overtime of \$7.2 million, mainly due to proactive bus maintenance initiatives and expenses related to Tropical Storm Sandy, and higher Health & Welfare/OPEB Current Payments of \$2.1 million. These results were partially offset by favorable Pension expenses of \$2.5 million.
- **Non-Labor Costs** were \$41.5 million favorable, mainly due to a reduction in the public liability claims reserve of \$14.8 million which is based on current actuarial information, the reclassification of workers compensation from Insurance to Other Fringe Benefits of \$21.3 million, and 2011 and 2012 CNG tax credits and reversals of 2011 accruals in Fuel totaling \$7.4 million. Other favorable variances included: Maintenance and Other Operating Contracts (\$8.3 million), due to delayed spending on facility maintenance projects including the modification of depot facility infrastructure for bus cameras; and Professional Service Contracts and Other Business Expenses totaling \$1.1 million. These results were partially offset by unfavorable variances of \$1.5 million in Material & Supplies due to the Shop Overhaul program, and \$1.3 million in Traction and Propulsion.
- 2012 ridership was favorable to the Adopted Budget by 2.0 million or 1.7%.

**MTA BUS COMPANY  
2012 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES  
ACCRUAL BASIS**

- **Reimbursable:**

- **Capital and Other Reimbursements** were \$2.0 million unfavorable due to vacancies and the timing of capital projects.
- **Labor** was \$3.2 million favorable primarily due to vacancies and the timing of capital projects.
- **Non-Labor** was \$1.1 million unfavorable mostly due to unbudgeted OTPS expenses for non-revenue vehicle maintenance for Metro-North and MTA Police.

**MTA BUS COMPANY**  
**Accrual Statement of Operations by Category**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**(\$ in millions)**

**NON-REIMBURSABLE**

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Operating Revenue</b>							
Farebox Revenue	\$ 180,168	\$ 178,121	\$ 181,904	\$ 1,736	1.0	\$ 3,783	2.1
Other Operating Revenue	19,019	19,019	19,313	0,294	1.5	0,294	1.5
Capital and Other Reimbursements	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$ 199,187</b>	<b>\$ 197,140</b>	<b>\$ 201,217</b>	<b>\$ 2,030</b>	<b>1.0</b>	<b>\$ 4,077</b>	<b>2.1</b>
<b>Operating Expenses</b>							
<u><b>Labor:</b></u>							
Payroll	\$ 222,793	\$ 224,887	\$ 235,577	\$ (12,784)	(5.7)	\$ (10,690)	(4.8)
Overtime	40,783	45,375	47,968	(7,185)	(17.6)	(2,593)	(5.7)
Health and Welfare	44,118	46,976	42,435	1,683	3.8	4,541	9.7
OPEB Current Payment	14,586	14,586	18,375	(3,789)	(26.0)	(3,789)	(26.0)
Pensions	43,150	40,357	40,606	2,544	5.9	(0,249)	(0.6)
Other Fringe Benefits	22,800	31,159	58,326	(35,526)	*	(27,167)	(87.2)
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 388,230</b>	<b>\$ 403,340</b>	<b>\$ 443,286</b>	<b>\$ (55,056)</b>	<b>(14.2)</b>	<b>\$ (39,946)</b>	<b>(9.9)</b>
<u><b>Non-Labor:</b></u>							
Traction and Propulsion Power	\$ -	\$ 1,051	\$ 1,288	\$ (1,288)	-	\$ (0,237)	(22.5)
Fuel for Buses and Trains	34,408	39,217	26,970	7,438	21.6	12,247	31.2
Insurance	14,668	15,356	2,007	12,661	86.3	13,349	86.9
Claims	25,000	25,000	10,235	14,765	59.1	14,765	59.1
Maintenance and Other Operating Contracts	28,440	27,899	20,133	8,307	29.2	7,766	27.6
Professional Service Contracts	6,705	5,689	6,465	0,240	3.6	(0,776)	(13.6)
Materials & Supplies	26,904	30,170	28,370	(1,466)	(5.4)	1,800	6.0
Other Business Expenses	4,251	4,272	3,431	0,819	19.3	0,841	19.7
<b>Total Non-Labor Expenses</b>	<b>\$ 140,377</b>	<b>\$ 148,654</b>	<b>\$ 98,900</b>	<b>\$ 41,477</b>	<b>29.5</b>	<b>\$ 49,754</b>	<b>33.5</b>
<u><b>Other Expense Adjustments:</b></u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 528,607</b>	<b>\$ 551,994</b>	<b>\$ 542,186</b>	<b>\$ (13,579)</b>	<b>(2.6)</b>	<b>\$ 9,808</b>	<b>1.8</b>
<b>Depreciation</b>	<b>\$ 42,235</b>	<b>\$ 42,235</b>	<b>\$ 45,792</b>	<b>\$ (3,557)</b>	<b>(8.4)</b>	<b>\$ (3,557)</b>	<b>(8.4)</b>
OPEB Obligation	55,415	55,415	99,587	(44,172)	(79.7)	(44,172)	(79.7)
Environmental Remediation	-	-	2,320	(2,320)	-	(2,320)	-
<b>Total Expenses</b>	<b>\$ 626,257</b>	<b>\$ 649,644</b>	<b>\$ 689,885</b>	<b>\$ (63,628)</b>	<b>(10.2)</b>	<b>\$ (40,241)</b>	<b>(6.2)</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$ (427,070)</b>	<b>\$ (452,504)</b>	<b>\$ (488,668)</b>	<b>\$ (61,598)</b>	<b>(14.4)</b>	<b>\$ (36,164)</b>	<b>(8.0)</b>

\*Totals may not add due to rounding

**MTA BUS COMPANY**  
**Accrual Statement of Operations by Category**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**(\$ in millions)**

REIMBURSABLE			2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate			
	\$			\$	%	\$	%		
Revenue									
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	-	
Other Operating Revenue									
Capital and Other Reimbursements	7 727	8 730	5 689	(2 039)	(26.4)	(3 041)		(34.8)	
Total Revenue	\$7.727	\$8.730	\$5.689	(\$2.039)	(26.4)	(\$3.041)		(34.8)	
Expenses									
<u>Labor:</u>									
Payroll	\$ 5,718	\$ 5,718	\$ 2,804	\$ 2,914	51.0	\$ 2,914		51.0	
Overtime	-	-	-	-	-	-		-	
Health and Welfare	1 052	1 052	0 894	0 157	15.0	0 158		15.0	
OPEB Current Payment	-	-	-	-	-	-		-	
Pensions	0 492	0 492	0 441	0 051	10.4	0 051		10.5	
Other Fringe Benefits	0 466	0 466	0 190	0 275	59.1	0 276		59.1	
GASB Account	-	-	-	-	-	-		-	
Reimbursable Overhead	-	-	0 214	(0 214)	-	(0 214)		-	
Total Labor Expenses	\$ 7.727	\$ 7.728	\$ 4.543	\$ 3.184	41.2	\$ 3.185		41.2	
<u>Non-Labor:</u>									
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -		-	
Fuel for Buses and Trains	-	-	-	-	-	-		-	
Insurance	-	-	-	-	-	-		-	
Claims	-	-	-	-	-	-		-	
Paratransit Service Contracts	-	-	-	-	-	-		-	
Maintenance and Other Operating Contracts	-	0 216	0 710	(0 710)	-	(0 494)		*	
Professional Service Contracts	-	-	0 439	(0 439)	-	(0 439)		-	
Materials & Supplies	-	0 786	(0 016)	0 016	-	0 802		*	
Other Business Expenses	-	-	0 013	(0 013)	-	(0 013)		-	
Total Non-Labor Expenses	\$ -	\$ 1.002	\$ 1.146	\$ (1.146)	-	\$ (0.144)		(14.3)	
<u>Other Expense Adjustments:</u>									
Other	-	-	-	-	-	-		-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -		-	
Total Expenses Before Depreciation	\$ 7.727	\$ 8.730	\$ 5.689	\$ 2.039	26.4	\$ 3.041		34.8	
Depreciation	-	-	-	-	-	-		-	
OPEB Obligation	-	-	-	-	-	-		-	
Environmental Remediation	-	-	-	-	-	-		-	
Total Expenses	\$ 7.727	\$ 8.730	\$ 5.689	\$ 2.039	26.4	\$ 3.041		34.8	
Net Surplus/(Deficit)	\$ -	\$ -	\$ (0.000)	\$ (0.000)	-	\$ (0.000)		-	

\*Totals may not add due to rounding

**MTA BUS COMPANY**  
**Accrual Statement of Operations by Category**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**(\$ in millions)**

NON-REIMBURSABLE/ REIMBURSABLE	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget	Final Estimate		
	\$			\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	180 168	\$ 178 121	\$ 181 904	\$ 1 736	1 0	\$ 3 783	2 1
Other Operating Revenue	19 019	19 019	19 313	0 294	1 5	0 294	1 5
Capital and Other Reimbursements	7 727	8 730	5 689	(2 039)	(26 4)	(3 041)	(34 8)
<b>Total Revenue</b>	<b>\$ 206.914</b>	<b>\$ 205.870</b>	<b>\$ 206.905</b>	<b>\$ (0.009)</b>	<b>0.0</b>	<b>\$ 1.035</b>	<b>0.5</b>
<b>Expenses</b>							
<u><b>Labor:</b></u>							
Payroll	\$ 228 512	\$ 230 605	\$ 238 381	\$ (9 869)	(4 3)	\$ (7.776)	(3 4)
Overtime	40 783	45 375	47 968	(7 185)	(17 6)	(2 593)	(5 7)
Health and Welfare	45 170	48 028	43 329	1 840	4 1	4 699	9 8
OPEB Current Payment	14 586	14 586	18 375	(3 789)	(26 0)	(3 789)	(26 0)
Pensions	43 641	40 849	41 047	2 595	5 9	(0 198)	(0 5)
Other Fringe Benefits	23 266	31 625	58 516	(35 251)	*	(26 891)	(85 0)
Reimbursable Overhead	0 000	0 000	0 214	(0 214)	-	(0 214)	-
<b>Total Labor Expenses</b>	<b>\$ 395.957</b>	<b>\$ 411.068</b>	<b>\$ 447.829</b>	<b>\$ (51.872)</b>	<b>(13.1)</b>	<b>\$ (36.761)</b>	<b>(8.9)</b>
<u><b>Non-Labor:</b></u>							
Traction and Propulsion Power	\$ -	\$ 1 051	\$ 1 288	\$ (1 288)	-	\$ (0 237)	(22 5)
Fuel for Buses and Trains	34 408	39 217	26 970	7 438	21 6	12 247	31 2
Insurance	14 668	15 356	2 007	12 661	86 3	13 349	86 9
Claims	25 000	25 000	10 235	14 765	59 1	14 765	59 1
Maintenance and Other Operating Contracts	28 440	28 115	20 843	7 597	26 7	7 272	25 9
Professional Service Contracts	6 705	5 689	6 904	(0 199)	(3 0)	(1 215)	(21 4)
Materials & Supplies	26 904	30 956	28 354	(1 449)	(5 4)	2 602	8 4
Other Business Expenses	4 251	4 272	3 444	0 807	19 0	0 628	19 4
<b>Total Non-Labor Expenses</b>	<b>\$ 140.377</b>	<b>\$ 149.656</b>	<b>\$ 100.045</b>	<b>\$ 40.332</b>	<b>28.7</b>	<b>\$ 49.611</b>	<b>33.1</b>
<u><b>Other Expense Adjustments:</b></u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$ 536.334</b>	<b>\$ 560.724</b>	<b>\$ 547.875</b>	<b>\$ (11.540)</b>	<b>(2.2)</b>	<b>\$ 12.849</b>	<b>2.3</b>
Depreciation	\$ 42 235	\$ 42 235	\$ 45 792	\$ (3 557)	(8 4)	\$ (3 557)	(8 4)
OPEB Obligation	\$ 55 415	\$ 55 415	\$ 99 587	\$ (44 172)	(79 7)	\$ (44 172)	(79 7)
Environmental Remediation	\$ -	\$ -	\$ 2 320	\$ (2 320)	-	\$ (2 320)	-
<b>Total Expenses</b>	<b>\$ 633.984</b>	<b>\$ 658.374</b>	<b>\$ 695.674</b>	<b>\$ (61.589)</b>	<b>(9.7)</b>	<b>\$ (37.200)</b>	<b>(5.7)</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$ (427.070)</b>	<b>\$ (452.504)</b>	<b>\$ (488.668)</b>	<b>\$ (61.598)</b>	<b>(14.4)</b>	<b>\$ (36.164)</b>	<b>(8.0)</b>

\*Totals may not add due to rounding

MTA Bus Company  
Preliminary 2012 Overtime Results  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

8.53

	2012 Adopted Budget		2012 Final Estimate		Actuals		2012 Adopted Budget vs. Actuals		2012 Final Estimate vs. Actuals	
	Hours		Hours		Hours		Var. - Fav./Unfav)		Var. - Fav./Unfav)	
	\$		\$		\$		\$		\$	
<b>NON-REIMBURSABLE OVERTIME</b>										
<u>Scheduled Service</u>	579,327	\$24.354	611,188	\$25.884	545,248	\$23.781	34,078	\$0.574	65,940	\$2.104
							5.9%	2.4%	10.8%	8.1%
<u>Unscheduled Service</u>	43,864	2.034	74,700	3.309	54,436	2.282	(10,572)	(0.248)	20,264	1.027
							-24.1%	-12.2%	27.1%	31.0%
<u>Programmatic/Routine Maintenance</u>	163,793	7.019	170,052	7.300	209,699	10.623	(45,905)	(3.604)	(39,647)	(3.323)
							-28.0%	-51.3%	-23.3%	-45.5%
<u>Unscheduled Maintenance</u>	0	0.000	0	0.000	0	0.006	-	(0.006)	-	(0.006)
							0.0%	0.0%	0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	150,474	6.844	150,474	6.844	241,533	9.110	(91,059)	(2.266)	(91,059)	(2.266)
							-60.5%	-33.1%	-60.5%	-33.1%
<u>Weather Emergencies</u>	1,275	0.059	44,123	1.565	38,648	1.674	(37,373)	(1.615)	5,475	(0.109)
							*	*	12.4%	-7.0%
<u>Safety/Security/Law Enforcement</u>	2,641	0.128	2,641	0.128	1,381	0.084	1,260	0.044	1,260	0.044
							47.7%	34.6%	47.7%	34.6%
<u>Other</u>	7,371	0.344	7,371	0.344	7,454	0.409	(83)	(0.065)	(83)	(0.065)
							-1.1%	-18.8%	-1.1%	-18.8%
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>948,745</b>	<b>\$40.783</b>	<b>1,060,549</b>	<b>\$45.375</b>	<b>1,098,399</b>	<b>\$47.968</b>	<b>(149,654)</b>	<b>(\$7.185)</b>	<b>(37,850)</b>	<b>(\$2.593)</b>
							-15.8%	-17.6%	-3.6%	-5.7%
<b>REIMBURSABLE OVERTIME *</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>
<b>TOTAL OVERTIME</b>	<b>948,745</b>	<b>\$40.783</b>	<b>1,060,549</b>	<b>\$45.375</b>	<b>1,098,399</b>	<b>\$47.968</b>	<b>(149,654)</b>	<b>(\$7.185)</b>	<b>(37,850)</b>	<b>(\$2.593)</b>
									-3.6%	-5.7%

\* All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

\* Above 100%

**MTA BUS COMPANY  
2012 YEAR-END REPORT  
SUMMARY**

**2012 Final Estimate vs. Actual**

**Cash**

Cash resulted in a favorable variance of \$61.5 million when compared to the Final Estimate; \$75.2 million is attributed to timing, partially offset by an unfavorable real variance of \$13.7 million.

Total Cash Receipts had an unfavorable variance of \$8.8 million. This was mainly due to lower than estimated Capital and Other Reimbursements as a result of vacancies and the timing of capital projects. This was partially offset by favorable student ridership, insurance recoveries, scrap and miscellaneous income.

Total Labor was \$6.5 million favorable primarily due to a pending prior year wage adjustment for ATU and TSO hourly employees of \$19.0 million and the timing of payment processing in Other Fringe Benefits of \$12.9 million, partially offset by unfavorable variances of \$19.7 million in net Health & Welfare/OPEB Current Payments, \$3.1 million in Pensions, and \$2.6 million in Overtime, mainly due to a proactive maintenance program, traffic delays and the impact of Tropical Storm Sandy.

Total Non-Labor was \$63.7 million favorable mainly due to the timing of payments for Fuel of \$7.3 million, workers compensation of \$20.6 million, auto liability Claims of \$6.6 million, and the modification of depot facility infrastructure in Maintenance and Other Operating Contracts of \$16.1 million. Also contributing to this favorable variance was the timing of payments for Materials & Supplies, Professional Service Contracts and Other Business Expenses, totaling \$13.1 million.

**Ridership**

Overall 2012 ridership exceeded the Final Estimate by 1.9 million or 1.6%.

**Positions**

As of December 2012, the total active headcount in MTA Bus Company was 3,629. This was greater than the estimated headcount by 76 employees primarily in transportation operations.

**MTA BUS COMPANY  
2012 YEAR-END REPORT  
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

**2012 Final Estimate vs. Actual**

**Receipts:** Total Receipts were \$8.8 million unfavorable.

- **Farebox Receipts:** Unfavorable variance of \$0.3 million primarily due to the timing of receipts.
- **Other Operating Receipts:** Favorable variance of \$0.6 million primarily due to favorable student ridership, insurance recoveries, scrap and miscellaneous income.
- **Capital and Other Reimbursements:** Unfavorable variance of \$9.1 million primarily due to vacancies and the timing of capital projects.

**Expenditures / Labor:** Total Labor Expenditures were \$6.5 million favorable.

- **Payroll:** Favorable variance of \$19.0 million primarily due to the timing of ATU and TSO retro-active wage adjustment.
- **Overtime:** Unfavorable variance of \$2.6 million due to proactive maintenance initiatives, traffic delays and the impact of Tropical Storm Sandy.
- **Health & Welfare/OPEB:** Unfavorable variance of \$19.6 million due to prior period payments.
- **Pension:** Unfavorable variance of \$3.1 million based on a third party actuarial valuation.
- **Other Fringe Benefits:** Favorable variance of \$12.8 million primarily due to the timing of inter-agency payments.

**Expenditures / Non Labor:** Total Non-Labor Expenditures were \$63.7 million favorable.

- **Electric Power:** Unfavorable variance of \$0.1 million due to higher than estimated expenditures.
- **Fuel:** Favorable variance of \$7.3 million primarily due to the timing of payments and the 2011 CNG tax rebate.
- **Insurance:** Favorable variance of \$20.6 million primarily due to the timing of workers compensation payments based on third party actuarial estimates.

- **Claims:** Favorable variance of \$6.6 million primarily due to the timing of payments of auto liability claims payments based on third party actuarial estimates.
- **Maintenance and Other Operating Contracts:** Favorable variance of \$16.1 million. Of this variance, \$7.9 million is real. The balance of \$8.2 million favorable is due to the timing in facility maintenance projects including the modification of depot facility infrastructure for bus camera, bridge, tunnel & highway tolls, tires & tubes, leases and real estate rentals.
- **Professional Service Contracts:** Favorable variance of \$3.3 million primarily due to the timing of payments for chargebacks, data center and other professional service contracts.
- **Materials and Supplies:** Favorable variance of \$6.2 million primarily due to lower than estimated usage.
- **Other Business Expenses:** Favorable variance of \$3.7 million which included a real favorable variance of \$2.5 million and a favorable timing payment of \$1.2 million.

**MTA BUS COMPANY  
2012 YEAR-END REPORT  
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

**2012 Adopted Budget vs. Actual**

**Receipts:** Total Cash Receipts resulted in an unfavorable variance of \$8.8 million.

- **Farebox Receipts:** Unfavorable variance of \$1.3 million primarily due to the timing of receipts and suspension of revenue service as a result of Tropical Storm Sandy, partially offset by the impact of higher ridership.
- **Other Operating Revenue:** Favorable variance of \$0.6 million primarily due to favorable student ridership, insurance recoveries, scrap, and miscellaneous income.
- **Capital and Other Reimbursements:** Unfavorable variance of \$8.1 million primarily reflects the impact of vacancies and schedule changes to capital reimbursable projects.

**Expenditures / Labor:** Total Labor expenses resulted in a unfavorable variance of \$27.3 million.

- **Payroll:** Favorable variance of \$17.5 million primarily due to the timing of the TSO and ATU retro-active wage adjustment.
- **Overtime:** Unfavorable variance of \$7.2 million due to proactive and preventative maintenance initiatives, traffic delays and impact of Tropical Storm Sandy.
- **Health & Welfare/OPEB:** Unfavorable variance of \$37.9 million due to prior period payments.
- **Pensions:** Unfavorable variance of \$0.3 million due to greater than budgeted expenses.
- **Other Fringe Benefits:** Favorable variance of \$2.1 million primarily due to timing of retroactive wage adjustment.
- **GASB Account:** Unfavorable variance of \$1.5 million primarily due to increased requirements.

**Expenditures / Non Labor:** Total Non-Labor expenses resulted in a favorable variance of \$9.2 million.

- **Electric Power:** Unfavorable variance of \$1.1 million incorrectly budgeted in Maintenance and Other Operating Contracts.

- **Fuel:** Unfavorable variance of \$5.6 million primarily due to prior period payments.
- **Insurance:** Favorable variance of \$2.6 million primarily due to the timing of workers compensation payments.
- **Claims:** Favorable variance of \$1.8 million primarily due to a third party re-assessment.
- **Maintenance and Other Operating Contracts:** Favorable variance of \$13.2 million due to changes in the timing of facility maintenance projects including the modification of depot facility infrastructure for bus camera needs, bridge, tunnel & highway tolls, tires & tubes and real estate rentals/leases.
- **Professional Service Contracts:** Favorable variance of \$2.3 million primarily due to the timing of payments for chargebacks, data center and other professional service contracts.
- **Materials and Supplies:** Unfavorable variance of \$6.4 million primarily due to prior period payments.
- **Other Business Expenditures:** Favorable variance of \$2.4 million primarily due to the timing of payments.

**MTA BUS COMPANY**  
**Cash Receipts and Expenditures**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**(\$ in millions)**

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$ 180,168	\$ 179,138	\$ 178,889	\$ (1,279)	(0.7)	\$ (0,249)	(0.1)
Other Operating Revenue	19,019	19,019	19,607	0,588	3.1	0,588	3.1
Capital and Other Reimbursements	11,838	12,840	3,734	(8,104)	(68.5)	(9,106)	(70.9)
<b>Total Receipts</b>	<b>\$ 211,025</b>	<b>\$ 210,997</b>	<b>\$ 202,231</b>	<b>\$ (8,795)</b>	<b>(4.2)</b>	<b>\$ (8,766)</b>	<b>(4.2)</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	\$ 241,627	\$ 243,104	\$ 224,088	\$ 17,540	7.3	\$ 19,016	7.8
Overtime	40,783	45,375	47,968	(7,185)	(17.6)	(2,593)	(5.7)
Health and Welfare	44,766	56,710	78,837	(34,071)	(76.1)	(22,127)	(39.0)
OPEB Current Payment	14,586	20,869	18,375	(3,789)	(26.0)	2,494	12.0
Pensions	43,467	40,674	43,801	(0,334)	(0.8)	(3,127)	(7.7)
Other Fringe Benefits	23,100	33,880	21,026	2,074	9.0	12,854	37.9
GASB Account	4,317	5,862	5,862	(1,545)	(35.8)	-	0.0
Reimbursable Overhead	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 412,647</b>	<b>\$ 446,474</b>	<b>\$ 439,956</b>	<b>\$ (27,309)</b>	<b>(6.6)</b>	<b>\$ 6,518</b>	<b>1.5</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$ -	\$ 1,051	\$ 1,118	(1,118)	-	(0,067)	(6.4)
Fuel for Buses and Trains	34,408	47,382	40,055	(5,647)	(16.4)	7,327	15.5
Insurance	14,668	32,600	12,049	2,619	17.9	20,551	63.0
Claims	17,100	21,835	15,261	1,839	10.8	6,574	30.1
Maintenance and Other Operating Contracts	28,440	31,397	15,282	13,159	46.3	16,115	51.3
Professional Service Contracts	6,705	7,689	4,382	2,323	34.6	3,307	43.0
Materials & Supplies	26,904	39,481	33,267	(6,363)	(23.6)	6,214	15.7
Other Business Expenses	4,251	5,609	1,886	2,365	55.6	3,723	66.4
<b>Total Non-Labor Expenditures</b>	<b>\$ 132,477</b>	<b>\$ 187,044</b>	<b>\$ 123,300</b>	<b>\$ 9,177</b>	<b>6.9</b>	<b>\$ 63,744</b>	<b>34.1</b>
<b>Other Expenditure Adjustments:</b>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures Before Depreciation</b>	<b>\$ 545,124</b>	<b>\$ 633,518</b>	<b>\$ 563,256</b>	<b>\$ (18,132)</b>	<b>(3.3)</b>	<b>\$ 70,262</b>	<b>11.1</b>
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Environmental Remediation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
<b>Total Expenditures</b>	<b>\$ 545,124</b>	<b>\$ 633,518</b>	<b>\$ 563,256</b>	<b>\$ (18,132)</b>	<b>(3.3)</b>	<b>\$ 70,262</b>	<b>11.1</b>
<b>Baseline Cash Deficit</b>	<b>\$ (334,099)</b>	<b>\$ (422,521)</b>	<b>\$ (361,025)</b>	<b>\$ (26,927)</b>	<b>(8.1)</b>	<b>\$ 61,496</b>	<b>14.6</b>

\*Totals may not add due to rounding

**MTA BUS COMPANY**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**Cash Conversion (Cash Flow Adjustments)**  
**(\$ In millions)**

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue		\$ 1 017	\$ (3 015)	\$ (3 015)	-	\$ (4 032)	*
Other Operating Revenue	-	-	0 295	0 295	-	0 295	-
Capital and Other Reimbursements	4 111	4 110	(1 955)	(6 066)	*	(6 065)	*
<b>Total Receipts</b>	<b>\$ 4.111</b>	<b>\$ 5.127</b>	<b>\$ (4.675)</b>	<b>\$ (8.786)</b>	<b>*</b>	<b>\$ (9.802)</b>	<b>*</b>
<b>Expenditures</b>							
<u><b>Labor:</b></u>							
Payroll	\$ (13 116)	\$ (12 499)	\$ 14 293	\$ (27 409)	*	\$ (26 792)	*
Overtime	-	-	-	-	-	-	-
Health and Welfare	0 403	(8 682)	(35 507)	35 911	*	26 825	*
OPEB Current Payment	-	(6 283)	0 000	(0 000)	-	(6 283)	*
Pensions	0 174	0 175	(2 754)	2 928	*	2 929	*
Other Fringe Benefits	0 165	(2 255)	37 490	(37 324)	*	(39 745)	*
GASB Account	(4 317)	(5 862)	(5 862)	1 545	35.8	-	0.0
Reimbursable Overhead	-	-	0 214	(0 214)	-	(0 214)	-
<b>Total Labor Expenditures</b>	<b>\$ (16.690)</b>	<b>\$ (35.406)</b>	<b>\$ 7.873</b>	<b>\$ (24.563)</b>	<b>*</b>	<b>\$ (43.279)</b>	<b>*</b>
<u><b>Non-Labor:</b></u>							
Traction and Propulsion Power	-	(8 165)	(13 085)	13 085	-	4 920	60.3
Fuel for Buses and Trains	-	(17 244)	(10 042)	10 042	-	(7,202)	(41.8)
Insurance	7 900	3 165	(5 026)	12 926	*	8 191	*
Claims	-	(3 282)	5 561	(5 561)	-	(8 843)	*
Maintenance and Other Operating Contracts	-	(2 000)	2 522	(2 522)	-	(4,522)	*
Professional Service Contracts	-	(8 525)	(4 913)	4 913	-	(3 612)	(42.4)
Materials & Supplies	-	(1 337)	1 559	(1 559)	-	(2 856)	*
Other Business Expenses	-	-	-	-	-	-	-
<b>Total Non-Labor Expenditures</b>	<b>\$ 7.900</b>	<b>\$ (37.388)</b>	<b>\$ (23.425)</b>	<b>\$ 31.325</b>	<b>*</b>	<b>\$ (13.963)</b>	<b>(37.3)</b>
<u><b>Other Expenditure Adjustments:</b></u>							
Other	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>\$ (4.678)</b>	<b>\$ (67.667)</b>	<b>\$ (20.226)</b>	<b>\$ 15.548</b>	<b>*</b>	<b>\$ (47.441)</b>	<b>(70.1)</b>
Depreciation	42 235	42 235	45 792	(3 557)	(8.4)	(3 557)	(8.4)
OPEB Obligation	\$ 55 415	\$ 55 415	\$ 99 587	\$ (44 172)	(79.7)	\$ (44 172)	(79.7)
Environmental Remediation	-	-	2 320	(2 320)	-	(2 320)	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$ 92.972</b>	<b>\$ 29.983</b>	<b>\$ 127.473</b>	<b>\$ (34.501)</b>	<b>(37.1)</b>	<b>\$ (97.490)</b>	<b>*</b>

\*Totals may not add due to rounding

**MTA BUS COMPANY**  
**2012 YEAR-END REPORT**  
**2012 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

	Final		Favorable/(Unfavorable) Variance		
	Estimate	Actual	Total	Real	Timing
<b><u>Receipts</u></b>					
Farebox Revenue	\$179.138	\$178.889	(\$0.249)	(\$0.249)	\$0.000
Other Operating Revenue	19.019	19.607	0.588	0.588	0.000
Capital and Other Reimbursements	12.840	3.734	(9.106)	(6.106)	(3.000)
<b>Total Receipts</b>	<b>\$210.997</b>	<b>\$202.231</b>	<b>(\$8.766)</b>	<b>(\$5.766)</b>	<b>(\$3.000)</b>
<b><u>Expenditures</u></b>					
Labor:					
Payroll	\$243.104	\$224.088	\$19.016	\$0.000	\$19.016
Overtime	45.375	47.968	(2.593)	(2.593)	0.000
Health and Welfare	56.710	80.016	(23.306)	(23.306)	0.000
OPEB Current Payment	20.869	17.196	3.673	3.673	0.000
Pensions	40.674	43.801	(3.127)	(3.127)	0.000
Other Fringe Benefits	33.880	21.026	12.854	0.000	12.854
GASB Account	5.862	5.862	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$446.474</b>	<b>\$439.956</b>	<b>\$6.518</b>	<b>(\$25.352)</b>	<b>\$31.870</b>
Non-Labor:					
Electric Power	\$1.051	\$1.118	(\$0.067)	(\$0.067)	\$0.000
Fuel	47.382	40.055	7.327	2.800	4.500
Insurance	32.600	12.049	20.551	0.000	20.551
Claims	21.835	15.261	6.574	0.000	6.574
Maintenance and Other Operating Contracts	31.397	15.282	16.115	7.915	8.200
Professional Service Contracts	7.689	4.382	3.307	1.102	2.205
Materials & Supplies	39.481	33.267	6.214	3.142	3.071
Other Business Expenses	5.609	1.886	3.723	2.482	1.241
<b>Total Non-Labor Expenditures</b>	<b>\$187.044</b>	<b>\$123.300</b>	<b>\$63.744</b>	<b>\$17.375</b>	<b>\$46.342</b>
Other Expenditure Adjustments:					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$633.518</b>	<b>\$563.256</b>	<b>\$70.262</b>	<b>(\$7.977)</b>	<b>\$78.212</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$422.521)</b>	<b>(\$361.025)</b>	<b>\$61.496</b>	<b>(\$13.743)</b>	<b>\$75.212</b>

Totals may not add due to rounding.

**MTA BUS COMPANY  
2012 YEAR-END REPORT  
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME  
(UTILIZATION)**

Revenue was 2.1% greater than the Final Estimate and 1.6% higher than 2011 Actuals.

**Financial Summary**

Passenger Revenue	2012	2011 Actuals	Percent Change + More / - Less Than	
			2011 Actual	2012 Final Estimate
Fixed Route Revenue	181,904,420	179,041,576	1.6%	2.1%

**2012 Final Estimate vs. Actual**

MTA Bus Company Ridership was 1.9 million, or 1.6% higher than the Final Estimate, and favorable by 2.6 million, or 2.2% compared to 2011.

**Ridership Data - As of December 31, 2012**

	2012 Actuals	2011 Actuals	Percent Change + More / - Less Than	
			2011 Actuals	2012 Final Estimate
Total Riders	120,877,799	118,281,292	2.2%	1.6%
Avg. Weekday	390,685	388,514	0.6%	n/a
Avg. Weekend	376,794	356,208	5.8%	n/a
Avg. Weekday Local	362,978	354,794	2.3%	n/a
Avg. Weekday Express	33,849	33,719	0.4%	n/a

**MTA BUS COMPANY  
2012 YEAR-END REPORT  
UTILIZATION**

	December Year-to-Date			Favorable/(Unfavorable) Variance			
	2012 Adopted Budget	Final Estimate	Actual	2012 Adopted Budget		Final Estimate	
<u>Farebox Revenue</u>				\$	%	\$	%
Fixed Route	\$ 180.168	\$ 178.121	\$ 181.904	\$ 1.736	1.0	\$ 3.783	2.1
<b>Total Farebox Revenue</b>	<b>180.168</b>	<b>178.121</b>	<b>181.904</b>	<b>1.736</b>	<b>1.0</b>	<b>3.783</b>	<b>2.1</b>
Other Revenue	19.019	19.019	19.313	0.294	1.5	0.294	1.5
<b>Total Revenue Non-Reimbursable</b>	<b>199.187</b>	<b>197.140</b>	<b>201.217</b>	<b>2.030</b>	<b>1.0</b>	<b>4.077</b>	<b>2.1</b>
Capital & Other	7.727	8.730	5.689	(2.039)	(26.4)	(3.041)	(34.8)
<b>Total Revenue</b>	<b>\$ 206.914</b>	<b>\$ 205.870</b>	<b>\$ 206.905</b>	<b>\$ (0.009)</b>	<b>0.0</b>	<b>\$ 1.035</b>	<b>0.5</b>
 <u>Ridership</u>							
Fixed Route	118.840	119.003	120.878	2.038	1.7	1.875	1.6
<b>Total Ridership</b>	<b>118.840</b>	<b>119.003</b>	<b>120.878</b>	<b>2.038</b>	<b>1.7</b>	<b>1.875</b>	<b>1.6</b>

**MTA BUS COMPANY  
2012 YEAR-END REPORT  
RESULTS OF OPERATIONS**

Weekday AM pullouts were 1.3% higher than 2011 Actuals and -0.2% lower than 2012 Final Estimate.

Weekday PM pullouts were 1.1% higher than 2011 Actuals and 0.2% higher than 2012 Final Estimate.

Completed Trips were 1.4% higher than 2011 Actual and -0.5% lower than Final Estimate.

The 12 month average 2012 MDBF of 5,300 was 54.5 % higher than the 2011 Actuals and 47.1% higher than 2012 Final Estimate.

The chart below summarizes the results of the major performance indicators.

**Operations Summary**

Performance	Final Estimate	2012 Actuals	2011 Actuals	Percent Change + More / - Less Than	
				2011 Actuals	2012 Final Estimate
BUS					
AM Weekday Pullout Performance	99.36%	99.15%	97.91%	1.3%	-0.2%
PM Weekday Pullout Performance	99.36%	99.56%	98.52%	1.1%	0.2%
Percentage of Completed Trips	99.36%	98.83%	97.42%	1.4%	-0.5%
Mean Distance Between Failures	3,603	5,300	3,430	54.5%	47.1%
Mean Distance Between Service Interruptions	2,970	2,868	2,501	14.7%	-3.4%
SAFETY					
Customer Accidents/Million Customers*	1.24%	1.24%	1.52%	-18.4%	0.0%
Customer Accident Injuries/Million Customers*	1.25%	1.25%	1.54%	-18.8%	0.0%
Collisions/Million Miles	44.38%	42.75%	45.75%	-6.6%	-3.7%
Collision Injuries/Million Miles	4.58	5.39	4.72	14.2%	17.7%
Employee On-Duty Lost-Time Accidents per 100 employees	5.37	8.36	9.25	-9.6%	55.7%

\* 12-month average for last year represents 2012 calendar year results

**MTA BUS COMPANY  
2012 YEAR-END REPORT  
Explanation of Variances on Positions  
by Function and Department  
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents**

**2012 Final Estimate vs. Actual**

MTA Bus continues to focus on utilizing positions in the most cost efficient manner by concentrating on streamlining operations and improving processes with the Business Service Center (BSC).

There were 3,629 total employees at the end of December 2012. When compared to the Final Estimate, there were 76 excess employees. These excess employees were mainly transportation operating hourly. MTA Bus experienced lower than anticipated attrition as well as more than expected employees returning to active from inactive status before the end of 2012.

The 76 excess positions are comprised of 82 non-reimbursable offset by 6 vacant reimbursable positions. All of the aforementioned vacancies were full time positions.

**MTA BUS COMPANY**  
**2012 Final Estimate vs. Actual**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME / FULL TIME EQUIVALENTS**  
**DECEMBER 2012**

FUNCTION/DEPARTMENT	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	4	4	-	
Human Resources	6	8	(2)	
Office of Management and Budget	14	12	2	
Technology & Information Services	17	16	1	
Material	19	16	3	
Controller	15	24	(9)	
Office of the President	6	8	(2)	
System Safety Administration	5	2	3	
Law	21	23	(2)	
Corporate Communications	2	2	-	
Labor Relations	4	-	4	
Strategic Office	8	6	2	
Non-Departmental	61	-	61	Timing of Training Requirements
<b>Total Administration</b>	<b>182</b>	<b>121</b>	<b>61</b>	
<b>Operations</b>				
Buses	2,058	2,199	(141)	
Office of the Executive VP	1	2	(1)	
Safety & Training	21	52	(31)	
Road Operations	117	117	-	
Transportation Support	20	20	-	
Operations Planning	30	30	-	
Revenue Control	21	21	-	
<b>Total Operations</b>	<b>2,268</b>	<b>2,440</b>	<b>(172)</b>	Students in Training
<b>Maintenance</b>				
Buses	738	741	(3)	
Maintenance Support/CMF	156	160	(4)	
Facilities	72	38	34	Vacancies Replaced by MOU
Supply Logistics	85	81	4	
<b>Total Maintenance</b>	<b>1,051</b>	<b>1,020</b>	<b>31</b>	
Capital Program Management	38	34	4	
<b>Total Engineering/Capital</b>	<b>38</b>	<b>34</b>	<b>4</b>	
Security	14	14	-	
<b>Total Public Safety</b>	<b>14</b>	<b>14</b>	<b>-</b>	
<b>Total Positions</b>	<b>3,553</b>	<b>3,629</b>	<b>(76)</b>	
Non-Reimbursable	3,489	3,571	(82)	
Reimbursable	64	58	6	
<b>Total Full-Time</b>	<b>3,538</b>	<b>3,610</b>	<b>(72)</b>	
<b>Total Full-Time Equivalents</b>	<b>15</b>	<b>19</b>	<b>(4)</b>	

**MTA BUS COMPANY  
2012 YEAR-END REPORT  
Explanation of Variances on Positions  
by Function and Occupation**

**2012 Final Estimate vs. Actual**

As previously stated there were 3,629 employees at the end of December 2012. This resulted in 76 excess employees comprising of the below occupational groups:

- -22 Managers/Supervisory vacancies
- 11 Professional/Technical/Clerical excess
- 87 Operational Hourly excess

**MTA BUS COMPANY**  
**2012 Final Estimate vs. Actual**  
**TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION**  
**DECEMBER 2012**

FUNCTION/OCCUPATIONAL GROUP	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	48	43	5	
Professional, Technical, Clerical	73	78	(5)	
Operational Hourlies	61	-	61	
<b>Total Administration</b>	<b>182</b>	<b>121</b>	<b>61</b>	Timing of Training Requirements
<b>Operations</b>				
Managers/Supervisors	200	295	(95)	
Professional, Technical, Clerical	50	55	(5)	
Operational Hourlies	1,918	2,090	(172)	
<b>Total Operations</b>	<b>2,168</b>	<b>2,440</b>	<b>(272)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	199	194	5	
Professional, Technical, Clerical	13	13	-	
Operational Hourlies	839	813	26	
<b>Total Maintenance</b>	<b>1,051</b>	<b>1,020</b>	<b>31</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	22	19	3	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>38</b>	<b>34</b>	<b>4</b>	
<b>Public Safety</b>				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>14</b>	<b>14</b>	<b>-</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	480	558	(78)	
Professional, Technical, Clerical	155	166	(11)	
Operational Hourlies	2,818	2,905	(87)	
<b>Total Baseline Positions</b>	<b>3,453</b>	<b>3,629</b>	<b>(176)</b>	

**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 - April 2013

(data thru March 2013; \$s in million)

	Budget	Expenditures
Construction	\$ 944.2	\$ 741.3
Design	105.3	104.1
Construction Management	129.7	89.1
Real Estate	220.9	205.8
<b>Total</b>	<b>\$ 1,400.0</b>	<b>\$ 1,140.4</b>

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

Project Description	Budget (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>	\$ 133.6	\$ 130.0	\$ 3.7	\$ 126.2	Aug-2009	Jul-2009	Mar-2013	Oct-2013	Jun-2014
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	210.3	192.8	17.6	108.0	Jan-2011	Aug-2010	Jun-2014	Jun-2014	Jun-2014
4G: Corbin Building Restoration <i>Judlau Contracting</i>	67.5	66.2	1.3	61.1	Mar-2010	Feb-2010	Dec-2012	Jun-2014	Apr-2013
R to E Connector	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD	TBD

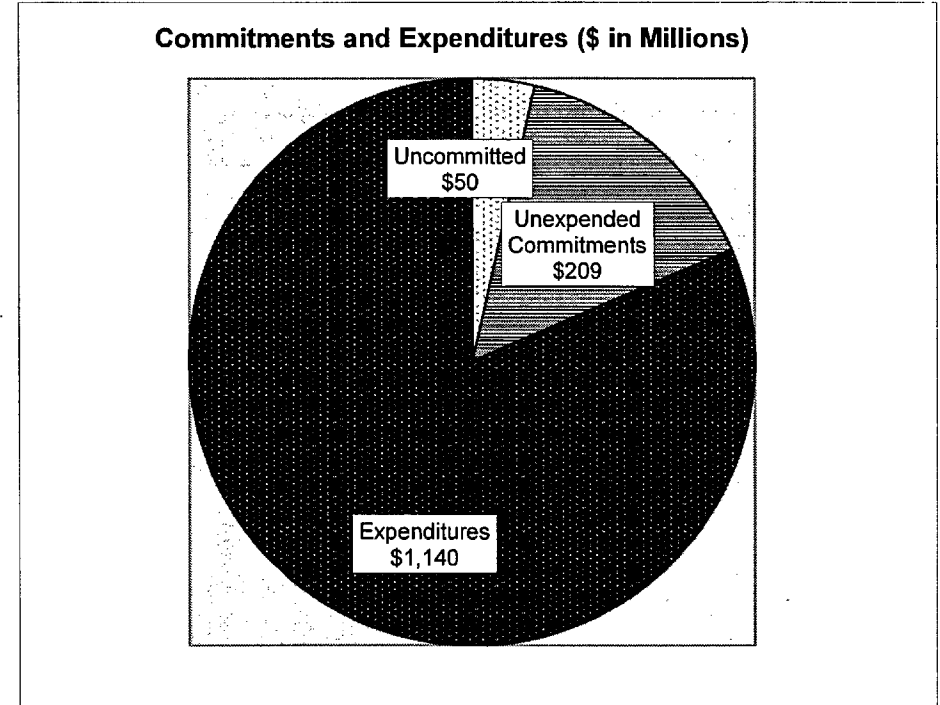
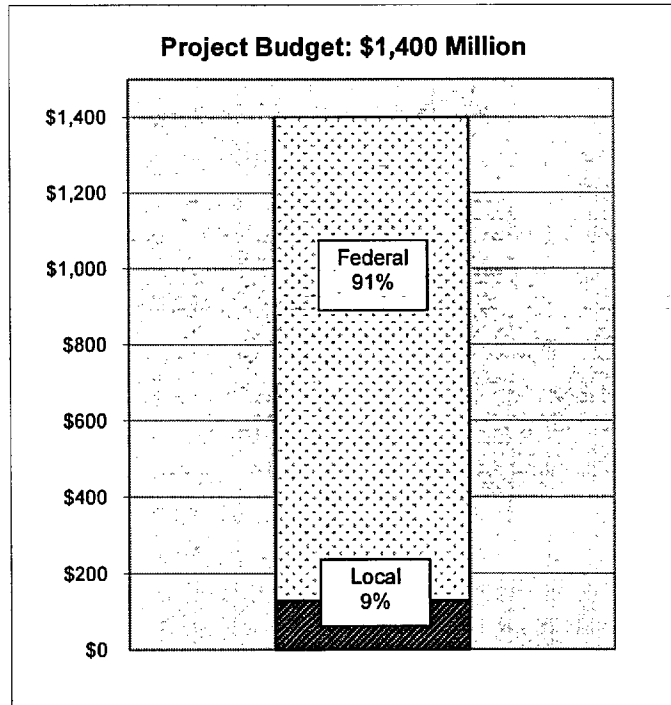
\* Customer Benefit Milestone represents the latest projected dates.

\*\*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

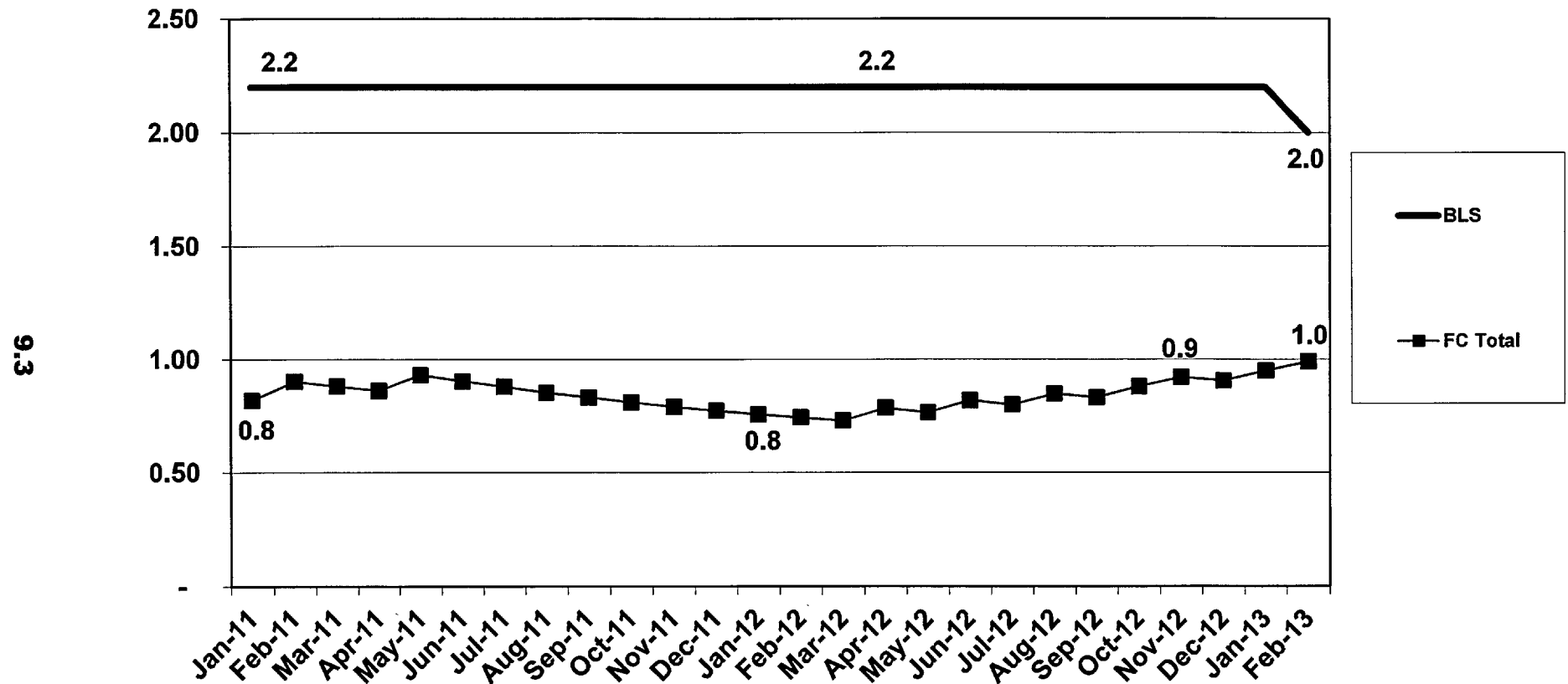
† Elevators and escalators will be in use by Oct 2013. Contract substantial completion has been extended to June 2014 due to additional security work added to the scope of this contract.

**Fulton Center Status**  
**Report to the Transit Committee - April 2013**  
 (data thru March 2013)

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	\$ 926	\$ 29	\$ 747
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	393
<b>Total</b>	<b>\$ 1,400</b>	<b>\$ 130</b>	<b>\$ 1,270</b>	<b>\$ 1,249</b>	<b>\$ 1,350</b>	<b>\$ 50</b>	<b>\$ 1,140</b>



# **Lost Time Injury Rate Fulton Center Project, 2011-2013 vs. US BLS National Standard for Heavy & Civil Construction**



**Note:**

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

## 7 Line Extension Active and Future Construction Contracts

### Report to the Transit Committee - April 2013

(data thru March 2013; \$s in million)

	Budget	Expenditures
Final Design	\$ 114.0	\$ 108.7
Construction	1,870.9	1,520.5
Construction Management	40.0	24.7
Subway Project Reserve	75.9	-
<b>Total of HYDC-Funded Subway Work</b>	<b>\$ 2,100.8</b>	<b>\$ 1,653.9</b>
HYDC-Funded Non-Subway Work <sup>†</sup>	266.0	190.1
<b>Total of HYDC-Funded Subway and Non-Subway Work</b>	<b>\$ 2,366.8</b>	<b>\$ 1,844.1</b>
MTA-Funded PE/EIS Work and Other	53.1	53.0
<b>Total</b>	<b>\$ 2,419.9</b>	<b>\$ 1,897.1</b>

	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>	124.8	120.0	4.8	116.8	Oct-2010	Dec-2012	May-2013
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	518.4	24.0	254.8	Aug-2011	Jun-2014	Jun-2014
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes <sup>††</sup> <i>John P. Picone Inc.</i>	92.3	84.1	8.2	3.5	Sep-2012	Apr-2016	Apr-2016

\*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

† 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.

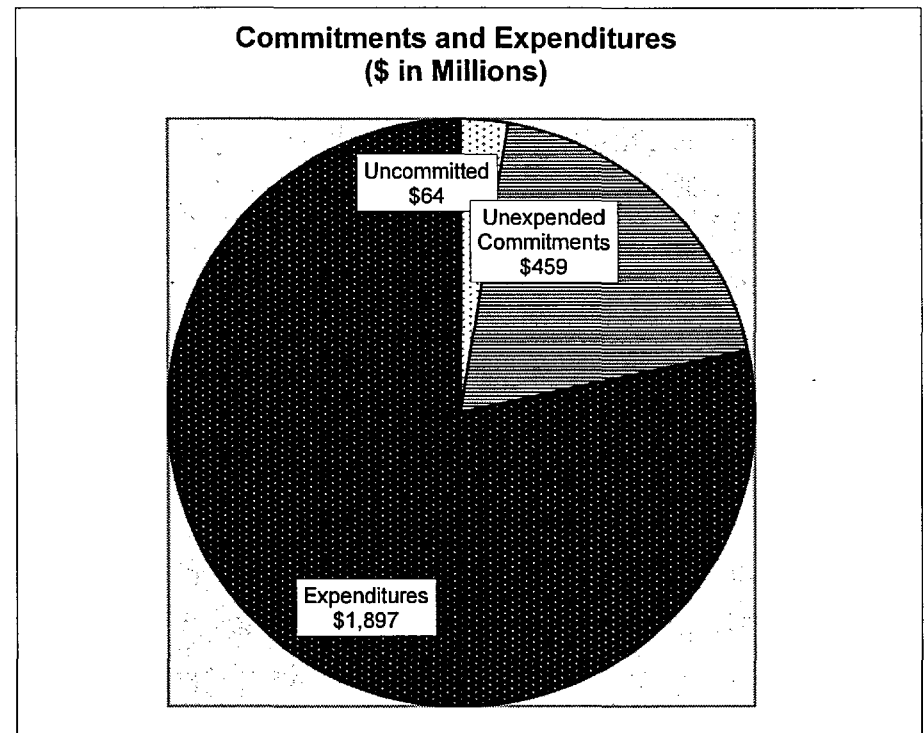
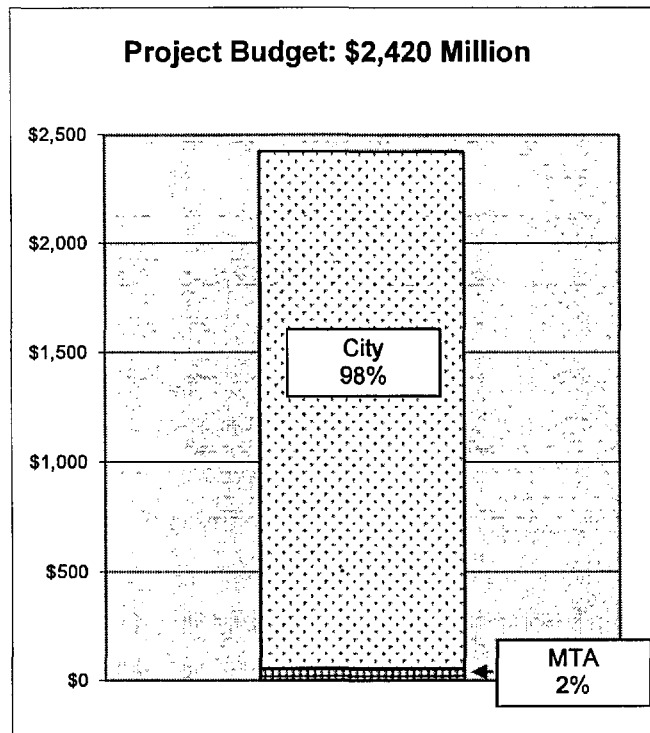
## 7 Line Extension Status

Report to the Transit Committee - April 2013

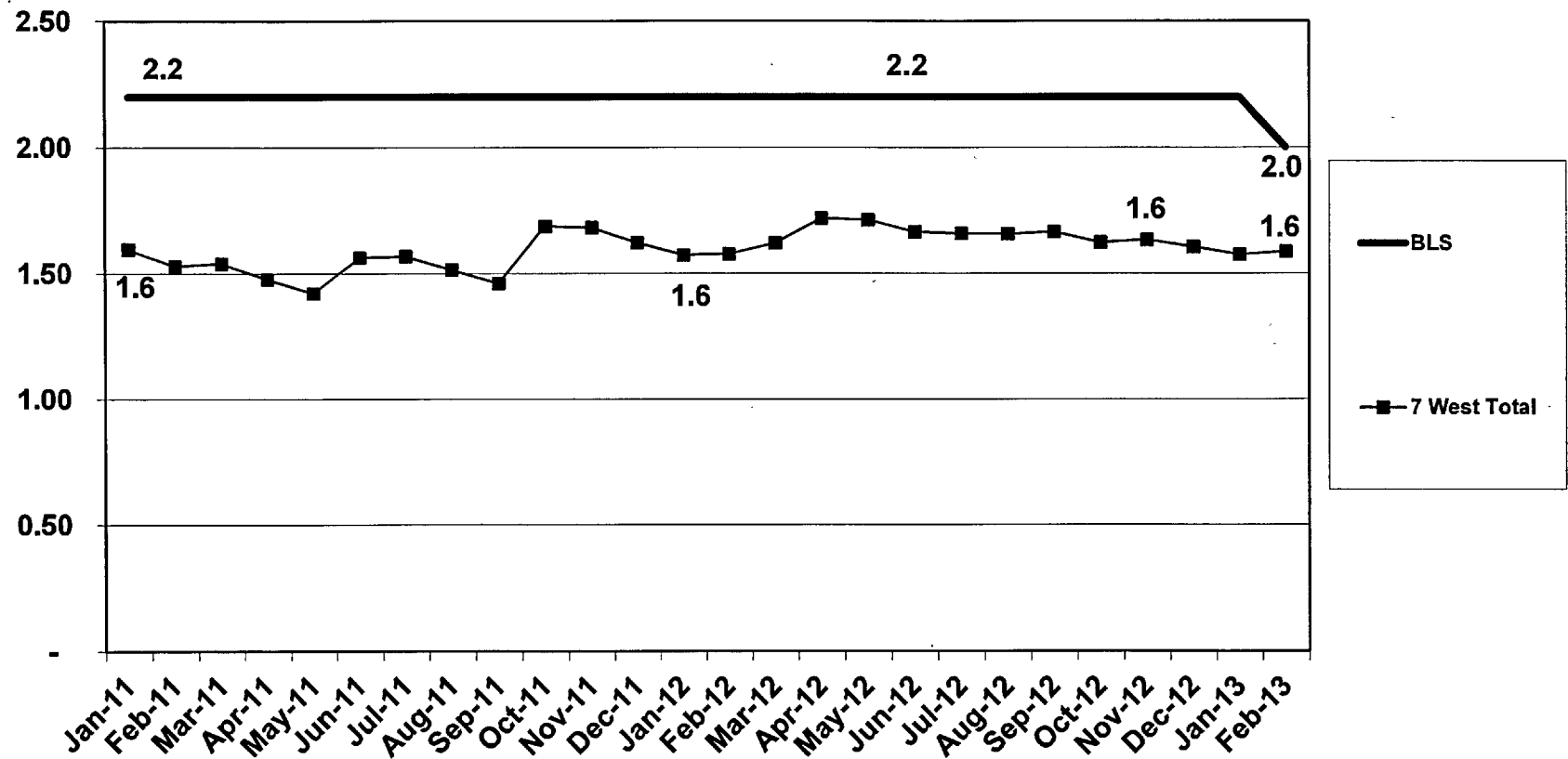
(data thru March 2013)

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	2,303	2,303	63	1,844
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,303	\$ 2,356	\$ 64	\$ 1,897

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



# **Lost Time Injury Rate 7 Line Extension Project, 2011-2013 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 - April 2013

(data thru March 2013; \$s in million)

	Budget	Expenditures
Construction	\$ 3,503.0	\$ 1,436.7
Design	475.5	438.5
Construction Management	191.0	87.6
Real Estate	281.5	197.9
<b>Total</b>	<b>\$ 4,451.0</b>	<b>\$ 2,160.7</b>

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending 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 &amp; Tully, JV</i>	369.1	361.9	7.2	318.7	Feb-2009	May-2009	Jan-2013	Jul-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	451.3	18.2	304.7	Jun-2010	Oct-2010	Oct-2013	Feb-2014
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	180.1	5.2	65.8	Jul-2010	Jan-2011	May-2014	Oct-2014
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	309.1	22.9	124.0	Jan-2011	Aug-2011	Sep-2014	Oct-2014
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	282.9	262.2	20.7	14.7	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz &amp; Tully, JV</i>	340.8	325.0	15.8	13.2	Mar-2011	Jun-2012	Dec-2015	Dec-2015
72nd St Station Finishes <i>Judlau Contracting</i>	271.3	258.4	12.9	0.0	Nov-2012	Feb-2013	Nov-2015	Nov-2015
86th St Station Finishes		<i>In Procurement</i>			Oct-2013	Jun-2013	N/A	May-2016

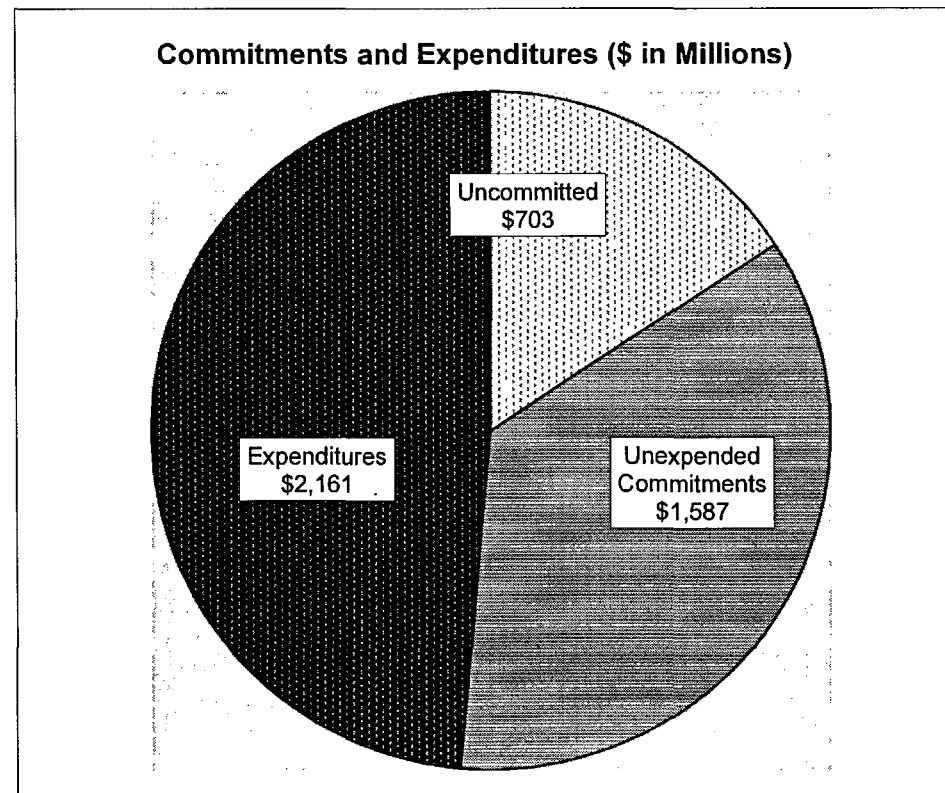
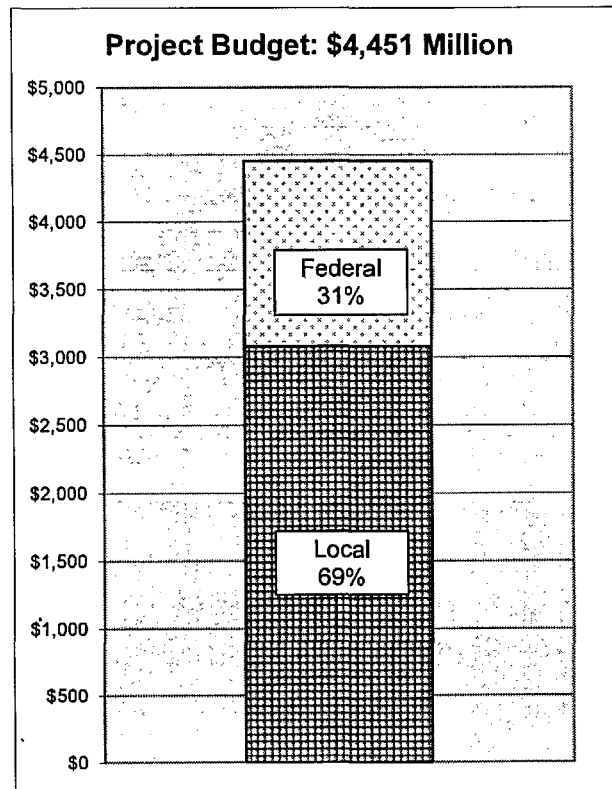
\*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

## Second Avenue Subway (Phase 1) Status

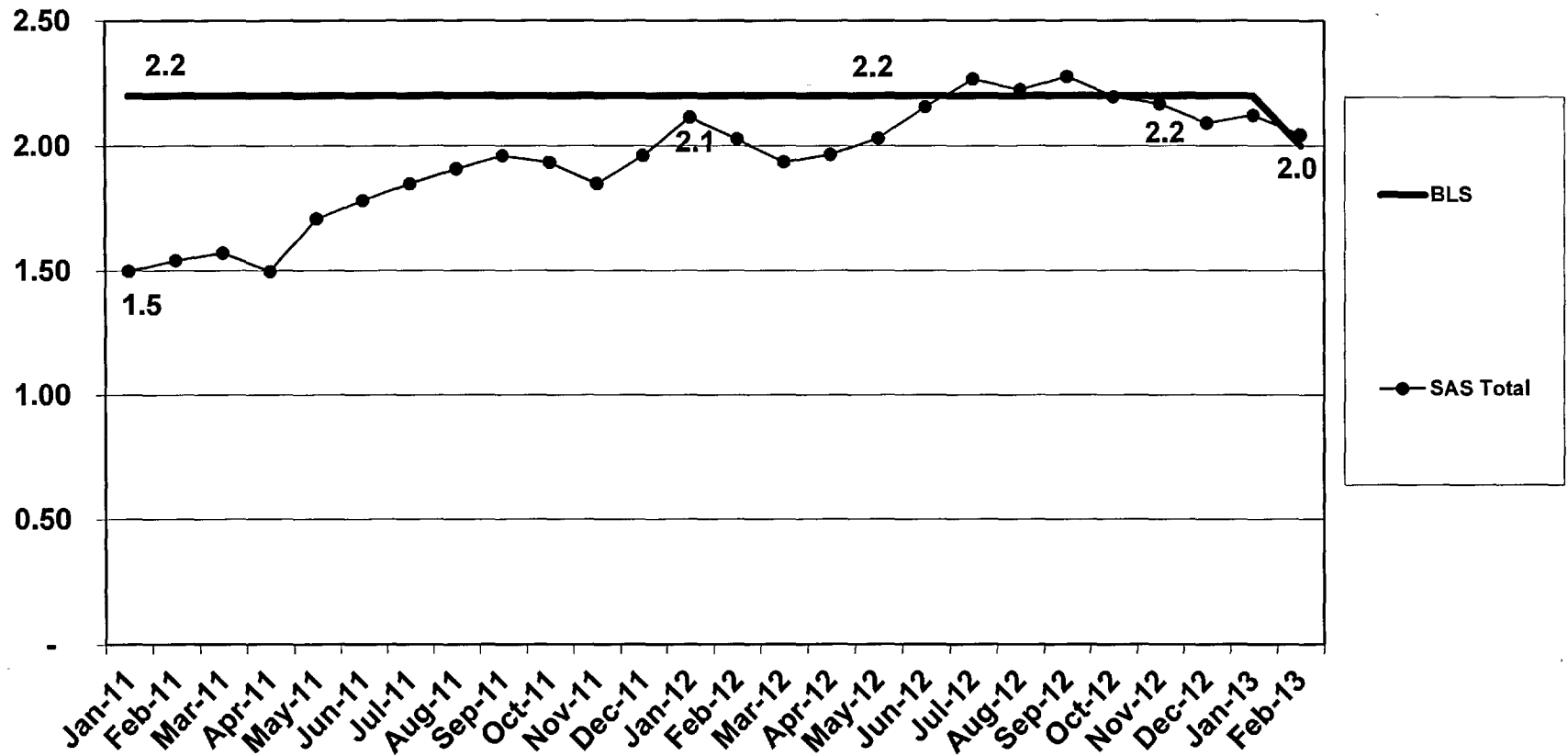
Report to the Transit Committee - April 2013

(data thru March 2013)

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	\$ 1,050	\$ 0	\$ 1,000
2005-2009	1,914	846	1,068	758	1,793	120	1,059
2010-2014	1,487	1,487	-	-	905	582	102
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 3,748	\$ 703	\$ 2,161



# **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)**