



New York City Transit

Bus Company

Transit & Bus Committee Meeting

March 2013

BOOK 1

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



MEETING AGENDA

NEW YORK CITY TRANSIT & BUS COMMITTEE

March 11, 2013 - 10:30 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

BOOK 1

AGENDA ITEMS

PUBLIC COMMENT PERIOD

- | | |
|---|------|
| 1. APPROVAL OF MINUTES – JANUARY 28, 2013 | 1.1 |
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| ➤ December Operations Report | 3.37 |
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Date of next meeting: April 22, 2013 at 10:00 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**

January 28, 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. John H. Banks III
Hon. Robert C. Bickford
Hon. Allen P. Cappelli
Hon. Ira Greenberg
Hon. Jeffrey Kay
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. David A. Paterson
Hon. James L. Sedore, Jr.
Hon. Carl V. Wortendyke

The following Members were absent from voting:

Hon. Mark Page
Hon. Mitch Pally
Hon. Andrew M. Saul
Hon. Ed Watt

Also present were:

Thomas F. Prendergast, Acting 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
Paul Fleuranges, Senior Director, Corporate and Internal Communications
Joseph Fox, Chief, NYPD Transit Bureau
Cheryl Kennedy, Vice President, Office of System Safety
Stephen Plochochi, Vice President, Materiel
Fred Smith, Senior Vice President, CPM
Darryl Irick, President, MTA Bus
Michael Horodniceanu, President, MTA Capital Construction

I. Chairman Lebow opened the meeting. In announcing that the meeting would encompass bus as well as subway operations, Chair Lebow also took the opportunity to thank President Irick for his efforts during Hurricane Sandy.

II. Public Speakers

Wilhem Ronda, representing Bronx Borough President Ruben Diaz, Jr., expressed his support for the proposed new Bx46 bus route to Hunts Point, and commended the MTA for its expansion of service in other corridors in the Bronx as well.

George Kaufer requested that the gap in east-west service between Forest Avenue and Victory Boulevard in Staten Island be addressed and service in the borough expanded.

Murray Bodin noted with approval the MTA's movement towards greater electronic accessibility.

Rafael Salamanca, Jr., District Manager for Bronx Community Board #2, expressed his support for the proposed new Bx46 bus route to Hunts Point.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the December 2012 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 December 2012 MTA Bus Operations Committee.

EVP Bergen addressed the Committee on the restructuring of the MTA NYCT and MTA Bus Operations Committee Agenda, describing changes to the Committee Work Plan, the integration of the Committee Agenda items, revisions to the Subway Operations Report which will be implemented in March of this year, and updates to the MTA Dashboard website.

In response to a question from Member Moerdler, EVP Bergen and President Prendergast clarified that the amount of information provided to Members in the restructured Agenda would not be reduced. Member Cappelli noted that the consolidation of the Committees and the transition to eight Committee meetings per year was an act of the Board. In response to a request by Member Cappelli, EVP Bergen explained that periodic reporting on fare evasion on buses would continue, and that the Eagle Team program to reduce fare evasion would be expanded.

Upon motion duly made and seconded, the 2013 Transit and Bus Committee Work Plan was approved.

IV. Agenda Items

A. Operations Report

SVP Bianco reported to the Committee on the Department of Subways' operating performance, comparing performance statistics in November 2012 with those of November 2011, as well as providing year-to-date or twelve-month average performance figures as appropriate. He informed the Committee that operating statistics regarding on-time performance and wait assessment had not been captured for November due to the redirection of agency efforts to post-Sandy recovery, and that, as a result, the comparison of the November 2012 and November 2011 data was not an accurate reflection of service trends.

President Irick reported to the Committee on bus operating performance, comparing performance statistics in November 2012 with those of November 2011 and presenting highlights from both fixed route and paratransit operations.

In response to a question from Member Cappelli, President Prendergast noted his intention to try to restore passenger service to South Ferry before the completion of all work in order to mitigate the impact of a protracted closure. President Prendergast also noted to Members that the ultimate cost of work at the South Ferry station would include both the cost of recovery and mitigation.

In response to a question from Member Albert, SVP Bianco noted that performance statistics on the R143 subway car reflected mechanical issues specific to November and were not indicative of a persistent problem with the fleet.

Vice President Kennedy presented the monthly Safety Report, and a three part presentation on Subway Platform Edge issues was made to the Committee addressing statistics and trends, public awareness campaigns, and potential technological alternatives.

VP Kennedy presented a report on the incidence of "customer contact" with subway trains, providing statistics from 2001 through 2012, outlining the causes of the incidents, and exploring potential mitigation strategies. Paul Fleuranges, Senior Director of Corporate and Internal Communications, discussed NYCT's Public Safety Campaign, including the use of announcements, printed materials, and electronic media aimed at improving platform edge safety. SVP Smith described the current and potential use of technology to increase safety, discussing the Help Point initiative, the possible use of platform door barriers and intrusion detectors. He also presented plans for developing a pilot program to address platform safety issues.

President Prendergast noted that the interests of NYCT management are fully aligned with those of the Transit Workers Union on the issue of platform safety. He commented that slowing the speed of trains as they enter the station would have significant negative effects on safety. Slowing train speed would result in fewer trains being able to provide service within a given period, resulting in potentially risky platform overcrowding. Peter

Caffero presented a computerized simulation of the correlation between train speeds and dangerous overcrowding of the platform.

In response to questions from Member Cappelli, Mr. Fleuranges noted that NYCT will be testing the efficacy of a paid media campaign, and President Prendergast added that a schedule for pilot programs and awareness campaigns would be developed. In response to a question from Member Moerdler, President Prendergast explained that the dimensions of the station platforms are set by federal regulation and that the use of platform doors is difficult to design and manage in a system like NYCT's. In response to a comment by Member Paterson regarding platform suicides, President Prendergast pointed out that Help Point Intercoms facilitate communication with appropriate individuals and, following a suggestion by Member Kay, he agreed to consider the possibility of an announcement aimed at discouraging suicide attempts.



Chief Fox presented the NYPD Transit Bureau statistics. In response to a question by Member Albert, Chief Fox informed the Committee that officers monitor slam gates.

B. Financial Reports

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

SVP Smith presented Members with the Capital Program Status report. Details on the following are provided in the Agenda:

- Financial and Ridership Report
- Capital Program Status

SVP Smith brought to the Committee's attention the typographical error on pages 4.54 and 4.55 of the Agenda which incorrectly listed the Broadway/Lafayette Street Station 6th Avenue  line, instead of the  line, as a free transfer connection to the uptown platform of the Bleecker Street Station.

C. Procurements

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 12 procurement action items totaling \$23.8 Million in proposed expenditures. A 13th item, seeking retroactive approval for a change to the IT Support Services Contract, was added to the procurement package by letter and increased the total proposed expenditures to \$29,116,985.

In response to a question from Member Albert regarding the U2 Labs Bus Trek System services procurement, VP Plochochi advised that the procurement would cover the remaining three boroughs of Manhattan, Queens and Brooklyn.


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

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

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

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

V. Service Changes


Peter Cafiero, Chief, Operations Planning, informed the Committee of the proposed scheduling of public hearings on the planned revision to the Bx15 and Bx55 bus routes; the relocation of the station agent from the northern control area to the southern at the Kingsbridge Road  subway station; and the 63 bus schedule changes on 54 routes proposed for implementation in April 2013 as well as the MTA Bus Company's proposed revision to the travel path of the QM12 express bus route in Middle Village Queens.

Upon motion duly made and seconded, the Committee approved the permanent extension of the G train to Church Avenue and the implementation of a new Bx46 bus route to Hunts Point.

VI. Special Reports and Presentations

The MetroCard Report was presented to the Committee for information in the Agenda.

VII. 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.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary

2. COMMITTEE WORK PLAN



2013 Transit & Bus Committee Work Plan

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

March 2013

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

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

II. SPECIFIC AGENDA ITEMS

Responsibility

July 2013

September 2013

Public comment/Committee review of 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

November 2013

Public comment/Committee review of budget	
Charter for Transit Committee	Law
2014 Preliminary NYC Transit Budget	Management & Budget
2014 Preliminary SIR Budget	Management & Budget
2014 Preliminary MTA Bus Budget	Management & Budget
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
EEO & Diversity Report	EEO & Human Resources

December 2013

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

January 2014

Approval of 2014 Transit & Bus Committee Work Plan	Committee Chair & Members
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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

MARCH 2013

Preliminary Review of NYC Transit's 2012 Operating Results

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

Preliminary Review of SIR 2012 Operating Results

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

Preliminary Review of MTA Bus 2012 Operating Results

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

Adopted Budget/Financial Plan 2013-2016

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

SIR Adopted Budget/Financial Plan 2013-2016

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

MTA Bus Adopted Budget/Financial Plan 2013-2016

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

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

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)

2012 Year-End Safety Report and 2013 Safety Agenda

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

EEO & Diversity Report- 2012 Year-End Report

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

APRIL 2013

Final Review of NYC Transit 2012 Operating Results

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

Final Review of SIR 2012 Operating Results

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

Final Review of MTA Bus 2012 Operating Results

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

JUNE 2013

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report

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

JULY 2013

II. SPECIFIC AGENDA ITEMS (con't)

SEPTEMBER 2013

2013 NYC Transit Mid-Year Forecast Monthly Allocation

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

2013 SIR Mid-Year Forecast Monthly Allocation

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

2013 MTA Bus Mid-Year Forecast Monthly Allocation

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

2014 NYC Transit Preliminary Budget

Public comments will be accepted on the 2014 Preliminary Budget.

2014 SIR Preliminary Budget

Public comments will be accepted on the 2014 Preliminary Budget.

2014 MTA Bus Preliminary Budget

Public comments will be accepted on the 2014 Preliminary Budget.

Service Quality Indicators / PES Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's 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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

3. OPERATIONS PERFORMANCE SUMMARY

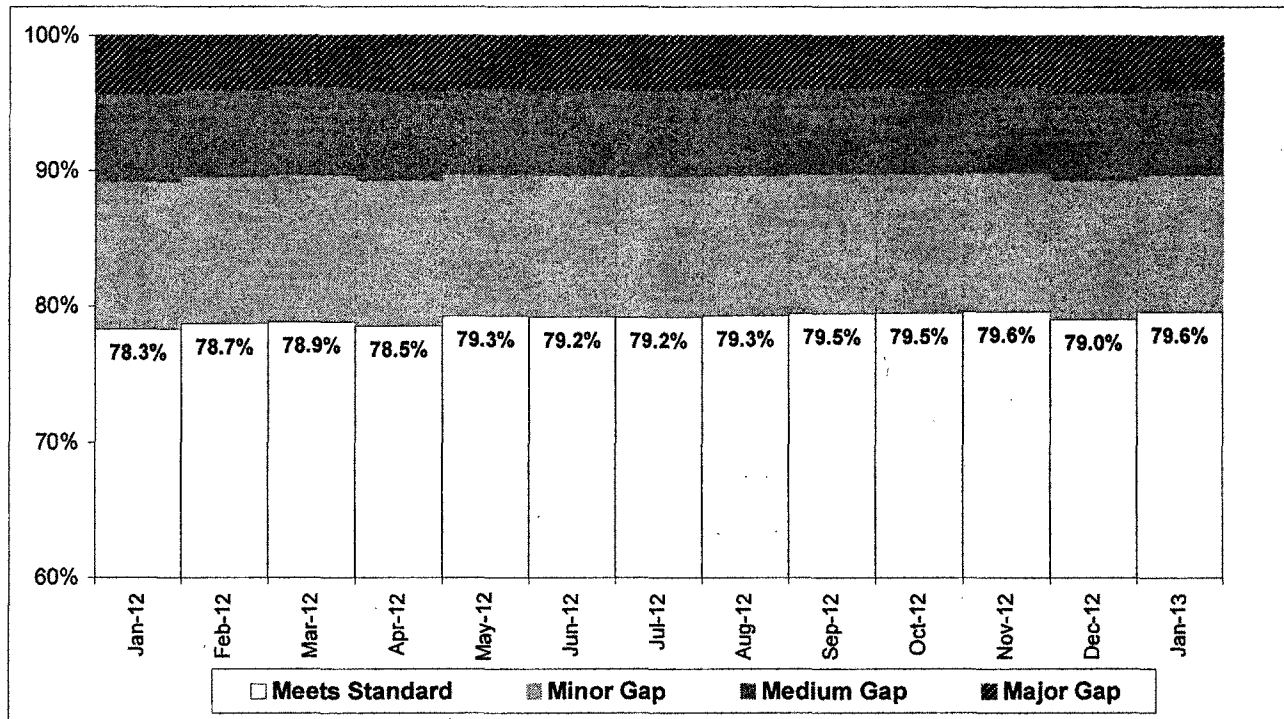
JANUARY MONTHLY OPERATIONS REPORT

Subway Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: January 2013			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
System Weekday Wait Assessment (charts 1-2)				79.6%	78.3%	+1.3%
A Division Weekday Wait Assessment - ATS-A lines	76.3%	74.1%	+2.2%			
A Division Weekday Wait Assessment - (All Lines)				76.7%	74.3%	+2.4%
B Division Weekday Wait Assessment	81.8%	80.7%	+1.1%	80.9%	80.2%	+0.7%
System Weekend Wait Assessment (chart 3)				85.2%	83.2%	+2.0%
A Division Weekday Wait Assessment - ATS-A lines	85.5%	84.6%	+0.9%			
A Division Weekday Wait Assessment - (All Lines)				84.6%	84.0%	+0.6%
B Division Weekday Wait Assessment	83.2%	84.4%	-1.2%	85.5%	82.6%	+2.9%
System Weekday Terminal On-Time Performance (charts 4-5)	84.1%	85.5%	-1.4%	83.6%	85.0%	-1.4%
A Division Weekday Terminal On-Time Performance	79.1%	79.3%	-0.2%	77.1%	79.2%	-2.1%
B Division Weekday Terminal On-Time Performance	88.2%	90.4%	-2.2%	88.3%	89.2%	-0.9%
System Number of Terminal Delays (chart 6)	26,890	22,240	+20.9%	23,593	22,230	+6.1%
System Weekend Terminal On-Time Performance (charts 7-8)	90.7%	89.2%	+1.5%	88.6%	88.0%	+0.6%
A Division Weekend Terminal On-Time Performance	85.8%	86.3%	-0.5%	82.8%	83.3%	-0.5%
B Division Weekend Terminal On-Time Performance	94.2%	91.1%	+3.1%	92.2%	90.9%	+1.3%
System Number of Weekend Terminal Delays (chart 9)	4,579	5,442	-15.9%	5,101	5,510	-7.4%
Mean Distance Between Failures (charts 10-11)	186,830	174,687	+7.0%	162,993	171,314	-4.9%
A Division Mean Distance Between Failures	190,252	155,169	+22.6%	151,952	163,225	-6.9%
B Division Mean Distance Between Failures	184,412	192,410	-4.2%	172,182	177,735	-3.1%
System Weekday Service-KPI (charts 12 -13)	82.7%	82.6%	+0.1%			
A Division Weekday Service-KPI	78.8%	78.1%	+0.7%			
B Division Weekday Service-KPI	85.0%	85.2%	-0.2%			
System Weekday PES-KPI (charts 14 -16)	90.9%	90.8%	+0.1%			
Staten Island Railway						
24 Hour On-Time Performance	95.6%	95.3%	+0.3%	93.1%	95.3%	-2.2%
AM Rush On-Time Performance	97.2%	100.0%	-2.8%	97.3%	96.3%	+1.0%
PM Rush On-Time Performance	100.0%	99.6%	+0.4%	96.7%	97.8%	-1.1%
Percentage of Completed Trips	99.6%	99.4%	+0.2%	99.3%	99.5%	-0.2%
Mean Distance Between Failures	53,349	34,449	+54.9%	79,982	134,564	-40.6%
Staten Island Railway PES-KPI (chart 17)	92.2%	85.1%	+7.1%			

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>	GAP			
	<u>Standard</u>	<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Feb '12 - Jan '13	79.6%	10.1%	6.3%	4.0%	2013 GOAL: 79.4%
Feb '11 - Jan '12	78.3%	10.8%	6.6%	4.2%	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 November 2011 the ATS-A 42nd Street Shuttle.

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

	Feb '12 - Jan '13				Feb '11 - Jan '12				
	Meets	Headways*			Meets	Headways*			Standard Difference
Line		Standard	Minor	Medium		Major	Standard	Minor	
①	83.9%	9.0%	4.4%	2.7%	78.9%	10.4%	6.2%	4.4%	+5.0%
②	74.9%	10.2%	8.3%	6.6%	71.4%	11.0%	10.0%	7.6%	+3.5%
③	79.9%	10.1%	6.1%	3.9%	75.4%	11.2%	7.4%	6.0%	+4.5%
④	73.8%	10.1%	8.0%	8.1%	73.0%	10.3%	8.3%	8.4%	+0.8%
⑤	71.1%	10.0%	8.5%	10.5%	70.9%	10.4%	8.7%	10.0%	+0.2%
⑥	73.9%	8.2%	7.0%	10.9%	74.9%	10.2%	7.6%	7.2%	-1.0%
⑦	79.3%	12.1%	6.3%	2.3%	75.8%	12.5%	7.9%	3.8%	+3.5%
Ⓢ 42nd	91.7%	6.3%	1.6%	0.4%	N/A**	N/A**	N/A**	N/A**	
Subdivision A**	76.7%	10.0%	6.9%	6.4%	74.3%	10.9%	8.0%	6.8%	+2.4%
Ⓐ	73.1%	10.3%	9.6%	7.0%	73.7%	10.8%	8.5%	7.0%	-0.6%
Ⓑ	79.5%	12.0%	5.9%	2.6%	78.4%	11.4%	6.8%	3.3%	+1.1%
Ⓒ	80.9%	11.0%	5.4%	2.7%	79.8%	11.9%	6.2%	2.1%	+1.1%
Ⓓ	78.7%	12.2%	6.2%	2.9%	79.2%	11.8%	6.0%	3.1%	-0.5%
Ⓔ	75.4%	11.4%	8.4%	4.9%	72.2%	12.7%	9.2%	5.9%	+3.2%
Ⓕ	74.8%	10.4%	9.5%	5.3%	73.6%	12.3%	8.3%	5.7%	+1.2%
Ⓢ Fkln	96.3%	2.8%	0.7%	0.1%	96.4%	2.8%	0.7%	0.2%	-0.1%
Ⓖ	83.5%	11.0%	3.7%	1.8%	81.8%	12.7%	4.1%	1.3%	+1.7%
Ⓢ Rock***	94.5%	3.9%	1.1%	0.5%	93.2%	5.9%	0.6%	0.3%	+1.3%
Ⓙ	82.1%	10.2%	5.8%	1.9%	82.6%	9.7%	5.5%	2.2%	-0.5%
Ⓛ	81.3%	10.9%	6.0%	1.7%	79.5%	11.9%	6.1%	2.5%	+1.8%
Ⓜ	77.4%	12.5%	7.4%	2.7%	78.4%	12.5%	7.0%	2.1%	-1.0%
Ⓝ	78.4%	11.7%	6.6%	3.2%	78.1%	12.3%	7.1%	2.5%	+0.3%
Ⓠ	80.2%	11.5%	5.7%	2.6%	78.3%	11.7%	6.2%	3.7%	+1.9%
Ⓡ	77.7%	10.3%	8.6%	3.5%	77.6%	11.1%	7.4%	3.9%	+0.1%
Subdivision B	80.9%	10.1%	6.0%	2.9%	80.2%	10.8%	6.0%	3.1%	+0.7%
Systemwide**	79.6%	10.1%	6.3%	4.0%	78.3%	10.8%	6.6%	4.2%	+1.3%

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.

*** Headway Definitions**
Meets Standard: meets Wait Assessment standard of scheduled headway +25%
Minor Gap: from 25% to 50% over scheduled headway
Medium Gap: from 50% to 100% over scheduled headway
Major Gap: more than 100% scheduled headway or missed intervals

** Subdivision A and Systemwide totals do not include the S 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)

Feb '12 - Jan '13					Feb '11 - Jan '12				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		GAP				GAP			
		Minor	Medium	Major		Minor	Medium	Major	
①	80.8%	8.5%	7.2%	3.5%	84.1%	9.6%	4.6%	1.7%	-3.3%
②	83.5%	9.6%	4.8%	2.0%	83.0%	9.7%	5.4%	1.9%	+0.5%
③	86.6%	7.9%	3.0%	2.4%	88.0%	8.4%	2.8%	0.8%	-1.4%
④	81.7%	9.9%	5.5%	3.0%	80.9%	9.5%	6.2%	3.4%	+0.8%
⑤	93.6%	3.9%	0.7%	1.7%	88.0%	8.1%	2.0%	1.9%	+5.6%
⑥	86.5%	7.9%	3.6%	2.0%	83.7%	9.8%	4.5%	1.9%	+2.8%
⑦	79.5%	13.3%	6.1%	1.0%	80.5%	13.0%	4.7%	1.8%	-1.0%
S 42nd	98.1%	1.2%	0.2%	0.4%	N/A**	N/A**	N/A**	N/A**	N/A
Sub Division A**	84.6%	8.7%	4.4%	2.2%	84.0%	9.7%	4.3%	1.9%	+0.6%
Ⓐ	76.3%	12.4%	8.3%	3.1%	77.9%	9.8%	9.6%	2.8%	-1.6%
Ⓒ	87.0%	8.6%	4.3%	0.2%	74.8%	12.5%	10.3%	2.4%	+12.2%
Ⓓ	81.6%	13.4%	4.3%	0.7%	79.0%	11.8%	6.8%	2.4%	+2.6%
Ⓔ	85.4%	8.3%	3.8%	2.5%	79.3%	11.1%	4.2%	5.4%	+6.1%
Ⓕ	81.6%	11.2%	5.9%	1.3%	76.5%	12.7%	9.0%	1.8%	+5.1%
S Fkln	94.8%	4.5%	0.5%	0.2%	98.0%	1.8%	0.2%	0.0%	-3.2%
Ⓖ	89.1%	7.4%	3.2%	0.2%	86.2%	11.4%	1.5%	0.8%	+2.9%
Ⓙ	91.0%	7.5%	0.9%	0.7%	86.5%	8.7%	3.6%	1.2%	+4.5%
Ⓛ	86.2%	9.7%	3.0%	1.1%	85.4%	11.1%	2.7%	0.8%	+0.8%
Ⓝ	86.4%	8.4%	3.7%	1.5%	80.5%	11.3%	5.2%	3.1%	+5.9%
Ⓞ	83.9%	11.4%	3.9%	0.8%	85.7%	10.6%	3.3%	0.4%	-1.8%
Ⓡ	82.6%	12.1%	3.8%	1.4%	81.8%	13.4%	3.2%	1.7%	+0.8%
Sub Division B	85.5%	9.6%	3.8%	1.1%	82.6%	10.5%	5.0%	1.9%	+2.9%
Systemwide**	85.2%	9.3%	4.0%	1.5%	83.2%	10.2%	4.7%	1.9%	+2.0%

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

* **Headway Definitions**

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

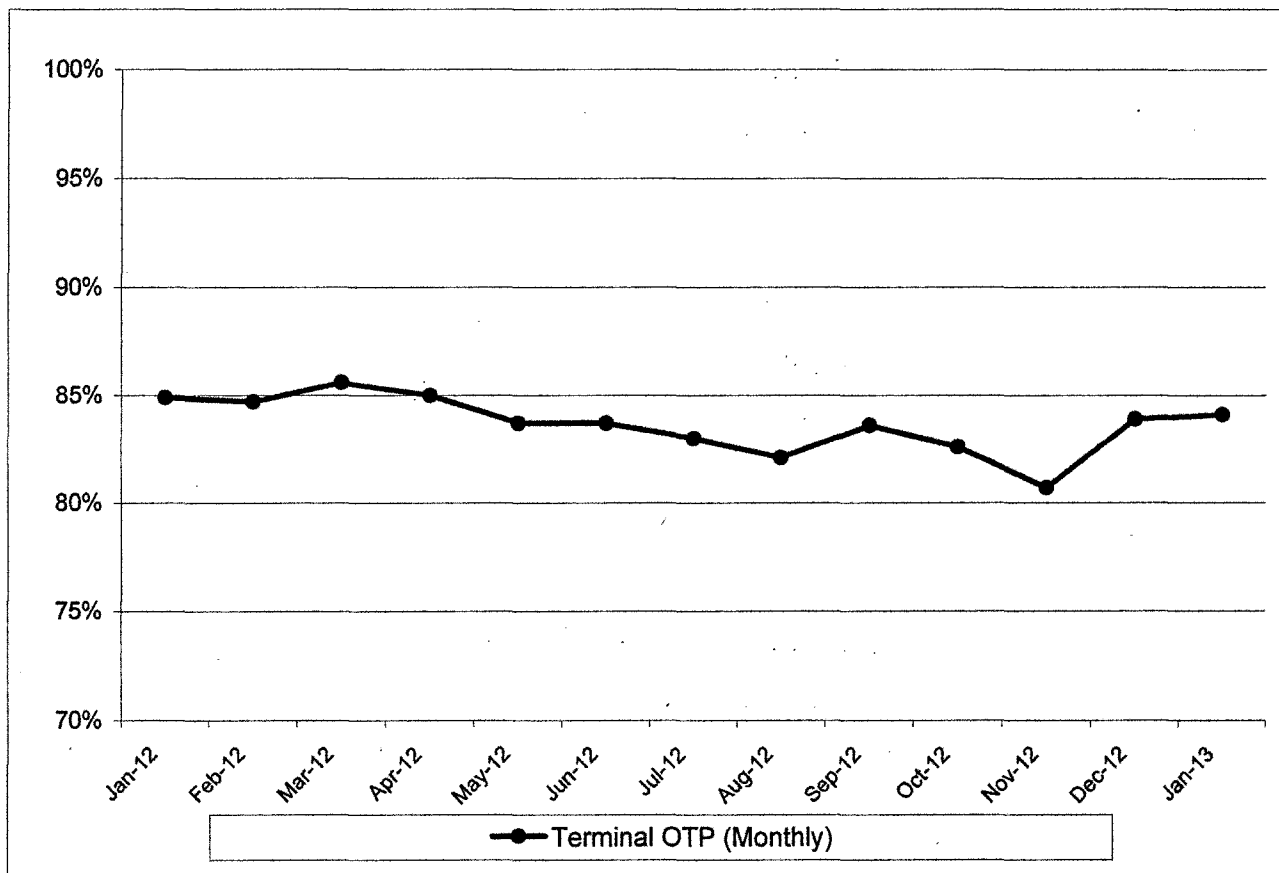
Minor Gap: from 25% to 50% over scheduled headway

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

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

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

Weekday Terminal On-Time Performance (24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide

Monthly Results

Jan 2013: 84.1%
 Jan 2012: 85.5%
 12-Mon Avg: 83.6%
 (Feb '12-Jan '13)

Subdivision A

Monthly Results

Jan 2013: 79.1%
 Jan 2012: 79.3%
 12-Mon Avg: 77.1%
 (Feb '12-Jan '13)

Subdivision B

Monthly Results

Jan 2013: 88.2%
 Jan 2012: 90.4%
 12-Mon Avg: 88.3%
 (Feb '12-Jan '13)

Discussion of Results

In January 2013, Right Of Way (8,605 delays), Track Gangs (4,814 delays), and Over Crowding (4,365 delays) were the highest categories of delays, representing 66.1% of the total 26,890 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Feb '12 - Jan '13</u>	<u>Feb '11 - Jan '12</u>	<u>% Difference</u>
①	88.1%	90.6%	-2.5%
②	60.5%	67.3%	-6.8%
③	72.8%	75.4%	-2.6%
④	64.1%	68.6%	-4.5%
⑤	65.9%	68.1%	-2.2%
⑥	78.8%	80.3%	-1.5%
⑦	90.5%	89.3%	+1.2%
Ⓢ 42 St	N/A*	N/A*	
Subdivision A	77.1%	79.2%	-2.1%
Ⓐ	84.4%	82.3%	+2.1%
Ⓑ	86.7%	88.6%	-1.9%
Ⓒ	90.9%	89.9%	+1.0%
Ⓓ	88.4%	88.5%	-0.1%
Ⓔ	85.2%	87.1%	-1.9%
Ⓕ	79.6%	82.2%	-2.6%
Ⓢ Fkln	99.3%	99.1%	+0.2%
Ⓖ	90.2%	94.5%	-4.3%
Ⓢ Rock	97.6%	95.6%	+2.0%
Ⓙ Ⓩ	95.7%	96.5%	-0.8%
Ⓛ	94.7%	96.2%	-1.5%
Ⓜ	89.4%	90.5%	-1.1%
Ⓝ	81.5%	81.1%	+0.4%
Ⓠ	86.1%	88.5%	-2.4%
Ⓡ	88.7%	87.9%	+0.8%
Subdivision B	88.3%	89.2%	-0.9%
Systemwide	83.6%	85.0%	-1.4%

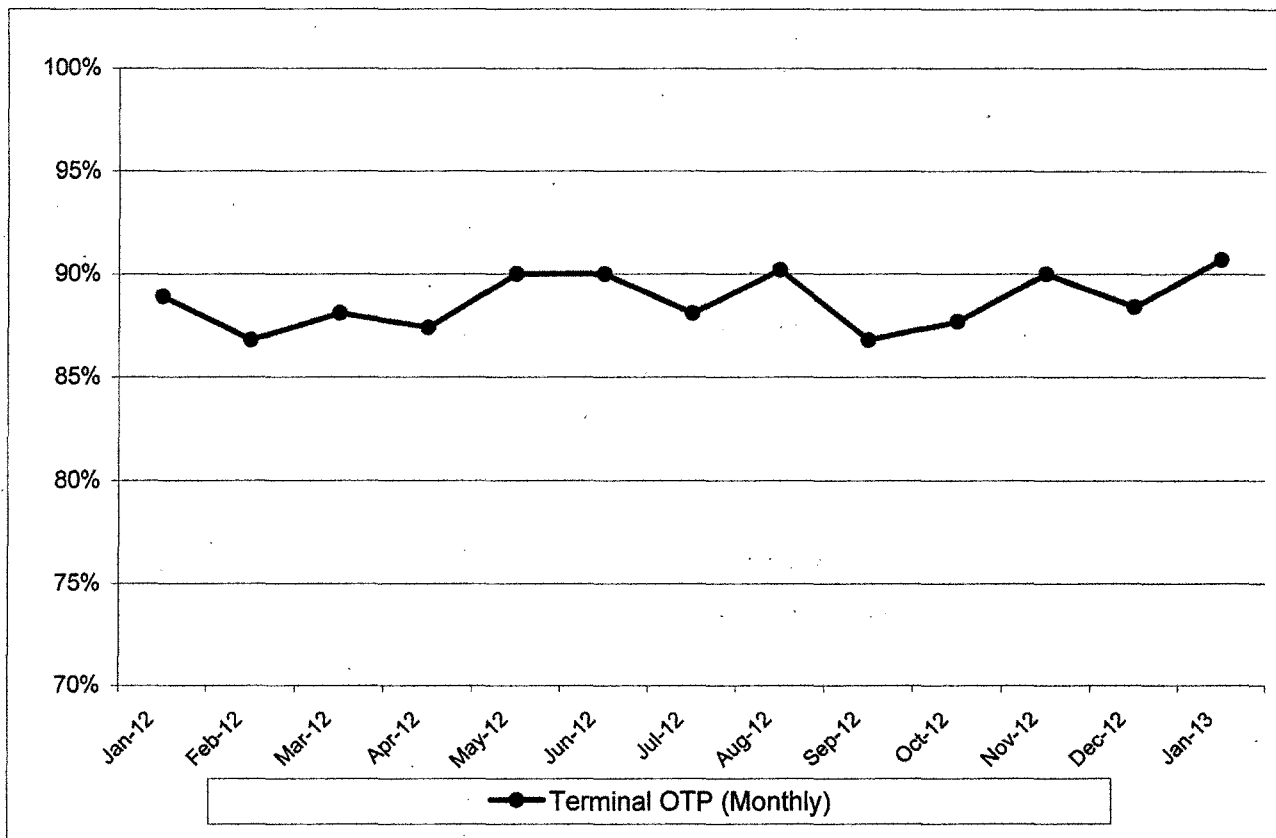
* Performance data unavailable pending ATS system software upgrade.

January 2013 Weekday Terminal Delays Systemwide Summary

Categories	Delays
ROW Delays	8,605
Track Gangs	4,814
Over Crowding	4,365
Sick Customer	2,344
Police	1,738
Car Equipment	1,382
Work Equipment/G. O.	1,002
Unruly Customer	819
Inclement Weather	529
Infrastructure	394
Employee	383
Fire	270
Operational Diversions	243
External	4
Total Delays	26,890

* 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

Jan 2013: 90.7%
Jan 2012: 89.2%
12-Mon Avg: 88.6%
(Feb '12-Jan '13)

Subdivision A Monthly Results

Jan 2013: 85.8%
Jan 2012: 86.3%
12-Mon Avg: 82.8%
(Feb '12-Jan '13)

Subdivision B Monthly Results

Jan 2013: 94.2%
Jan 2012: 91.1%
12-Mon Avg: 92.2%
(Feb '12-Jan '13)

Discussion of Results

In January 2013, Track Gangs (1,444 delays), Right Of Way (720 delays), and Over Crowding (685) were the highest categories of delays, representing 62.2% of the total (4,579) delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Feb '12 - Jan '13</u>	<u>Feb '11 - Jan '12</u>	<u>% Difference</u>
①	83.6%	87.6%	-4.0%
②	64.8%	75.4%	-10.6%
③	83.7%	87.7%	-4.0%
④	74.4%	74.1%	+0.3%
⑤	88.2%	83.4%	+4.8%
⑥	79.8%	80.8%	-1.0%
⑦	95.4%	89.9%	+5.5%
⑤ 42 St	N/A*	N/A*	
Subdivision A	82.8%	83.3%	-0.5%
①	84.9%	84.7%	+0.2%
③	88.2%	84.8%	+3.4%
④	92.2%	87.9%	+4.3%
⑤	91.3%	90.1%	+1.2%
⑥	84.5%	82.3%	+2.2%
⑤ Fkln	99.3%	99.6%	-0.3%
⑦	96.4%	97.2%	-0.8%
⑤ Rock	98.0%	96.6%	+1.4%
① ②	97.9%	95.4%	+2.5%
④	96.9%	97.2%	-0.3%
⑤	97.9%	96.3%	+1.6%
⑥	85.8%	81.3%	+4.5%
⑦	93.7%	94.0%	-0.3%
⑧	92.9%	91.8%	+1.1%
Subdivision B	92.2%	90.9%	+1.3%
Systemwide	88.6%	88.0%	+0.6%

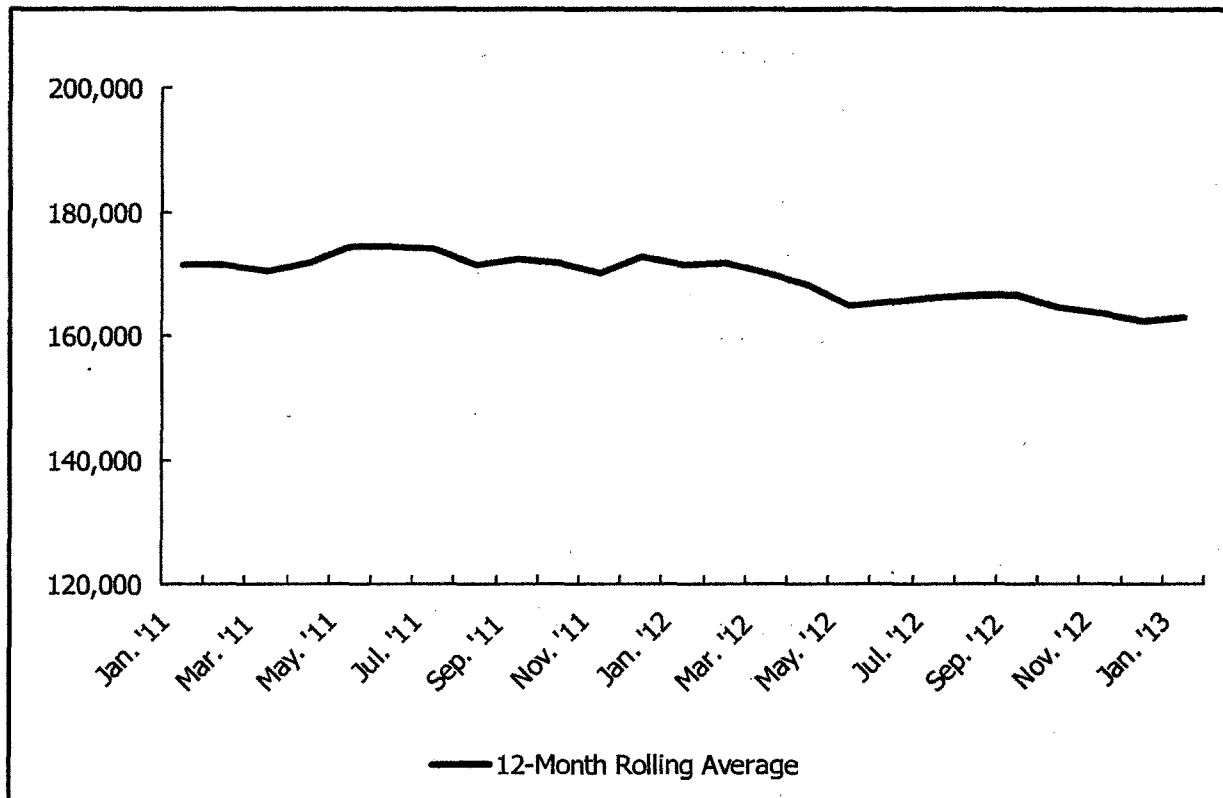
* Performance data unavailable pending ATS system software upgrade.

January 2013 Weekend Terminal Delays Systemwide Summary

Categories	Delays
Track Gangs	1,444
ROW Delays	720
Over Crowding	685
Police	449
Work Equipment/G. O.	421
Unruly Customer	271
Sick Customer	204
Car Equipment	145
Employee	126
Fire	64
Operational Diversions	26
Infrastructure	14
Inclement Weather	8
External	1
Total Delays	4,579

* 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

Jan 2013: 186,830

Jan 2012: 174,687

12-Month Average

Feb 12-Jan 13: 162,993

Feb 11-Jan 12: 171,314

Annual Results

2013 Goal: 166,000

2012 Actual: 162,138

Discussion of Results

MDBF in January 2013 increased 6.95% from January 2012. Over the past year, the MDBF 12-month average decreased 4.86%.

Chart 10

Car Reliability

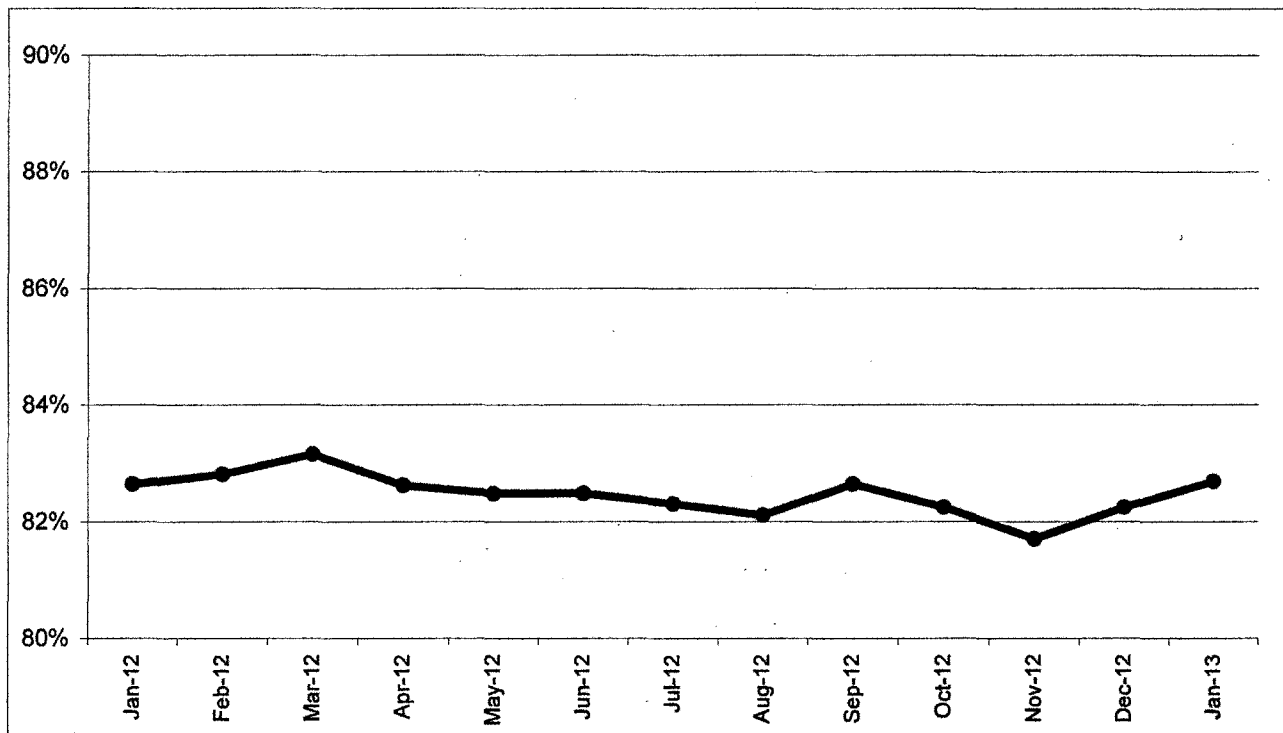
Mean Distance Between Failure (Miles)

12 Month Average MDBF

<u>Car Class</u>	<u>#s of Cars</u>	<u>Jan. '13</u>	<u>Jan. '12</u>	<u>% Change</u>
R32	222	61,863	59,500	3.97%
R42	50	39,934	42,973	-7.07%
R46	752	87,439	81,728	6.99%
R62	315	178,829	196,088	-8.80%
R62A	824	140,919	121,944	15.56%
R68	425	129,654	139,208	-6.86%
R68A	200	123,944	176,120	-29.63%
R142	1,030	192,754	248,145	-22.32%
R142A	590	110,401	124,518	-11.34%
R143	212	125,702	194,751	-35.46%
R160	1,662	582,946	707,275	-17.58%
Fleet	6,282	162,993	171,314	-4.86%

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

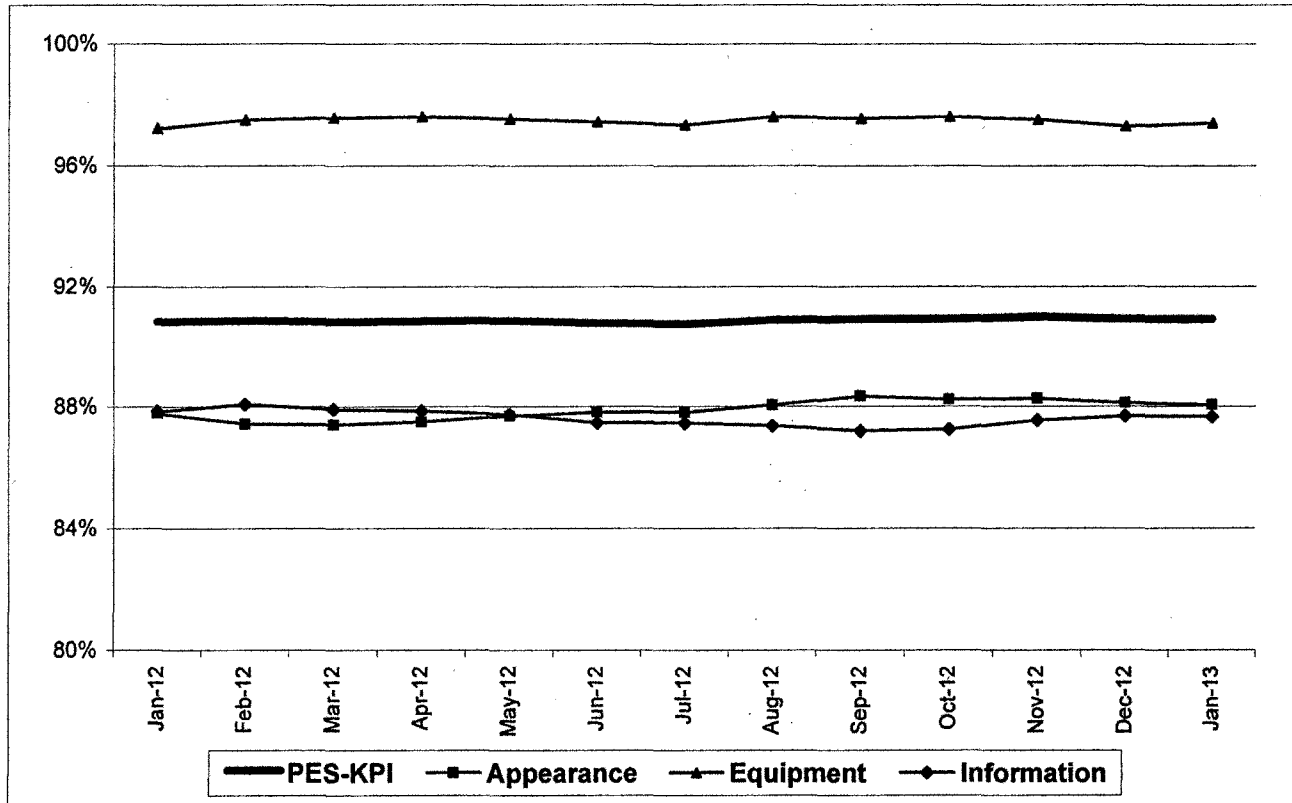
Systemwide	Goal
Monthly Results	
January 2013: 82.7%	2013 GOAL: 85.2%
January 2012: 82.6%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>January 2013</u>	<u>January 2012</u>	<u>% Difference</u>
①	83.7%	80.0%	+3.7%
②	72.7%	71.8%	+0.9%
③	81.2%	76.7%	+4.5%
④	71.9%	73.1%	-1.2%
⑤	71.3%	73.0%	-1.7%
⑥	73.4%	76.7%	-3.3%
⑦	84.0%	82.3%	+1.7%
⑤ 42nd	86.8%	N/A*	N/A*
SubDivision A*	78.8%	78.1%	+0.7%
①	75.8%	74.0%	+1.8%
②	79.6%	83.7%	-4.1%
③	80.8%	79.8%	+1.0%
④	82.9%	83.4%	-0.5%
⑤	79.6%	80.0%	-0.4%
⑥	79.5%	79.6%	-0.1%
⑤ Fkln	90.3%	91.2%	-0.9%
⑦	82.4%	82.5%	-0.1%
⑤ Rock	90.0%	89.9%	+0.1%
① ②	87.9%	88.6%	-0.7%
④	85.1%	86.4%	-1.3%
⑤	81.9%	84.6%	-2.7%
⑥	81.7%	81.3%	+0.4%
⑦	84.0%	84.0%	+0.0%
⑧	76.9%	78.5%	-1.6%
SubDivision B	85.0%	85.2%	-0.2%
Systemwide*	82.7%	82.6%	0.1%

* 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>
January 2013:	90.9%	88.1%	97.4%	87.7%
January 2012:	90.8%	87.8%	97.2%	87.8%
% Difference:	+0.1%	+0.3%	+0.2%	-0.1%

Chart 14

PES-KPI - Subway Car

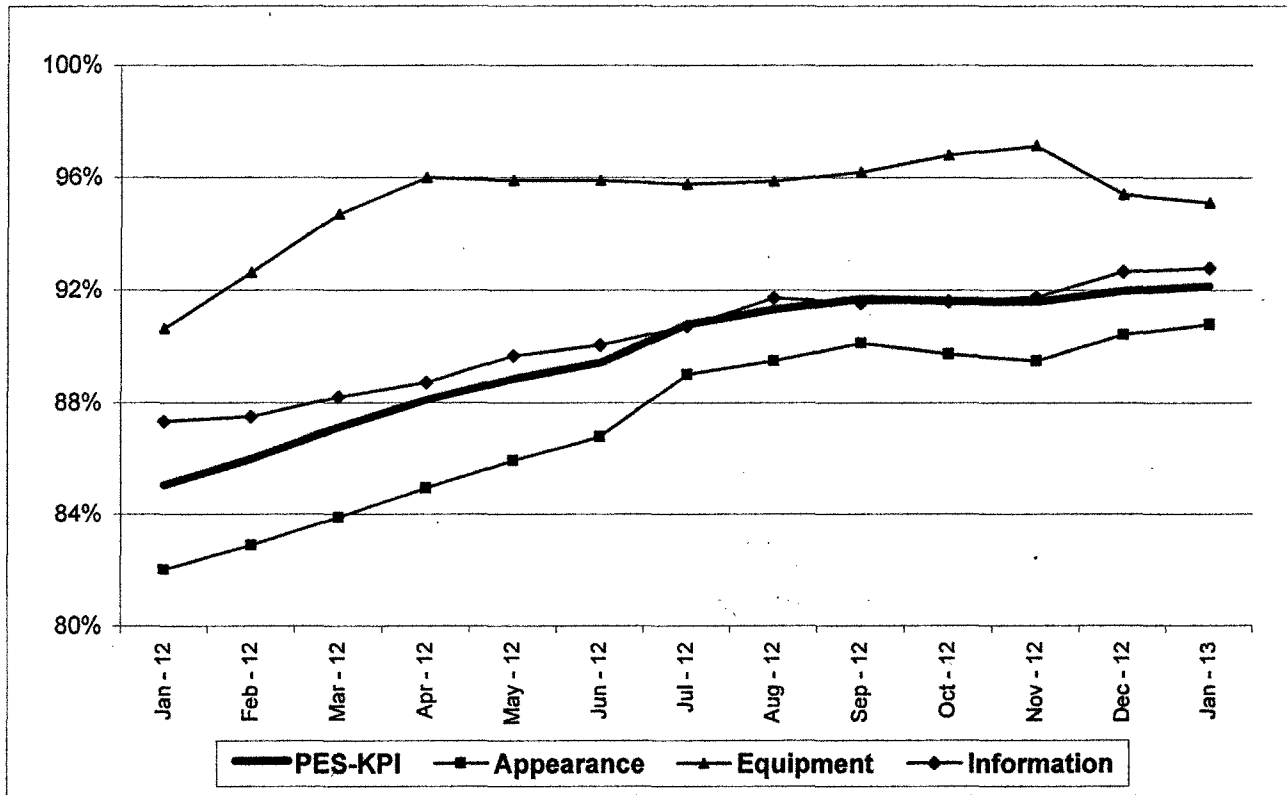
<u>Line</u>	January 2013				January 2012				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
①	93.6%	96.3%	95.7%	88.7%	92.6%	96.7%	97.0%	84.0%	+1.0%
②	96.9%	96.5%	95.4%	98.8%	95.2%	91.3%	97.7%	96.6%	+1.7%
③	94.2%	92.6%	99.0%	91.1%	92.2%	94.5%	94.4%	87.5%	+2.0%
④	97.9%	96.1%	98.8%	98.9%	96.5%	93.0%	97.5%	99.2%	+1.4%
⑤	96.3%	95.6%	94.3%	98.8%	95.5%	92.8%	97.1%	96.7%	+0.8%
⑥	97.0%	95.9%	96.1%	99.1%	94.7%	93.5%	92.6%	98.1%	+2.3%
⑦	93.4%	94.8%	94.8%	90.7%	93.9%	96.5%	94.2%	90.9%	-0.5%
⑤ 42nd	93.7%	98.4%	95.1%	87.5%	92.2%	98.9%	96.7%	80.7%	+1.5%
SubDivision A	95.5%	95.5%	96.2%	94.9%	94.2%	94.1%	95.7%	92.7%	+1.3%
①	94.3%	94.2%	97.0%	91.8%	94.1%	92.8%	97.9%	91.5%	+0.2%
②	92.0%	88.6%	96.1%	91.3%	93.0%	89.8%	96.7%	92.7%	-1.0%
③	93.0%	91.4%	95.4%	92.1%	90.6%	85.2%	97.0%	89.9%	+2.4%
④	93.6%	92.9%	96.7%	91.1%	93.0%	89.3%	96.7%	93.2%	+0.6%
⑤	96.4%	94.2%	96.3%	98.8%	96.8%	94.0%	98.0%	98.5%	-0.4%
⑥	96.8%	94.7%	97.2%	98.6%	96.2%	92.0%	98.2%	98.6%	+0.6%
⑤ Fkln	91.3%	89.1%	96.0%	88.8%	93.8%	94.8%	94.4%	92.0%	-2.5%
⑦	95.9%	96.7%	99.5%	91.6%	95.6%	96.1%	96.3%	94.5%	+0.3%
①/②	96.1%	92.9%	97.1%	98.5%	95.4%	92.2%	96.7%	97.4%	+0.7%
③	95.9%	94.1%	95.6%	98.1%	97.2%	93.1%	99.8%	99.0%	-1.3%
④	95.5%	92.9%	96.0%	97.7%	97.4%	93.5%	99.8%	98.9%	-1.9%
⑤	96.6%	93.7%	97.2%	99.1%	95.7%	91.0%	97.7%	98.5%	+0.9%
⑥	95.8%	91.1%	97.8%	98.4%	97.1%	95.8%	95.9%	99.6%	-1.3%
⑦	94.6%	95.4%	98.7%	89.7%	92.9%	91.8%	96.2%	90.9%	+1.7%
SubDivision B	95.1%	93.2%	96.9%	95.2%	95.1%	92.1%	97.5%	95.8%	+0.0%
Systemwide	95.2%	94.1%	96.6%	95.1%	94.7%	92.9%	96.8%	94.6%	+0.5%

Chart 15

PES-KPI - Station

<u>Borough</u>	January 2013				January 2012				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	86.3%	82.1%	97.9%	80.1%	84.0%	78.8%	97.3%	77.1%	+2.3%
Manhattan	86.9%	80.5%	98.3%	83.2%	87.1%	81.8%	97.4%	83.2%	-0.2%
Brooklyn	85.8%	82.9%	98.0%	77.2%	86.8%	84.5%	97.9%	78.8%	-1.0%
Queens	87.9%	85.9%	98.5%	80.1%	89.3%	86.4%	98.5%	83.6%	-1.4%
Systemwide	86.6%	82.5%	98.2%	80.0%	86.9%	83.1%	97.7%	80.9%	-0.3%

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



PES-KPI Definition

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

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

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

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

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

SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
January 2013:	92.2%	90.8%	95.1%	92.8%
January 2012:	85.1%	82.0%	90.6%	87.3%
% Difference:	+7.1%	+8.8%	+4.5%	+5.5%

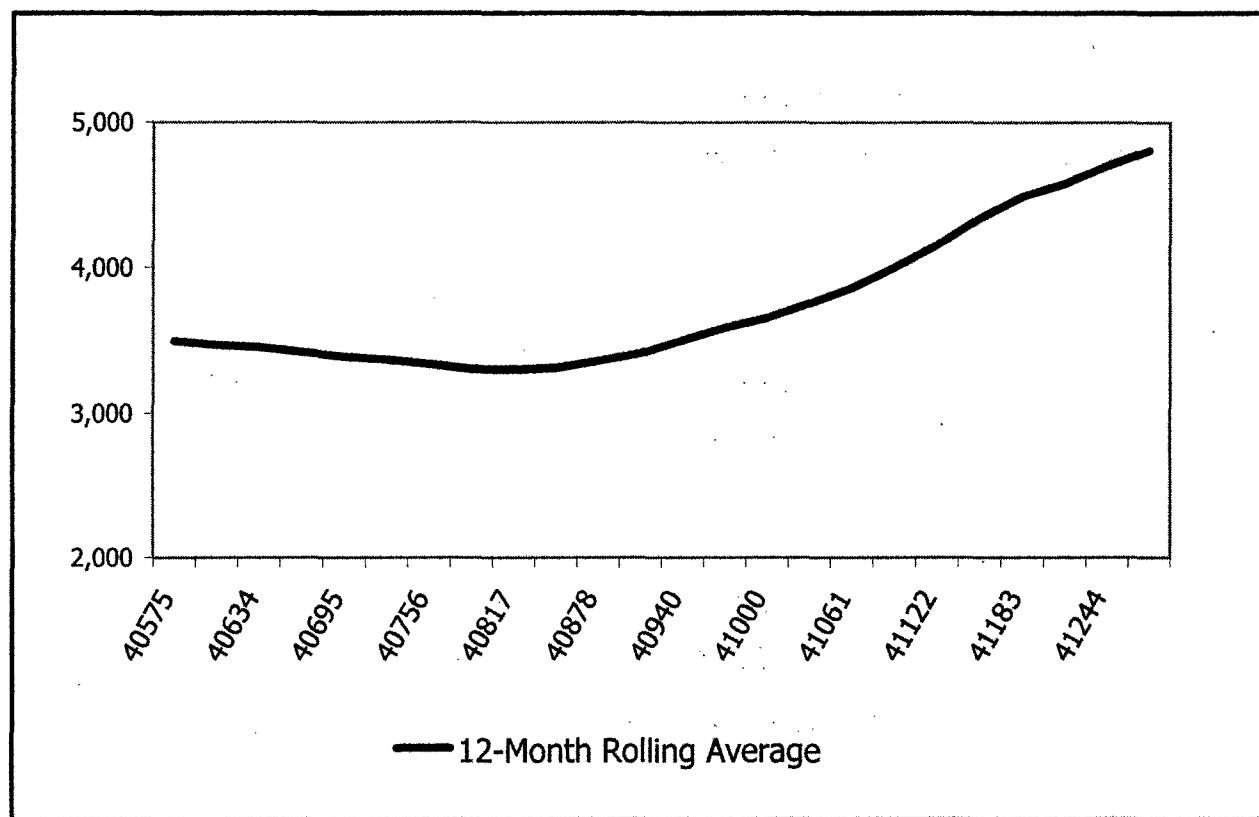
Chart 17

Bus Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: January 2013			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
System MDBF (chart 1)	5,311	4,133	28.5%	4,808	3,415	40.8%
NYCT Bus	5,144	3,994	28.8%	4,647	3,380	37.5%
MTA Bus	5,933	4,663	27.2%	5,412	3,531	53.3%
System MDBSI (chart 2)	2,931	2,419	21.2%	2,698	2,167	24.5%
NYCT Bus	2,953	2,387	23.7%	2,641	2,076	27.2%
MTA Bus	2,863	2,528	13.3%	2,900	2,521	15.1%
System Trips Completed (chart 3)	99.29%	98.76%	0.5%	98.93%	98.07%	0.9%
NYCT Bus	99.29%	98.70%	0.6%	98.95%	98.18%	0.8%
MTA Bus	99.26%	98.98%	0.3%	98.85%	97.62%	1.2%
System AM Pull Out (chart 4)	99.63%	99.58%	0.0%	99.36%	98.58%	0.8%
NYCT Bus	99.63%	99.55%	0.1%	99.43%	98.72%	0.7%
MTA Bus	99.60%	99.70%	-0.1%	99.14%	98.12%	1.0%
System PM Pull Out (chart 5)	99.90%	99.76%	0.1%	99.65%	99.18%	0.5%
NYCT Bus	99.88%	99.76%	0.1%	99.67%	99.34%	0.3%
MTA Bus	99.94%	99.75%	0.2%	99.58%	98.64%	0.9%
System Buses>=12 years	26%	31%				
NYCT Bus	30%	32%				
MTA Bus	14%	26%				
System Fleet Age	7.29	7.99				
NYCT Bus	7.50	8.18				
MTA Bus	6.57	7.32				
Paratransit						
% of Trips Completed	93.75%	94.28%	-0.5%	94.19%	94.02%	0.2%
Trips Requested	657,045	653,487	0.5%	662,459	656,618	0.9%
Trips Scheduled	591,725	589,799	0.3%	598,929	589,754	1.6%
Trips Completed	554,757	556,062	-0.2%	564,121	554,516	1.7%
Early Cancellations as a Percentage of Trips Requested	9.34%	9.05%	0.29%	8.91%	9.26%	-0.34%
Late Cancellations as a Percentage of Trips Scheduled	4.12%	3.84%	0.29%	3.75%	3.53%	0.23%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.80%	1.68%	0.12%	1.69%	2.06%	-0.37%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.32%	0.21%	0.12%	0.37%	0.38%	-0.02%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Customer Refusals as a Percentage of Trips Requested	0.60%	0.70%	-0.10%	0.68%	0.85%	-0.17%
New Applications Received	2,588	2,188	18.3%	2,691	2,664	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

January 2013: 5,311

January 2012: 4,133

12-Month Average

Feb 12-Jan 13 4,808

Feb 11-Jan 12 3,415

Annual Results

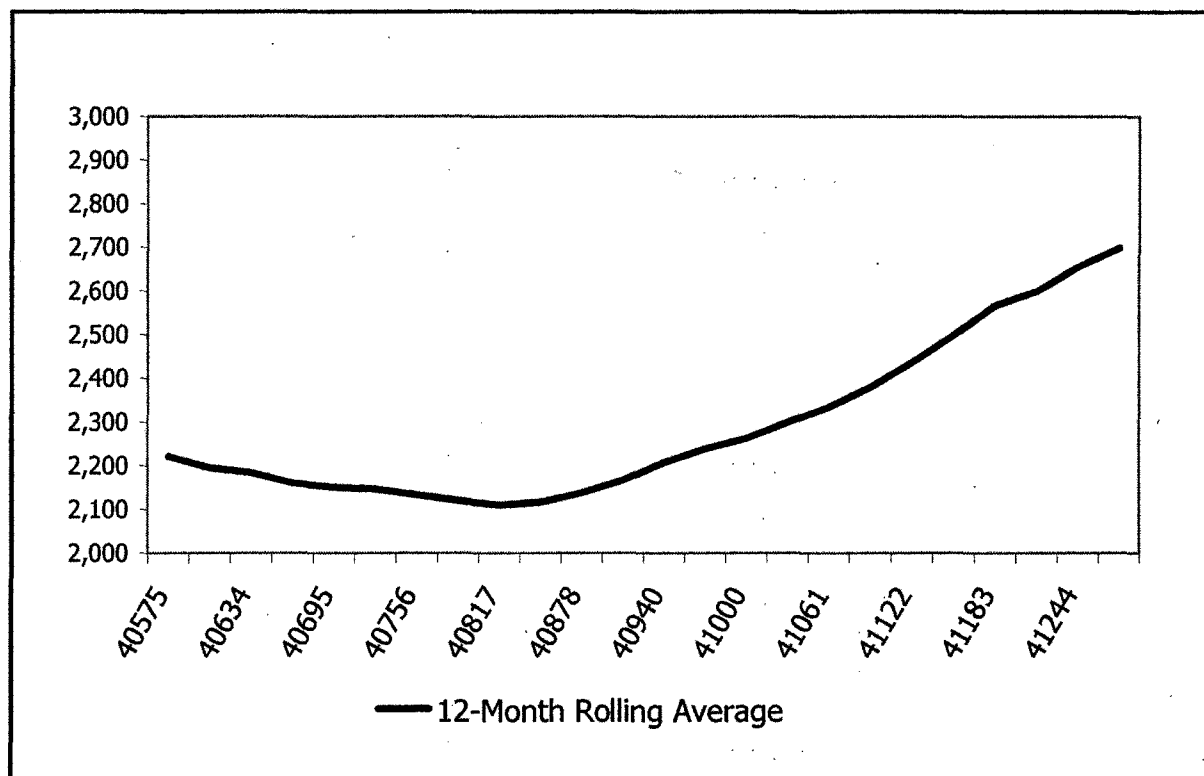
2013 Goal: 4,754

2012 Actual: 4,704

Chart 1

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

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

January 2013: 2,931

January 2012: 2,419

12-Month Average

Feb 12-Jan 13 2,698

Feb 11-Jan 12 2,167

Annual Results

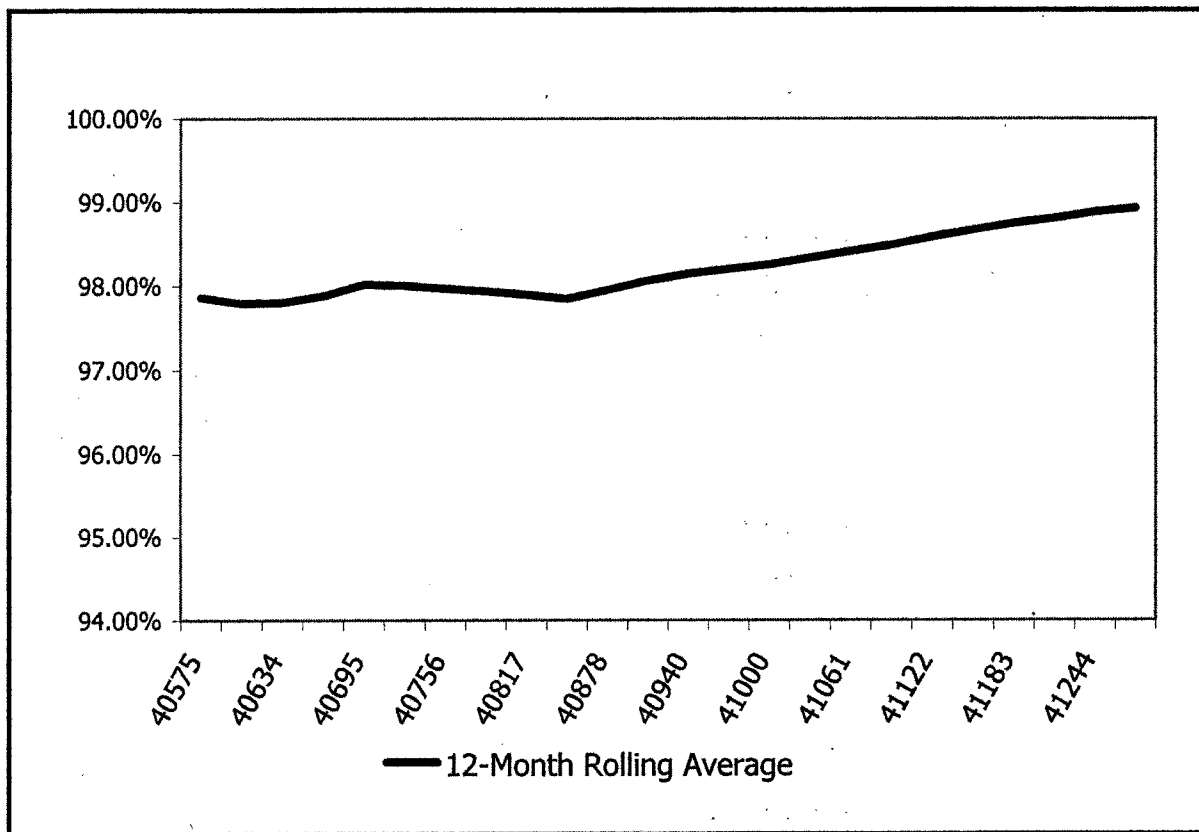
2013 YTD: 2,931

2012 Actual: 2,654

Chart 2

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

Bus Percentage of Completed Trips - System*



Definition

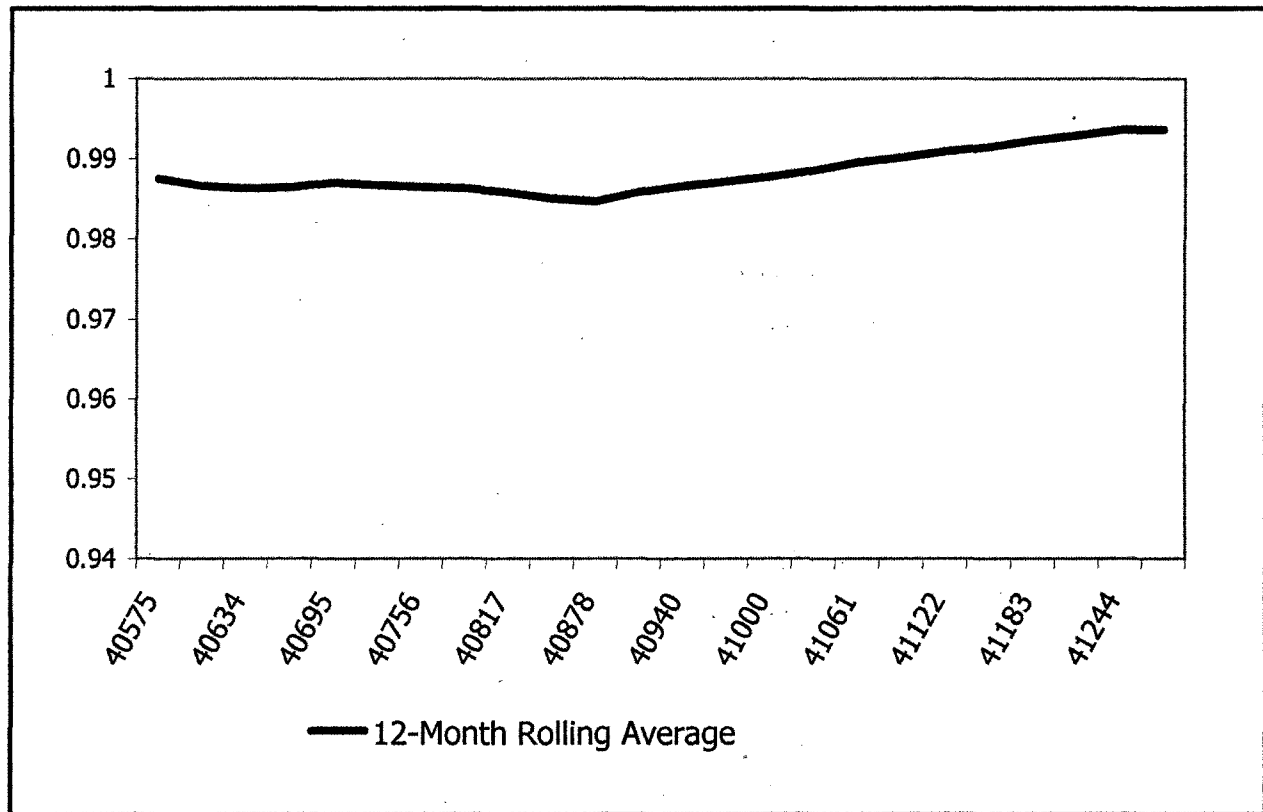
The percent of trips completed system wide for the 12-month period.

Monthly Results		12-Month Average		Annual Results	
January 2013:	99.29%	Feb 12-Jan 13	98.93%	2013 YTD:	99.29%
January 2012:	98.76%	Feb 11-Jan 12	98.07%	2012 Actual:	98.89%

Chart 3

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

Bus AM Weekday Pull Out Performance - System*



Definition

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

Monthly Results

January 2013: 99.63%
January 2012: 99.58%

12-Month Average

Feb 12-Jan 13 99.36%
Feb 11-Jan 12 98.58%

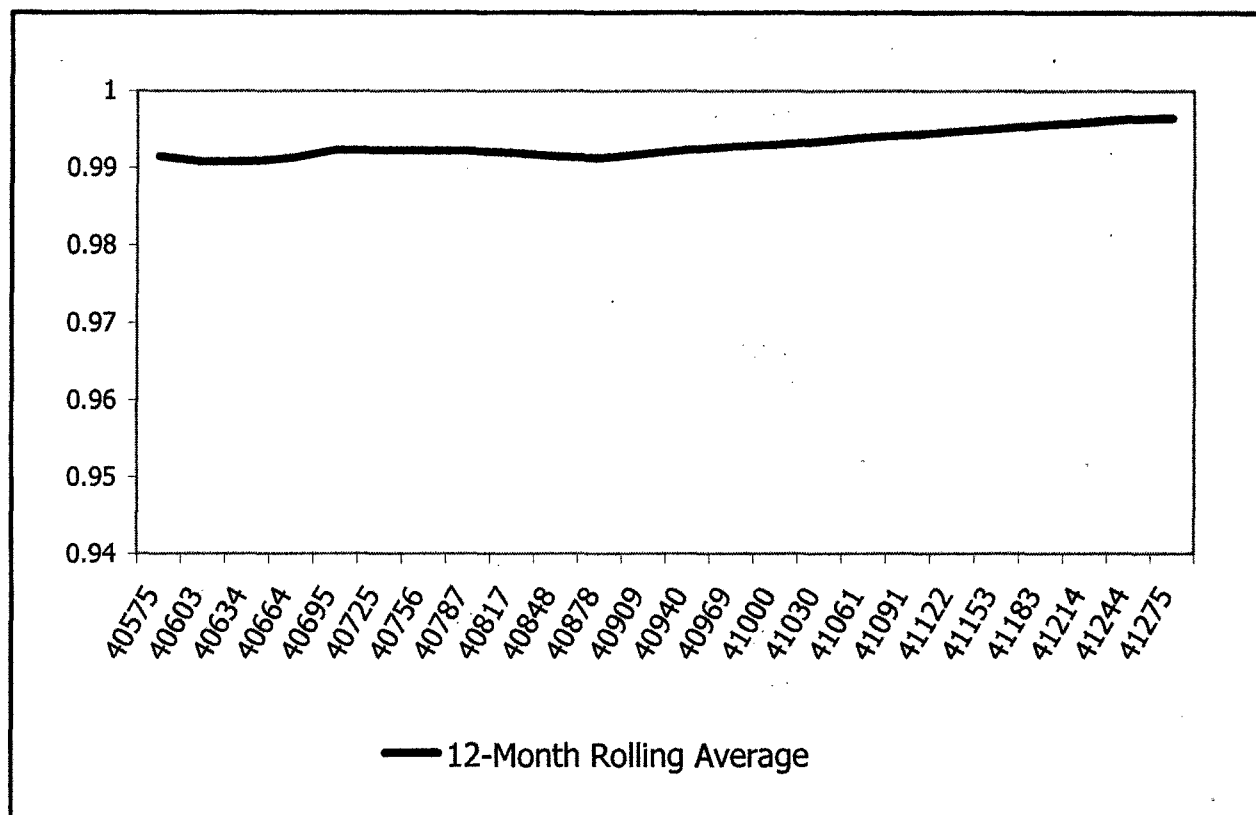
Annual Results

2013 YTD: 99.63%
2012 Actual: 99.36%

Chart 4

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

Bus PM Weekday Pull Out Performance - System*



Definition

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

Monthly Results

January 2013: 99.90%

January 2012: 99.76%

12-Month Average

Feb 12-Jan 13 99.65%

Feb 11-Jan 12 99.18%

Annual Results

2013 YTD: 99.90%

2012 Actual: 99.64%

Chart 5

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

Crime & Safety Monthly Operations Report

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

Safety Report						
Performance Indicator	Current Month: January 2013			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
Subway Customer Accidents per Million Customers ¹ (chart 1)	3.60	2.93	+22.8%	2.80	2.89	-3.1%
Subway Customer Injuries per Million Customers ¹ (chart 2)	3.64	2.97	+22.7%	2.86	2.94	-2.7%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	0	2	-100.0%
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	3	3	0.0%
Subway Fires ² (charts 5-6)	72	57	+26.3%	809	980	-17.4%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 7)	2.46	2.81	-12.3%	2.38	2.54	-6.2%

Bus Collisions Per Million Miles (chart 8)						
Regional	43.96	40.82	+7.7%	46.61	44.93	+3.7%
NYCT Bus	44.13	41.56	+6.2%	47.67	45.16	+5.6%
MTA Bus	43.41	38.40	+13.0%	43.17	44.21	-2.4%
Bus Collision Injuries per Million Miles (chart 9)						
Regional	5.28	5.98	-11.7%	6.25	6.51	-4.0%
NYCT Bus	5.13	6.77	-24.2%	6.46	7.14	-9.6%
MTA Bus	5.75	3.40	+69.1%	5.59	4.49	+24.3%
Bus Customer Accidents Per Million Customers (chart 10)						
Regional	0.95	1.01	-5.6%	1.11	1.18	-6.2%
NYCT Bus	1.02	0.93	+9.8%	1.10	1.12	-1.9%
MTA Bus	0.58	1.45	-59.7%	1.16	1.52	-23.9%
Bus Customer Accident Injuries Per Million Customers (chart 11)						
Regional	0.97	0.95	+2.3%	1.16	1.21	-4.5%
NYCT Bus	1.04	0.91	+14.0%	1.15	1.16	-0.4%
MTA Bus	0.58	1.14	-48.7%	1.19	1.53	-22.1%
Bus Employee Lost Time Accidents per 100 Employees (chart 12)						
NYCT Bus	4.64	4.53	+2.5%	5.41	5.69	-4.9%
MTA Bus	3.98	9.33	-57.3%	8.00	9.10	-12.1%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 7)	2.93	3.10	-5.5%	3.11	3.29	-5.3%

Subways Crime Report						
Performance Indicator	Current Month: February 2013			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
Major Felonies ^{3,4} (attachments 1-3)	162	235	-31.1%	405	486	-16.7%
Robberies ^{3,4}	36	86	-58.1%	97	174	-44.3%

SIR Crime Report						
Performance Indicator	Current Month: February 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4}	0	0	N/A	N/A	N/A	N/A
Robberies ^{3,4}	1	0	N/A	N/A	N/A	N/A

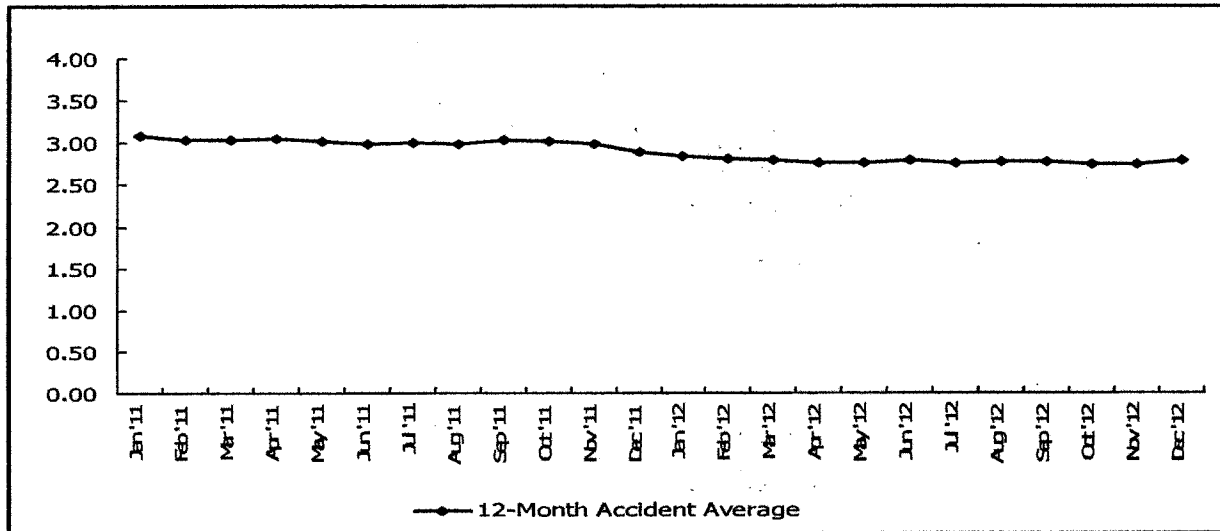
¹ Current month data are for December 2012.

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

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

⁴ Current month data are for February 2013.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

Dec 2012: 3.60

Dec 2011: 2.93

12-Month Average

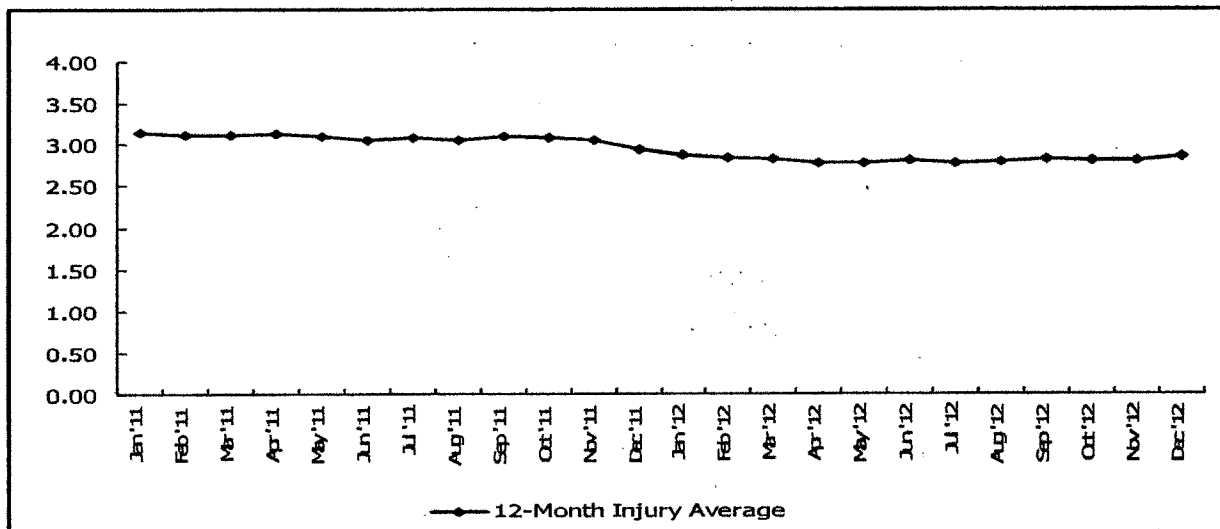
Jan 12 – Dec 12: 2.80

Jan 11 – Dec 11: 2.89

Annual Results

2012 YTD: 2.80

2011 Actual: 2.89



Monthly Results

Dec 2012: 3.64

Dec 2011: 2.97

12-Month Average

Jan 12 – Dec 12: 2.86

Jan 11 – Dec 11: 2.94

Annual Results

2012 YTD: 2.86

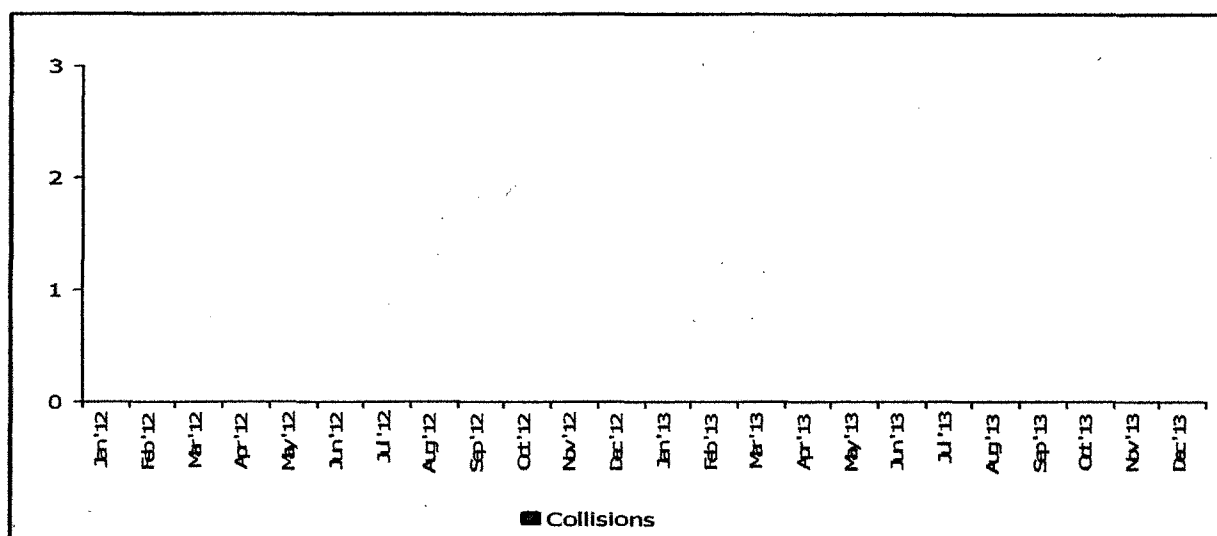
2011 Actual: 2.94

Definitions

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

Charts 1-2

Subway Collisions/Derailments



Monthly Results

Feb 2013: 0

Feb 2012: 0

12-Month Total

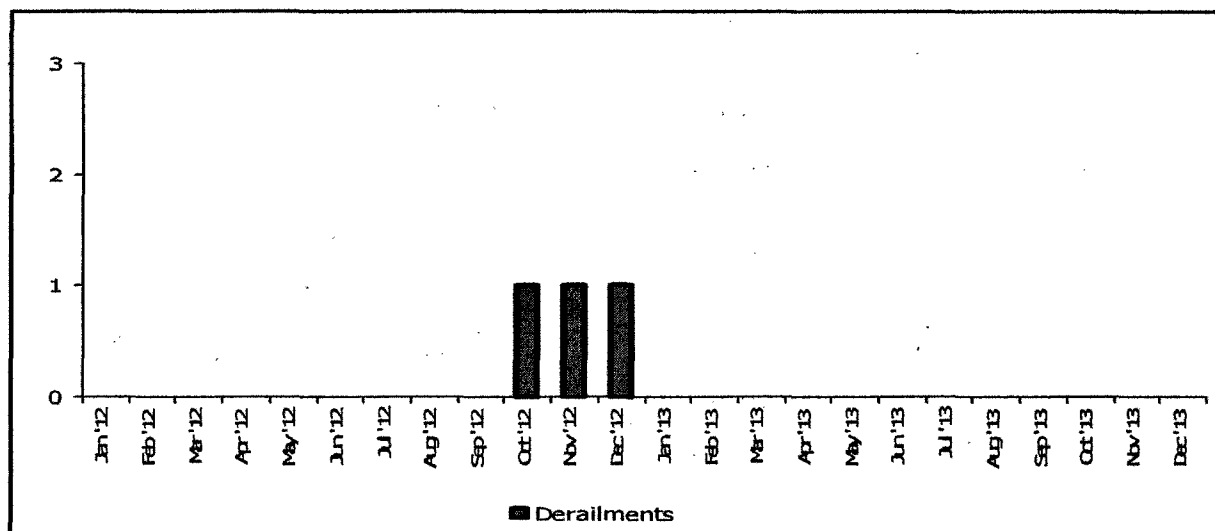
Mar 12 – Feb 13: 0

Mar 11 – Feb 12: 2

Annual Results

2013 YTD: 0

2012 Actual: 0



Monthly Results

Feb 2013: 0

Feb 2012: 0

12-Month Total

Mar 12 – Feb 13: 3

Mar 11 – Feb 12: 3

Annual Results

2013 YTD: 0

2012 Actual: 3

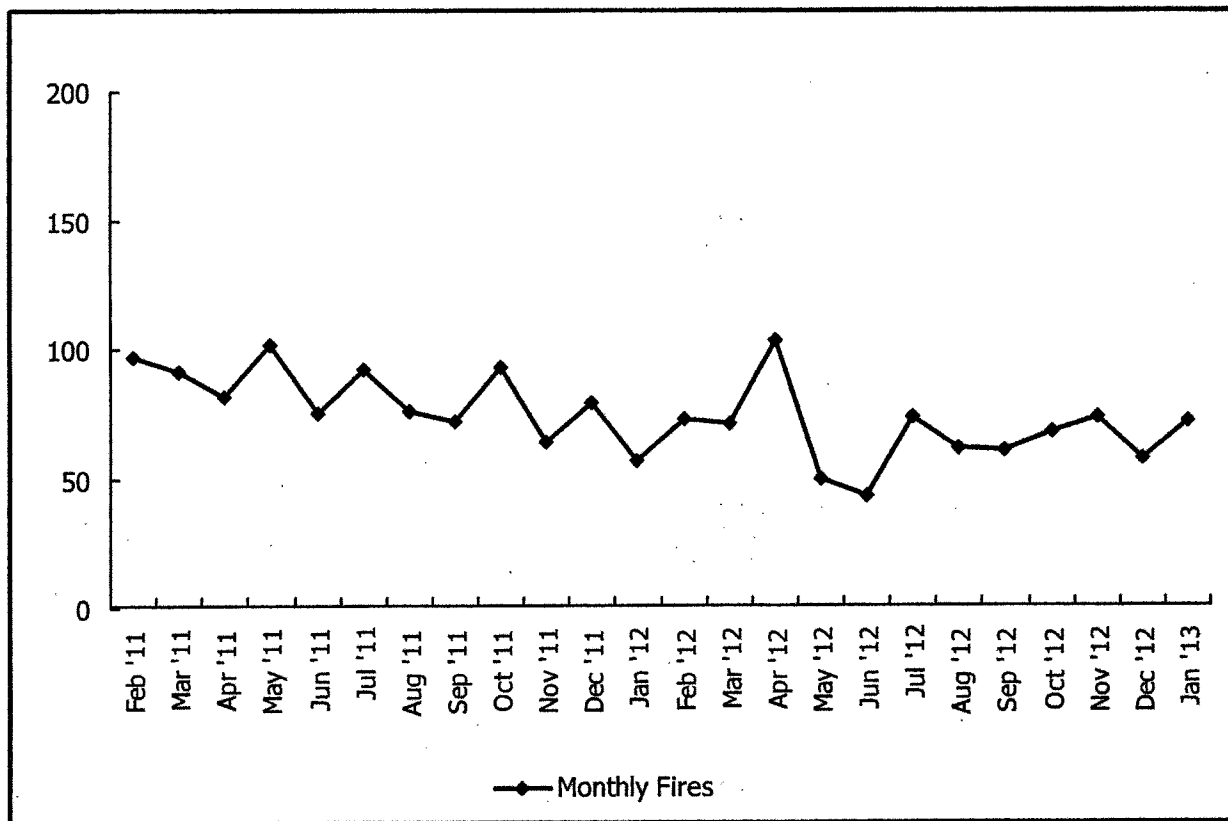
Definitions

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.

Charts 3-4

Subway Fires



Monthly Results

Jan 2013: 72

Jan 2012: 57

12-Month Total

Feb 12 – Jan 13: 809

Feb 11 – Jan 12: 980

Annual Results

2013 YTD: 72

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:

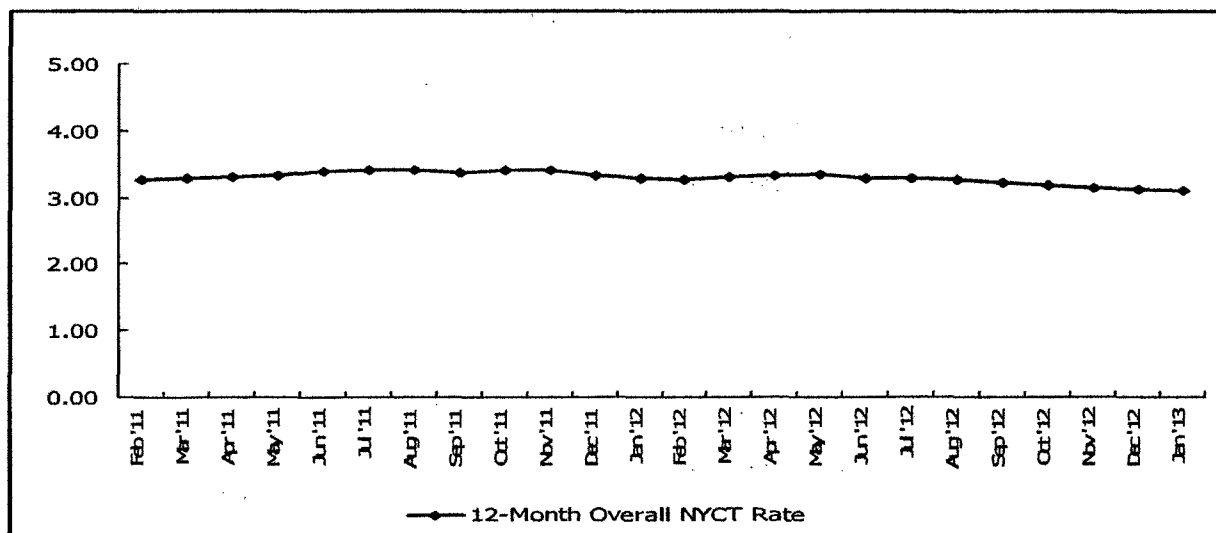
Low:	87.5%	Train:	10
Average:	12.5%	Right-of-way:	43
Above Average:	0.0%	Station:	17
High:	0.0%	Other:	2
		Total:	72

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

Train:		Right-of-Way:		Station:	
Debris:	2	Debris:	32	Debris:	12
Brake Shoes:	2	Tie:	2	Supplies:	3
Element:	2	Bank of Lights:	2		

Chart 6

NYCT Overall & Subways Employee On-Duty Lost-Time Accident Rate



Monthly Results

Jan 2013: 2.93

Jan 2012: 3.10

12-Month Average

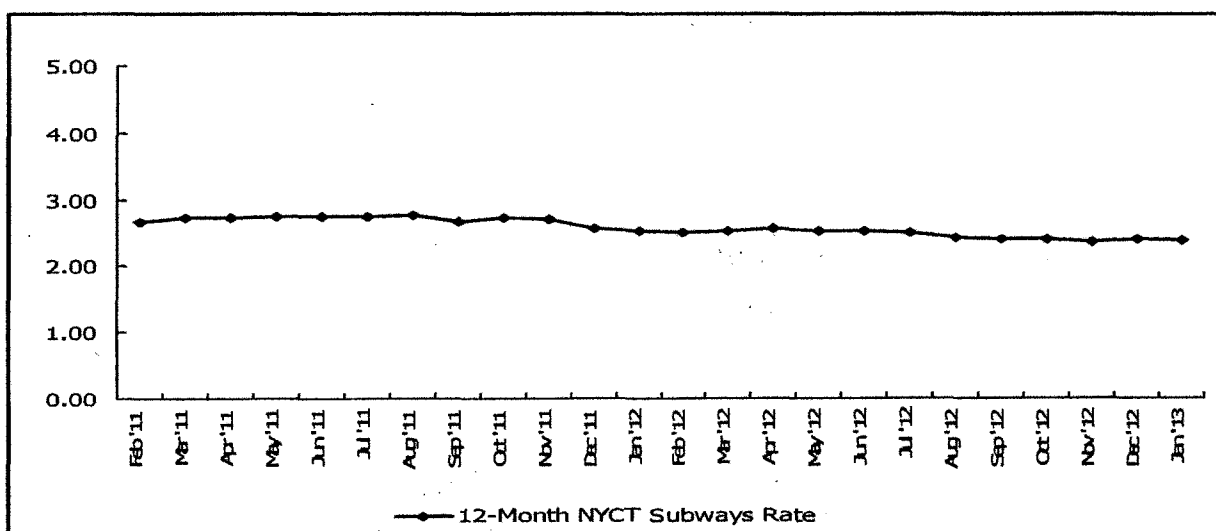
Feb 12 – Jan 13: 3.11

Feb 11 – Jan 12: 3.29

Annual Results

2013 Goal: 2.97

2012 Actual: 3.13



Monthly Results

Jan 2013: 2.46

Jan 2012: 2.81

12-Month Average

Feb 12 – Jan 13: 2.38

Feb 11 – Jan 12: 2.54

Annual Results

2013 Goal: 2.29

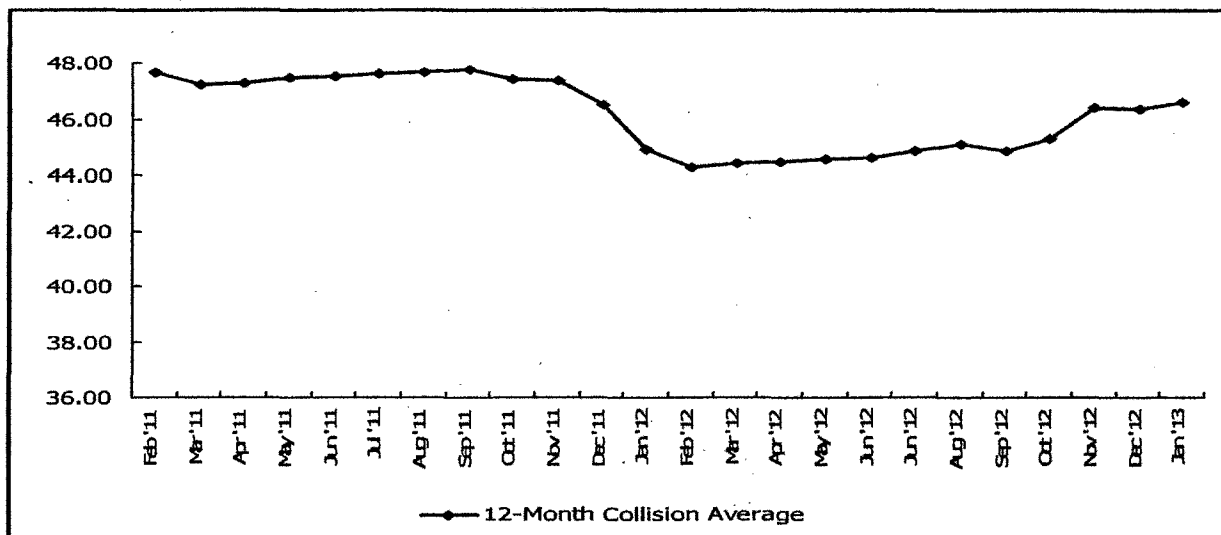
2012 Actual: 2.41

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.)

Chart 7

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

Jan 2013: 43.96

Jan 2012: 40.82

12-Month Average

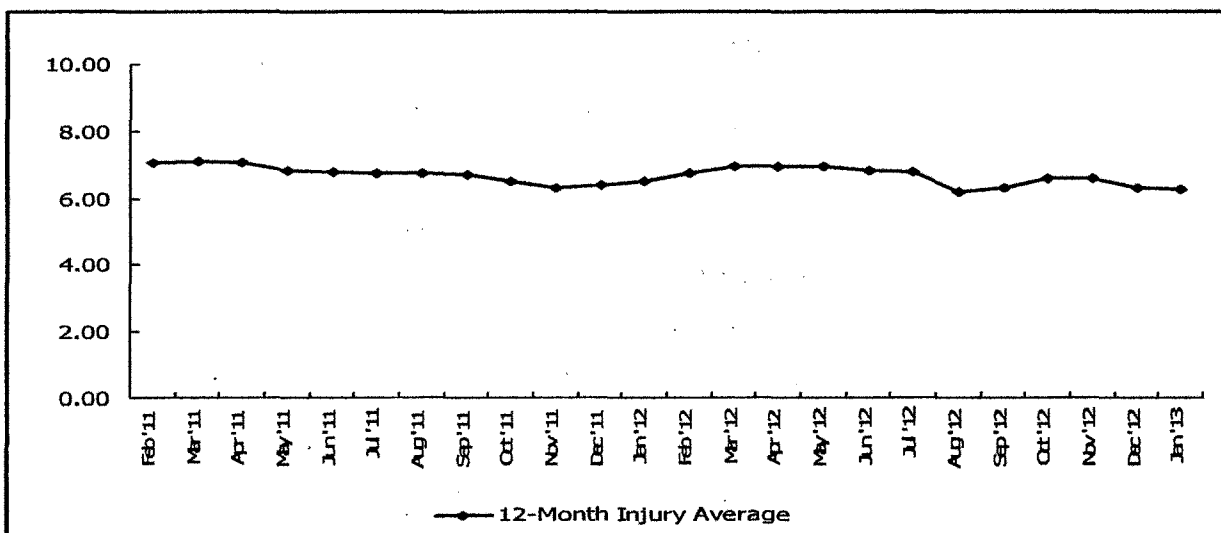
Feb 12 – Jan 13: 46.61

Feb 11 – Jan 12: 44.93

Annual Results

2013 YTD: 43.96

2012 Actual: 46.35



Monthly Results

Jan 2013: 5.28

Jan 2012: 5.98

12-Month Average

Feb 12 – Jan 13: 6.25

Feb 11 – Jan 12: 6.51

Annual Results

2013 YTD: 5.28

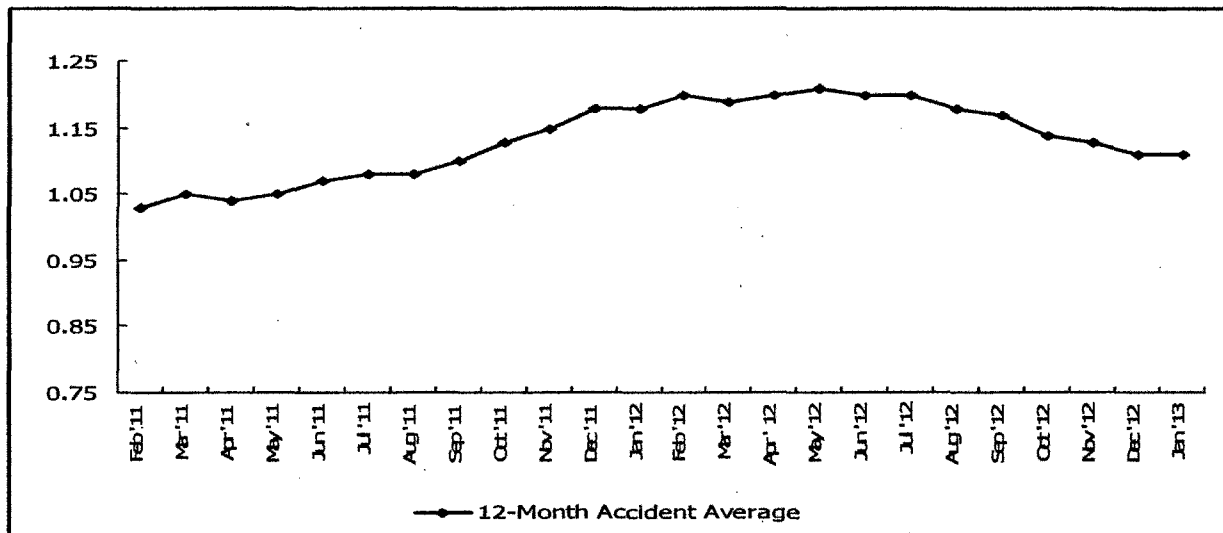
2012 Actual: 6.32

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.

Charts 8-9

Regional Bus Customer Accidents/Injuries per Million Customers



Monthly Results

Jan 2013: 0.95

Jan 2012: 1.01

12-Month Average

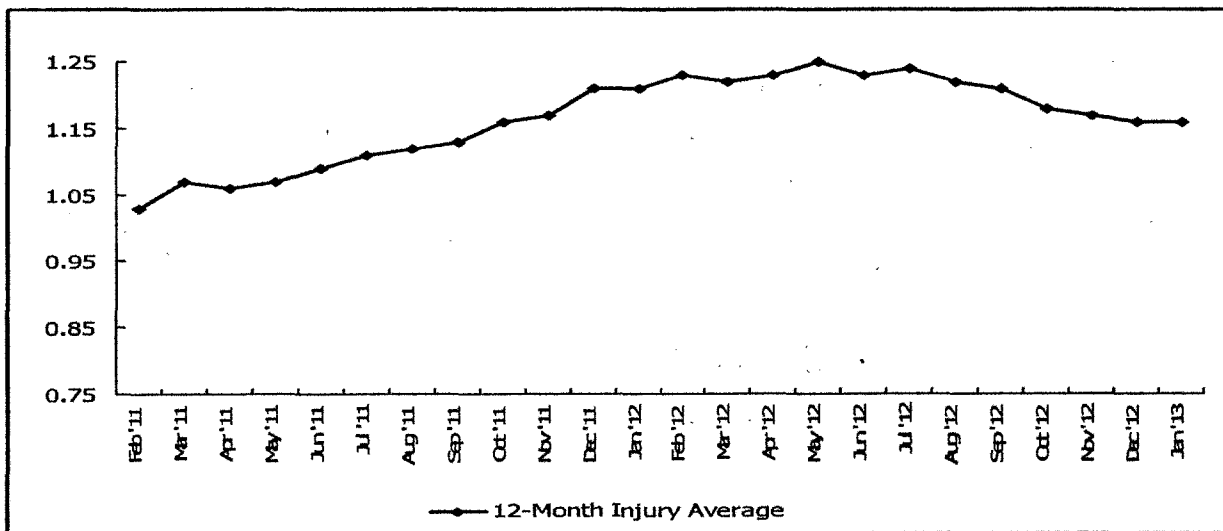
Feb 12 – Jan 13: 1.11

Feb 11 – Jan 12: 1.18

Annual Results

2013 YTD: 0.95

2012 Actual: 1.11



Monthly Results

Jan 2013: 0.97

Jan 2012: 0.95

12-Month Average

Feb 12 – Jan 13: 1.16

Feb 11 – Jan 12: 1.21

Annual Results

2013 YTD: 0.97

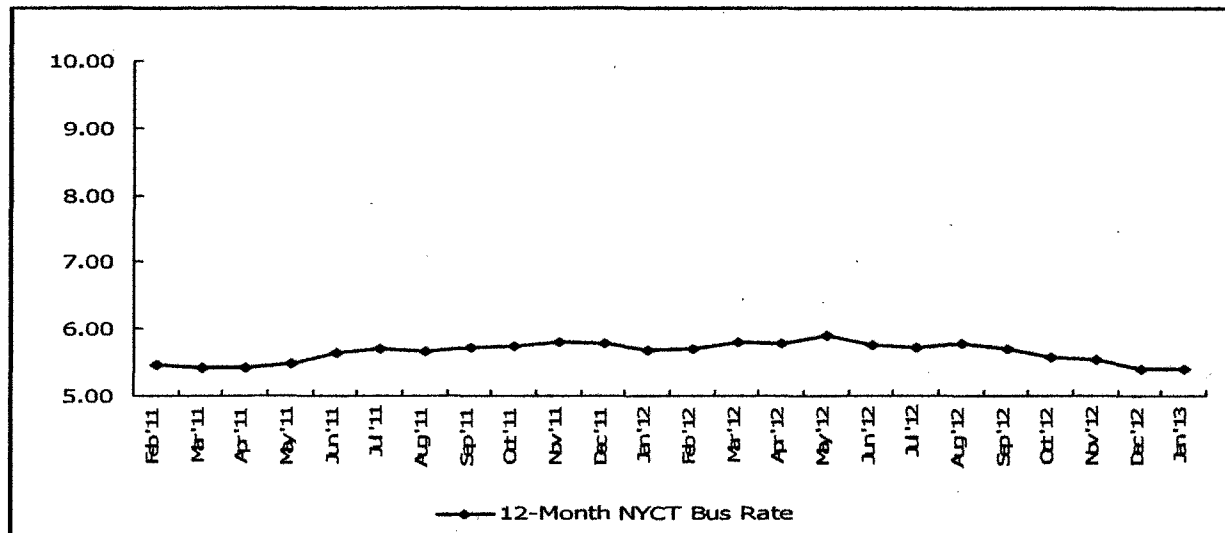
2012 Actual: 1.16

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.

Charts 10-11

NYCT Bus & MTA Bus Employee On-Duty Lost-Time Accident Rate



Monthly Results

Jan 2013: 4.64

Jan 2012: 4.53

12-Month Average

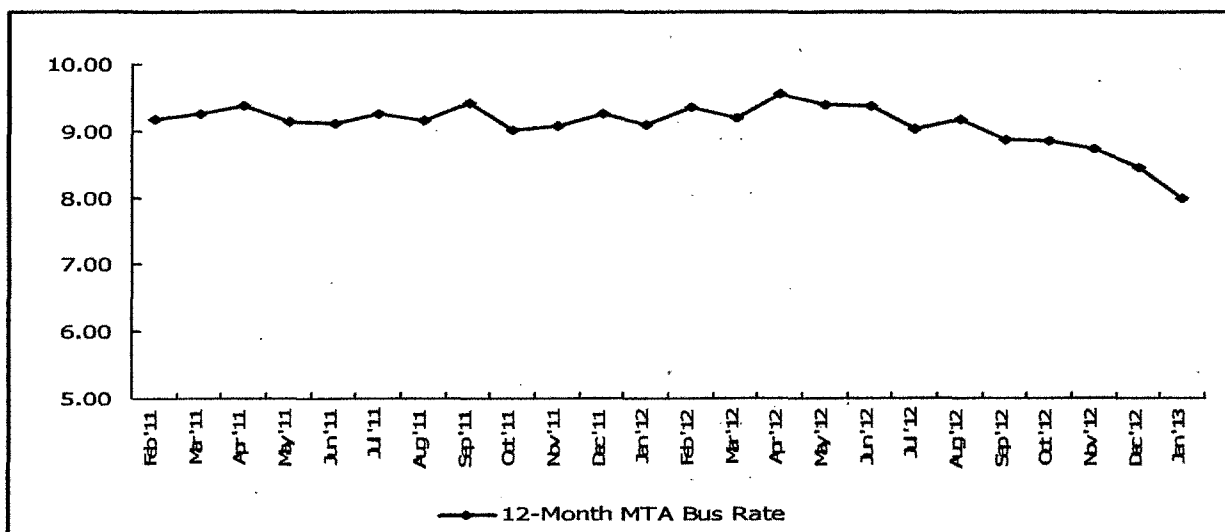
Feb 12 – Jan 13: 5.41

Feb 11 – Jan 12: 5.69

Annual Results

2013 Goal: 5.13

2012 Actual: 5.40



Monthly Results

Jan 2013: 3.98

Jan 2012: 9.33

12-Month Average

Feb 12 – Jan 13: 8.00

Feb 11 – Jan 12: 9.10

Annual Results

2013 Goal: 7.52

2012 Actual: 8.45

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.)

Chart 12



Police Department
City of New York

REPORT

CRIME STATISTICS FEBRUARY

	2013	2012	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	1	-1	-100.0%
ROBBERY	36	86	-50	-58.1%
FELASSAULT	15	15	0	0.0%
BURGLARY	1	0	1	***. *%
GRLARCENY	110	133	-23	-17.3%
<u>TOTAL MAJOR FELONIES</u>	<u>162</u>	<u>235</u>	<u>-73</u>	<u>-31.1%</u>

During February the daily Robbery average decreased from 3.1 to 1.3

During February the daily Major Felony average decreased from 8.4 to 5.8

CRIME STATISTICS JANUARY THRU FEBRUARY

	2013	2012	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	1	0	0.0%
ROBBERY	97	174	-77	-44.3%
FELASSAULT	28	26	2	7.7%
BURGLARY	2	0	2	***. *%
GRLARCENY	277	285	-8	-2.8%
<u>TOTAL MAJOR FELONIES</u>	<u>405</u>	<u>486</u>	<u>-81</u>	<u>-16.7%</u>

Year to date, the daily Robbery average decreased from 2.9 to 1.6

Year to date, the daily Major Felony average decreased from 8.2 to 6.9

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

REPORT

FEBRUARY ACTIVITY

	2013	2012	Diff	% Change
TotalArrest	4363	4251	112	2.6%
TosArrest	2379	2220	159	7.2%
Summ	7154	8186	-1032	-12.6%

JANUARY - FEBRUARY ACTIVITY

	2013	2012	Diff	% Change
TotalArrest	8979	9320	-341	-3.7%
TosArrest	5017	4982	35	0.7%
Summ	14559	16293	-1734	-10.6%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY - FEBRUARY																
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Murder	0	0	2	0	0	0	0	1	2	1	1	0	1	0	0	0	0
Rape	1	1	0	1	1	0	1	0	1	1	0	2	0	0	0	1	1
Robbery	404	316	267	230	208	208	192	172	205	174	131	128	123	127	115	174	97
Assault	65	76	64	62	46	38	33	42	47	22	33	29	33	30	39	26	28
Burglary	9	4	0	2	1	0	2	0	0	0	0	2	0	2	0	0	2
GL	486	405	333	356	355	329	257	296	324	182	193	223	213	176	201	285	277
TOTAL MAJOR FELONIES	965	802	666	651	611	575	485	511	579	380	358	384	370	335	355	486	405
Major Fel Per Day	16.36	13.59	11.29	11.03	10.36	9.75	8.22	8.66	9.81	6.44	6.07	6.51	6.27	5.68	6.02	8.24	6.86

3. OPERATIONS PERFORMANCE SUMMARY

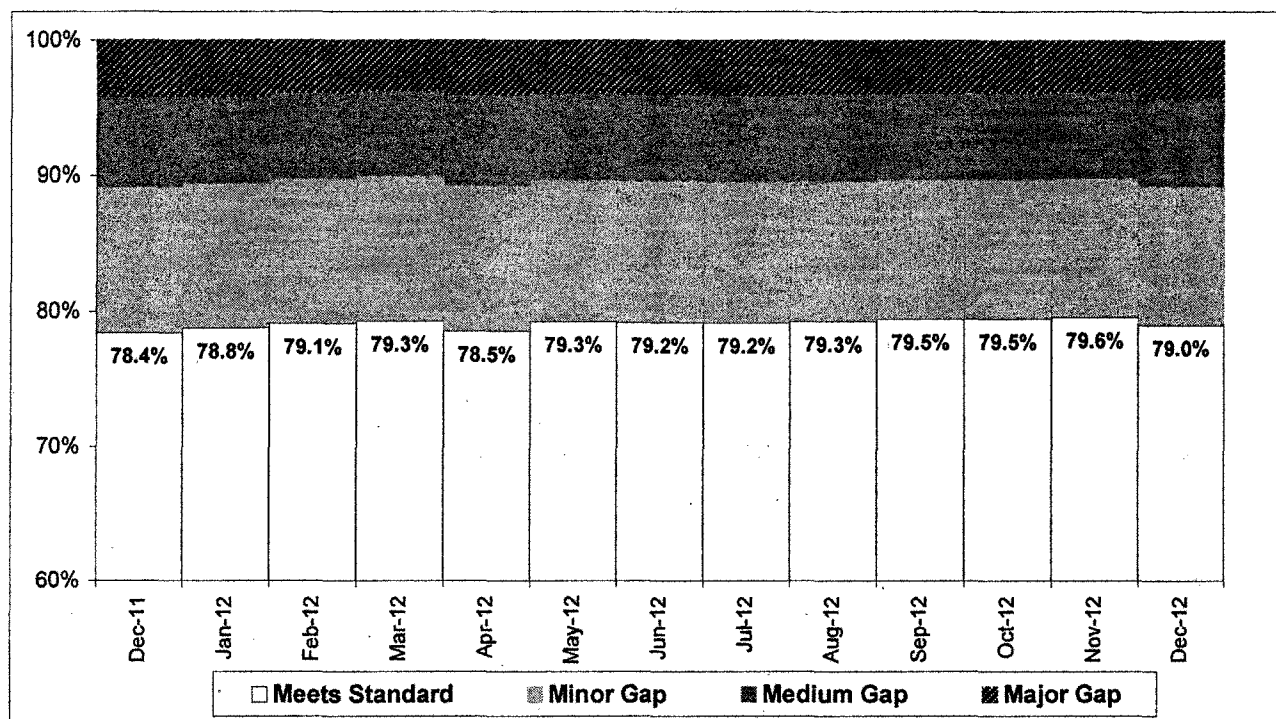
DECEMBER MONTHLY OPERATIONS REPORT

Monthly Operations Report

Statistical results for the month of December 2012 are shown below.

Subway Monthly Operations Report Service Indicators					
Performance Indicator	Current Month: December 2012			12-Month Ave	
	This Year	Last Year	% Difference	This Year	Last Year
System Weekday Wait Assessment (charts 1 & 2)				79.0%	78.4%
A Division Weekday Wait Assessment - ATS-A lines	74.8%	74.3%	+0.5%		
A Division Weekday Wait Assessment - (All Lines)				75.2%	74.7%
B Division Weekday Wait Assessment	81.5%	80.3%	+1.2%	80.8%	80.2%
System Weekend Wait Assessment (chart 3)				85.1%	83.7%
A Division Weekday Wait Assessment - ATS-A lines	85.3%	86.1%	-0.8%		
A Division Weekday Wait Assessment - (All Lines)				84.4%	85.2%
B Division Weekday Wait Assessment	86.9%	84.1%	+2.8%	85.5%	82.8%
System Weekday Terminal On-Time Performance (charts 4 & 5)	83.9%	84.2%	-0.3%	83.7%	84.8%
A Division Weekday Terminal On-Time Performance	74.9%	77.6%	-2.7%	76.9%	78.8%
B Division Weekday Terminal On-Time Performance	90.0%	89.0%	+1.0%	88.5%	89.0%
System Number of Terminal Delays (chart 6)	23,075	23,274	-0.9%	23,202	22,455
System Weekend Terminal On-Time Performance (charts 7 & 8)	88.4%	89.5%	-1.1%	88.4%	88.3%
A Division Weekend Terminal On-Time Performance	81.9%	82.7%	-0.8%	82.7%	83.4%
B Division Weekend Terminal On-Time Performance	92.2%	93.6%	-1.4%	91.9%	91.2%
System Number of Weekend Terminal Delays (chart 9)	6,500	5,145	+26.3%	5,169	5,383
Mean Distance Between Failures (charts 10 & 11)	180,610	201,628	-10.4%	162,138	172,700
A Division Mean Distance Between Failures	174,782	182,198	-4.1%	149,641	167,097
B Division Mean Distance Between Failures	185,247	218,817	-15.3%	172,739	177,031
System Weekday Service-KPI (charts 12 & 13)	82.2%	82.5%	-0.3%		
A Division Weekday Service-KPI	76.5%	79.6%	-3.1%		
B Division Weekday Service-KPI	85.5%	84.8%	+0.7%		
System Weekday PES-KPI (charts 14 - 16)	90.9%	90.8%	+0.1%		
Staten Island Railway					
24 Hour On-Time Performance	87.3%	96.9%	-9.6%	93.1%	95.1%
AM Rush On-Time Performance	86.4%	95.5%	-9.1%	97.5%	95.7%
PM Rush On-Time Performance	86.7%	99.3%	-12.6%	96.7%	97.8%
Percentage of Completed Trips	99.5%	99.5%	0.0%	99.3%	99.3%
Mean Distance Between Failures	63,987	206,763	-69.1%	74,774	201,523
Staten Island Railway PES-KPI (chart 17)	92.0%	85.1%	+6.9%		

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

Systemwide <u>12-Month Average</u>					Annual Results <u>(Meets Standard)</u>
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Jan '11-Dec '12	79.0%	10.2%	6.5%	4.3%	2012 GOAL: 79.2%
Jan '10-Dec '11	78.4%	10.7%	6.7%	4.2%	2011 ACTUAL: 78.8%

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

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

Jan '11-Dec '12					Jan '10-Dec '11				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	82.7%	8.6%	5.0%	3.7%	79.3%	10.1%	6.3%	4.4%	+3.4%
②	74.3%	10.4%	8.5%	6.8%	72.6%	10.9%	9.4%	7.1%	+1.7%
③	75.7%	10.3%	7.4%	6.6%	75.4%	11.5%	7.6%	5.6%	+0.3%
④	71.8%	10.2%	8.5%	9.5%	72.0%	10.5%	8.5%	9.1%	-0.2%
⑤	69.8%	10.4%	8.8%	11.1%	70.8%	10.6%	8.7%	9.8%	-1.0%
⑥	74.7%	8.2%	6.7%	10.4%	75.8%	10.0%	7.4%	6.9%	-1.1%
⑦	77.7%	12.6%	6.6%	3.1%	76.8%	12.2%	7.9%	3.2%	+0.9%
⑤ 42nd	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	
Subdivision A	75.2%	10.1%	7.4%	7.3%	74.7%	10.8%	7.9%	6.6%	+0.5%
①	72.7%	10.5%	9.6%	7.2%	73.9%	10.9%	8.4%	6.9%	-1.2%
②	79.6%	11.9%	5.8%	2.7%	78.5%	11.4%	6.7%	3.4%	+1.1%
③	80.0%	11.3%	5.8%	2.8%	80.3%	11.7%	5.9%	2.1%	-0.3%
④	78.5%	12.4%	6.2%	2.9%	78.9%	11.6%	6.3%	3.1%	-0.4%
⑤	75.7%	11.5%	8.2%	4.7%	72.6%	12.5%	9.1%	5.9%	+3.1%
⑥	75.0%	10.7%	9.1%	5.2%	73.1%	12.4%	8.9%	5.7%	+1.9%
⑤ Fkln	96.5%	2.7%	0.7%	0.1%	96.4%	2.8%	0.7%	0.2%	+0.1%
⑦	83.6%	10.9%	3.9%	1.7%	80.8%	13.0%	4.5%	1.7%	+2.8%
⑤ Rock***	94.1%	4.3%	1.2%	0.4%	93.1%	5.8%	0.7%	0.3%	+1.0%
① ②	82.6%	9.8%	5.7%	1.9%	82.3%	9.6%	6.0%	2.2%	+0.3%
③	80.2%	11.4%	6.4%	1.9%	80.5%	11.5%	5.8%	2.2%	-0.3%
④	77.7%	12.4%	7.6%	2.4%	78.5%	12.4%	6.9%	2.1%	-0.8%
⑤	78.3%	12.0%	6.6%	3.0%	78.0%	12.0%	7.2%	2.9%	+0.3%
⑥	80.1%	11.5%	5.9%	2.5%	78.4%	11.6%	6.1%	3.9%	+1.7%
⑦	77.8%	10.6%	8.2%	3.4%	77.3%	11.1%	7.7%	3.9%	+0.5%
Subdivision B	80.8%	10.3%	6.0%	2.9%	80.2%	10.7%	6.1%	3.1%	+0.6%
Systemwide	79.0%	10.2%	6.5%	4.3%	78.4%	10.7%	6.7%	4.2%	+0.6%

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

*** Headway Definitions:**

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

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

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

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

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

*** 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)

	Jan '11-Dec '12					Jan '10-Dec '11				
		Headways*				Headways*				
	Meets	GAP				Meets	GAP			Standard
Line	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	Difference	
①	83.7%	9.6%	4.7%	1.9%	83.6%	9.2%	4.7%	2.4%	+0.1%	
②	83.5%	9.9%	4.3%	2.3%	86.0%	9.1%	4.0%	0.9%	-2.5%	
③	88.7%	7.6%	3.1%	0.7%	87.6%	8.1%	3.0%	1.3%	+1.1%	
④	81.9%	9.6%	5.6%	2.9%	84.2%	8.9%	4.6%	2.3%	-2.3%	
⑤	85.5%	8.3%	4.0%	2.2%	89.3%	6.8%	2.7%	1.3%	-3.8%	
⑥	88.6%	7.3%	3.2%	1.0%	85.8%	9.4%	3.8%	1.0%	+2.8%	
⑦	78.8%	14.1%	6.1%	1.0%	80.2%	12.3%	4.6%	2.8%	-1.4%	
⑤ 42nd	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A	
Sub Division A	84.4%	9.5%	4.4%	1.7%	85.2%	9.1%	3.9%	1.7%	-0.8%	
①	76.6%	12.2%	8.1%	3.1%	79.1%	8.9%	9.4%	2.5%	-2.5%	
③	86.8%	8.9%	3.7%	0.6%	75.6%	12.5%	10.0%	1.9%	+11.2%	
④	81.5%	12.3%	5.0%	1.2%	78.9%	12.0%	6.8%	2.3%	+2.6%	
⑤	85.8%	8.2%	3.3%	2.7%	78.6%	11.7%	4.3%	5.4%	+7.2%	
⑥	81.4%	11.1%	5.9%	1.5%	76.9%	12.9%	8.4%	1.7%	+4.5%	
⑤ Fkln	94.5%	4.6%	0.6%	0.2%	98.7%	1.3%	0.0%	0.0%	-4.2%	
⑦	88.2%	8.6%	2.9%	0.2%	86.0%	11.3%	1.8%	0.8%	+2.2%	
① ②	90.2%	7.6%	1.3%	0.9%	86.9%	8.9%	3.2%	1.0%	+3.3%	
③	87.2%	8.9%	2.8%	1.1%	84.9%	11.9%	2.5%	0.7%	+2.3%	
④	86.4%	7.8%	4.5%	1.3%	80.2%	11.3%	5.0%	3.6%	+6.2%	
⑤	84.2%	11.2%	3.9%	0.7%	85.6%	10.5%	3.5%	0.4%	-1.4%	
⑥	82.6%	12.3%	3.8%	1.3%	82.0%	13.3%	2.8%	1.8%	+0.6%	
Sub Division A	85.5%	9.5%	3.8%	1.2%	82.8%	10.6%	4.8%	1.8%	+2.7%	
Systemwide	85.1%	9.5%	4.0%	1.4%	83.7%	10.0%	4.5%	1.8%	+1.4%	

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

*** Headway Definitions:**

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

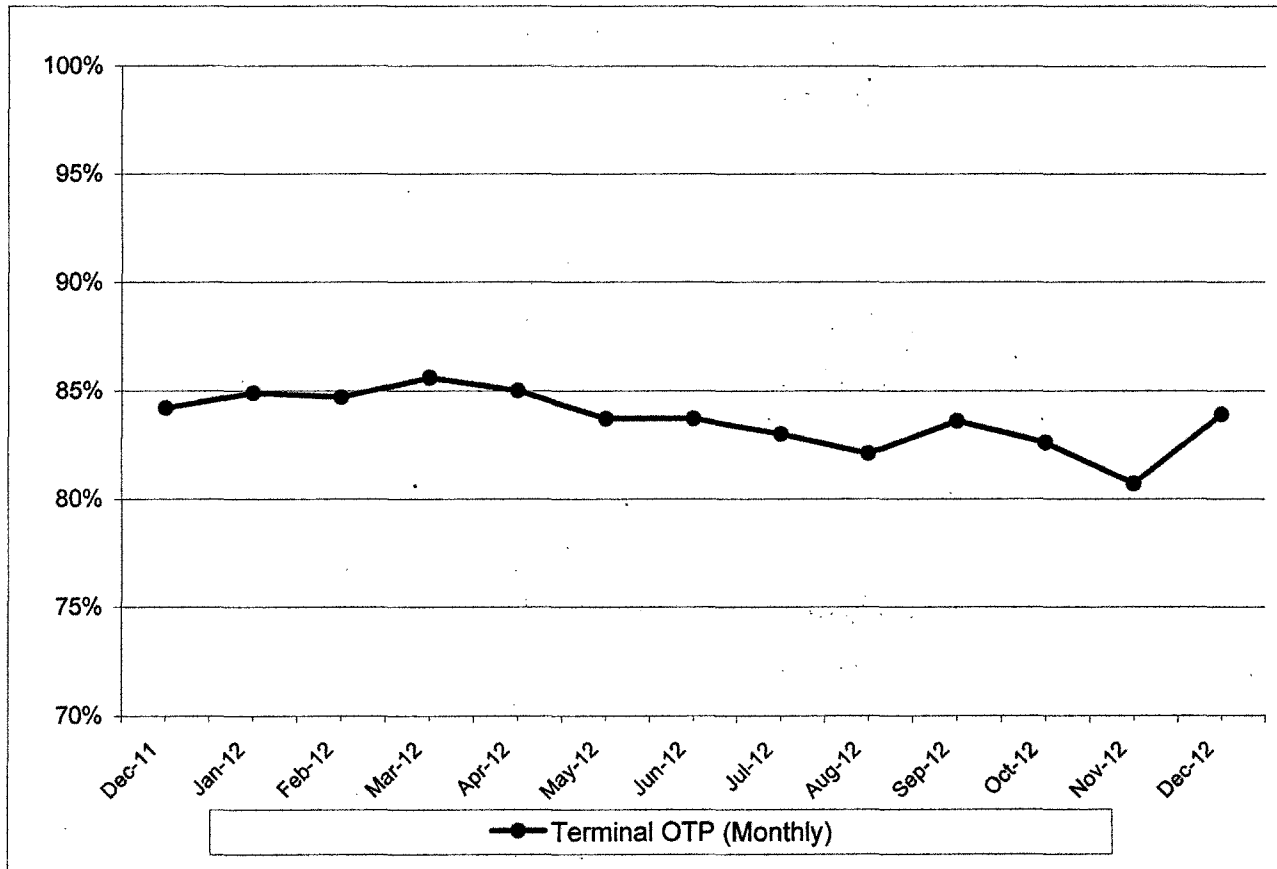
Minor Gap: from 25% to 50% over scheduled headway

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

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

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

Weekday Terminal On-Time Performance (24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide

Monthly Results

Dec 2012: 83.9%
 Dec 2011: 84.2%
 12-Mon Avg: 83.7%
 (Jan '12-Dec '12)

Subdivision A

Monthly Results

Dec 2012: 74.9%
 Dec 2011: 77.6%
 12-Mon Avg: 76.9%
 (Jan '12-Dec '12)

Subdivision B

Monthly Results

Dec 2012: 90.0%
 Dec 2011: 89.0%
 12-Mon Avg: 88.5%
 (Jan '12-Dec '12)

Discussion of Results

In December 2012, Right Of Way (5,947 delays), Over Crowding (4,377 delays), Track Gangs (3,554 delays) were the highest categories of delays, representing 60.1% of the total (23,075) delays.

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jan '12-Dec '12</u>	<u>Jan 11-Dec '11</u>	<u>% Difference</u>
①	88.3%	90.7%	-2.4%
②	60.8%	67.6%	-6.8%
③	72.2%	75.7%	-3.5%
④	64.4%	68.4%	-4.0%
⑤	66.4%	67.8%	-1.4%
⑥	79.2%	79.8%	-0.6%
⑦	90.6%	88.8%	+1.8%
⑤ 42 St	N/A*	N/A*	
Subdivision A	76.9%	78.8%	-1.9%
①	83.7%	82.4%	+1.3%
②	87.1%	88.1%	-1.0%
③	90.8%	90.0%	+0.8%
④	88.6%	88.2%	+0.4%
⑤	85.9%	87.2%	-1.3%
⑥	79.8%	82.4%	-2.6%
⑤ Fkln	99.4%	98.9%	+0.5%
⑦	90.7%	94.4%	-3.7%
⑤ Rock**	97.2%	95.4%	+1.8%
① ②	95.7%	96.5%	-0.8%
③	94.8%	96.2%	-1.4%
④	90.1%	90.3%	-0.2%
⑤	81.4%	80.5%	+0.9%
⑥	86.4%	87.7%	-1.3%
⑦	89.4%	87.5%	+1.9%
Subdivision B	88.5%	89.0%	-0.5%
Systemwide	83.7%	84.8%	-1.1%

* Performance data unavailable pending ATS system software upgrade.

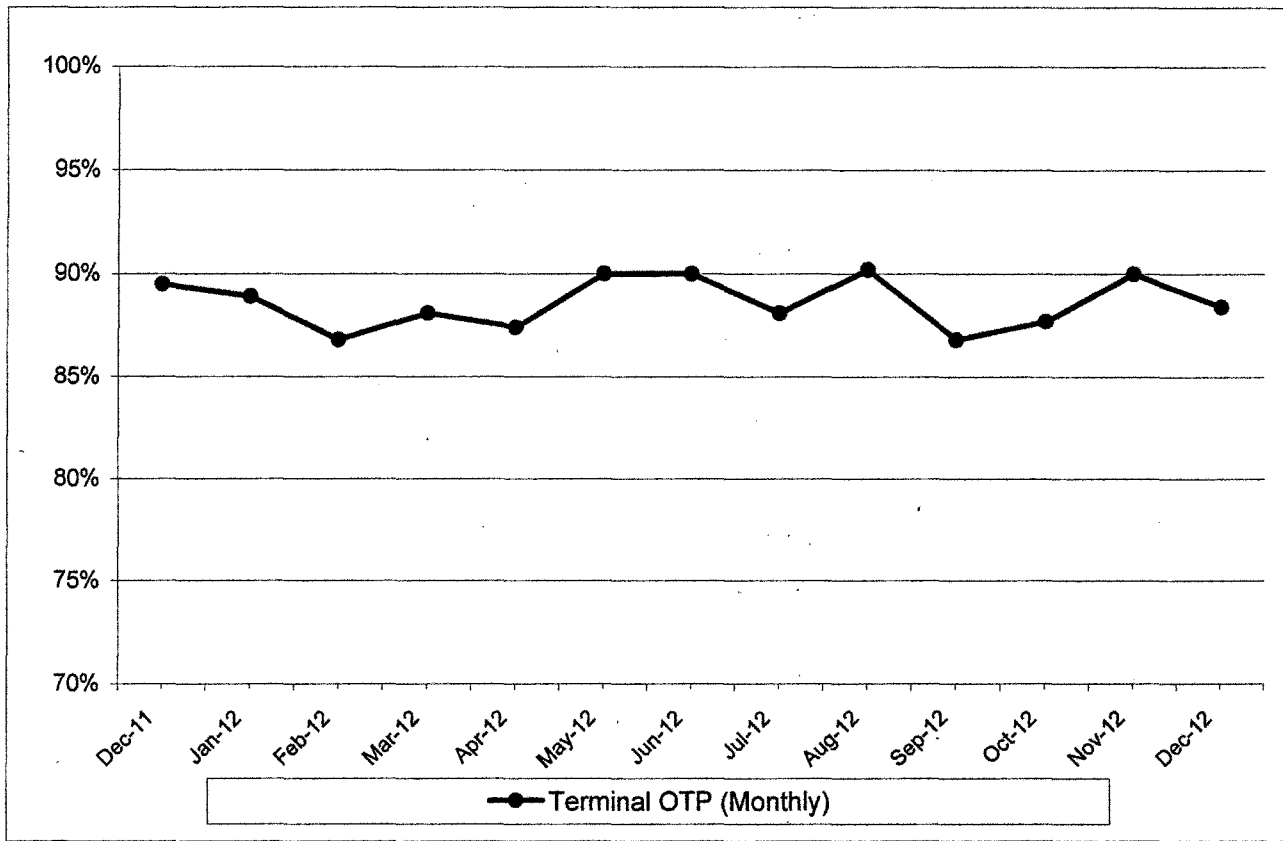
** Beginning Nov 2012, the Rockaway Shuttle operated between Far Rockaway (Mott Ave,

December 2012 Weekday Terminal Delays Systemwide Summary

Categories	Delays
ROW Delays	5,947
Over Crowding	4,377
Track Gangs	3,554
Police	2,513
Sick Customer	2,334
Car Equipment	1,087
Inclement Weather	796
Work Equipment/G. O.	765
Unruly Customer	733
Employee	432
Fire	245
Operational Diversions	204
Infrastructure	81
External	7
Total Delays	23,075

* Total may differ slightly due to rounding.

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide Monthly Results

Dec 2012: 88.4%
Dec 2011: 89.5%
12-Mon Avg: 88.4%
(Jan '12-Dec '12)

Subdivision A Monthly Results

Dec 2012: 81.9%
Dec 2011: 82.7%
12-Mon Avg: 82.7%
(Jan '12-Dec '12)

Subdivision B Monthly Results

Dec 2012: 92.2%
Dec 2011: 93.6%
12-Mon Avg: 91.9%
(Jan '12-Dec '12)

Discussion of Results

In December 2012, Track Gangs (1,442 delays), Over Crowding (1,211 delays), and Right Of Way (922 delays) were the highest categories of delays, representing 55.0% of the total (6,500) delays.

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jan '12-Dec '12</u>	<u>Jan 11-Dec '11</u>	<u>% Difference</u>
①	88.3%	90.7%	-2.4%
②	60.8%	67.6%	-6.8%
③	72.2%	75.7%	-3.5%
④	64.4%	68.4%	-4.0%
⑤	66.4%	67.8%	-1.4%
⑥	79.2%	79.8%	-0.6%
⑦	90.6%	88.8%	+1.8%
⑤ 42 St	N/A*	N/A*	
Subdivision A	76.9%	78.8%	-1.9%
①	83.7%	82.4%	+1.3%
②	87.1%	88.1%	-1.0%
③	90.8%	90.0%	+0.8%
④	88.6%	88.2%	+0.4%
⑤	85.9%	87.2%	-1.3%
⑥	79.8%	82.4%	-2.6%
⑤ Fkln	99.4%	98.9%	+0.5%
⑦	90.7%	94.4%	-3.7%
⑤ Rock**	97.2%	95.4%	+1.8%
① ②	95.7%	96.5%	-0.8%
③	94.8%	96.2%	-1.4%
④	90.1%	90.3%	-0.2%
⑤	81.4%	80.5%	+0.9%
⑥	86.4%	87.7%	-1.3%
⑦	89.4%	87.5%	+1.9%
Subdivision B	88.5%	89.0%	-0.5%
Systemwide	83.7%	84.8%	-1.1%

* Performance data unavailable pending ATS system software upgrade.

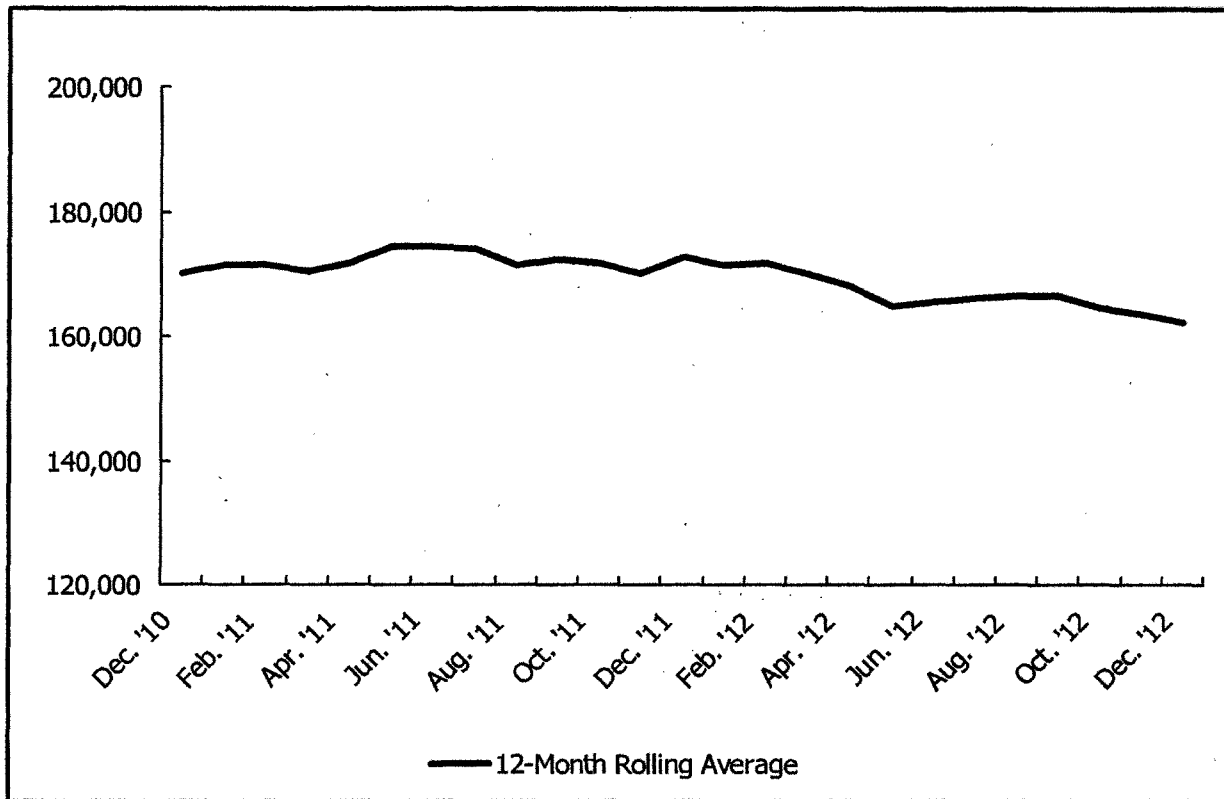
** Beginning Nov 2012, the Rockaway Shuttle operated between Far Rockaway (Mott Ave) and Beach 90 St Stations

December 2012 Weekend Terminal Delays Systemwide Summary

Categories	Delays
Track Gangs	1,442
Over Crowding	1,211
ROW Delays	922
Collision/Derailment	528
Inclement Weather	433
Employee	353
Sick Customer	348
Police	325
Unruly Customer	275
Work Equipment/G. O.	252
Car Equipment	234
Fire	106
Operational Diversions	63
Infrastructure	8
Total Delays	6,500

* 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

Dec 2012: 180,610

Dec 2011: 201,628

Dec 2010: 165,152

12-Month Average

Jan 12-Dec 12: 162,138

Jan 11-Dec 11: 172,700

Jan 10-Dec 10: 170,217

Annual Results

2012 Goal: 168,000

2011 Actual: 172,700

2010 Actual: 170,217

Discussion of Results

MDBF in December 2012 decreased 10.42% from December 2011. Over the past year, the MDBF 12-month average decreased 6.12%. December 2012 accumulated 1,102,923 fewer miles when compared to December 2011.

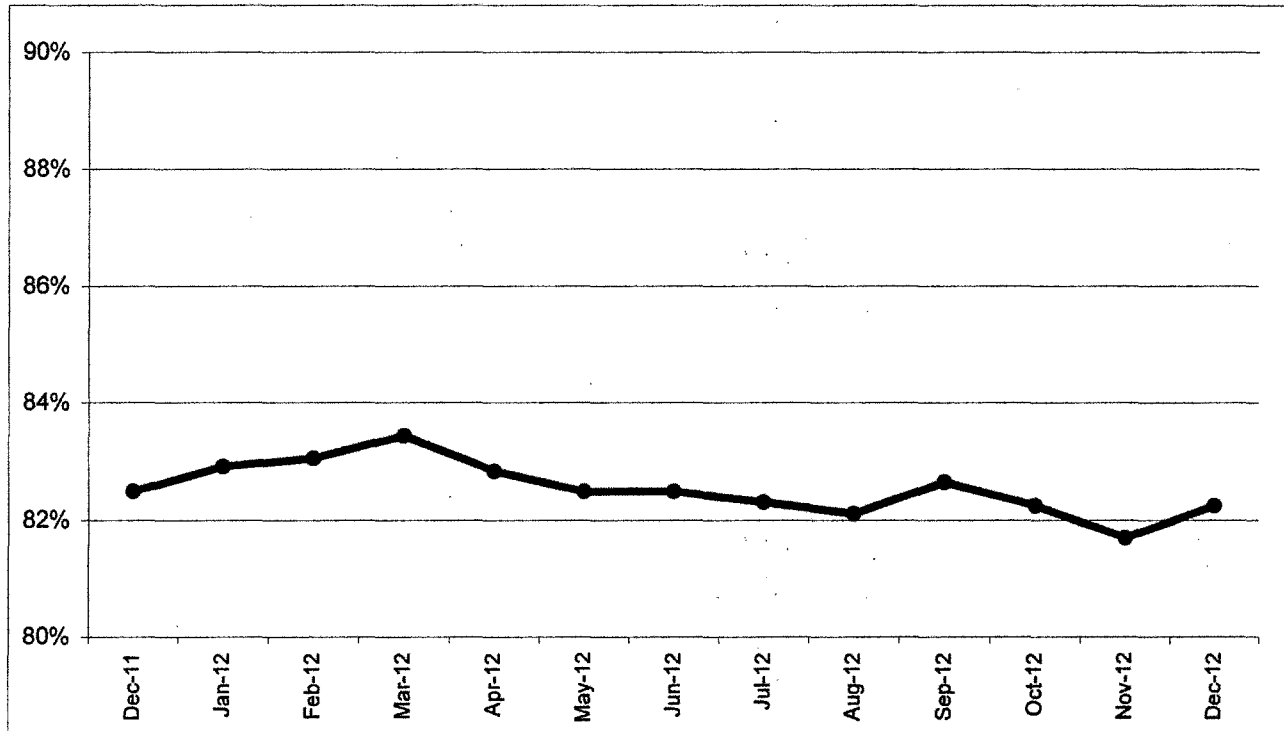
Car Reliability

Mean Distance Between Failure (Miles)

		<u>Monthly MDBF</u>			<u>12 Month Average MDBF</u>		
Car Class	#s of Cars	Dec. '12	Dec. '11	% Change	Dec. '12	Dec. '11	% Change
R32	222	64,196	79,674	-19.43%	61,029	61,594	-0.92%
R42	50	23,522	NO DELAYS	N/A	43,401	44,353	-2.15%
R46	752	103,675	100,557	3.10%	85,789	82,027	4.59%
R62	315	343,881	453,862	-24.23%	181,246	192,063	-5.63%
R62A	824	167,531	130,906	27.98%	136,253	124,457	9.48%
R68	425	129,330	132,651	-2.50%	129,797	135,571	-4.26%
R68A	200	92,241	170,992	-46.06%	130,990	169,636	-22.78%
R142	1,030	192,921	252,227	-23.51%	191,490	253,686	-24.52%
R142A	590	126,676	138,098	-8.27%	108,671	129,905	-16.35%
R143	212	119,583	933,075	-87.18%	134,398	198,576	-32.32%
R160	1,662	735,350	809,383	-9.15%	607,384	667,753	-9.04%
Fleet	6,282	180,610	201,628	-10.42%	162,138	172,700	-6.12%

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

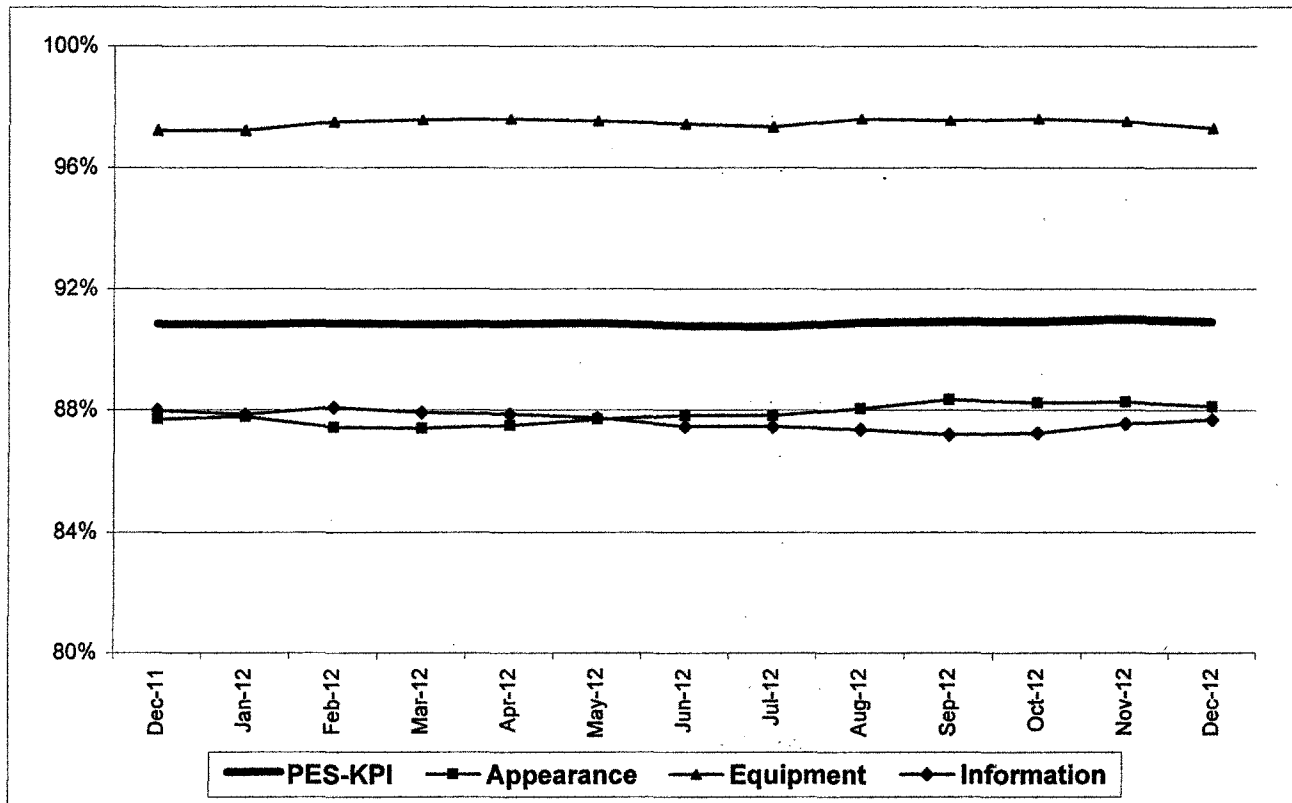
Systemwide	
Monthly Results	Goal
December 2012: 82.2%	2012 GOAL: 85.1%
December 2011: 82.5%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>December 2012</u>	<u>December 2011</u>	<u>% Difference</u>
①	82.5%	80.4%	+2.1%
②	72.1%	73.0%	-0.9%
③	76.4%	77.6%	-1.2%
④	69.8%	72.7%	-2.9%
⑤	70.9%	73.0%	-2.1%
⑥	74.3%	76.9%	-2.6%
⑦	83.8%	83.7%	+0.1%
⑤ 42nd	N/A*	N/A*	N/A*
SubDivision A	76.5%	79.6%	-3.1%
①	74.5%	72.5%	+2.0%
②	81.3%	83.5%	-2.2%
③	78.9%	78.4%	+0.5%
④	82.4%	82.1%	+0.3%
⑤	81.6%	80.1%	+1.5%
⑥	80.2%	78.3%	+1.9%
⑤ Fkln	91.2%	91.1%	+0.1%
⑦	83.1%	81.7%	+1.4%
⑤ Rock	89.8%	89.0%	+0.8%
① ②	88.7%	88.6%	+0.1%
③	85.0%	87.5%	-2.5%
④	83.0%	83.7%	-0.7%
⑤	82.6%	80.5%	+2.1%
⑥	85.0%	85.0%	+0.0%
⑦	79.0%	77.5%	+1.5%
SubDivision B	85.5%	84.8%	+0.7%
Systemwide	82.2%	82.5%	-0.3%

* Performance data unavailable due to ATS system software problem.

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



PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
December 2012:	90.9%	88.1%	97.3%	87.7%
December 2011:	90.8%	87.7%	97.2%	88.0%
% Difference:	+0.1%	+0.4%	+0.1%	-0.3%

PES-KPI - Subway Car

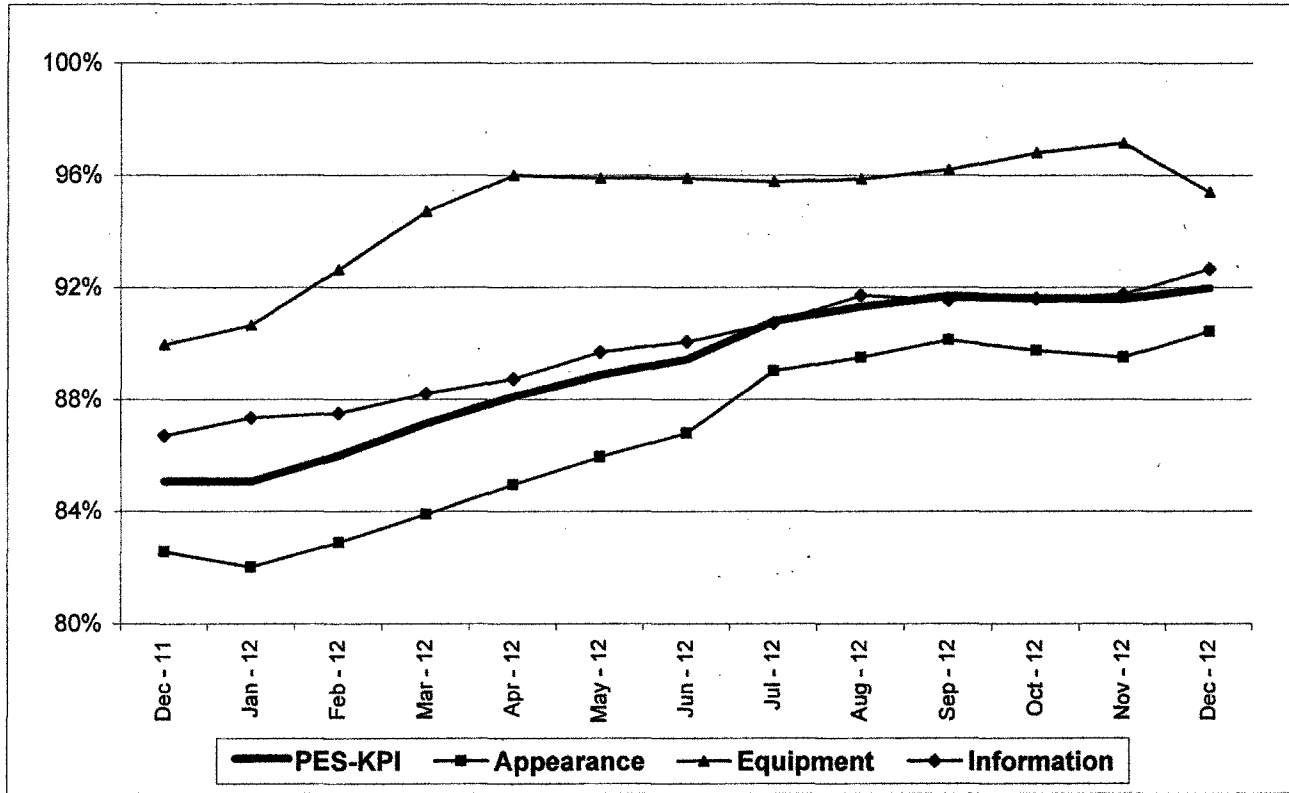
Line	December 2012				December 2011				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	93.5%	96.2%	94.9%	89.4%	92.7%	96.4%	97.6%	84.1%	+0.8%
②	96.6%	96.0%	95.4%	98.4%	95.0%	91.4%	97.0%	96.8%	+1.6%
③	93.9%	92.7%	98.8%	90.4%	91.9%	94.6%	92.8%	88.3%	+2.0%
④	97.8%	95.6%	98.9%	99.0%	96.6%	93.3%	97.5%	99.2%	+1.2%
⑤	95.5%	94.3%	94.6%	97.5%	95.9%	94.0%	95.8%	98.0%	-0.4%
⑥	96.8%	95.5%	95.9%	99.2%	94.6%	93.5%	92.4%	98.0%	+2.2%
⑦	93.4%	95.0%	94.1%	91.0%	94.3%	96.0%	96.2%	90.6%	-0.9%
⑤ 42nd	93.9%	98.4%	96.8%	86.3%	91.8%	98.9%	94.8%	81.5%	+2.1%
SubDivision A	95.3%	95.1%	96.0%	94.7%	94.3%	94.2%	95.4%	93.1%	+1.0%
①	94.3%	94.1%	97.1%	91.9%	94.1%	92.6%	97.8%	91.9%	+0.2%
②	92.3%	87.8%	98.2%	91.1%	92.9%	91.3%	94.6%	92.9%	-0.6%
③	92.6%	91.5%	95.1%	91.4%	90.7%	85.2%	96.9%	90.2%	+1.9%
④	94.0%	92.4%	97.4%	92.4%	92.7%	89.7%	96.1%	92.5%	+1.3%
⑤	96.4%	94.3%	96.8%	98.2%	96.9%	93.9%	98.0%	98.9%	-0.5%
⑥	96.3%	94.2%	96.9%	98.1%	96.3%	91.7%	98.1%	99.2%	+0.0%
⑤ Fkln	90.7%	88.7%	93.7%	89.6%	93.9%	95.5%	93.9%	92.3%	-3.2%
⑦	96.1%	96.7%	98.8%	92.8%	95.6%	95.9%	96.7%	94.2%	+0.5%
①/②	95.6%	92.0%	96.4%	98.5%	95.5%	92.2%	96.9%	97.5%	+0.1%
③	95.9%	94.0%	95.4%	98.3%	97.3%	93.3%	99.9%	99.0%	-1.4%
④	95.5%	92.9%	96.0%	97.6%	97.1%	93.0%	99.8%	98.8%	-1.6%
⑤	96.3%	93.1%	97.5%	98.5%	95.8%	91.1%	97.5%	99.0%	+0.5%
⑥	96.3%	91.8%	97.8%	99.4%	97.1%	95.9%	95.8%	99.6%	-0.8%
⑦	93.7%	93.2%	98.8%	89.0%	93.6%	93.4%	96.0%	91.4%	+0.1%
SubDivision B	95.0%	92.9%	97.0%	95.2%	95.2%	92.3%	97.3%	95.9%	-0.2%
Systemwide	95.1%	93.7%	96.6%	95.0%	94.8%	93.0%	96.6%	94.8%	+0.3%

Chart 15

PES-KPI - Station

<u>Borough</u>	December 2012				December 2011				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	86.5%	83.1%	97.5%	79.9%	83.1%	77.4%	97.3%	75.9%	+3.4%
Manhattan	87.1%	81.2%	98.0%	83.4%	87.2%	81.5%	97.6%	83.6%	-0.1%
Brooklyn	85.7%	83.2%	97.9%	76.9%	87.1%	84.6%	98.1%	79.3%	-1.4%
Queens	88.0%	85.6%	98.6%	80.5%	89.0%	86.0%	98.6%	83.2%	-1.0%
Systemwide	86.7%	82.9%	98.0%	80.1%	86.9%	82.8%	97.8%	80.9%	-0.2%

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

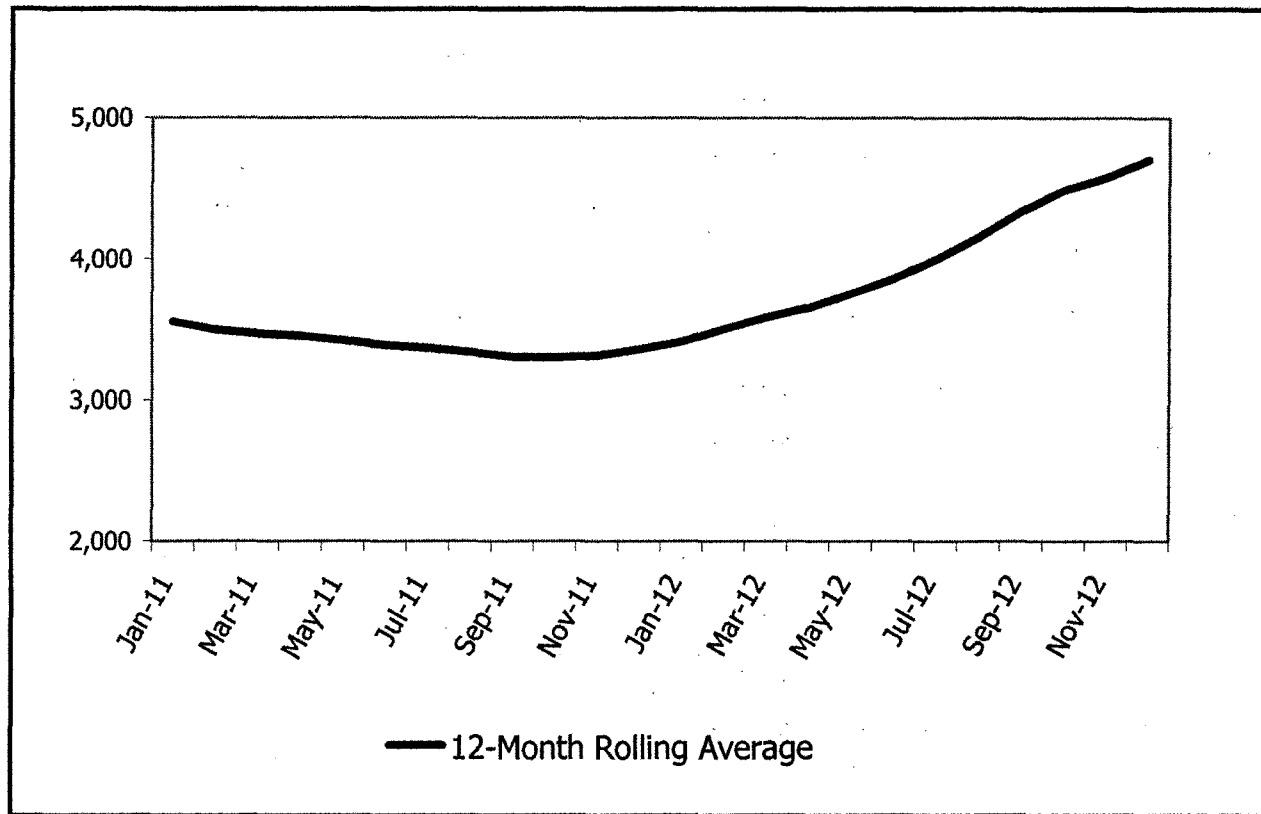
	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
December 2012:	92.0%	90.4%	95.4%	92.7%
December 2011:	85.1%	82.6%	90.0%	86.7%
% Difference:	+6.9%	+7.8%	+5.4%	+6.0%

Monthly Operations Report

Statistical results for the month of December 2012 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: December 2012			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
System MDBF (chart 1)	5,664	4,054	+39.7%	4,704	3,361	+40.0%
NYCT Bus	5,504	3,959	+39.0%	4,546	3,340	+36.1%
MTA Bus	6,245	4,395	+42.1%	5,300	3,430	+54.5%
System MDBSI (chart 2)	3,044	2,358	+29.1%	2,654	2,138	+24.1%
NYCT Bus	2,955	2,318	+27.5%	2,594	2,046	+26.8%
MTA Bus	3,371	2,498	+34.9%	2,868	2,501	+14.7%
System Trips Completed (chart 3)	99.18%	98.25%	+0.9%	98.89%	97.96%	+0.9%
NYCT Bus	99.17%	98.37%	+0.8%	98.90%	98.09%	+0.8%
MTA Bus	99.20%	97.74%	+1.5%	98.83%	97.42%	+1.4%
System AM Pull Out (chart 4)	99.57%	98.65%	+0.9%	99.36%	98.47%	+0.9%
NYCT Bus	99.60%	98.90%	+0.7%	99.42%	98.62%	+0.8%
MTA Bus	99.49%	97.79%	+1.7%	99.15%	97.91%	+1.2%
System PM Pull Out (chart 5)	99.73%	99.14%	+0.6%	99.64%	99.12%	+0.5%
NYCT Bus	99.69%	99.32%	+0.4%	99.66%	99.30%	+0.4%
MTA Bus	99.84%	98.54%	+1.3%	99.56%	98.52%	+1.0%
System Buses >= 12 years	29.54%	35.20%				
NYCT Bus	32.51%	37.25%				
MTA Bus	19.32%	28.04%				
System Fleet Age	7.72	8.19				
NYCT Bus	7.83	8.94				
MTA Bus	7.32	7.59				
Paratransit						
% of Trips Completed	93.68%	94.21%	-0.5%	94.23%	93.78%	+0.5%
Trips Requested	637,235	659,622	-3.4%	662,162	651,911	+1.6%
Trips Scheduled	572,789	597,400	-4.1%	598,768	582,965	+2.7%
Trips Completed	536,593	562,829	-4.7%	564,230	546,691	+3.2%
Early Cancellations as a Percentage of Trips Requested	9.41%	8.82%	+0.6%	8.89%	9.49%	-0.6%
Late Cancellations as a Percentage of Trips Scheduled	4.03%	3.65%	+0.4%	3.73%	3.61%	+0.1%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.85%	1.81%	+0.0%	1.68%	2.17%	-0.5%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.44%	0.33%	+0.1%	0.36%	0.45%	-0.1%
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	0.71%	0.62%	+0.1%	0.68%	0.83%	-0.1%
New Applications Received	2,624	2,594	+1.2%	2,658	2,623	+1.3%

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

December 2012: 5,664

December 2011: 4,054

12-Month Average

Jan 12-Dec 12 4,704

Jan 11-Dec 11 3,361

Annual Results

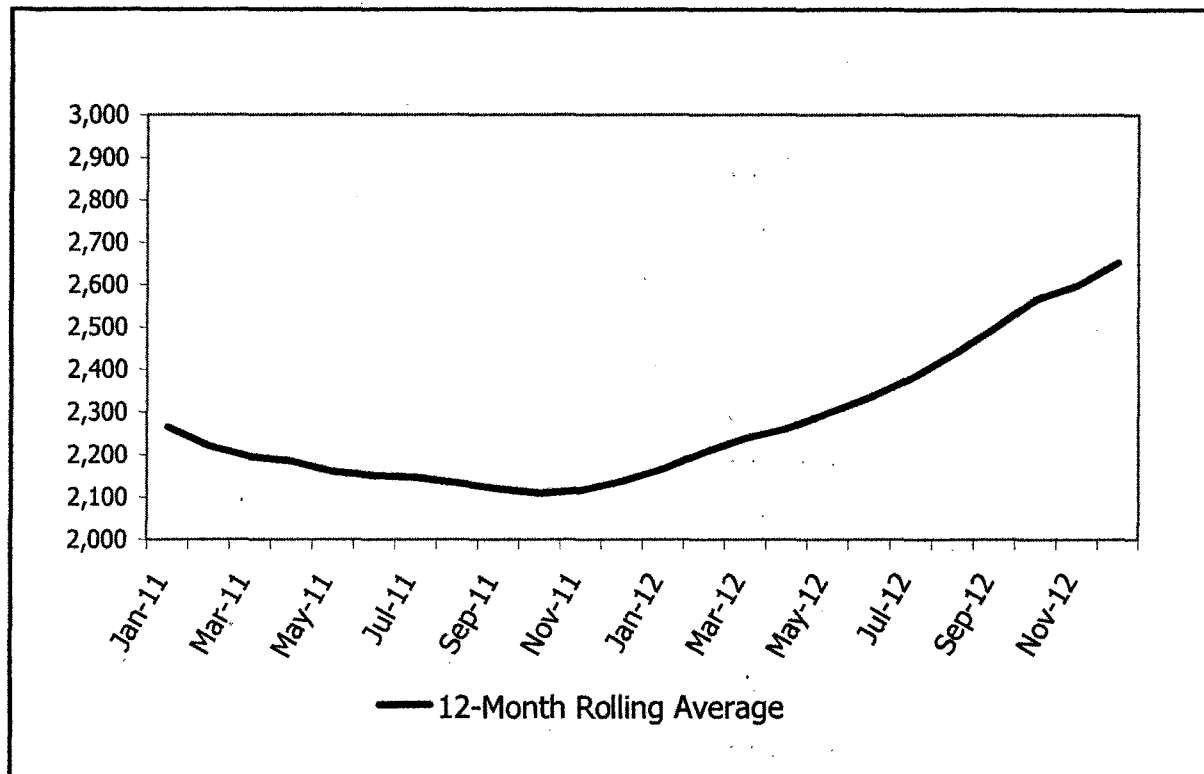
2012 Goal: 3,698

2011 Actual: 3,361

Chart 1

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

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

December 2012: 3,044

December 2011: 2,358

12-Month Average

Jan 12-Dec 12 2,654

Jan 11-Dec 11 2,138

Annual Results

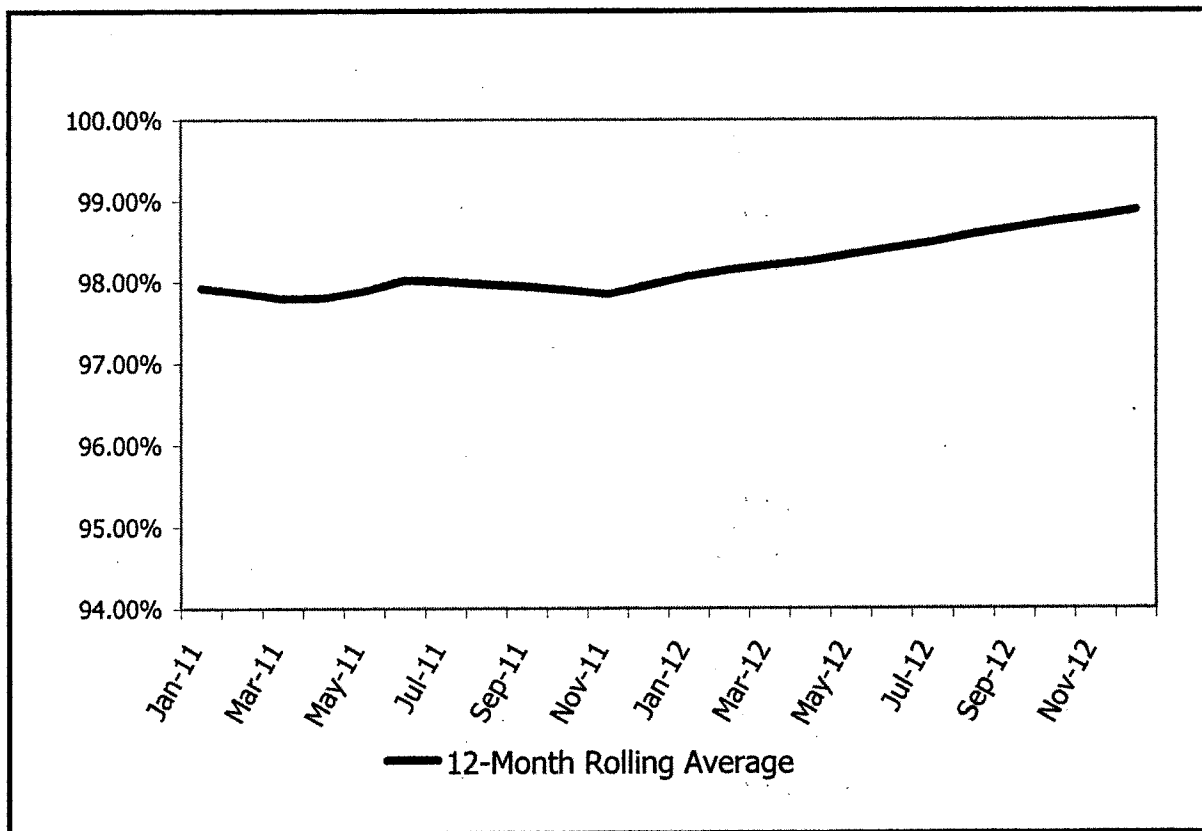
2012 YTD: 2,654

2011 Actual: 2,138

Chart 2

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

Bus Percentage of Completed Trips - System*



Definition

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

Monthly Results

December 2012: 99.18%

December 2011: 98.25%

12-Month Average

Jan 12-Dec 12 98.89%

Jan 11-Dec 11 97.96%

Annual Results

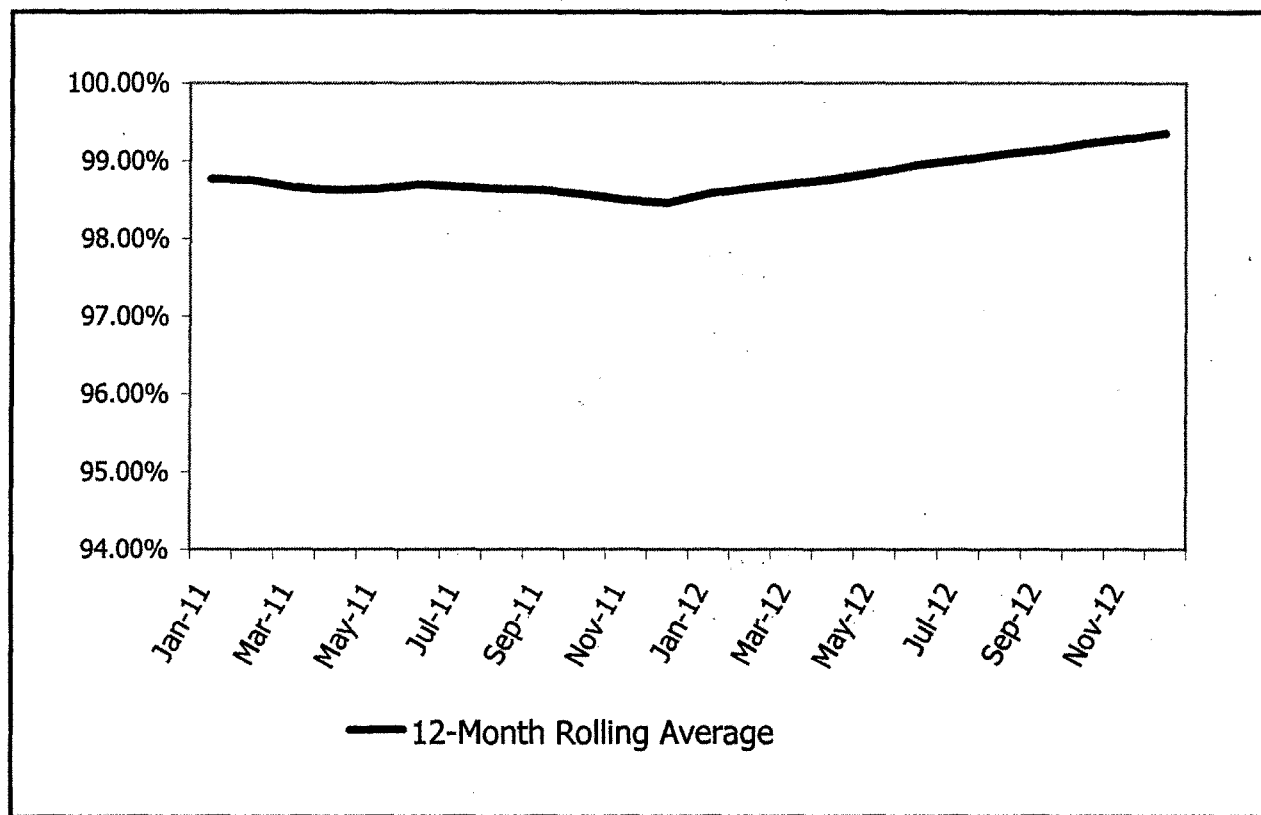
2012 YTD: 98.89%

2011 Actual: 97.96%

Chart 3

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

Bus AM Weekday Pull Out Performance - System*



Definition

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

Monthly Results

December 2012: 99.57%

December 2011: 98.65%

12-Month Average

Jan 12-Dec 12 99.36%

Jan 11-Dec 11 98.47%

Annual Results

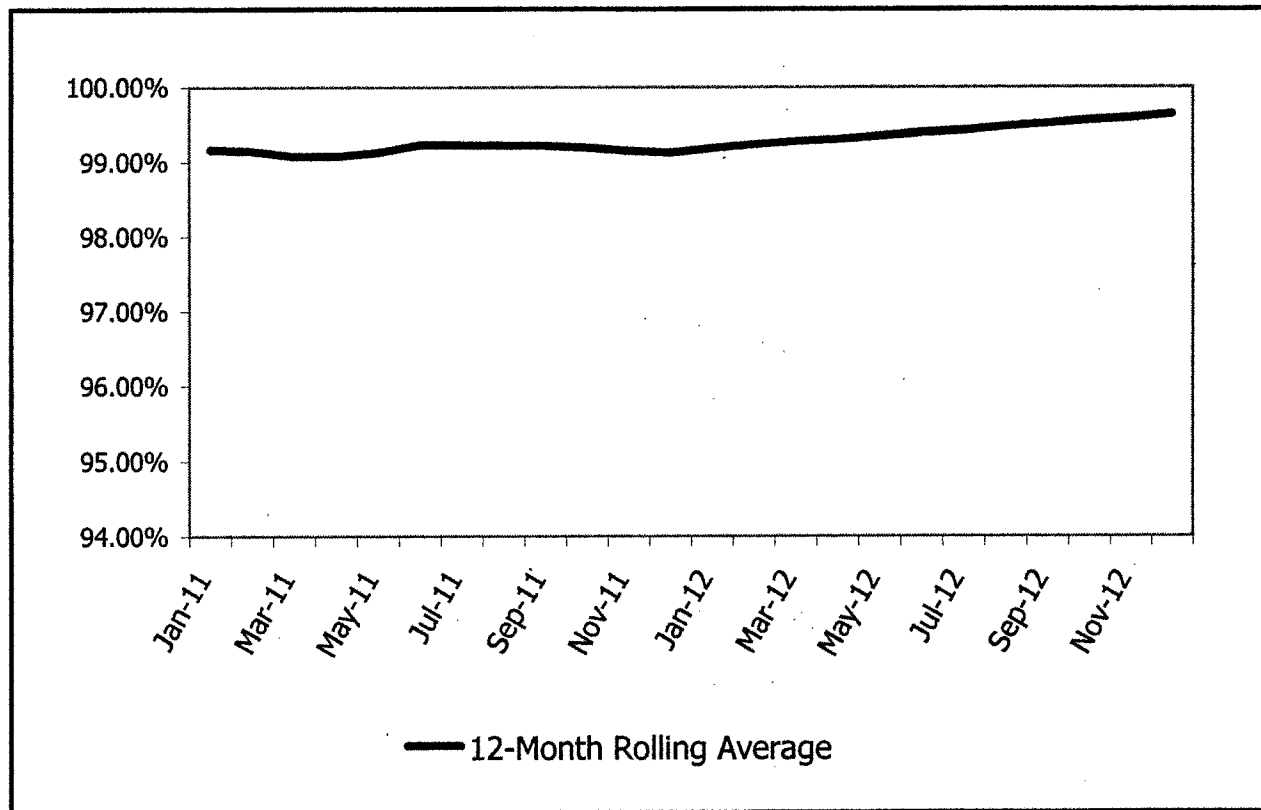
2012 YTD: 99.36%

2011 Actual: 98.47%

Chart 4

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

Bus PM Weekday Pull Out Performance - System*



Definition

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

Monthly Results

December 2012: 99.73%

December 2011: 99.14%

12-Month Average

Jan 12-Dec 12 99.64%

Jan 11-Dec 11 99.12%

Annual Results

2012 YTD: 99.64%

2011 Actual: 99.12%

Chart 5

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

Monthly Operations Report

Statistical results for the month of December 2012 are shown below.

Safety Report						
Performance Indicator	Current Month: December 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ¹ (chart 1)	2.79	2.76	+1.1%	2.75	2.99	-8.0%
Subway Customer Injuries per Million Customers ¹ (chart 2)	2.83	2.79	+1.4%	2.81	3.06	-8.2%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	0	2	-100.0%
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	3	3	0.0%
Subway Fires ² (charts 5-6)	58	79	-26.6%	795	1,032	-23.0%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 7)	1.67	1.65	+1.0%	2.36	2.58	-8.3%

Bus Collisions Per Million Miles (chart 8)						
Regional	45.88	46.84	-2.1%	46.35	46.51	-0.3%
NYCT Bus	48.71	48.62	+0.2%	47.47	46.75	+1.5%
MTA Bus	36.88	41.09	-10.3%	42.75	45.75	-6.6%
Bus Collision Injuries per Million Miles (chart 9)						
Regional	5.40	8.52	-36.6%	6.32	6.40	-1.3%
NYCT Bus	5.84	9.89	-41.0%	6.60	6.92	-4.6%
MTA Bus	3.99	4.08	-2.2%	5.39	4.72	+14.3%
Bus Customer Accidents Per Million Customers (chart 10)						
Regional	1.03	1.26	-18.2%	1.12	1.19	-5.7%
NYCT Bus	1.03	1.20	-13.8%	1.10	1.13	-2.7%
MTA Bus	1.02	1.61	-36.6%	1.24	1.52	-18.2%
Bus Customer Accident Injuries Per Million Customers (chart 11)						
Regional	1.08	1.31	-17.5%	1.17	1.22	-4.7%
NYCT Bus	1.07	1.22	-12.0%	1.15	1.17	-1.5%
MTA Bus	1.12	1.81	-38.0%	1.25	1.54	-18.6%
Bus Employee Lost Time Accidents per 100 Employees (chart 12)						
NYCT Bus	3.66	5.76	-36.5%	5.38	5.80	-7.2%
MTA Bus	6.94	11.05	-37.2%	8.36	9.25	-9.6%

Subways Crime Report						
Performance Indicator	Current Month: January 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (attachments 1-3)	241	251	-4.0%	241	251	-4.0%
Robberies ^{3,4}	61	88	-30.7%	61	88	-30.7%

SIR Crime Report						
Performance Indicator	Current Month: January 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4}	3	4	-25.0%	3	4	-25.0%
Robberies ^{3,4}	1	2	-50.0%	1	2	-50.0%

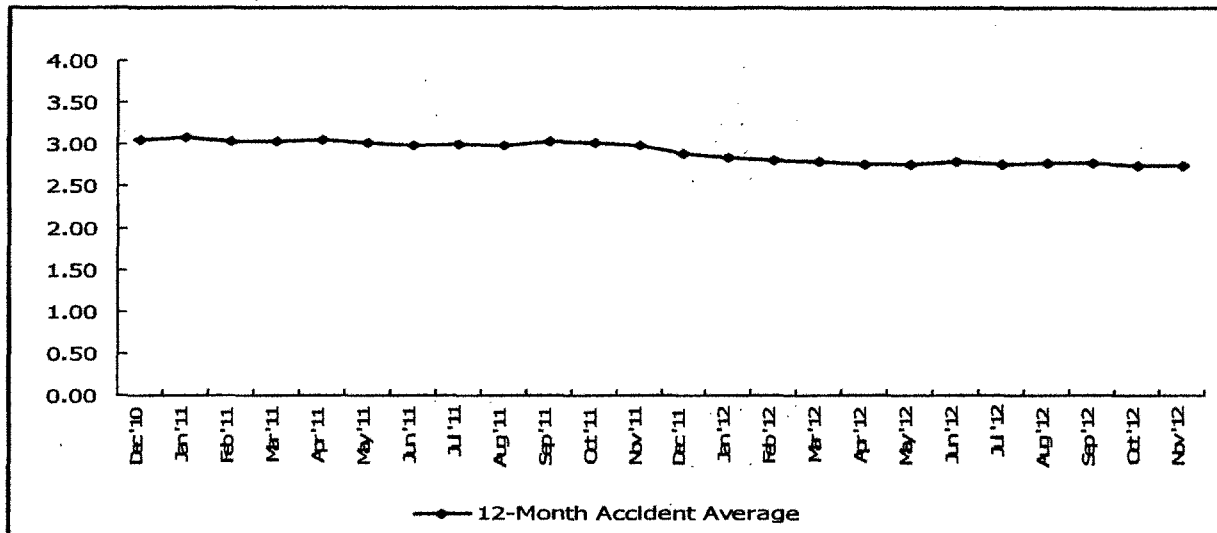
¹ Current month data are for November 2012.

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

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

⁴ Current month data are for January 2013.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

Nov 2012: 2.79

Nov 2011: 2.76

12-Month Average

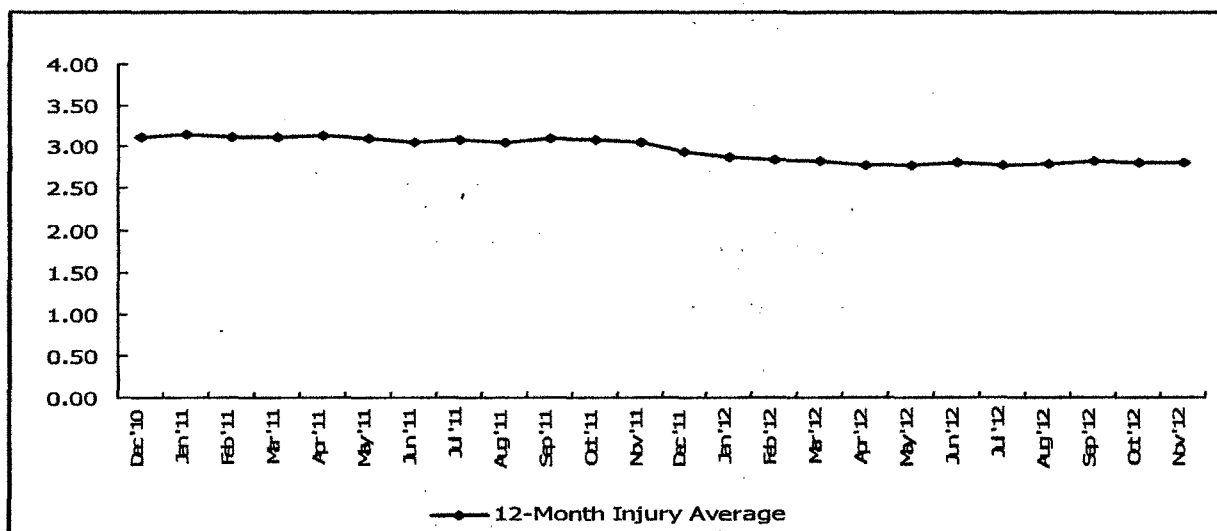
Dec 11 – Nov 12: 2.75

Dec 10 – Nov 11: 2.99

Annual Results

2012 YTD: 2.74

2011 Actual: 2.89



Monthly Results

Nov 2012: 2.83

Nov 2011: 2.79

12-Month Average

Dec 11 – Nov 12: 2.81

Dec 10 – Nov 11: 3.06

Annual Results

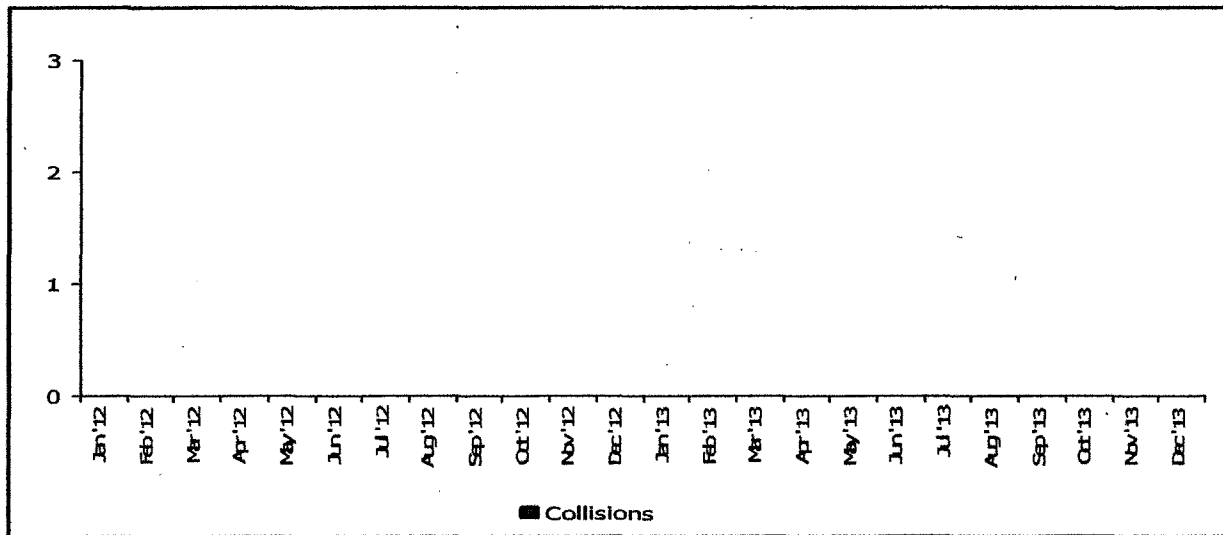
2012 YTD: 2.79

2011 Actual: 2.94

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

Jan 2013: 0

Jan 2012: 0

12-Month Total

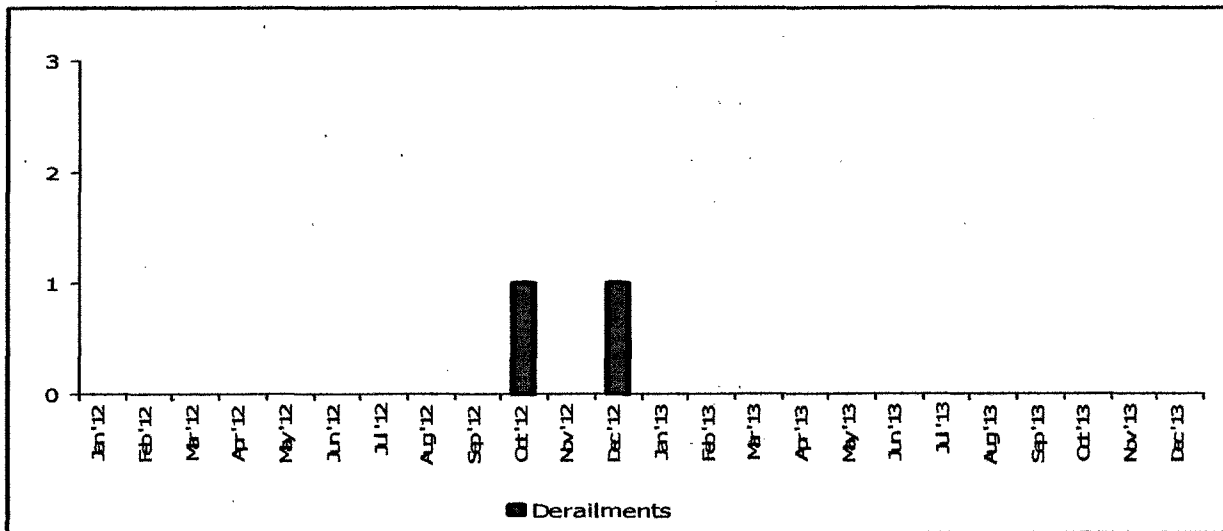
Feb 12 – Jan 13: 0

Feb 11 – Jan 12: 2

Annual Results

2013 YTD: 0

2012 Actual: 0



Monthly Results

Jan 2013: 0

Jan 2012: 0

12-Month Total

Feb 12 – Jan 13: 2

Feb 11 – Jan 12: 3

Annual Results

2013 YTD: 0

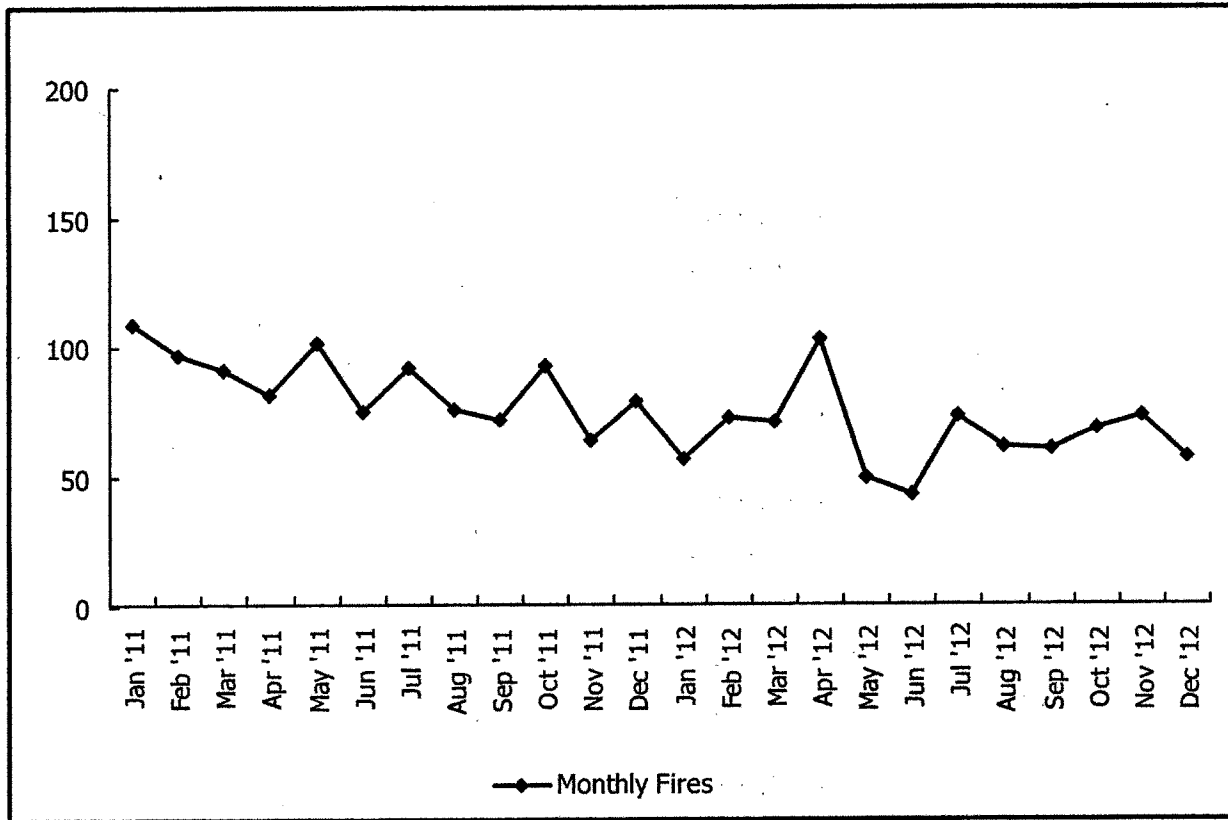
2012 Actual: 2

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.

Subway Fires



Monthly Results

Dec 2012: 58

Dec 2011: 79

12-Month Total

Jan 12 – Dec 12: 795

Jan 11 – Dec 11: 1,032

Annual Results

2012 YTD: 795

2011 Actual: 1,032

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

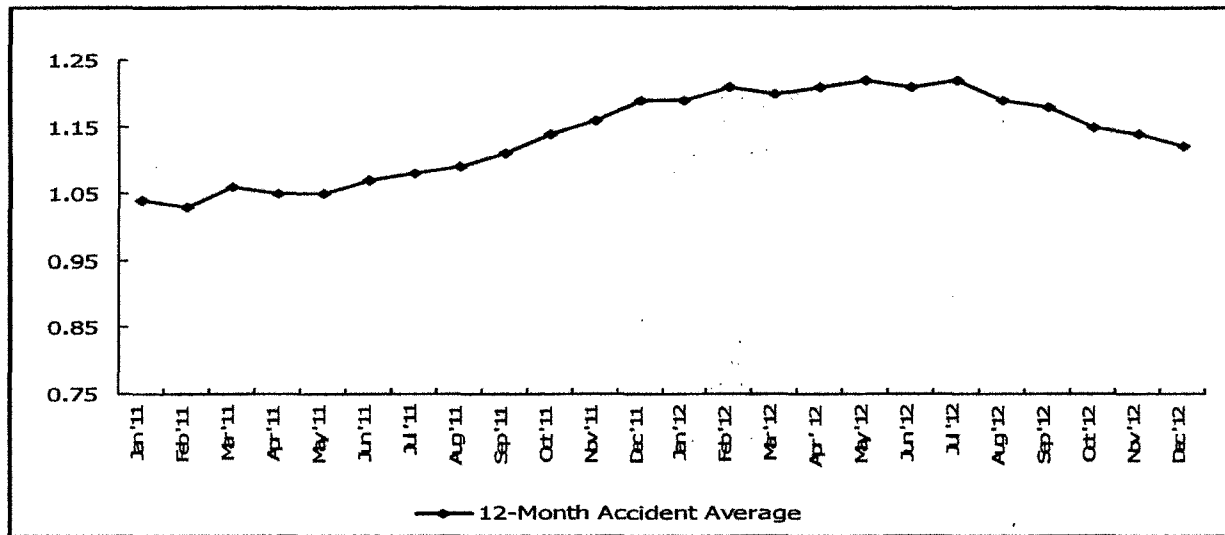
Severity & Location of fires during the current month were as follows:

Low:	74.1%	Train:	13
Average:	25.9%	Right-of-way:	34
Above Average:	0.0%	Station:	10
High:	0.0%	Other:	1
		Total:	58

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

Train:		Right-of-Way:		Station:	
Debris:	4	Debris:	21	Debris:	10
		Bank of Lights:	4		

Regional Bus Customer Accidents/Injuries per Million Customers



Monthly Results

Dec 2012: 1.03

Dec 2011: 1.26

12-Month Average

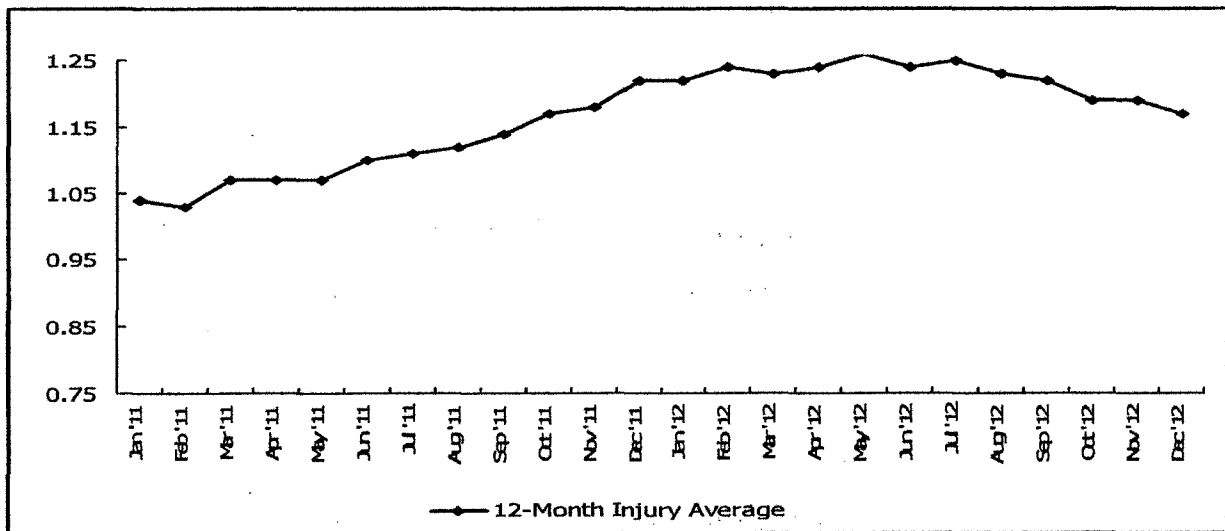
Jan 12 – Dec 12: 1.12

Jan 11 – Dec 11: 1.19

Annual Results

2012 YTD: 1.12

2011 Actual: 1.19



Monthly Results

Dec 2012: 1.08

Dec 2011: 1.31

12-Month Average

Jan 12 – Dec 12: 1.22

Jan 11 – Dec 11: 1.17

Annual Results

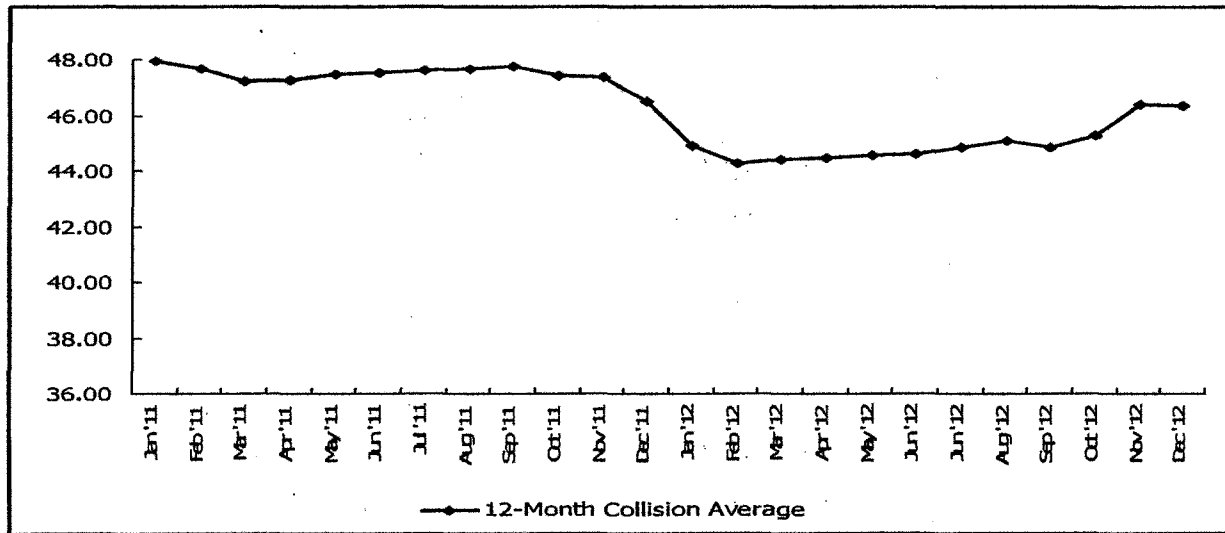
2012 YTD: 1.17

2011 Actual: 1.22

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.

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

Dec 2012: 45.88

Dec 2011: 46.84

12-Month Average

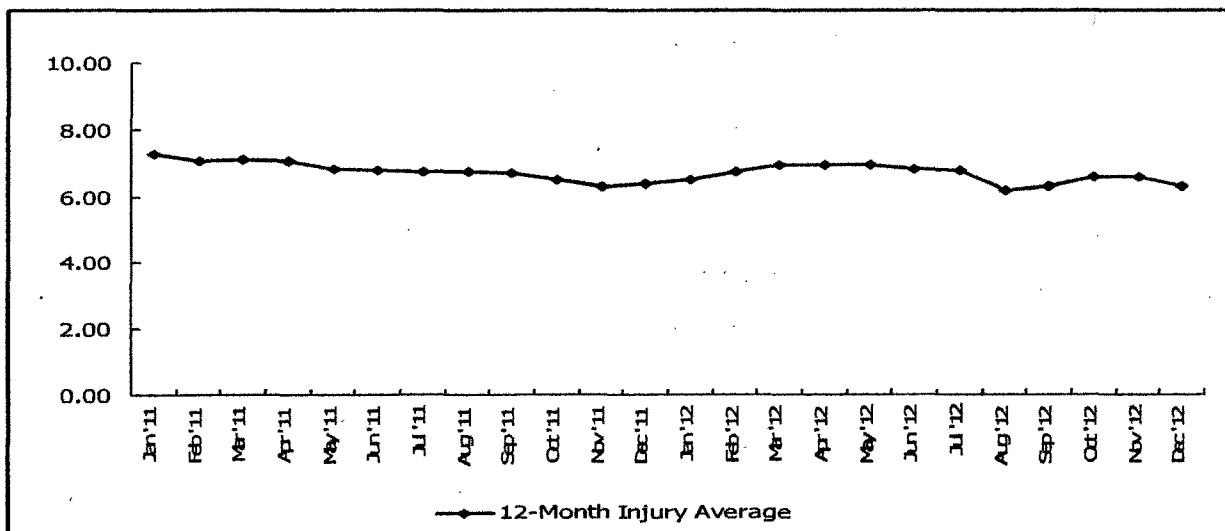
Jan 12 – Dec 12: 46.35

Jan 11 – Dec 11: 46.51

Annual Results

2012 YTD: 46.35

2011 Actual: 46.51



Monthly Results

Dec 2012: 5.40

Dec 2011: 8.52

12-Month Average

Jan 12 – Dec 12: 6.32

Jan 11 – Dec 11: 6.40

Annual Results

2012 YTD: 6.32

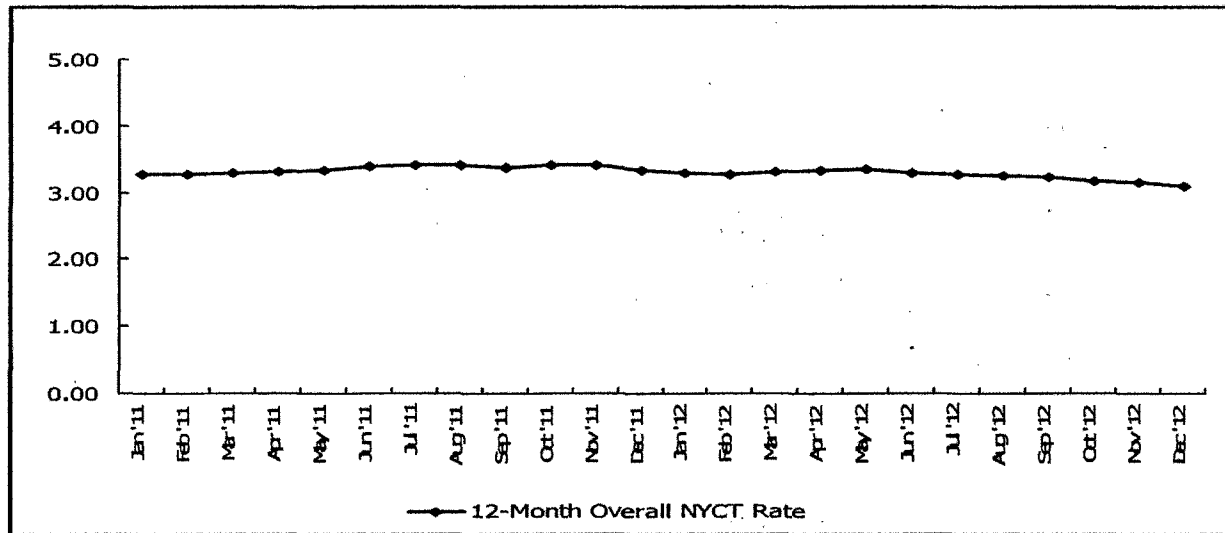
2011 Actual: 6.40

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.

NYCT Overall & Subways

Employee On-Duty Lost-Time Accident Rate



Monthly Results

Dec 2012: 2.10

Dec 2011: 2.77

12-Month Average

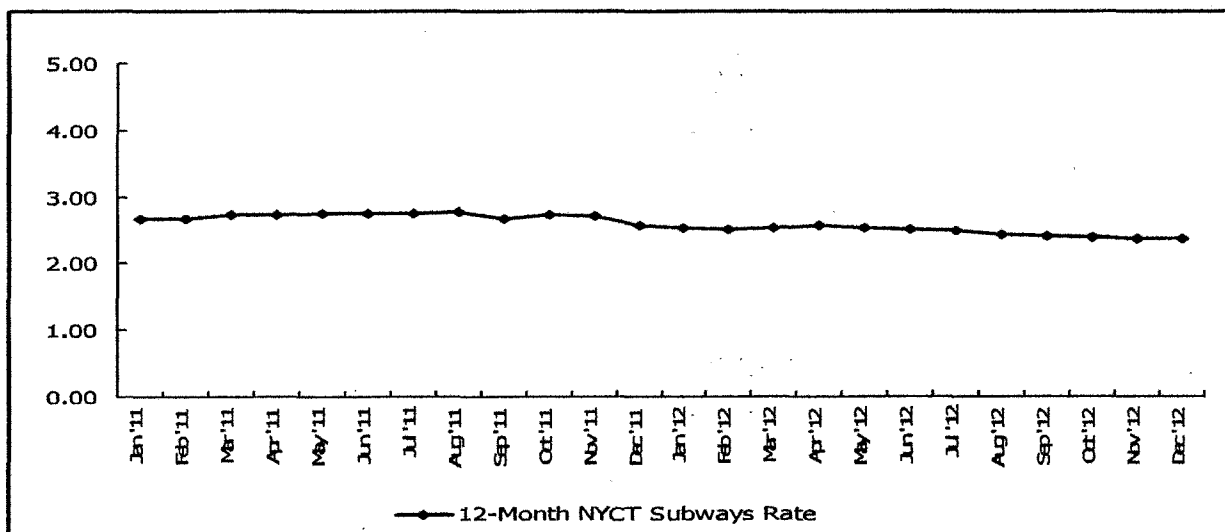
Jan 12 – Dec 12: 3.09

Jan 11 – Dec 11: 3.34

Annual Results

2012 Goal: 3.15

2011 Actual 3.34



Monthly Results

Dec 2012: 1.67

Dec 2011: 1.65

12-Month Average

Jan 12 – Dec 12: 2.36

Jan 11 – Dec 11: 2.58

Annual Results

2012 Goal: 2.42

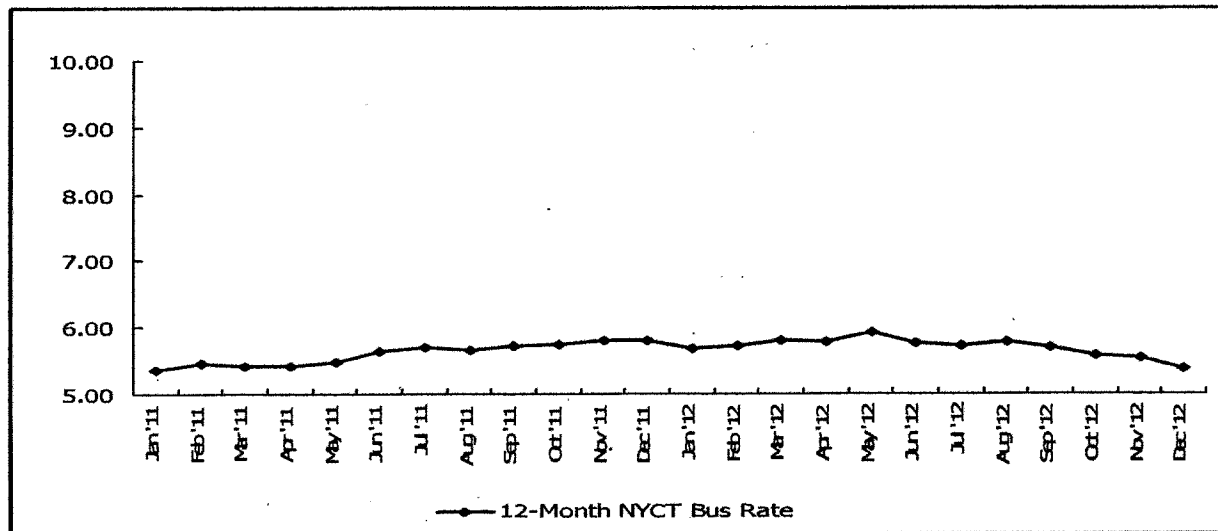
2011 Actual 2.58

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 its Law Department.)

NYCT Bus & MTA Bus

Employee On-Duty Lost-Time Accident Rate



Monthly Results

Dec 2012: 3.66

Dec 2011: 5.76

12-Month Average

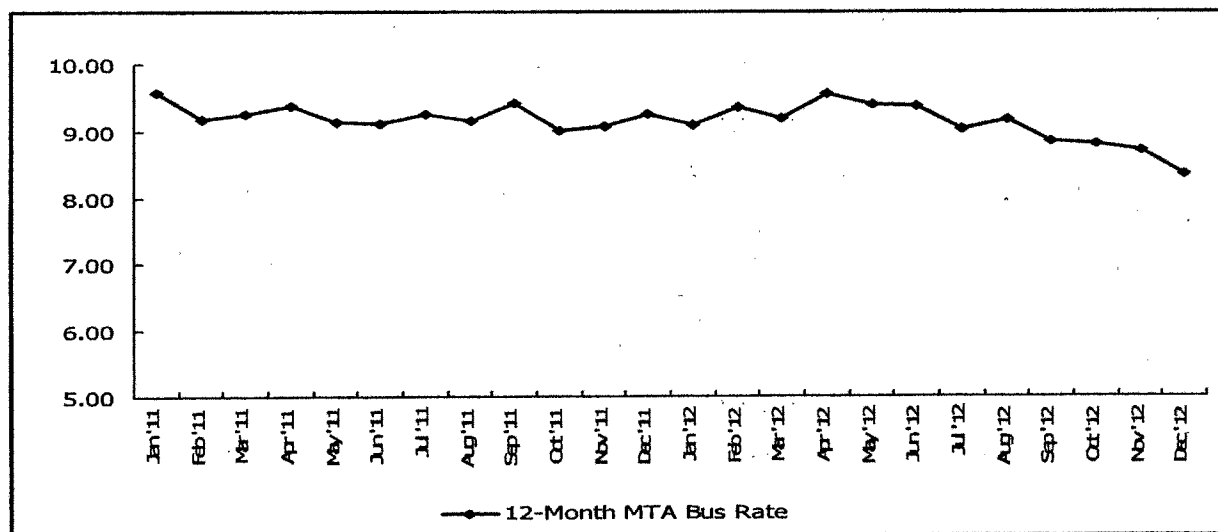
Jan 12 – Dec 12: 5.38

Jan 11 – Dec 11: 5.80

Annual Results

2012 Goal: 5.48

2011 Actual 5.80



Monthly Results

Dec 2012: 6.94

Dec 2011: 11.05

12-Month Average

Jan 12 – Dec 12: 8.36

Jan 11 – Dec 11: 9.25

Annual Results

2012 Goal: N/A

2011 Actual 9.25

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 DoB Command Center.)



Police Department
City of New York

REPORT

CRIME STATISTICS JANUARY

	2013	2012	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	61	88	-27	-30.7%
FELASSAULT	12	11	1	9.1%
BURGLARY	1	0	1	***. *%
GRLARCENY	167	152	15	9.9%
<u>TOTAL MAJOR FELONIES</u>	<u>241</u>	<u>251</u>	<u>-10</u>	<u>-4.0%</u>

During January the daily Robbery average decreased from 2.8 to 2

During January the daily Major Felony average decreased from 8.1 to 7.8

CRIME STATISTICS JANUARY THRU JANUARY

	2013	2012	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	61	88	-27	-30.7%
FELASSAULT	12	11	1	9.1%
BURGLARY	1	0	1	***. *%
GRLARCENY	167	152	15	9.9%
<u>TOTAL MAJOR FELONIES</u>	<u>241</u>	<u>251</u>	<u>-10</u>	<u>-4.0%</u>

Year to date, the daily Robbery average decreased from 2.8 to 2

Year to date, the daily Major Felony average decreased from 8.1 to 7.8

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

REPORT

JANUARY ACTIVITY

	2013	2012	Diff	% Change
TotalArrest	4600	5069	-469	-9.3%
TosArrest	2637	2762	-125	-4.5%
Summ	7399	8107	-708	-8.7%

JANUARY - JANUARY ACTIVITY

	2013	2012	Diff	% Change
TotalArrest	4600	5069	-469	-9.3%
TosArrest	2637	2762	-125	-4.5%
Summ	7399	8107	-708	-8.7%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY																
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Murder	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0
Rape	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Robbery	224	174	152	126	124	111	104	93	119	99	75	73	71	84	64	88	61
Assault	37	39	35	24	33	23	17	27	23	13	17	12	19	15	20	11	12
Burglary	7	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
GL	275	212	185	201	170	181	151	161	197	113	101	122	135	92	110	152	167
TOTAL MAJOR FELONIES	544	427	374	351	328	315	272	282	339	226	193	209	225	192	194	251	241
Major Fel Per Day	17.55	13.77	12.06	11.32	10.58	10.16	8.77	9.10	10.94	7.29	6.23	6.74	7.26	6.19	6.26	8.10	7.77

3.73

4. FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for 2012 are presented in the table below.

Category (\$ in millions)	December 2012 Year-to-Date			Favorable/(Unfavorable)			
	Adpt Bud	Final Est	Prel Act	Adopted Budget		Final Estimate	
				\$	%	\$	%
Total Farebox Revenue	3,704.5	3,654.8	3,709.1	4.6	0.1	54.2	1.5%
Nonreimb. Exp. before Dep./OPEB	6,688.2	6,834.2	6,731.1	(42.9)	(0.6)	103.1	1.5%
Net Cash Deficit*	(2,543.9)	(2,739.6)	(2,736.7)	(192.8)	(7.6)	2.9	0.1%

*Excludes Subsidies and Debt Service

Preliminary Actual Results Compared to the Final Estimate (estimate)

Farebox revenue was \$3,709.1 million, \$54.2 million (1.5 percent) above the estimate, due mostly to a smaller-than-expected revenue loss from Tropical Storm Sandy (Sandy); excluding the effects of Sandy, farebox revenue was \$20.4 million (0.5 percent) above the estimate.

The 2012 non-student **average fare** of \$1.65 increased 0.9¢ from 2011.

Total **ridership** in 2012 of 2,325.7 million was 0.4 percent (10.2 million trips) above the estimate, including smaller Sandy ridership losses than estimated. Excluding the impact of Sandy ridership losses, ridership was 0.1 percent (2.1 million trips) above the estimate. Average weekday ridership in 2012 (excluding October 29-November 2) was 7.6 million, an increase of 1.5 percent from 2011.

Nonreimbursable expenses before depreciation and OPEB of \$6,731.1 million were below the estimate by \$103.1 million (1.5 percent). Labor expenses were favorable by \$66.8 million (1.3 percent), due mainly to favorable health & welfare/OPEB current expenses resulting mostly from lower rates, and payroll underruns primarily from the favorable timing of expenses. Non-labor expenses underran the estimate by \$36.3 million (2.3 percent), mostly attributable to lower electric power prices, favorable materials and supplies expenses specifically related to the timing of maintenance material requirements and higher scrap/surplus sales, reduced paratransit completed trips, and lower maintenance contract spending mostly in painting and building-related expenses.

The **net cash deficit** was \$2,736.7 million, favorable to the estimate by a net \$2.9 million (0.1 percent).

Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox revenue was \$4.6 million (0.1 percent) above budget, as strong subway ridership prior to Sandy and an unanticipated increase in fare media liability more than offset the revenue loss from Sandy.

Nonreimbursable expenses before depreciation and OPEB of \$6,731.1 million exceeded the budget by \$42.9 million (0.6 percent). Labor expenses were above budget by \$166.6 million (3.3 percent), due largely to higher overtime expenses from additional vacancy coverage/maintenance requirements and the impact of Sandy, and increased pension and Workers' Compensation expenses. Non-labor expenses were under budget by \$123.7 million (7.3 percent), including underruns in paratransit service contracts, materials & supplies, fuel, maintenance contracts and insurance.

Note: Final 2012 results and their impact on 2013 will be reported in April.

FINANCIAL RESULTS

Farebox Revenue

2012 Farebox Revenue - (\$ in millions)							
	2012			Favorable/(Unfavorable)			
	Budget	Estimate	Preliminary	Budget		Estimate	
			Actual	Amount	Percent	Amount	Percent
Subway	2,746.2	2,705.8	2,741.4	(4.8)	(0.2%)	35.6	1.3%
NYCT Bus	885.1	857.2	870.4	(14.6)	(1.7%)	13.2	1.5%
Paratransit	17.0	15.6	15.1	(1.9)	(11.1%)	(0.5)	(3.2%)
Subtotal	3,648.2	3,578.6	3,627.0	(21.3)	(0.6%)	48.4	1.4%
Fare Media Liability	56.2	76.2	82.1	25.9	46.0%	5.9	7.7%
Total - NYCT	3,704.5	3,654.8	3,709.1	4.6	0.1%	54.2	1.5%
MTA Bus Company	180.2	178.1	180.8	0.6	0.3%	2.6	1.5%
Total - Regional Bus	1,065.2	1,035.3	1,051.2	(14.1)	(1.3%)	15.9	1.5%

Note: Totals may not add due to rounding.

- Sandy reduced 2012 NYCT revenue by approximately \$51.4 million due to the system closure on October 29-31, suspension of fare collection on November 1-2, and lowered ridership in early November.
- Excluding the impact of Sandy, NYCT revenue was \$20.4 million (0.5 percent) above the estimate and \$56.0 million (1.5 percent) above the original budget, both mostly due to higher subway ridership.
- Fare media liability was above both the estimate and the original budget due to an unanticipated increase in residual values on expired MetroCards, believed to be a short-term effect of the December 2010 fare increase.

Average Fare

Annual Non-Student Average Fare - \$

	NYC Transit				MTA Bus Company			
	2011	Prelim.	Change		2011	Prelim.	Change	
		2012	Amount	Percent		2012	Amount	Percent
Subway	1.718	1.727	0.009	0.5%				
Local Bus	1.382	1.386	0.004	0.3%	1.396	1.401	0.005	0.4%
Subway & Local Bus	1.626	1.635	0.009	0.5%	1.396	1.401	0.005	0.4%
Express Bus	4.610	4.636	0.026	0.6%	4.579	4.606	0.027	0.6%
Total	1.641	1.650	0.009	0.5%	1.677	1.676	(0.001)	(0.1%)

- The small increases in average fares were due at least in part to higher average pass fares resulting from trips not made or recorded due to the Sandy-related system closure and free-fare period.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the average fare of \$1.09 in 2012 was 29¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Other operating revenue was below the estimate by \$0.7 million (0.2 percent), mainly due to lower advertising revenue and Transit Adjudication Bureau (TAB) fees, partly offset by higher paratransit Urban Tax revenue, which is based on commercial property transactions.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB were below the estimate by \$103.1 million (1.5 percent). The major causes of this variance are reviewed below:

Labor expenses were favorable by \$66.8 million (1.3 percent). Health & welfare expenses (including OPEB current expenses) were below the estimate by \$37.9 million (4.2 percent), due mostly to lower rates and the receipt of prior year prescription drug credits not anticipated in the estimate. Payroll expenses were under the estimate by \$24.7 million (0.9 percent), mostly resulting from the timing of Sandy-related estimated additional payroll cost requirements included in the estimate but now assumed to be incurred subsequent to 2012.

Non-labor expenses underran the estimate by \$36.3 million (2.3 percent). Electric power expenses were favorable by \$20.1 million (6.4 percent), due primarily to lower prices. Materials and supplies expenses were less than the estimate by \$10.5 million (4.0 percent), due to the favorable timing of maintenance material requirements, and higher scrap and surplus sales, partly offset by unfavorable inventory adjustments. Paratransit service contract expenses were below the estimate by \$8.8 million (2.4 percent), largely due to lower completed trips, in part caused by Tropical Storm Sandy, reduced activity at the call center, and lower fleet maintenance and overhaul requirements. Maintenance contract expenses were favorable by \$6.2 million (3.9 percent), due mostly to underruns in painting and building-related expenses. Partly offsetting the above favorable results were additional claims (public liability) payout requirements of \$5.2 million (5.6 percent) and higher professional service contract expenses of \$4.2 million (3.3 percent), due mostly to increased Workers' Compensation Board and bond service expenses.

Depreciation expenses were less than the estimate by \$46.9 million (3.2 percent), due mostly to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$1,355.0 million of accrued expenses, equal to the estimate.

Net Cash Deficit

The net cash deficit was \$2,736.7 million, favorable to the estimate by \$2.9 million (0.1 percent), as the unfavorable timing of capital reimbursements, pension payments and other operating receipts were essentially offset by several favorable labor and non-labor account results.

Incumbents

Excluding 199 temporary paid incumbents, there were 45,130 full-time paid incumbents at the end of December, 46 less than in November, and 114 more than in December 2011 (excluding 117 temporary active incumbents).

Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox Revenue

Preliminary 2012 farebox revenue of \$3,709.1 million was \$4.6 million (0.1 percent) above budget, including an estimated \$51.4 million loss due to Sandy. Subway revenue was \$4.8 million (0.2 percent) below budget, bus revenue was \$14.6 million (1.7 percent) below budget and paratransit revenue was \$1.9 million (11.1 percent) below budget. More than offsetting the above underruns was an unanticipated increase in fare media liability revenues of \$25.9 million (46.1 percent), mostly resulting from the December 2010 fare increase.

Other Operating Revenue

Other operating revenue was higher than budget by \$3.2 million (1.0 percent), due mostly to higher paratransit Urban Tax revenues.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB were higher than budget by \$42.9 million (0.6 percent).

Labor expenses exceeded budget by \$166.6 million (3.3 percent). Overtime expenses were above budget by \$83.4 million (31.8 percent), resulting from requirements for vacancy coverage, subways and bus maintenance requirements, and the impact of Sandy. Pension expenses were higher by \$56.6 million (6.1 percent), due to higher NYCERS and MaBSTOA expenses based on updated actuarial information. Other fringe benefits were unfavorable by \$31.4 million (12.2 percent), due largely to higher Workers' Compensation costs and lower direct overhead credits resulting from reimbursable payroll underruns.

Non-labor expenses were under budget by \$123.7 million (7.3 percent), including major favorable expense results in:

- Paratransit service contracts – expense savings of \$46.2 million (11.4 percent), mostly due to the diversion of ridership to lower cost vouchers and taxis, lower completed trips, and reduced activity in the call center, eligibility certifications and vehicle rehabilitations.
- Materials & supplies – expense underruns of \$28.0 million (10.0 percent), attributable to the favorable timing of maintenance material requirements.
- Fuel expenses – lower expenses of \$16.7 million (9.3 percent), primarily due to lower prices.
- Maintenance contracts – expense reductions of \$14.5 million (8.8 percent), due mainly to lower painting expenses and vehicle purchases.
- Insurance – lower expenses of \$14.4 million (21.1 percent), due to a reduced paratransit vehicle fleet and the timing of interagency payments.

Depreciation expenses were under budget by \$46.9 million (3.2 percent), due to the timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007.

Consistent with its requirements, MTA New York City Transit recorded \$1,355.0 million of accrued expenses, \$425.1 million (45.7 percent) higher than budget, due to updated actuarial information.

RIDERSHIP RESULTS

2012 Ridership vs. Budget and Estimate - (millions)							
	2012			Favorable/(Unfavorable)			
	Budget	Estimate	Preliminary Actual	Budget		Estimate	
				Amount	Percent	Amount	Percent
Subway	1,669.3	1,646.7	1,654.2	(15.1)	(0.9%)	7.5	0.5%
NYCT Bus	677.4	659.2	662.2	(15.2)	(2.2%)	3.0	0.5%
Subtotal	2,346.7	2,305.9	2,316.4	(30.3)	(1.3%)	10.5	0.5%
Paratransit	10.5	9.6	9.3	(1.2)	(11.0%)	(0.3)	(2.9%)
Total - NYCT	2,357.2	2,315.6	2,325.7	(31.5)	(1.3%)	10.2	0.4%
MTA Bus Company	118.8	119.0	119.7	0.9	0.8%	0.7	0.6%
Total - Regional Bus	796.3	778.2	782.0	(14.3)	(1.8%)	3.8	0.5%

Notes: Totals may not add due to rounding.

- The NYCT underrun versus budget was due to the approximately 43.8 million rides lost due to Sandy.
- Although the estimate anticipated a larger NYCT ridership loss from Sandy than occurred, actual ridership excluding Sandy was still 0.1 percent (2.1 million trips) above the estimate.
- 2012 annual subway ridership increased 0.8 percent from 2011, and was the highest since 1950.

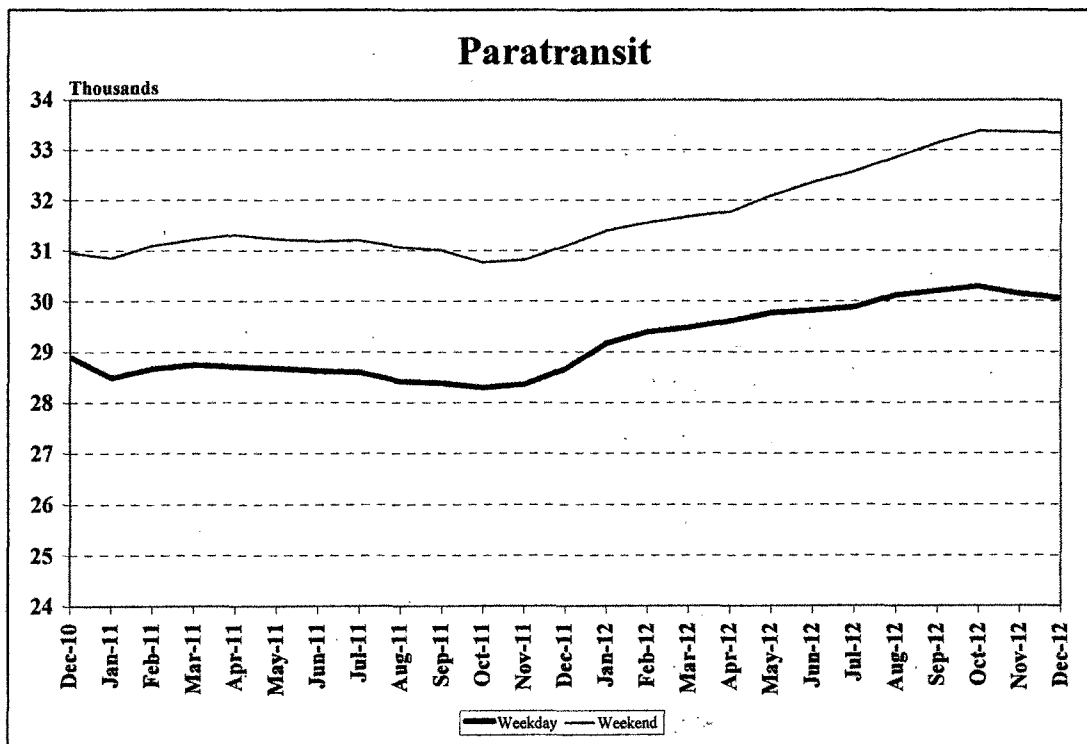
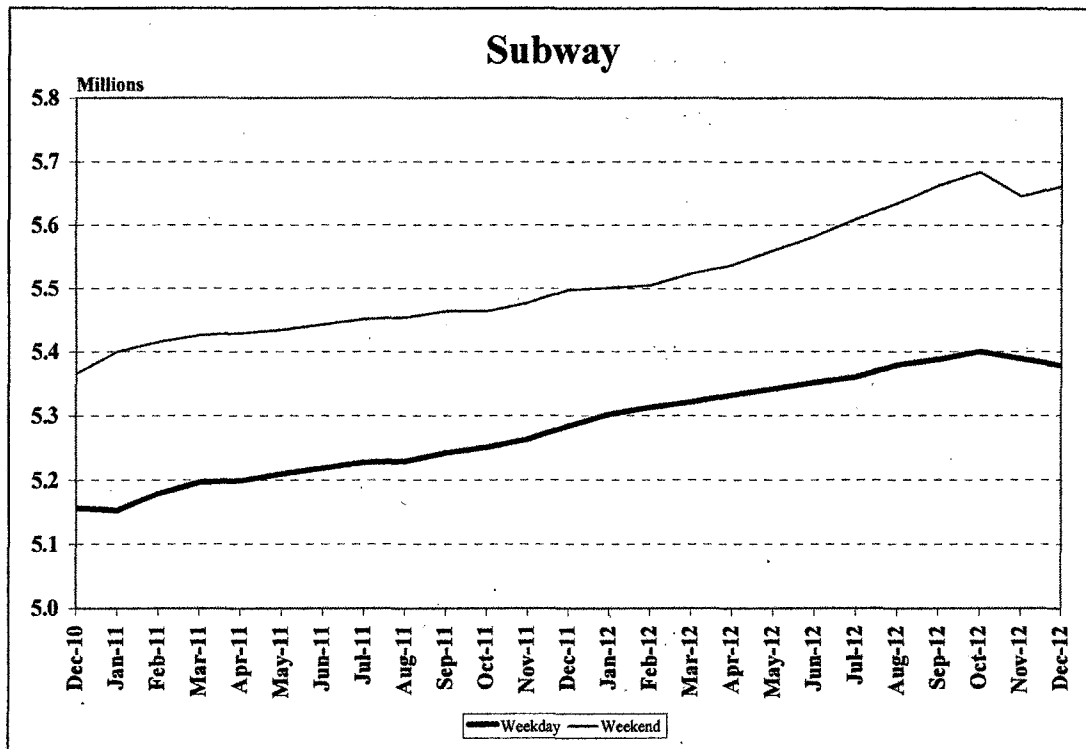
2012 Average Weekday and Weekend Ridership vs. Prior Year								
	Average Weekday (thousands)				Average Weekend (thousands)			
	2011	2012	Change		2011	2012	Change	
			Amount	Percent			Amount	Percent
Subway	5,284	5,379	+95	+1.8%	5,497	5,662	+165	+3.0%
NYCT Local Bus	2,093	2,108	+15	+0.7%	2,283	2,283	+0	+0.0%
NYCT Express Bus	41	42	+1	+2.3%	9	10	+2	+17.1%
Paratransit	29	30	+1	+4.9%	31	33	+2	+7.3%
TOTAL - NYCT	7,447	7,559	+112	+1.5%	7,820	7,988	+169	+2.2%
MTABC Local Bus	355	363	+8	+2.3%	350	364	+15	+4.2%
MTABC Express Bus	34	34	+0	+0.4%	14	14	+0	+0.1%
Total - MTA Bus	389	397	+8	+2.1%	363	378	+15	+4.1%
Total - Regional Bus	2,522	2,547	24	+1.0%	2,655	2,671	16	+0.6%

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

- Despite lowered ridership immediately following Sandy, ridership increased on all services from 2011 to 2012, due in part to the mild winter in 2012 (compared to an unusually cold and snowy winter in 2011) and the improving economy.
- Average weekday subway ridership was the highest since 1950, and weekend subway ridership matched the estimate for 1946, the highest ridership year on record.
- Total NYCT average weekday ridership was the highest since 1969, and weekend ridership was the highest in over forty-five years.

Average Weekday and Weekend Ridership

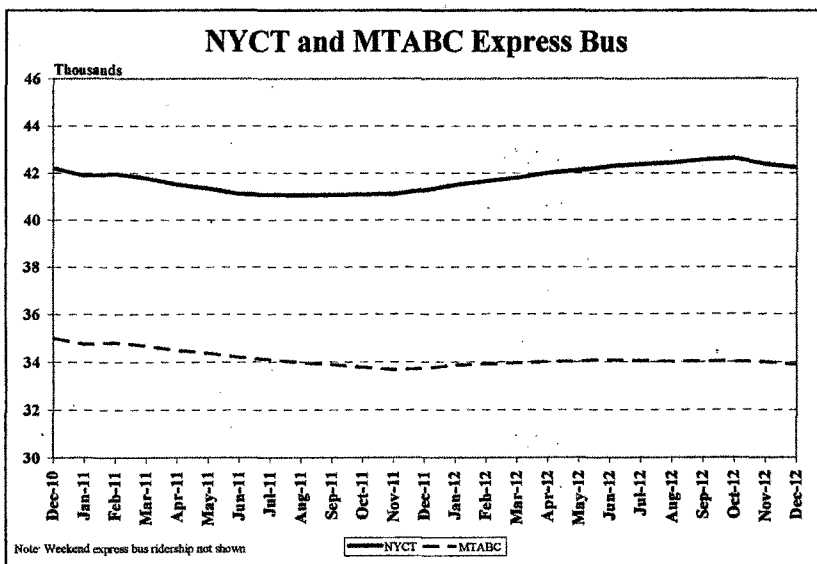
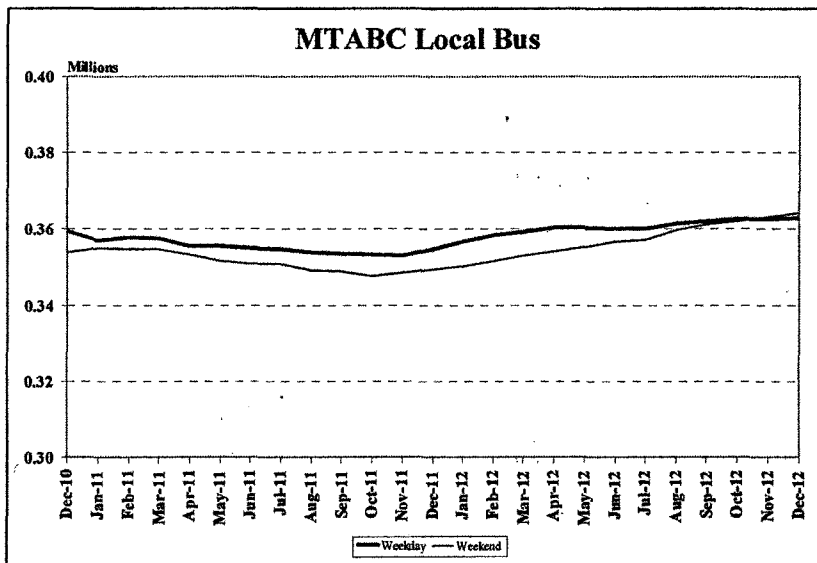
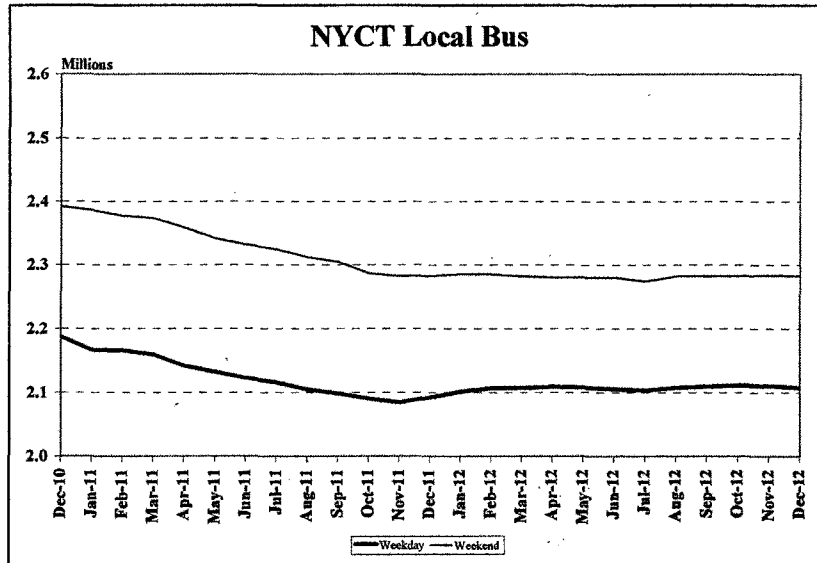
12-Month Rolling Averages*



* 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 2011 to 2012, ridership increased on all transit services except Staten Island Railway and PATH, due to post-Sandy service disruptions. Staten Island Railway weekend ridership was also affected by ongoing construction that disrupted service earlier in the year.

Ridership on Transit Services in the New York Area (thousands)			
Transit Service	2011	Preliminary 2012	Percent Change
<u>Average Weekday</u>			
NYCT Subway	5,284	5,379	+1.8%
NYCT Local Bus	2,093	2,108	+0.7%
NYCT Express Bus	41	42	+2.3%
NYCT Paratransit	29	30	+4.9%
Staten Island Railway	16	16	-0.9%
MTA Local Bus	355	363	+2.3%
MTA Express Bus	34	34	+0.4%
Long Island Rail Road	283	285	+0.7%
Metro-North Railroad	274	275	+0.5%
PATH	256	242	-5.4%
<u>Average Weekend</u>			
NYCT Subway	5,497	5,662	+3.0%
NYCT Local Bus	2,283	2,283	+0.0%
NYCT Express Bus	9	10	+17.1%
NYCT Paratransit	31	33	+7.3%
Staten Island Railway	9	8	-7.3%
MTA Local Bus	350	364	+4.2%
MTA Express Bus	14	14	+0.1%
Long Island Rail Road	183	188	+3.0%
Metro-North Railroad	210	215	+2.3%
PATH	212	202	-4.4%

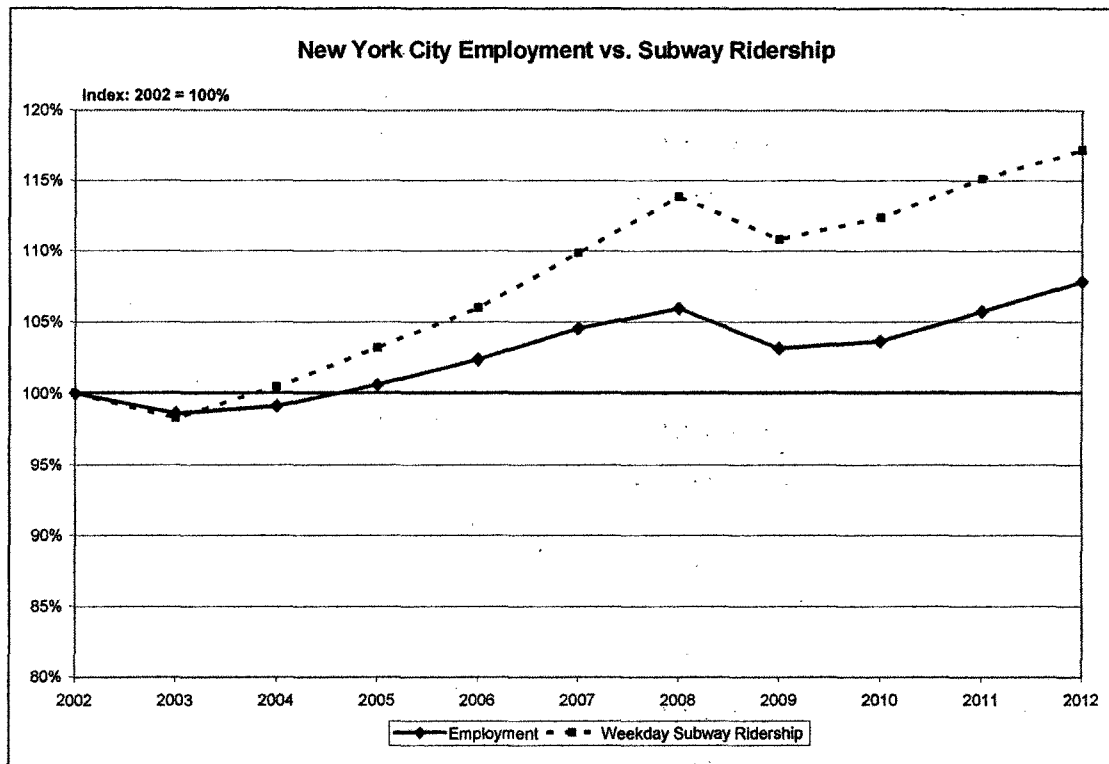
MTA Bridges and Tunnels (thousands)			
Average Weekday	803	796	-0.8%
Average Weekend	1,448	1,452	+0.3%

Note: Percentages are based on unrounded data.

Economy

From 2011 to 2012, preliminary New York City employment increased 2.0 percent (74,300 jobs). Private sector employment increased 2.4 percent (77,300 jobs) and government employment decreased 0.5 percent (3,000 jobs). The sub-sector with the largest absolute and percentage increases was professional/business services (up 35,400 jobs or 5.9 percent). The only private sub-sectors with decreases were construction (down 2,700 jobs or 2.4 percent) and manufacturing (down 1,400 jobs or 1.8 percent).

The chart below compares changes in New York City employment levels to subway ridership over the past ten years. Subway ridership is correlated with employment levels, as shown by the similar patterns of increases and decreases. However, subway ridership has performed better than employment, with much faster growth in ridership than jobs, especially from 2003 to 2008.



MTA NEW YORK CITY TRANSIT
Preliminary 2012 Year-End Report
Accrual Statement of Operations by Category
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE

	December 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	2,746.177	2,705.776	2,741.412	(4.765)	(0.2)	35.636	1.3
Bus	885.066	857.198	870.422	(14.644)	(1.7)	13.224	1.5
Paratransit	17.003	15.625	15.122	(1.881)	(11.1)	(0.503)	(3.2)
Fare Media Liability	56.221	76.221	82.111	25.890	46.1	5.890	7.7
Total Farebox Revenue	3,704.467	3,654.820	3,709.067	4.600	0.1	54.247	1.5
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	108.907	0.315	0.3	(4.104)	(3.6)
Total Other Operating Revenue	325.227	329.138	328.433	3.206	1.0	(0.705)	(0.2)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	4,029.694	3,983.958	4,037.500	7.806	0.2	53.542	1.3
Expenses							
Labor:							
Payroll	2,854.024	2,892.306	2,867.591	(13.567)	(0.5)	24.715	0.9
Overtime	262.032	341.328	345.432	(83.400)	(31.8)	(4.104)	(1.2)
Total Salaries & Wages	3,116.056	3,233.634	3,213.023	(96.967)	(3.1)	20.611	0.6
Health and Welfare	579.552	595.536	574.760	4.792	0.8	20.776	3.5
OPEB Current Payment	318.496	313.732	296.611	21.885	6.9	17.121	5.5
Pensions	923.235	986.753	979.809	(56.574)	(6.1)	6.944	0.7
Other Fringe Benefits	257.421	295.585	288.848	(31.427)	(12.2)	6.737	2.3
Total Fringe Benefits	2,078.704	2,191.606	2,140.028	(61.324)	(3.0)	51.578	2.4
Reimbursable Overhead	(197.131)	(194.279)	(188.844)	(8.287)	(4.2)	(5.435)	(2.8)
Total Labor Expenses	4,997.629	5,230.961	5,164.207	(166.578)	(3.3)	66.754	1.3
Non-Labor:							
Electric Power	301.031	316.273	296.181	4.850	1.6	20.092	6.4
Fuel	180.226	163.173	163.492	16.734	9.3	(0.319)	(0.2)
Insurance	68.387	53.698	53.949	14.438	21.1	(0.251)	(0.5)
Claims	95.039	91.978	97.154	(2.115)	(2.2)	(5.176)	(5.6)
Paratransit Service Contracts	404.194	366.797	357.979	46.215	11.4	8.818	2.4
Maintenance and Other Operating Contracts	164.920	156.635	150.458	14.462	8.8	6.177	3.9
Professional Service Contracts	128.111	128.909	133.109	(4.998)	(3.9)	(4.200)	(3.3)
Materials & Supplies	280.802	263.307	252.836	27.966	10.0	10.471	4.0
Other Business Expenses	67.817	62.421	61.690	6.127	9.0	0.731	1.2
Total Non-Labor Expenses	1,690.527	1,603.191	1,566.848	123.679	7.3	36.343	2.3
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	6,688.156	6,834.152	6,731.055	(42.899)	(0.6)	103.097	1.5
Depreciation	1,445.000	1,445.000	1,398.149	46.851	3.2	46.851	3.2
Other Post Employment Benefits	929.883	1,354.951	1,354.951	(425.068)	(45.7)	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	9,063.039	9,634.103	9,484.155	(421.116)	(4.6)	149.948	1.6
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(5,033.345)	(5,650.145)	(5,446.655)	(413.310)	(8.2)	203.490	3.6

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
Preliminary 2012 Year-End Report
Accrual Statement of Operations by Category
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	December 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
REIMBURSABLE							
Revenue							
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	866.998	(16.030)	(1.8)	(17.255)	(2.0)
Total Revenue	883.028	884.253	866.998	(16.030)	(1.8)	(17.255)	(2.0)
Expenses							
Labor:							
Payroll	369.029	347.770	335.993	33.036	9.0	11.777	3.4
Overtime	84.565	75.640	74.854	(10.289)	(15.9)	0.786	1.0
Total Salaries & Wages	433.594	423.410	410.847	22.747	5.2	12.563	3.0
Health and Welfare	23.614	23.529	22.945	0.669	2.8	0.584	2.5
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	100.457	8.517	7.8	4.127	3.9
Total Fringe Benefits	151.092	161.176	155.089	(3.997)	(2.6)	6.087	3.8
Reimbursable Overhead	197.131	194.279	188.844	8.287	4.2	5.435	2.8
Total Labor Expenses	781.817	778.865	754.780	27.037	3.5	24.085	3.1
Non-Labor:							
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)
Total Non-Labor Expenses	101.211	105.388	112.218	(11.007)	(10.9)	(6.830)	(6.5)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	883.028	884.253	866.998	16.030	1.8	17.255	2.0
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	0.000	0.000	0.000	0.000	-	0.000	-

MTA NEW YORK CITY TRANSIT
Preliminary 2012 Year-End Report
Accrual Statement of Operations by Category
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE & REIMBURSABLE	December 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	2,746.177	2,705.776	2,741.412	(4.765)	(0.2)	35.636	1.3
Bus	885.066	857.198	870.422	(14.644)	(1.7)	13.224	1.5
Paratransit	17.003	15.625	15.122	(1.881)	(11.1)	(0.503)	(3.2)
Fare Media Liability	56.221	76.221	82.111	25.890	46.1	5.890	7.7
Total Farebox Revenue	3,704.467	3,654.820	3,709.067	4.600	0.1	54.247	1.5
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	108.907	0.315	0.3	(4.104)	(3.6)
Total Other Operating Revenue	325.227	329.138	328.433	3.206	1.0	(0.705)	(0.2)
Capital and Other Reimbursements	883.028	884.253	866.998	(16.030)	(1.8)	(17.255)	(2.0)
Total Revenue	4,912.722	4,868.211	4,904.498	(8.224)	(0.2)	36.287	0.7
Expenses							
Labor:							
Payroll	3,223.053	3,240.076	3,203.584	19.469	0.6	36.492	1.1
Overtime	326.597	416.968	420.286	(93.689)	(28.7)	(3.318)	(0.8)
Total Salaries & Wages	3,549.650	3,657.044	3,623.870	(74.220)	(2.1)	33.174	0.9
Health and Welfare	603.166	619.065	597.705	5.461	0.9	21.360	3.5
OPEB Current Payment	318.496	313.732	298.611	21.885	6.9	17.121	5.5
Pensions	941.739	1,019.816	1,011.496	(69.757)	(7.4)	8.320	0.8
Other Fringe Benefits	366.395	400.169	389.305	(22.910)	(6.3)	10.864	2.7
Total Fringe Benefits	2,229.796	2,352.782	2,295.117	(65.321)	(2.9)	57.665	2.5
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	5,779.446	6,009.826	5,918.987	(139.541)	(2.4)	90.839	1.5
Non-Labor:							
Electric Power	301.283	316.541	296.488	4.795	1.6	20.053	6.3
Fuel	180.248	163.216	163.513	16.735	9.3	(0.297)	(0.2)
Insurance	68.387	53.698	53.949	14.438	21.1	(0.251)	(0.5)
Claims	95.039	91.978	97.154	(2.115)	(2.2)	(5.176)	(5.6)
Paratransit Service Contracts	404.194	366.797	359.472	44.722	11.1	7.325	2.0
Maintenance and Other Operating Contracts	198.030	189.136	187.808	10.222	5.2	1.328	0.7
Professional Service Contracts	145.094	151.039	152.161	(7.067)	(4.9)	(1.122)	(0.7)
Materials & Supplies	330.085	311.664	303.888	26.197	7.9	7.776	2.5
Other Business Expenses	69.378	64.510	64.633	4.745	6.8	(0.123)	(0.2)
Total Non-Labor Expenses	1,791.738	1,708.579	1,679.066	112.672	6.3	29.513	1.7
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	7,571.184	7,718.405	7,598.053	(26.869)	(0.4)	120.352	1.6
Depreciation	1,445.000	1,445.000	1,398.149	46.851	3.2	46.851	3.2
Other Post Employment Benefits	929.883	1,354.951	1,354.951	(425.068)	(45.7)	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	9,946.067	10,518.356	10,351.153	(405.086)	(4.1)	167.203	1.6
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(5,033.345)	(5,650.145)	(5,446.655)	(413.310)	(8.2)	203.490	3.6

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2012
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Farebox Revenue	NR	54.2	1.5	Excluding a \$33.9 million reduction in estimated Tropical Storm Sandy revenue losses assumed in the Final Estimate, farebox revenue improved by \$20.4 million, including \$14.5 million of mostly higher subway/bus revenue and an increase of \$5.9 million of fare media liability revenue, resulting mostly from the December 2010 fare increase.
Payroll	NR	24.7	0.9	Mostly the timing of Sandy-related estimated additional payroll cost requirements included in the Final Estimate now assumed to be incurred subsequent to 2012.
Health & Welfare (including OPEB Current Payment)	NR	37.9	4.2	Primarily due to lower rates and receipt of prior year prescription drug credits not anticipated in the Final Estimate.
Electric Power	NR	20.1	6.4	Mainly due to lower prices.
Claims	NR	(5.2)	(5.6)	Additional claims payout requirements.
Paratransit Service Contracts	NR	8.8	2.4	Largely due to lower completed trips, in part caused by Tropical Storm Sandy, reduced activity at the call center, and lower fleet maintenance and overhaul requirements.
Maintenance and Other Operating Contracts	NR	6.2	3.9	Primarily due to underruns in painting and building-related expenses.
Professional Service Contracts	NR	(4.2)	(3.3)	Mainly due to higher Workers' Compensation Board and bond service expenses.
Materials & Supplies	NR	10.5	4.0	Mostly the favorable timing of maintenance material requirements, and higher scrap and surplus sales, partly offset by unfavorable inventory adjustments.

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2012
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Depreciation Expense	NR	46.9	3.2	The favorable timing of assets reaching beneficial use.
Payroll	R	11.8	3.4	Mostly due to lower capital construction requirements.
Maintenance and Other Operating Contracts	R	(4.8)	(14.9)	Largely increased spending in maintenance services and building-related expenses.
Professional Service Contracts	R	3.1	13.9	Mainly spending reductions in the areas of Information Technology and various professional services.
Materials & Supplies	R	(2.7)	(5.6)	Primarily higher maintenance material requirements.
Other Business Expenses	R	(0.9)	(40.9)	Largely the timing of job-closing adjustments.

MTA NEW YORK CITY TRANSIT
Preliminary 2012 Year-End Report
Cash Receipts and Expenditures
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	December 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	Adopted Budget		Final Estimate	
	Budget	Estimate	Actual	\$	%	\$	%
	\$	\$	\$				
Receipts							
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	882.641	(155.397)	(15.0)	(109.560)	(11.0)
Total Receipts	5,067.108	4,978.412	4,891.672	(175.436)	(3.5)	(86.740)	(1.7)
Expenditures							
Labor:							
Payroll	3,248.430	3,268.540	3,189.720	58.710	1.8	78.820	2.4
Overtime	329.137	420.631	407.383	(78.246)	(23.8)	13.248	3.1
Total Salaries & Wages	3,577.567	3,689.171	3,597.103	(19.536)	(0.5)	92.068	2.5
Health and Welfare	600.406	608.344	586.956	13.450	2.2	21.388	3.5
OPEB Current Payment	318.498	313.732	296.611	21.885	6.9	17.121	5.5
Pensions	929.048	976.760	1,118.281	(189.233)	(20.4)	(141.521)	(14.5)
Other Fringe Benefits	339.111	373.202	359.939	(20.828)	(6.1)	13.263	3.6
Total Fringe Benefits	2,187.061	2,272.038	2,361.787	(174.726)	(8.0)	(89.749)	(4.0)
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	-
Total Labor Expenditures	5,798.998	6,008.407	6,006.531	(207.533)	(3.6)	1.876	0.0
Non-Labor:							
Electric Power	301.283	319.541	294.875	6.408	2.1	24.666	7.7
Fuel	180.248	155.016	165.023	15.225	8.4	(10.007)	(6.5)
Insurance	71.936	68.247	53.510	18.426	25.6	14.737	21.6
Claims	87.066	84.005	86.475	0.591	0.7	(2.470)	(2.9)
Paratransit Service Contracts	402.194	364.797	354.486	47.708	11.9	10.311	2.8
Maintenance and Other Operating Contracts	208.730	203.843	182.174	26.556	12.7	21.669	10.6
Professional Service Contracts	139.094	142.039	142.783	(3.689)	(2.7)	(0.744)	(0.5)
Materials & Supplies	352.085	307.650	280.570	71.515	20.3	27.080	8.8
Other Business Expenses	69.378	64.511	61.945	7.433	10.7	2.566	4.0
Total Non-Labor Expenditures	1,812.014	1,709.649	1,621.841	190.173	10.5	87.808	5.1
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	7,611.012	7,718.056	7,628.372	(17.360)	(0.2)	89.684	1.2
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(2,543.904)	(2,739.644)	(2,736.700)	(192.796)	(7.6)	2.944	0.1

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - CASH BASIS
December Year-to-Date 2012
(\$ in millions)

Operating Receipts or Disbursements	YEAR TO DATE		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Farebox Receipts	49.9	1.4	Lower Sandy revenue losses than assumed in the Final Estimate and increased subway/bus revenues.
Other Operating Receipts	(27.0)	(7.8)	The unfavorable timing of NYC student fare reimbursements (actually received in January 2013) and Transit Adjudication Bureau receipts, and lower advertising receipts than anticipated in the Final Estimate.
Capital Reimbursements	(109.6)	(11.0)	Mostly the unfavorable timing of reimbursements, due partly to a delay in processing of reimbursement documentation caused by Sandy.
Salaries & Wages	92.1	2.5	Partly due to the timing of Sandy-related estimated additional payroll cost requirements now assumed to be incurred subsequent to 2012.
Health & Welfare (including OPEB Current Payment)	38.5	4.2	Primarily due to lower rates and receipt of prior year prescription drug credits not anticipated in the Final Estimate.
Pension	(141.5)	(14.5)	Mainly the unfavorable timing of NYCERS pension payments.
Electric Power	24.7	7.7	Mainly due to lower prices.
Fuel	(10.0)	(6.5)	Largely due to the timing of interagency reimbursements.
Insurance	14.7	21.6	Mostly due to the timing of interagency payments.
Paratransit Service Contracts	10.3	2.8	Largely due to lower completed trips and reduced activity at the call center, fleet maintenance and overhaul requirements.
Maintenance Contracts	21.7	10.6	Partly due to expense underruns and the favorable timing of payments, caused in part by payment processing delays resulting from Sandy.
Materials & Supplies	27.1	8.8	Partly due to expense underruns and the favorable timing of payments, caused in part by payment processing delays resulting from Sandy.

MTA NEW YORK CITY TRANSIT
Preliminary 2012 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	December 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	(1.469)	(13.469)	(17.865)	(16.396)	1,116.1	(4.396)	32.6
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	(8.531)	(9.531)	(953.1)	(9.531)	(953.1)
Total Other Operating Revenue	0.845	15.722	(10.604)	(11.449)	(1,354.9)	(26.326)	(167.4)
Capital and Other Reimbursements	155.010	107.948	15.643	(139.367)	(89.9)	(92.305)	85.5
Total Receipts	154.386	110.201	(12.826)	(167.212)	(108.3)	(123.027)	111.6
Expenditures							
Labor:							
Payroll	(25.377)	(28.464)	13.864	39.241	(154.6)	42.328	(148.7)
Overtime	(2.540)	(3.663)	12.903	15.443	(608.0)	16.566	(452.3)
Total Salaries & Wages	(27.917)	(32.127)	26.767	54.684	(195.9)	58.894	(183.3)
Health and Welfare	2.760	10.721	10.749	7.989	289.5	0.028	(0.3)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	12.691	43.056	(106.785)	(119.476)	(941.4)	(149.841)	(348.0)
Other Fringe Benefits	27.284	26.967	29.366	2.082	7.6	2.399	8.9
Total Fringe Benefits	42.735	80.744	(66.670)	(109.405)	(256.0)	(147.414)	(182.6)
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	-
Total Labor Expenditures	(19.552)	1.419	(87.544)	(67.992)	347.7	(88.963)	(6,269.4)
Non-Labor:							
Electric Power	0.000	(3.000)	1.613	1.613	-	4.613	(153.8)
Fuel	0.000	8.200	(1.510)	(1.510)	-	(9.710)	(118.4)
Insurance	(3.549)	(14.549)	0.439	3.988	112.4	14.988	(103.0)
Claims	7.973	7.973	10.679	2.706	33.9	2.706	33.9
Paratransit Service Contracts	2.000	2.000	4.986	2.986	(149.3)	2.986	149.3
Maintenance and Other Operating Contracts	(10.700)	(14.707)	5.634	16.334	152.7	20.341	138.3
Professional Service Contracts	6.000	9.000	9.378	3.378	56.3	0.378	4.2
Materials & Supplies	(22.000)	4.014	23.318	45.318	(206.0)	19.304	(480.9)
Other Business Expenses	0.000	(0.001)	2.688	2.688	-	2.689	-
Total Non-Labor Expenditures	(20.276)	(1.070)	57.225	77.501	(382.2)	58.295	(5,448.1)
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures Before GASB Adjs.	(39.828)	0.349	(30.319)	9.509	(23.9)	(30.668)	(6,787.4)
Depreciation	1,445.000	1,445.000	1,398.149	(46.851)	(3.2)	(46.851)	(3.2)
Other Post Employment Benefits	929.883	1,354.951	1,354.951	425.068	45.7	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	2,335.055	2,800.300	2,722.781	387.726	16.6	(77.519)	(2.8)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	2,489.441	2,910.501	2,709.955	220.514	8.9	(200.546)	(6.9)

Totals may not add due to rounding.

MTA New York City Transit
Preliminary 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 Budget	Final Estimate	Actual	Adopted Budget Variance	Percent	Final Estimate Variance	Percent
Administration							
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%
Total Administration	1,806	1,783	1,827	(21)	-1.2%	(44)	-2.5%
Operations							
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%
Subtotal- Subways	10,394	10,393	10,365	29	0.3%	28	0.3%
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%
Total Operations	21,635	21,650	21,655	(20)	-0.1%	(5)	0.0%
Maintenance							
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%
Subtotal- Subways	15,926	15,925	15,847	79	0.5%	78	0.5%
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%
Total Maintenance	20,436	20,438	20,373	63	0.3%	65	0.3%
Engineering/Capital							
Capital Program Management							
Total Engineering/Capital	1,218	1,218	1,193	25	2.1%	25	2.1%
	1,218	1,218	1,193	25	2.1%	25	2.1%
Public Safety							
Security	504	574	489	15	3.0%	85	14.8%
Total Public Safety	504	574	489	15	3.0%	85	14.8%
Baseline Total Positions	45,599	45,663	45,537	62	0.1%	126	0.3%
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%
Total Full-Time	45,444	45,504	45,329	115	0.3%	175	0.4%
Total Full-Time Equivalents	155	159	208	(53)	-34.2%	(49)	-30.8%

MTA New York City Transit
Preliminary 2012 Year-End Report
Full-Time Positions and Full-Time Equivalents
by Function and Occupation Group

	December 31, 2012			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>		<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Administration:							
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%
Total Administration	1,806	1,783	1,827	(21)	-1.2%	(44)	-2.5%
Operations							
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%
Total Operations	21,635	21,650	21,655	(20)	-0.1%	(5)	0.0%
Maintenance							
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%
Total Maintenance	20,436	20,438	20,373	63	0.3%	65	0.3%
Engineering/Capital							
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%
Total Engineering/Capital	1,218	1,218	1,193	25	2.1%	25	2.1%
Public Safety							
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%
Total Public Safety	504	574	489	15	3.0%	85	14.8%
Total Positions							
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%
Total Positions	45,599	45,663	45,537	62	0.1%	126	0.3%

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New York City Transit
Preliminary 2012 Overtime Results
2012 Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	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)	
		\$		\$		\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	-	\$117.863	-	\$111.082	-	\$110.872	-	\$6.991	-	\$0.211
							0.0%	5.9%	0.0%	0.2%
<u>Unscheduled Service</u>	-	67.638	-	73.479	-	78.712	-	(11.074)	-	(5.232)
							0.0%	-16.4%	0.0%	-7.1%
<u>Programmatic/Routine Maintenance</u>	-	61.484	-	96.772	-	97.488	-	(36.004)	-	(0.716)
							0.0%	-58.6%	0.0%	-0.7%
<u>Unscheduled Maintenance</u>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
							0.0%	0.0%	0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	-	0.000	-	15.000	-	15.050	-	(15.050)	-	(0.050)
							0.0%	0.0%	0.0%	-0.3%
<u>Weather Emergencies</u>	-	3.666	-	28.825	-	37.146	-	(33.480)	-	(8.321)
							0.0%	*	0.0%	-28.9%
<u>Safety/Security/Law Enforcement</u>	-	3.022	-	3.074	-	2.923	-	0.098	-	0.150
							0.0%	3.2%	0.0%	4.9%
<u>Other</u>	-	8.359	-	13.095	-	3.241	-	5.118	-	9.854
							0.0%	61.2%	0.0%	75.2%
TOTAL NON-REIMBURSABLE OVERTIME	-	\$262.032	-	\$341.328	-	\$345.432	-	(\$83.401)	-	(\$4.105)
							0.0%	-31.8%	0.0%	-1.2%
REIMBURSABLE OVERTIME	-	\$64.565	-	\$75.640	-	\$74.854	-	(\$10.289)	-	\$0.786
							0.0%	-15.9%	0.0%	1.0%
TOTAL OVERTIME	-	\$326.597	-	\$416.968	-	\$420.286	-	(\$93.690)	-	(\$3.319)
							0.0%	-28.7%	0.0%	-0.8%

* Above 100%

MIA
New York City Transit
November Financial Plan - 2012 Estimate
2012 Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

December 2012 Year-to-Date

NON-REIMBURSABLE OVERTIME

Scheduled Service

- 0.211
0.0% 0.2%

Unscheduled Service

0.00% (5.232)
0.0% -7.1%

Programmatic/Routine Maintenance

0.00% (0.716)
0.0% -0.7%

Unscheduled Maintenance

0.00% 0.0%
0.0% 0.0%

Vacancy/Absentee Coverage

0.00% (0.050)
0.0% -0.3%

Weather Emergencies

0.00% (8.321)
0.0% -28.9%

Safety/Security/Law Enforcement

0.00% 0.150
0.0% 4.9%

Other

0.00% 9.854
0.0% 75.3%

Sub-Total

- (\$4.105)
0.0% -1.2%

REIMBURSABLE OVERTIME

- \$0.786
0.0% 1.0%

TOTAL OVERTIME

- (\$3.319)
0.0% -0.8%

Primarily due to vacancy coverage requirements, and higher service costs than anticipated in the estimate (this variance will be reviewed further during the year-end review process).

Unfavorable results due to Sandy recovery costs in excess of amount included in estimate (\$25M), which was developed in early November.

*All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%



FINANCIAL AND RIDERSHIP REPORT

December 2012 Year-to-Date

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Operating revenues were \$7.5 million in 2012, less than \$0.1 million (0.5 percent) above the estimate.

Total ridership in 2012 was 4.445 million, a decrease of 1.1 percent (51,000 riders) from the estimate. 2012 average weekday ridership was 15,993, a decrease of 0.9 percent (140 riders) from 2011.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$36.6 million in 2012, \$2.3 million (5.8 percent) below the estimate. Labor expenses underran by \$2.2 million (7.6 percent), mainly due to lower payroll expenses, mostly from favorable retroactive accrual adjustments pertaining to recent labor contract resolution, and vacancy savings. Partly offsetting the payroll underrun were higher overtime expenses, due mostly to the impact of Tropical Storm Sandy (Sandy) and vacancy coverage requirements, higher health & welfare expenses, due largely to rates and timing, and increased pension expenses. Non-labor expenses were slightly favorable to the estimate, as power and fuel expense underruns, due mostly to lower prices, were essentially offset by higher material purchases to replace destroyed materials housed at the Staten Island Shop, which was severely damaged by the impact of Sandy.

Depreciation expenses of \$9.0 million were equal to the estimate.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$2.3 million of accrued expenses in 2012, equal to the estimate.

The 2012 operating cash deficit (excluding subsidies) was \$35.0 million, \$3.9 million (10.0 percent) favorable to the estimate, due mainly to the revised timing of payments and lower-than-estimated retro-wage payments.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenues were \$7.5 million in 2012, \$0.3 million (3.6 percent) below budget, due largely to ridership losses from the impact of Sandy.

Nonreimbursable expenses were \$4.0 million (9.8 percent) below budget. Labor expenses were lower by \$2.0 million (6.9 percent), due primarily to favorable retroactive payroll accrual adjustments. Non-labor expenses were under budget by \$1.9 million (17.0 percent), due to lower power/fuel prices and the favorable timing of non-revenue fleet vehicle purchases, partly offset by replacement purchases of materials destroyed by Sandy.

Note: Final 2012 results and their impact on 2013 will be reported in April.

MTA STATEN ISLAND RAILWAY
Accrual Statement of Operations by Category
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE	December 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	Adopted Budget		Final Estimate	
	Budget	Estimate	Actual	\$	%	\$	%
Revenue							
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	2.129	0.058	2.8	0.058	2.8
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$7.797	\$7.478	\$7.518	(\$0.279)	(3.6)	\$0.040	0.5
Expenses							
Labor:							
Payroll	\$16.766	\$16.949	\$14.281	\$2.485	14.8	\$2.668	15.7
Overtime	0.681	1.157	1.362	(0.681)	(100.0)	(0.205)	(17.7)
Health and Welfare	3.781	3.756	3.929	(0.148)	(3.9)	(0.173)	(4.6)
OPEB Current Payment	0.639	0.675	0.650	(0.011)	(1.7)	0.025	3.7
Pensions	5.941	5.500	5.614	0.327	5.5	(0.114)	(2.1)
Other Fringe Benefits	1.276	1.261	1.234	0.042	3.3	0.027	2.1
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$29.084	\$29.298	\$27.070	\$2.014	6.9	\$2.228	7.6
Non-Labor:							
Electric Power	\$4.719	\$4.897	\$4.138	\$0.581	12.3	\$0.759	15.5
Fuel	0.409	0.405	0.159	0.250	61.1	0.246	60.7
Insurance	0.267	0.259	0.261	0.006	2.2	(0.002)	(0.8)
Claims	0.277	0.274	0.274	0.003	1.1	0.000	0.0
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contrac	1.734	1.629	1.438	0.296	17.1	0.191	11.7
Professional Service Contracts	0.421	0.417	0.420	0.001	0.2	(0.003)	(0.7)
Materials & Supplies	3.614	1.649	2.805	0.809	22.4	(1.156)	(70.1)
Other Business Expenses	0.005	0.005	0.006	(0.001)	(20.0)	(0.001)	(20.0)
Total Non-Labor Expenses	\$11.446	\$9.535	\$9.501	\$1.945	17.0	\$0.034	0.4
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$40.530	\$38.833	\$36.571	\$3.959	9.8	\$2.262	5.8
Depreciation	9.000	9.000	8.999	0.001	0.0	0.001	0.0
Other Post Employment Benefits	3.000	2.300	2.300	0.700	23.3	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$52.530	\$50.133	\$47.870	\$4.660	8.9	\$2.263	4.7
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(\$44.733)	(\$42.655)	(\$40.352)	\$4.381	9.8	\$2.303	5.4

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Accrual Statement of Operations by Category
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

REIMBURSABLE	December 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Revenue							
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	2.174	0.502	30.0	0.502	30.0
Total Revenue	\$1.672	\$1.672	\$2.174	\$0.502	30.0	\$0.502	30.0
Expenses							
Labor:							
Payroll	\$0.288	\$0.288	\$0.559	(\$0.271)	(94.1)	(\$0.271)	(94.1)
Overtime	0.704	0.704	0.529	0.175	24.9	0.175	24.9
Health and Welfare	0.509	0.509	0.198	0.311	61.1	0.311	61.1
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	0.094	0.094	0.283	(0.189)	*	(0.189)	*
Other Fringe Benefits	0.077	0.077	0.166	(0.089)	*	(0.089)	*
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$1.672	\$1.672	\$1.735	(\$0.063)	(3.8)	(\$0.063)	(3.8)
Non-Labor:							
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	0.439	(0.439)	-	(0.439)	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.439	(\$0.439)	-	(\$0.439)	-
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$1.672	\$1.672	\$2.174	(\$0.502)	(30.0)	(\$0.502)	(30.0)
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	-
Total Expenses	\$1.672	\$1.672	\$2.174	(\$0.502)	(30.0)	(\$0.502)	(30.0)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Accrual Statement of Operations by Category
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

<div style="border: 1px solid black; padding: 2px; display: inline-block;"> NON-REIMBURSABLE/ REIMBURSABLE </div>	December 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
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	2.129	0.058	2.8	0.058	2.8
Capital and Other Reimbursements	1.672	1.672	2.174	0.502	30.0	0.502	30.0
Total Revenue	\$9.469	\$9.150	\$9.692	\$0.223	2.4	\$0.542	5.9
Expenses							
Labor:							
Payroll	\$17.054	\$17.237	\$14.840	\$2.214	13.0	\$2.397	13.9
Overtime	1.385	1.861	1.891	(0.506)	(36.5)	(0.030)	(1.6)
Health and Welfare	4.290	4.265	4.127	0.163	3.8	0.138	3.2
OPEB Current Payment	0.639	0.675	0.650	(0.011)	(1.7)	0.025	3.7
Pensions	6.035	5.594	5.897	0.138	2.3	(0.303)	(5.4)
Other Fringe Benefits	1.353	1.338	1.400	(0.047)	(3.5)	(0.062)	(4.6)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$30.756	\$30.970	\$28.805	\$1.951	6.3	\$2.165	7.0
Non-Labor:							
Electric Power	\$4.719	\$4.897	\$4.138	\$0.581	12.3	\$0.759	15.5
Fuel	0.409	0.405	0.159	0.250	61.1	0.246	60.7
Insurance	0.267	0.259	0.261	0.006	2.2	(0.002)	(0.8)
Claims	0.277	0.274	0.274	0.003	1.1	0.000	0.0
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contrac	1.734	1.629	1.438	0.296	17.1	0.191	11.7
Professional Service Contracts	0.421	0.417	0.420	0.001	0.2	(0.003)	(0.7)
Materials & Supplies	3.614	1.649	3.244	0.370	10.2	(1.595)	(96.7)
Other Business Expenses	0.005	0.005	0.006	(0.001)	(20.0)	(0.001)	(20.0)
Total Non-Labor Expenses	\$11.446	\$9.535	\$9.940	\$1.506	13.2	(\$0.405)	(4.2)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$42.202	\$40.505	\$38.745	\$3.457	8.2	\$1.760	4.3
Depreciation	9.000	9.000	8.999	0.001	0.0	0.001	0.0
Other Post Employment Benefits	3.000	2.300	2.300	0.700	23.3	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$54.202	\$51.805	\$50.044	\$4.158	7.7	\$1.761	3.4
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(\$44.733)	(\$42.655)	(\$40.352)	\$4.381	9.8	\$2.303	5.4

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Cash Receipts and Expenditures
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	December 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	Adopted Budget		Final Estimate	
	Budget	Estimate	Actual	\$	%	\$	%
Receipts							
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)
Total Receipts	\$9.469	\$9.865	\$7.544	(\$1.925)	(20.3)	(\$2.321)	(23.5)
Expenditures							
Labor:							
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	-
Total Labor Expenditures	\$36.006	\$38.125	\$32.873	\$3.133	8.7	\$5.252	13.8
Non-Labor:							
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
Total Non-Labor Expenditures	\$11.446	\$10.568	\$9.627	\$1.819	15.9	\$0.941	8.9
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$47.452	\$48.693	\$42.500	\$4.952	10.4	\$6.193	12.7
Operating Cash Deficit	(\$37.983)	(\$38.828)	(\$34.956)	\$3.027	8.0	\$3.872	10.0

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Cash Conversion (Cash Flow Adjustments)
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	<u>December 2012 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Preliminary Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Receipts							
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	(0.687)	(0.687)	-	(0.687)	-
Capital and Other Reimbursements	0.000	0.715	(1.899)	(1.899)	-	(2.614)	*
Total Receipts	\$0.000	\$0.715	(\$2.148)	(\$2.148)	-	(\$2.863)	*
Expenditures							
Labor:							
Payroll	(\$4.555)	(\$6.171)	(\$4.653)	(0.098)	(2.2)	1.518	24.6
Overtime	0.000	0.000	0.000	0.000	-	0.000	-
Health and Welfare	0.000	0.000	(0.069)	(0.069)	-	(0.069)	-
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	0.000	(0.042)	0.946	0.946	-	0.988	*
Other Fringe Benefits	(0.348)	(0.471)	(0.155)	0.193	55.5	0.316	67.1
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	-
Total Labor Expenditures	(\$5.250)	(\$7.155)	(\$4.068)	\$1.182	22.5	\$3.087	43.1
Non-Labor:							
Electric Power	\$0.000	(\$0.330)	\$0.093	0.093	-	0.423	*
Fuel	0.000	0.000	(0.009)	(0.009)	-	(0.009)	-
Insurance	0.000	0.000	0.032	0.032	-	0.032	-
Claims	0.000	(0.131)	(0.001)	(0.001)	-	0.130	99.2
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contrac	0.000	0.000	0.332	0.332	-	0.332	-
Professional Service Contracts	0.000	(0.150)	0.068	0.068	-	0.218	*
Materials & Supplies	0.000	(0.058)	(0.161)	(0.161)	-	(0.103)	*
Other Business Expenses	0.000	(0.364)	(0.041)	(0.041)	-	0.323	88.7
Total Non-Labor Expenditures	\$0.000	(\$1.033)	\$0.313	\$0.313	-	\$1.346	*
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures Before Depreciation	(\$5.250)	(\$8.188)	(\$3.755)	\$1.495	28.5	\$4.433	54.1
Depreciation	9.000	9.000	8.999	(0.001)	0.0	(0.001)	0.0
Other Post Employment Benefits	3.000	2.300	2.300	(0.700)	(23.3)	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	\$6.750	\$3.112	\$7.544	\$0.794	11.8	\$4.432	*
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$6.750	\$3.827	\$5.396	(\$1.354)	(20.1)	\$1.569	41.0

Totals may not add due to rounding

MTA Staten Island Railway
Explanation of Variances Between Final Estimate and Actual: Accrual & Cash
December 2012 Year-to-Date

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
<u>ACCRUAL</u>				
Payroll	Non Reimb.	2.668	15.7%	Favorable retroactive accrual adjustments pertaining to recent labor contract resolution and vacancy savings
Overtime	Non Reimb.	(0.205)	(17.7)%	Mostly impact of Sandy and vacancy coverage requirements
Health and Welfare/OPEB Current	Non Reimb.	(0.148)	(3.3)%	Mostly rates/timing
Electric Power	Non Reimb.	0.759	15.5%	Lower prices
Fuel	Non Reimb.	0.246	60.7%	Lower prices/usage
Maintenance and Other Operating Contracts	Non Reimb.	0.191	11.7%	Mainly lower actual usage
Materials & Supplies	Non Reimb.	(1.156)	(70.1)%	Material purchases to replace destroyed materials at SI Shop due to Sandy
Capital and Other Reimbursements	Reimb.	0.502	30.0%	Accrued reimbursement of net expense increases shown below
Payroll	Reimb.	(0.271)	(94.1)%	Capital project work resource shift from overtime
Overtime	Reimb.	0.175	24.9%	Capital project work resource shift to payroll
Health and Welfare	Reimb.	0.311	61.1%	Favorable timing of expenses
Pension	Reimb.	(0.189)	n/a	Unfavorable timing of expenses
Other Fringe Benefits	Reimb.	(0.089)	n/a	Unfavorable timing of expenses
Materials	Reimb.	(0.439)	n/a	Material purchases to replace destroyed materials at SI Shop due to Sandy
<u>CASH</u>				
Farebox Receipts	-	0.420	7.8%	Timing of cash settlements with NYCT
Other Operating Receipts	-	(0.629)	(30.4)%	Mostly timing of student fare reimbursements
Capital and Other Reimbursements	-	(2.112)	(88.5)%	Timing of reimbursement processing
Payroll	-	3.915	16.7%	Revised timing of payments and lower-than-estimated retro-wage payments
Pension	-	0.685	12.2%	Timing of pension payments
Other Fringe Benefits	-	0.254	14.0%	Mostly timing of Workers' Compensation payments
GASB Account	-	0.334	70.9%	Timing of GASB payments to MTA
Electric Power	-	1.182	22.6%	Mostly lower prices and the timing of payments
Fuel	-	0.237	58.5%	Mostly lower prices/usage
Claims	-	0.130	32.1%	Lower-than-anticipated payouts
Maintenance and Other Operating Contracts	-	0.523	32.1%	Mainly lower actual usage/payment timing
Professional Service Contracts	-	0.215	37.9%	Timing of billing/payments
Materials & Supplies	-	(1.698)	(99.5)%	Material purchases to replace destroyed materials at SI Shop due to Sandy

MTA STATEN ISLAND RAILWAY
Preliminary 2012 Year-End Report
Non-Reimbursable and Reimbursable Positions by Function and Department
Full-time Positions and Full-time Equivalents

<u>December 31, 2012</u>			
<u>Function/Departments</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	14	14	0
General Office	8	6	2
Purchasing/Stores	6	6	0
Total Administration	28	26	2
Operations			
Transportation	91	100	(9)
Total Operations	91	100	(9)
Maintenance			
Mechanical	43	41	2
Electronics/Electrical	12	8	4
Power/Signals	26	25	1
Maintenance of Way	46	45	1
Infrastructure	25	26	(1)
Total Maintenance	152	145	7
Total Positions	271	271	0
Non-Reimbursable	268	268	0
Reimbursable	3	3	0
Total Full-Time	271	271	0
Total Full-Time-Equivalents	0	0	0

Note-2012 Budgeted positions not consistent with above categorization and therefore not presented above

MTA STATEN ISLAND RAILWAY
Preliminary 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 Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	
Administration				
Managers/Supervisors	16	13	3	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
Total Administration	28	26	2	
Operations				
Managers/Supervisors	5	4	1	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	83	93	(10)	
Total Operations	91	100	(9)	
Maintenance				
Managers/Supervisors	7	13	(6)	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	142	131	11	
Total Maintenance	152	145	7	
Engineering/Capital				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
Total Engineering/Capital	0	0	0	
Public Safety				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
Total Public Safety	0	0	0	
Total Positions				
Managers/Supervisors	28	30	(2)	
Professional, Technical, Clerical	18	17	1	
Operational Hourlies	225	224	1	
Total Positions	271	271	0	

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	\$5.726	\$5.407	\$5.389	(\$0.337)	(5.9%)	(0.018)	(0.3%)

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

	<u>2011</u>	<u>2012</u>	<u>Variance</u>		<u>Explanation</u>
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.016	(0.000)	(0.9%)	
Average Weekend	0.009	0.008	(0.001)	(7.3%)	Due to reduced service after Sandy

Note: SIR ridership includes estimated non-St. George students.



Report

FINANCIAL AND RIDERSHIP REPORT

December 2012 Year-to-Date

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Operating revenues were \$201.3 million in 2012, \$4.1 million (2.1 percent) above the estimate, due primarily to increased farebox revenue, due mainly to a smaller-than-expected revenue loss from Tropical Storm Sandy (Sandy) and higher pass average fares, resulting from trips not made due to Sandy. Other operating revenue also exceeded the estimate, due mostly to higher student ridership, resulting in increased fare reimbursements, and insurance recoveries.

Total ridership in 2012 was 119.7 million, an increase of 0.6 percent (729,000 riders) from the estimate, due mainly to a smaller-than-expected ridership loss from Sandy. 2012 average weekday ridership was 396,772, an increase of 2.1 percent (82,000 riders) from 2011.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$540.3 million in 2012, \$11.7 million (2.1 percent) below the estimate. Labor expenses overran the estimate by \$34.0 million (8.4 percent), due mainly to higher payroll expenses of \$12.0 million (5.3 percent) and other fringe benefit expenses of \$12.5 million (40.0 percent). The payroll overrun was largely due to a higher rate of pay for Manager, Professional & Technical, and Admin (MPA), the unfavorable timing of reimbursable billings, unbudgeted miscellaneous labor expenses, higher headcount and the impact of Sandy. The other fringe benefit increase represented specifically a reclassification of Workers' Compensation expenses from the non-labor insurance category. Non-labor expenses were below the estimate by \$45.7 million (30.7 percent), including the aforementioned insurance reclassification, lower fuel expenses of \$13.6 million (34.6 percent), mostly due to favorable CNG tax credit receipts/accrual adjustments and lower prices, and underruns in maintenance contracts, due largely to the favorable timing of payments.

Depreciation expenses were \$46.8 million, \$3.5 million (8.4 percent) higher than the estimate.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$55.3 million of accrued expenses in 2012, \$0.1 million (0.2 percent) below the estimate.

The 2012 operating cash deficit (excluding subsidies) was \$361.0 million, \$61.5 million (14.6 percent) favorable to the estimate, due mainly to the timing of payments.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenues were \$201.3 million in 2012, \$2.1 million (1.0 percent) higher than budget. Nonreimbursable expenses were \$11.7 million (2.2 percent) above budget, due to higher payroll/overtime/fringe benefit expenses, partly offset by the favorable timing of non-labor payments.

Note: Final 2012 results and their impact for 2013 will be reported in April.

MTA BUS COMPANY
Accrual Statement of Operations by Category
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
Operating Revenue							
Farebox Revenue	\$ 180.168	\$ 178.121	\$ 180.754	\$ 0.586	0.3	\$ 2.633	1.5
Other Operating Revenue	19.019	19.019	20.499	1.480	7.8	1.480	7.8
Capital and Other Reimbursements	-	-	-	-	-	-	-
Total Revenue	\$ 199.187	\$ 197.140	\$ 201.253	\$ 2.066	1.0	\$ 4.113	2.1
Operating Expenses							
Labor:							
Payroll	\$ 222.793	\$ 224.887	\$ 236.893	\$ (14.100)	(6.3)	\$ (12.006)	(5.3)
Overtime	40.783	45.375	47.968	(7.185)	(17.6)	(2.593)	(5.7)
Health and Welfare	44.118	46.976	46.769	(2.651)	(6.0)	0.207	0.4
OPEB Current Payment	14.586	14.586	17.196	(2.610)	(17.9)	(2.610)	(17.9)
Pensions	43.150	40.357	44.859	(1.709)	(4.0)	(4.502)	(11.2)
Other Fringe Benefits	22.800	31.159	43.622	(20.822)	(91.3)	(12.463)	(40.0)
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenses	\$ 388.230	\$ 403.340	\$ 437.306	\$ (49.076)	(12.6)	\$ (33.966)	(8.4)
Non-Labor:							
Traction and Propulsion Power	\$ -	\$ 1.051	\$ 0.702	\$ (0.702)	-	\$ 0.349	33.2
Fuel for Buses and Trains	34.408	39.217	25.631	8.777	25.5	13.586	34.6
Insurance	14.668	15.356	2.006	12.662	86.3	13.350	86.9
Claims	25.000	25.000	22.067	2.933	11.7	2.933	11.7
Maintenance and Other Operating Contracts	28.440	27.699	16.857	11.583	40.7	11.042	39.6
Professional Service Contracts	6.705	5.689	6.254	0.451	6.7	(0.565)	(9.9)
Materials & Supplies	26.904	30.170	26.298	0.606	2.3	3.872	12.8
Other Business Expenses	4.251	4.272	3.180	1.071	25.2	1.092	25.6
Total Non-Labor Expenses	\$ 140.377	\$ 148.654	\$ 102.995	\$ 37.382	26.6	\$ 45.659	30.7
Other Expense Adjustments:							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 528.607	\$ 551.994	\$ 540.301	\$ (11.694)	(2.2)	\$ 11.693	2.1
Depreciation	\$ 42.235	\$ 42.235	\$ 45.780	\$ (3.545)	(8.4)	\$ (3.545)	(8.4)
OPEB Obligation	55.415	55.415	55.326	0.089	0.2	0.089	0.2
Environmental Remediation	-	-	2.320	(2.320)	-	(2.320)	-
Total Expenses	\$ 626.257	\$ 649.644	\$ 643.727	\$ (17.470)	(2.8)	\$ 5.917	0.9
Baseline Surplus/(Deficit)	\$ (427.070)	\$ (452.504)	\$ (442.474)	\$ (15.404)	(3.6)	\$ 10.030	2.2

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
REIMBURSABLE							
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							
Labor:							
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
Non-Labor:							
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)
Other Expense Adjustments:							
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. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$ 180.168	\$ 178.121	\$ 180.754	\$ 0.586	0.3	\$ 2.633	1.5
Other Operating Revenue	19.019	19.019	20.499	1.480	7.8	1.480	7.8
Capital and Other Reimbursements	7.727	8.730	5.689	(2.039)	(26.4)	(3.041)	(34.8)
Total Revenue	\$ 206.914	\$ 205.870	\$ 206.942	\$ 0.027	0.0	\$ 1.072	0.5
Expenses							
Labor							
Payroll	\$ 228.512	\$ 230.605	\$ 239.697	\$ (11.185)	(4.9)	\$ (9.092)	(3.9)
Overtime	40.783	45.375	47.968	(7.185)	(17.6)	(2.593)	(5.7)
Health and Welfare	45.170	48.028	47.663	(2.494)	(5.5)	0.365	0.8
OPEB Current Payment	14.586	14.586	17.196	(2.610)	(17.9)	(2.610)	(17.9)
Pensions	43.641	40.849	45.299	(1.658)	(3.8)	(4.450)	(10.9)
Other Fringe Benefits	23.266	31.625	43.812	(20.547)	(88.3)	(12.187)	(38.5)
Reimbursable Overhead	0.000	0.000	0.214	(0.214)	-	(0.214)	-
Total Labor Expenses	\$ 395.957	\$ 411.068	\$ 441.849	\$ (45.892)	(11.6)	\$ (30.781)	(7.5)
Non-Labor							
Traction and Propulsion Power	\$ -	\$ 1.051	\$ 0.702	\$ (0.702)	-	\$ 0.349	33.2
Fuel for Buses and Trains	34.408	39.217	25.631	8.777	25.5	13.586	34.6
Insurance	14.668	15.356	2.006	12.662	86.3	13.350	86.9
Claims	25.000	25.000	22.067	2.933	11.7	2.933	11.7
Maintenance and Other Operating Contracts	28.440	28.115	17.567	10.873	38.2	10.548	37.5
Professional Service Contracts	6.705	5.689	6.693	0.012	0.2	(1.004)	(17.6)
Materials & Supplies	26.904	30.956	26.282	0.623	2.3	4.674	15.1
Other Business Expenses	4.251	4.272	3.193	1.058	24.9	1.079	25.3
Total Non-Labor Expenses	\$ 140.377	\$ 149.656	\$ 104.140	\$ 36.237	25.8	\$ 45.516	30.4
Other Expense Adjustments:							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Depreciation and GASB Adjts.	\$ 536.334	\$ 560.724	\$ 545.990	\$ (9.655)	(1.8)	\$ 14.734	2.6
Depreciation	\$ 42.235	\$ 42.235	\$ 45.780	\$ (3.545)	(8.4)	\$ (3.545)	(8.4)
OPEB Obligation	\$ 55.415	\$ 55.415	\$ 55.326	\$ 0.089	0.2	\$ 0.089	0.2
Environmental Remediation	\$ -	\$ -	\$ 2.320	\$ (2.320)	-	\$ (2.320)	-
Total Expenses	\$ 633.984	\$ 658.374	\$ 649.416	\$ (15.432)	(2.4)	\$ 8.958	1.4
Baseline Surplus/(Deficit)	\$ (427.070)	\$ (452.504)	\$ (442.474)	\$ (15.404)	(3.6)	\$ 10.030	2.2

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2012 Final Estimate and Preliminary Actual: Accrual
December 2012 Year-to-Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
Farebox Revenue	Non Reimb	\$2.633	1.5%	Revenue greater than budget due to positive average fare adjustment, higher ridership from the mild winter, and improved economy
Other Operating Revenue	Non Reimb	\$1.480	7.8%	Higher than anticipated student ridership and insurance recoveries, scrap and miscellaneous income
Capital and Other Reimbursements	Reimb	(\$3.041)	(34.8%)	Lower than expected receipts
Payroll	Non Reimb	(\$12.006)	(5.3%)	Mainly due to higher rate of pay for MPA, timing of reimbursable billings, unbudgeted miscellaneous labor expenses, greater than budgeted headcount and Tropical Storm Sandy
Overtime	Non Reimb	(\$2.593)	(5.7%)	Impact of a proactive bus maintenance program, absentee coverage and vacancies in the first half of 2012
Health and Welfare	Non Reimb	\$0.207	0.4%	Unfavorable net variance of \$2.4M is due to higher retiree claims
OPEB Current Payment	Non Reimb	(\$2.610)	(17.9%)	
Pensions	Non Reimb	(\$4.502)	(11.2%)	Higher expenses and third party actuarial re-estimate
Other Fringe Benefits	Non Reimb	(\$12.463)	(40.0%)	Reclassification of workers compensation from Insurance
Fuel for Buses and Trains	Non Reimb	\$13.586	34.6%	Mainly due to the 2011 over accrual reversed in 2012 and the 2011 and 2012 CNG Tax credit and lower than estimated fuel prices
Insurance	Non Reimb	\$13.350	86.9%	Reclassification of workers compensation to Other Fringe
Claims	Non Reimb	\$2.933	11.7%	Timing of payments
Maintenance and Other Operating Contracts	Non Reimb	\$11.042	39.6%	Timing of payments
Professional Service Contracts	Non Reimb	(\$0.565)	(9.9%)	Higher than expected expenses
Materials & Supplies	Non Reimb	\$3.872	12.8%	Timing of payments
Other Business Expenses	Non Reimb	\$1.092	25.6%	Timing of payments

* Variance exceeds 100%.

(a) - Variance less than 5% or below \$ threshold

MTA BUS COMPANY
Cash Receipts and Expenditures
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
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)
Total Receipts	\$ 211.025	\$ 210.997	\$ 202.231	\$ (8.795)	(4.2)	\$ (8.766)	(4.2)
Expenditures							
Labor:							
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	80.016	(35.250)	(78.7)	(23.306)	(41.1)
OPEB Current Payment	14.586	20.869	17.196	(2.610)	(17.9)	3.673	17.6
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	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 412.647	\$ 448.474	\$ 439.956	\$ (27.309)	(6.6)	\$ 6.518	1.5
Non-Labor:							
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	21.635	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
Total Non-Labor Expenditures	\$ 132.477	\$ 187.044	\$ 123.300	\$ 9.177	6.9	\$ 63.744	34.1
Other Expenditure Adjustments:							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenditures Before Depreciation	\$ 545.124	\$ 633.518	\$ 563.256	\$ (18.132)	(3.3)	\$ 70.262	11.1
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Environmental Remediation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenditures	\$ 545.124	\$ 633.518	\$ 563.256	\$ (18.132)	(3.3)	\$ 70.262	11.1
Baseline Cash Deficit	\$ (334.099)	\$ (422.621)	\$ (361.026)	\$ (26.927)	(8.1)	\$ 61.496	14.6

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2012 Final Estimate and Preliminary Actual: Cash
December 2012 Year-to-Date

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Farebox Revenue	(\$0.249)	(0.1%)	Timing of Metro Card receipts
Other Operating Revenue	\$0.588	3.1%	Higher than anticipated student ridership
Capital and Other Reimbursements	(\$9.106)	(70.9%)	Reimbursable underruns/vacancies
Payroll	\$19.016	7.8%	Pending prior year wage adjustment for ATU and TSO hourly employees, timing of payment processing, favorable rates of pay and vacancies in first half of the year.
Overtime	(\$2.593)	(5.7%)	Tropical Storm Sandy payments, traffic delays, proactive maintenance program and vacancy coverage in first half of the year
Health and Welfare	(\$23.306)	(41.1%)	Net variance \$19.3M primarily due to prior period payments
OPEB Current Payment	\$3.673	17.6%	
Pensions	(\$3.127)	(7.7%)	Based on third party actuarial re-assessment
Other Fringe Benefits	\$12.854	37.9%	Related to the favorable Payroll variance
Fuel for Buses and Trains	\$7.327	15.5%	Mainly due to timing of payments
Insurance	\$20.551	63.0%	Mainly due to timing of Workers Compensation payments that will be re-allocated over multiple out years
Claims	\$6.574	30.1%	Timing of payments
Maintenance and Other Operating Contracts	\$16.115	51.3%	Timing of payments
Professional Service Contracts	\$3.307	43.0%	Timing of payments
Materials & Supplies	\$6.214	15.7%	Timing of payments
Other Business Expenses	\$3.723	66.4%	Timing of payments

* Variance exceeds 100%.

(a) - Variance less than 5% or below \$ threshold

MTA BUS COMPANY
2012 Adopted Budget and Final Estimate vs. Preliminary Actual
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ -	\$ 1,017	\$ (1,865)	\$ (1,865)	-	\$ (2,882)	*
Other Operating Revenue	-	-	(0.892)	(0.892)	-	(0.892)	-
Capital and Other Reimbursements	4,111	4,110	(1,955)	(6,066)	*	(6,065)	*
Total Receipts	\$ 4,111	\$ 5,127	\$ (4,711)	\$ (8,822)	*	\$ (9,838)	*
Expenditures							
Labor:							
Payroll	\$ (13,116)	\$ (12,499)	\$ 15,609	\$ (28,725)	*	\$ (28,108)	*
Overtime	-	-	-	-	-	-	-
Health and Welfare	0.403	(8,682)	(32,352)	32,756	*	23,670	*
OPEB Current Payment	-	(6,283)	-	-	-	(6,283)	(100.0)
Pensions	0.174	0.175	1,498	(1,324)	*	(1,323)	*
Other Fringe Benefits	0.165	(2,255)	22,786	(22,621)	*	(25,041)	*
GASB Account	(4,317)	(5,862)	(5,862)	1,545	35.8	-	0.0
Reimbursable Overhead	-	-	0,214	(0,214)	-	(0,214)	-
Total Labor Expenditures	\$ (16,690)	\$ (35,406)	\$ 1,893	\$ (18,583)	*	\$ (37,299)	*
Non-Labor:							
Traction and Propulsion Power	-	(8,165)	(14,424)	14,424	-	6,259	76.7
Fuel for Buses and Trains	-	(17,244)	(10,043)	10,043	-	(7,201)	(41.8)
Insurance	7,900	3,165	6,806	1,094	13.8	(3,641)	*
Claims	-	(3,282)	2,285	(2,285)	-	(5,567)	*
Maintenance and Other Operating Contracts	-	(2,000)	2,311	(2,311)	-	(4,311)	*
Professional Service Contracts	-	(8,525)	(6,985)	6,985	-	(1,540)	(18.1)
Materials & Supplies	-	(1,337)	1,307	(1,307)	-	(2,644)	*
Other Business Expenses	-	-	-	-	-	-	-
Total Non-Labor Expenditures	\$ 7,900	\$ (37,388)	\$ (18,744)	\$ 26,644	*	\$ (18,644)	(49.9)
Other Expenditure Adjustments:							
Other	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Cash Conversion Adjustments before Depreciation and GASB Adj.	\$ (4,678)	\$ (67,667)	\$ (21,561)	\$ 16,883	*	\$ (46,106)	(68.1)
Depreciation	42,235	42,235	45,780	(3,545)	(8.4)	(3,545)	(8.4)
OPEB Obligation	\$ 55,415	\$ 55,415	\$ 55,326	\$ 0,089	0.2	\$ 0,089	0.2
Environmental Remediation	-	-	2,320	(2,320)	-	(2,320)	-
Baseline Total Cash Conversion Adjustments	\$ 92,972	\$ 29,983	\$ 81,865	\$ 11,106	11.9	\$ (51,882)	*

*Totals may not add due to rounding

**MTA BUS COMPANY
2012 YEAR END REPORT
UTILIZATION
(in millions)**

	December Year-to-Date			Favorable/(Unfavorable) Variance			
	2012 Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
<u>Farebox Revenue</u>				\$	%	\$	%
Fixed Route	\$ 180.168	\$ 178.121	\$ 180.754	\$ 0.586	0.3	\$ 2.633	1.5
Total Farebox Revenue	180.168	178.121	180.754	0.586	0.3	2.633	1.5
Other Revenue	19.019	19.019	20.499	1.480	7.8	1.480	7.8
Capital & Other	7.727	8.730	5.689	(2.039)	(26.4)	(3.041)	(34.8)
Total Revenue	\$ 206.914	\$ 205.870	\$ 206.942	\$ 2.066	1.0	\$ 4.113	2.0
<u>Ridership</u>							
Fixed Route	118.840	119.003	119.732	0.892	0.8	0.729	0.6
Total Ridership	118.840	119.003	119.732	0.892	0.8	0.729	0.6

MTA BUS COMPANY
Non-Reimbursable and Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents
December 2012 Year-to-Date

FUNCTION/DEPARTMENT	Final Estimate	Preliminary Actual	Favorable (Unfavorable) Variance	Explanation of Variances
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	-	
Strategic Office	8	6	2	
Labor Relations	4	-	4	
Non-Departmental	61	-	61	Timing of Training Requirements
Total Administration	182	121	61	
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	-	
Total Operations	2,268	2,441	(173)	Students in Training
Buses	738	741	(3)	
Maintenance Support/CMF	156	160	(4)	
Facilities	72	38	34	Vacancies Replaced by MOU
Supply Logistics	85	81	4	
Total Maintenance	1,051	1,020	31	
Capital Program Management	38	34	4	
Total Engineering/Capital	38	34	4	
Office of the Senior Vice President	14	14	-	
Total Public Safety	14	14	-	
	3,553	3,630	(77)	
Non-Reimbursable	3,489	3,572	(83)	
Reimbursable	64	58	6	
Total Full-Time	3,538	3,611	(73)	
Total Full-Time Equivalents	15	19	(4)	

MTA BUS COMPANY
Full-Time Positions and Full-Time Equivalents
by Function and Occupation Group
December 2012 Year-to-Date

FUNCTION/OCCUPATION	Final Estimate	Preliminary Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	48	43	5	
Professional, Technical, Clerical	73	78	(5)	
Operational Hourlies	61		61	
Total Administration	182	121	61	Timing of Training Requirements
Operations				
Managers/Supervisors	300	295	5	
Professional, Technical, Clerical	50	55	(5)	
Operational Hourlies	1,918	2,091	(173)	
Total Operations	2,268	2,441	(173)	Students in Training
Maintenance				
Managers/Supervisors	199	194	5	
Professional, Technical, Clerical	13	13	-	
Operational Hourlies	839	813	26	
Total Maintenance	1,051	1,020	31	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	22	19	3	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
Total Engineering/Capital	38	34	4	
Public Safety				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	2	(2)	
Total Public Safety	14	14	-	
Total Baseline Positions				
Managers/Supervisors	560	558	22	
Professional, Technical, Clerical	155	166	(11)	
Operational Hourlies	2,818	2,906	(88)	
Total Baseline Positions	3,553	3,630	(77)	

Preliminary 2012 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2012 Adoptd Budget		2012 Final Estimate		Actuals		2012 Adopted vs. Actuals		2012 Final Estimate vs. Actuals	
							Var. - Fav./Unfav)		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	579,327	\$24.354	611,188	\$25.884	545,248	\$23.781	34,078 5.9%	\$0.574 2.4%	65,940 10.8%	\$2.104 8.1%
<u>Unscheduled Service</u>	43,864	\$2.034	74,700	\$3.309	54,436	\$2.282	(10,572) -24.1%	(\$0.248) -12.2%	20,264 27.1%	\$1.027 31.0%
<u>Programmatic/Routine Maintenance</u>	163,793	\$7.019	170,052	\$7.300	209,699	\$10.623	(45,905) -28.0%	(\$3.604) -51.3%	(39,647) -23.3%	(\$3.323) -45.5%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.006	- 0.0%	(\$0.006) 0.0%	- 0.0%	(\$0.006) 0.0%
<u>Vacancy/Absentee Coverage</u>	150,474	\$6.844	150,474	\$6.844	241,533	\$9.110	(91,059) -60.5%	(\$2.266) -33.1%	(91,059) -33.1%	(\$2.266) -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)
<u>Safety/Security/Law Enforcement</u>	2,641	\$0.128	2,641	\$0.128	1,381	\$0.084	1,260 47.7%	\$0.044 34.6%	1,260 47.7%	\$0.044 34.6%
<u>Other</u>	7,371	\$0.344	7,371	\$0.344	7,454	\$0.409	(83) -1.1%	(\$0.065) -18.8%	(83) -1.1%	(\$0.065) -18.8%
Total Unscheduled	948,745	\$40.783	1,060,549	\$45.375	1,098,399	\$47.968	(149,654) -15.8%	(\$7.185) -17.6%	(37,850) -3.6%	(\$2.593) -5.7%
TOTAL NON-REIMBURSABLE OVERTIME:	948,745	\$40.783	1,060,549	\$45.375	1,098,399	\$47.968	(149,654) -15.8%	(\$7.185) -17.6%	(37,850) -3.6%	(\$2.593) -5.7%
REIMBURSABLE OVERTIME ¹	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
TOTAL OVERTIME	948,745	\$40.783	1,060,549	\$45.375	1,098,399	\$47.968	(149,654)	(\$7.185)	(37,850)	(\$2.593)

¹All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

MIA Bus Company
Preliminary 2012 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

December 2012 Year-to-Date

	Var. - Fav./(Unfav)		Explanations
	Hours	\$	
<u>Scheduled Service</u>	65,940	\$2.104	Less than scheduled service operated
	10.8%	8.1%	
<u>Unscheduled Service</u>	20,264	\$1.027	
	27.1%	31.0%	
<u>Programmatic/Routine Maintenance</u>	(39,647)	(3.323)	Primarily due to intensive maintenance program to improve bus reliability
	-23.3%	-45.5%	
<u>Unscheduled Maintenance</u>	-	(0.006)	
	0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	(91,059)	(\$2.266)	Vacancy and Absentee coverage in the first half of the year
	0.0%	0.0%	
<u>Weather Emergencies</u>	5,475	(\$0.109)	Tropical Storm Sandy
	0.0%	0.0%	
<u>Safety/Security/Law Enforcement</u>	1,260	\$0.044	
	47.7%	34.6%	
<u>Other</u>	(83)	(\$0.065)	
	-1.1%	-18.8%	
Total Unscheduled	(37,850)	(\$2.593)	
	-3.6%	-5.7%	
TOTAL NON-REIMBURSABLE OVERTIME:	(37,850)	(\$2.593)	
	-3.6%	-5.7%	
REIMBURSABLE OVERTIME ¹	-	\$0.000	
TOTAL OVERTIME	(37,850)	(\$2.593)	
	-3.6%	-5.7%	

¹All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

Report



New York City Transit

FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

For the year ending December 31, New York City Transit's performance against its 2012 Capital Project Milestones was:

(\$ Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$75.3	\$69.3	92
Design Completions	119.7	66.7	56
Awards	3,854.2	2,217.8	58
Substantial Completions	2,962.0	2,559.6	86
Closeouts	4,915.5	1,154.9	24

Through January 31, performance against 2013 Capital Project Milestones was:

(\$ Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$21.7	\$19.7	91
Design Completions	13.3	8.2	62
Awards	338.7	335.5	99
Substantial Completions	16.1	8.5	53
Closeouts	46.5	86.3	186

During December and January, NYCT awarded projects totaling \$392.1 million including:

- projects encompassing the 2013 Track and Switch Reconstruction Program;
- modernization of the Roosevelt Interlocking on the Queens Boulevard Line;
- cable installation for Public Address / Customer Information Systems at 43 subway stations; and
- overcoat painting of the elevated structure from the portal north of 3rd Avenue / East 149th Street to East 180th Street on the White Plains Road Line in the Bronx.

Capital Program Status March 2013

During December and January, NYCT awarded projects totaling \$392.1 million, including \$178.4 million for a portion of the 2012 track and switch reconstruction program. NYCT will replace underground subway track, mainline switches, mainline panels, yard switches, and yard panels in an ongoing effort to keep this integral portion of the infrastructure in a state of good repair. In addition, NYCT will install continuous welded rail to replace worn jointed rail. The program also includes track and switch alignment, system maintenance, structural repairs, and replacement of ties, rail and plates. It is anticipated that additional funds for the remainder of the 2013 track program will be committed later this year.

NYCT awarded a \$47.3 million project to install cabling for Public Address / Customer Information Systems at 43 subway stations. The systems to be installed under this project will feature audio and text-messaging capabilities, and will be connected to the NYCT communications network.

NYCT also awarded a \$99.8 million project to modernize and improve the reliability of the Roosevelt Interlocking located on the Queens Boulevard Line in Queens. The project scope includes a new conventional relay-based interlocking and the construction of new relay rooms to house associated equipment. This project is necessary for future implementation of Communications Based Train Control (CBTC) on this line.

NYCT also committed \$30.4 million to provide overcoat painting to approximately 3.5 miles of elevated structure from the portal north of 3rd Avenue / East 149th Street to East 180th Street on the White Plains Line in the Bronx. The project scope includes surface preparation and the application of three coats of alkyd paint to all steel surfaces.

Also during December and January, NYCT substantially completed projects totaling \$386.6 million including the \$260.4 million rehabilitation of the Culver Viaduct Phase 2 between the Carroll Street and 4th Avenue Stations, and modernization of the 4th Avenue interlocking on the Culver and Crosstown Lines in Brooklyn.

NYCT completed 2012 Track and Switch Reconstruction Program projects totaling \$68.2 million to replace underground subway track, track panels, mainline switches, and install continuous welded rail throughout the subway system.

NYCT substantially completed a \$14.2 million project to install a storm water sewer under Arthur Kill Road and Allentown Lane in Staten Island with an outfall into the Arthur Kill Bay to serve the new Charleston Bus Depot.

NYCT also completed the \$34.7 million purchase of 54 buses to be operated on express routes. These buses are designed to operate in Authority revenue service for a minimum of 12 years or 500,000 miles. These buses will meet Environmental Protection Administration (EPA) emission standards as well as Americans with Disabilities Act (ADA) Standards.

Also during December and January, NYCT started 19 design projects for \$30.5 million, completed 16 designs for \$22.0 million, and closed out 18 projects for \$228.4 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the 18 projects that NYCT closed out in December and January.

Projects Closed During December 2012-January 2013
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Gap Fillers Union Square Ph 3: Local Platform	\$25.5	\$27.4	12/11	12*
2 Street Stairs: Rockaway Avenue / N. Lots	\$0.8	\$0.8	05/12	7*
Rehab Emergency Exits: 50 Locations	\$11.3	\$11.3	06/12	6*
Intermodal: Gun Hill Road / White Plains Road	\$6.3	\$6.7	07/12	6
2 Street Stairs New Lots Av / N. Lots	\$0.8	\$0.9	08/12	4*
3 Street Stairs Saratoga Av / N. Lots	\$1.1	\$1.1	09/12	3*
Mainline Track Repl 2012: s/o Halsey, Montrose	\$3.3	\$2.5	10/12	3
DOS Roof Replacement - Phase 2	\$18.2	\$19.7	10/12	2*
Street Stairs: Longwood Avenue/Pelham	\$0.9	\$0.9	10/12	2*
Mainline Track Replacement 2012 at West End	\$3.2	\$4.7	12/12	1
Mainline Track Replacement 2012 at n/o Dekalb	\$5.5	\$5.5	12/12	1
Replace Cable: 4 Substation Control Zones	\$49.7	\$48.8	12/11	1
Mainline Track Replacement 2012 - Sea Beach	\$1.0	\$1.0	11/12	1*
3 St. Stairs Sutter Av, Rutland Rd / N. Lots	\$0.9	\$0.9	12/12	0*
Mainline Track Replacement 2012 at Queens Blvd	\$9.1	\$9.3	01/13	0
Mainline Track Switches - 2012 at West End	\$7.1	\$7.0	01/13	0
Platform Stairs: 182-183 Streets / Concourse	\$1.6	\$1.8	01/13	(1)*
Vent Plant: Jackson Avenue / Queens	\$80.2	\$78.0	02/13	(2)*

* Closed during Dec 12, all others closed Jan 13

The closeout of the gap fillers project at Union Square was delayed 12 months in order to resolve signal punch list work and final acceptance documentation.

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

<u>Fan Plants</u>	<u>December '11</u>	<u>December '12</u>	<u>More/(Less)</u>
All	192	189	(3)
Operable	186	174	(12)
Inoperable	6	15	9
Reduced Capacity	0	0	0

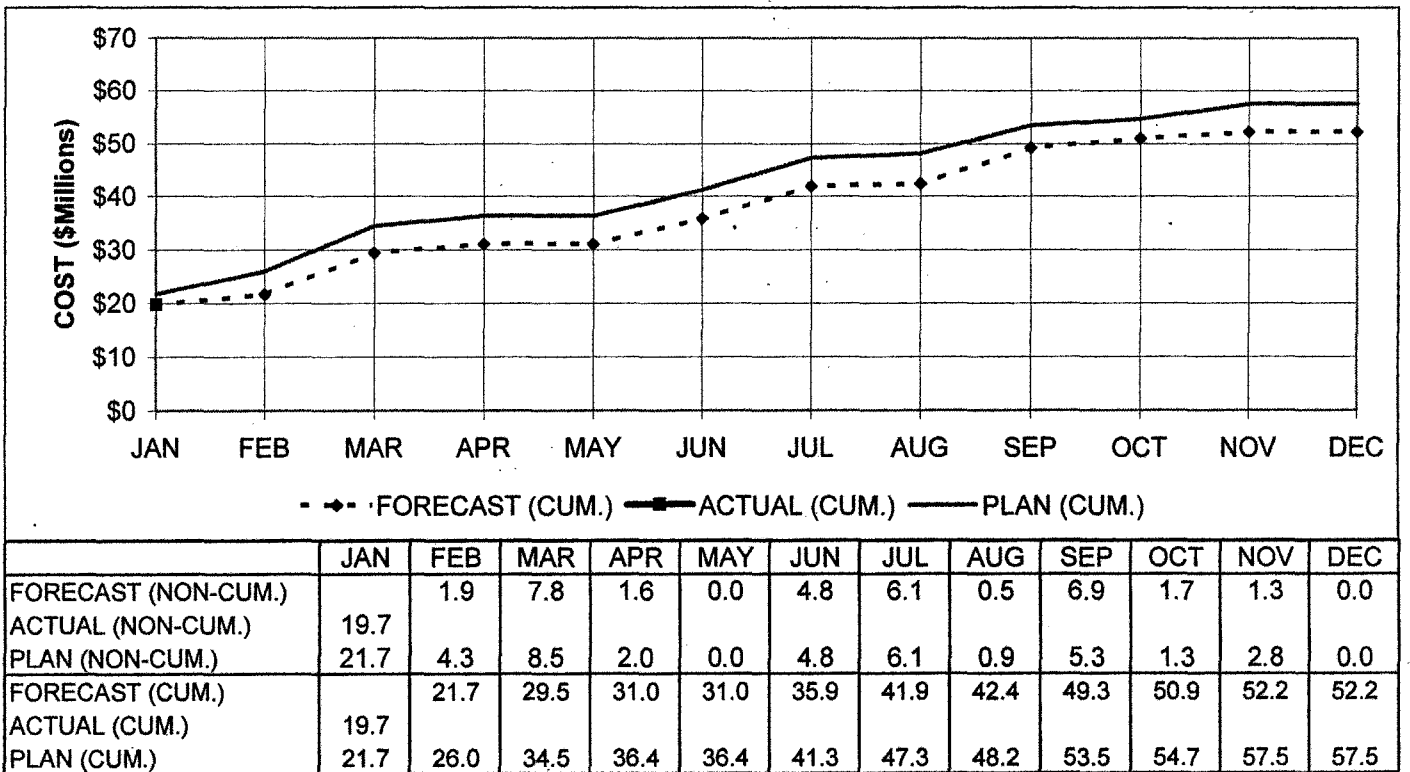
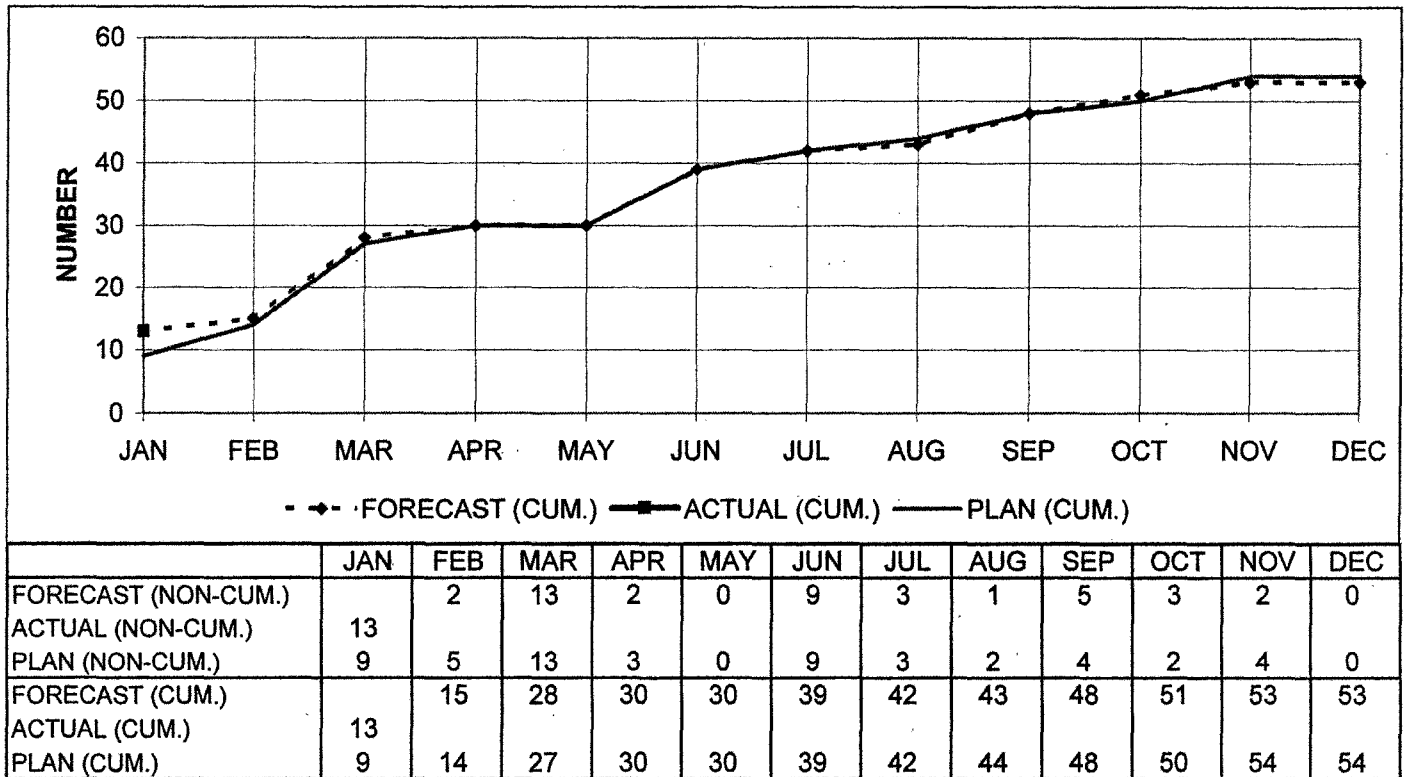
<u>Fan Units</u>	<u>December '11</u>	<u>December '12</u>	<u>More/(Less)</u>
All	401	400	(1)
Operable	388	366	(22)
Inoperable	13	34	21
Reduced Capacity	0	0	0

Inoperable Fan Plants and Fans
(as of December 31, 2012)

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	0	0
MOW / Hydraulics	11	26
Warranty Work, Test Section Repair, or MTA-CC	4	8
Total	15	34

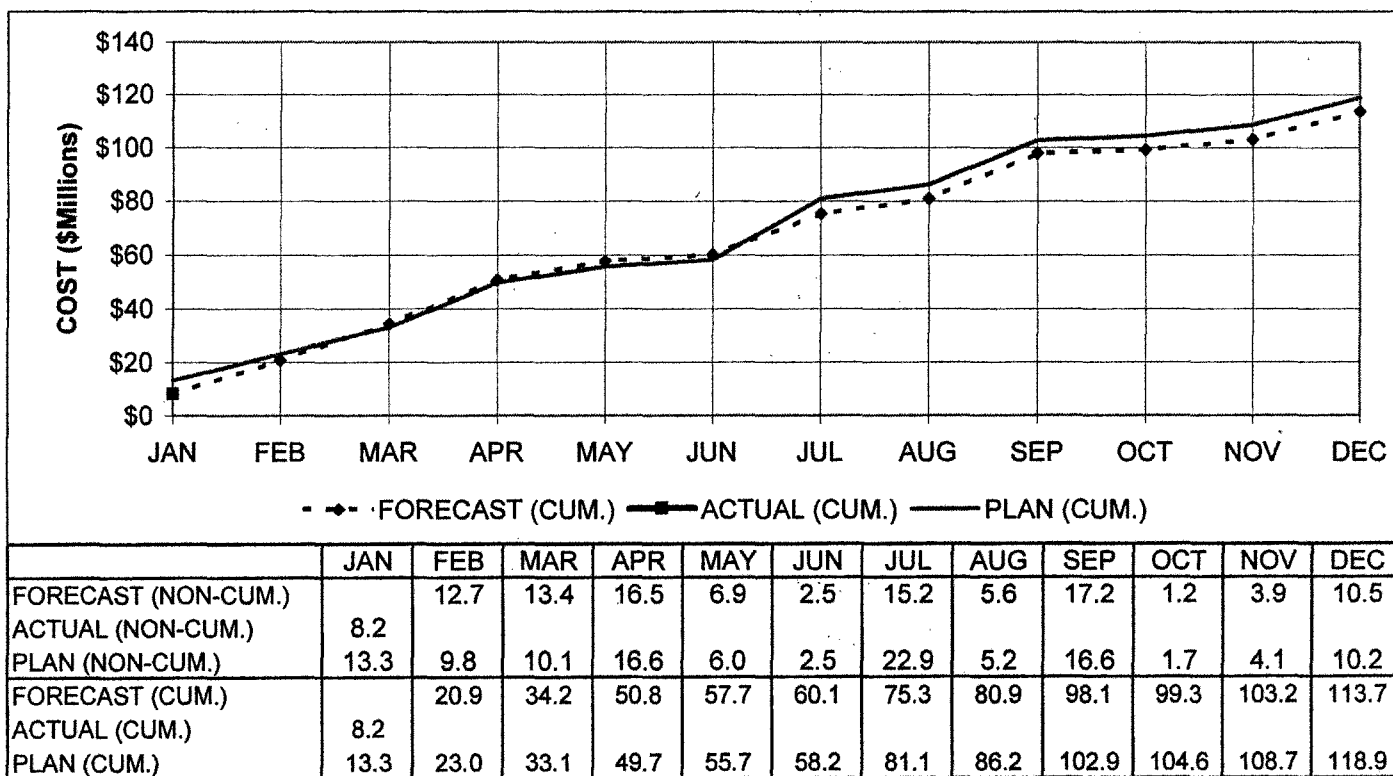
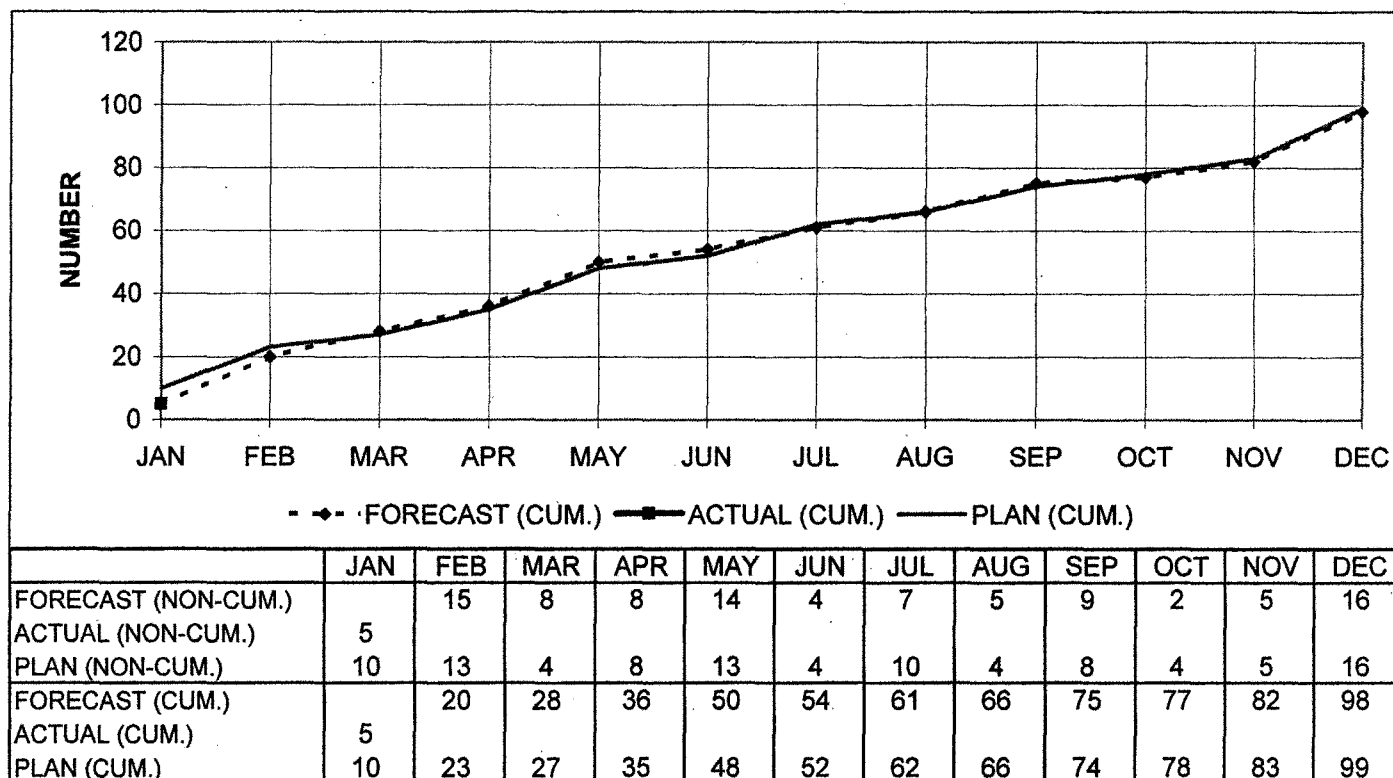
2012 Design Starts Charts

As of January 2013



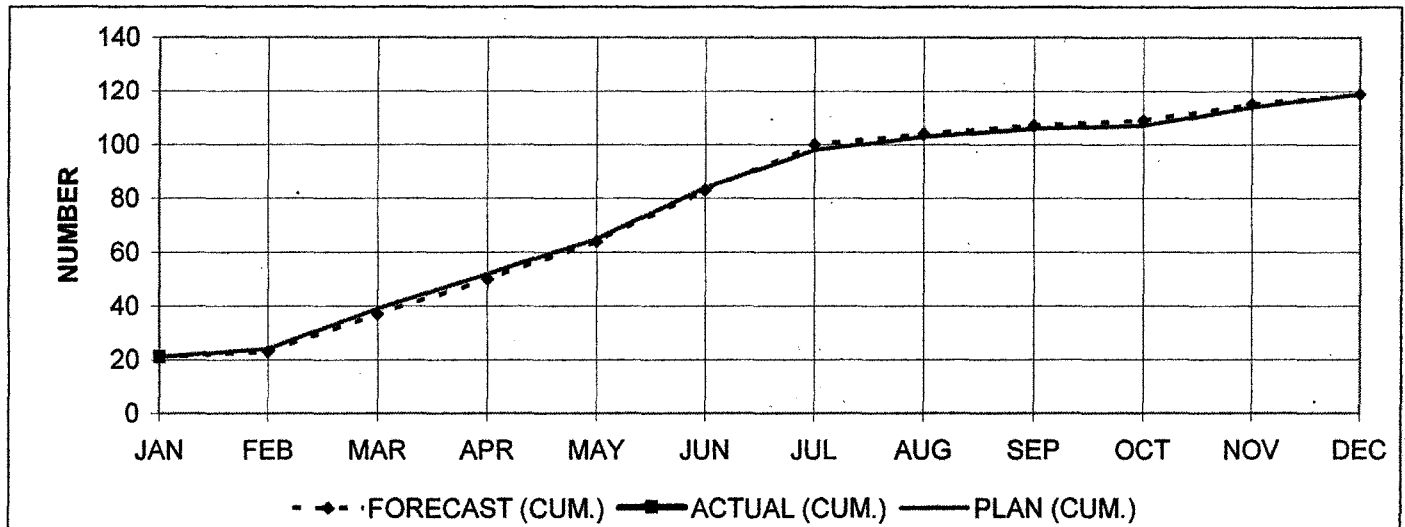
2012 Design Completions Charts

As of January 2013

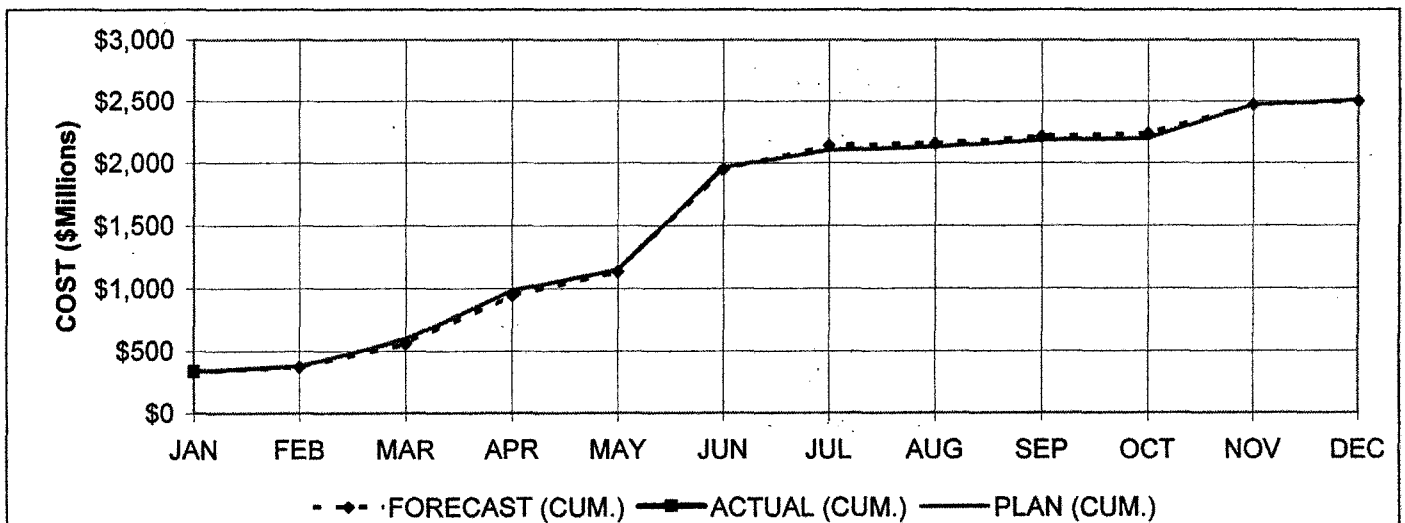


2012 Awards Charts

As of January 2013



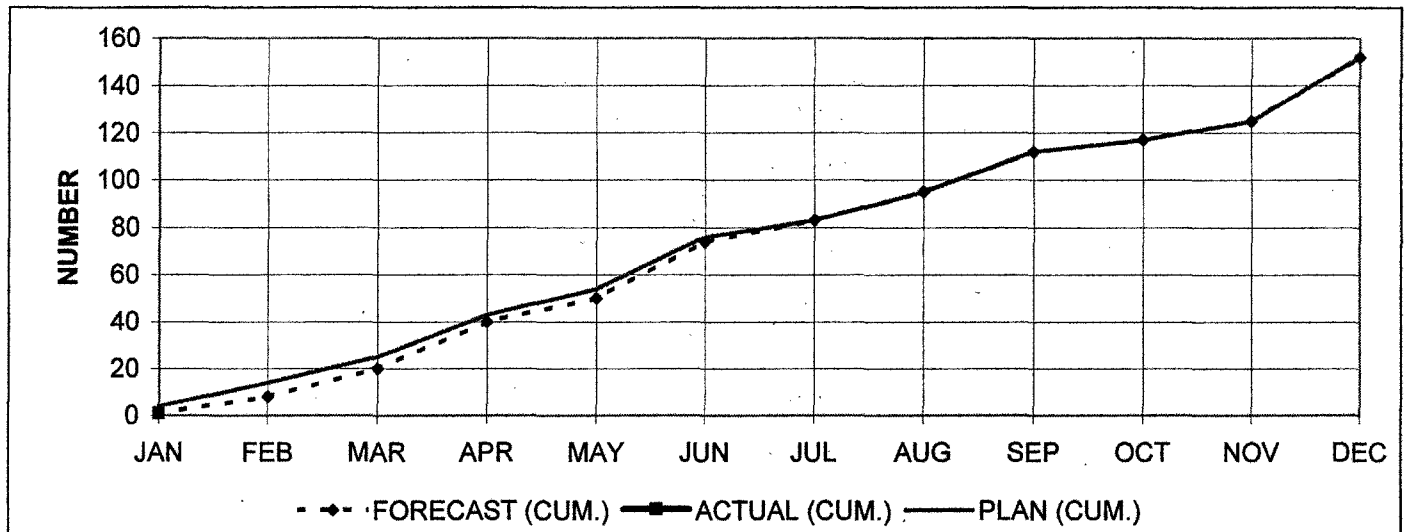
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		2	14	13	14	19	17	4	3	2	6	4
ACTUAL (NON-CUM.)	21											
PLAN (NON-CUM.)	21	3	15	13	13	19	14	5	3	1	7	5
FORECAST (CUM.)		23	37	50	64	83	100	104	107	109	115	119
ACTUAL (CUM.)	21											
PLAN (CUM.)	21	24	39	52	65	84	98	103	106	107	114	119



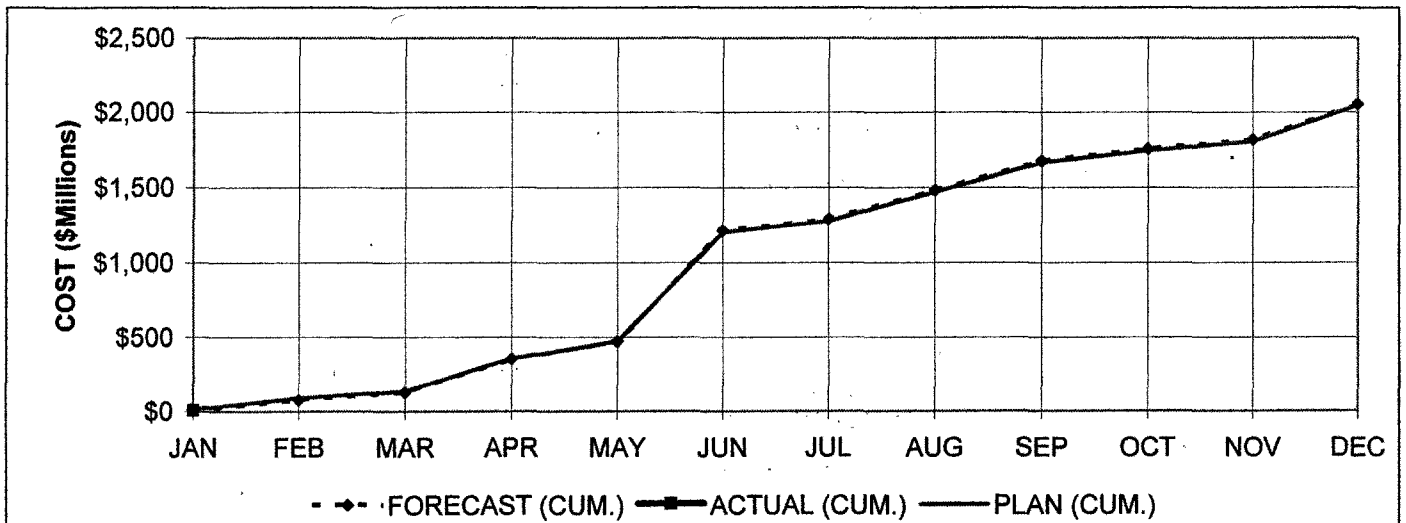
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		36.5	186.1	384.5	190.1	818.1	191.2	13.7	57.1	21.4	238.5	26.7
ACTUAL (NON-CUM.)	335.5											
PLAN (NON-CUM.)	338.7	40.1	215.9	388.2	164.5	818.1	141.0	23.3	57.1	11.8	273.7	38.9
FORECAST (CUM.)		372.0	558.1	942.6	1,132.7	1,950.8	2,142.0	2,155.7	2,212.7	2,234.1	2,472.6	2,499.3
ACTUAL (CUM.)	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

2012 Substantial Completions Charts

As of January 2013



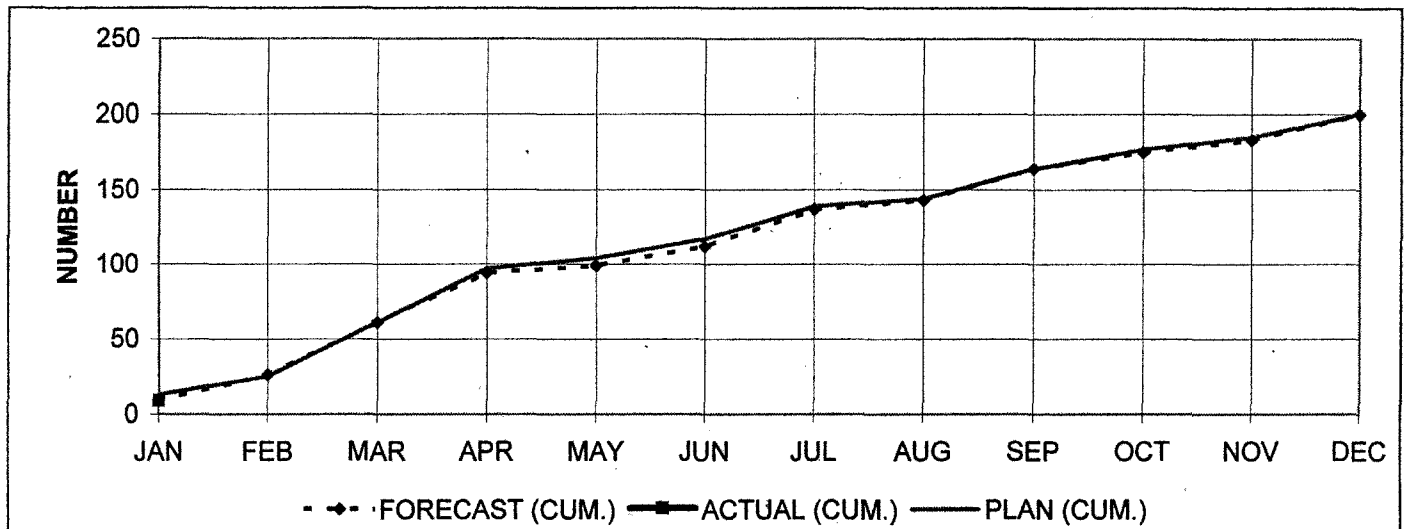
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		7	12	20	10	24	9	12	17	5	8	27
ACTUAL (NON-CUM.)	1											
PLAN (NON-CUM.)	4	10	11	18	11	22	7	12	17	5	8	27
FORECAST (CUM.)		8	20	40	50	74	83	95	112	117	125	152
ACTUAL (CUM.)	1											
PLAN (CUM.)	4	14	25	43	54	76	83	95	112	117	125	152



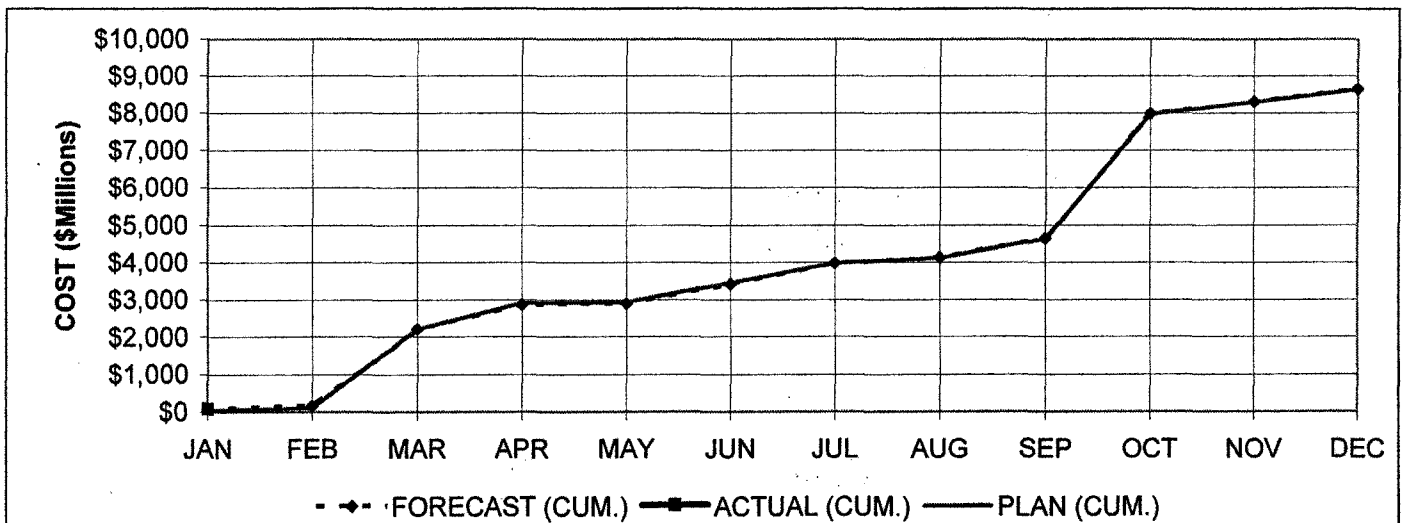
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		69.6	52.5	223.9	117.5	743.4	74.5	192.3	194.6	78.8	63.2	237.6
ACTUAL (NON-CUM.)	8.5											
PLAN (NON-CUM.)	16.1	75.2	46.6	221.4	112.6	733.4	72.8	192.2	194.5	78.8	63.2	239.2
FORECAST (CUM.)		78.1	130.6	354.5	471.9	1,215.3	1,289.8	1,482.1	1,676.7	1,755.6	1,818.8	2,056.4
ACTUAL (CUM.)	8.5											
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

2012 Closeouts Charts

As of January 2013



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		17	35	33	5	13	25	6	21	11	8	17
ACTUAL (NON-CUM.)	9											
PLAN (NON-CUM.)	13	12	36	36	7	13	22	5	20	13	8	15
FORECAST (CUM.)		26	61	94	99	112	137	143	164	175	183	200
ACTUAL (CUM.)	9											
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.)		74.4	2052.0	659.1	24.6	520.5	569.9	143.4	509.2	3347.5	325.3	334.1
ACTUAL (NON-CUM.)	86.3											
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.)		160.7	2,212.8	2,871.8	2,896.5	3,416.9	3,986.8	4,130.2	4,639.4	7,987.0	8,312.3	8,646.3
ACTUAL (CUM.)	86.3											
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

**MTA New York City Transit
INVENTORY REPORT
Year-end 2012**

I. Actual Inventory Activity

Total inventory increased by \$1.9M during 2012, with issues exceeding receipts (drawdown) by \$3.5M.

- Buses – drew down \$0.3M, with receipts over budget and issues within budget
- Car Equipment – drew down \$0.8M, with receipts and issues within budget
- M of W (Maintenance of Way) – drew down \$3.2M, with receipts and issues within budget
- Other – built up \$0.8M, with receipts and issues over budget

Total adjustments included:

- an increase of \$3.2M in delivered AFC (Automatic Fare Collection) material
- an increase of \$3.0M in net difference between the turn-in and issue of rebuilt units valued at 50% of average unit price
- an increase of \$1.7M due to the return of Buses parts previously loaned to a vendor
- a decrease of \$2.2M due to the removal of excess/obsolete material
- a decrease of \$0.5M in the amount of right-of-way inventory (working stock).

II./III. 2012 Year-end Overview

Inventory level at the end of 2012 was \$280.5M, \$5.1M higher than the targeted level of \$275.4M.

- NYCT had an inventory impact of \$3.5M in drawdown, compared to the budgeted inventory impact of \$4.2M in drawdown.
- A total of \$3.4M in new capital spare parts was delivered in 2012, compared to the projected level of \$6.0M. This consisted of \$0.2M in parts for the R160 cars and \$3.2M in AFC (Automatic Fare Collection) material.
- \$2.2M of excess/obsolete material was removed, compared to the targeted level of \$5.0M.

Details by department of the \$3.5M in drawdown are as follows:

- Buses had an inventory impact goal of \$1.5M in drawdown. It ended the year with \$0.3M in drawdown.

MTA New York City Transit

- Car Equipment had an inventory impact goal of \$0.5M in drawdown. It ended the year with \$0.8M in drawdown.
- M of W had an overall drawdown goal of \$2.2M. It ended the year with \$3.2M in drawdown.
 - Track (TRK) was budgeted to have no buildup or drawdown. It ended the year with \$0.9M in drawdown.
 - Infrastructure (INF) had a drawdown goal of \$0.4M. It ended the year with no buildup or drawdown.
 - Elevators & Escalators (EAE) was budgeted to have a drawdown of \$0.6M. It ended the year with no buildup or drawdown.
 - Electrical (ELE) was budgeted to have no buildup or drawdown. It ended the year with \$0.5M in buildup.
 - Electronics Maintenance Division (EMD) had a drawdown goal of \$1.2M. It ended the year with \$2.8M in drawdown.
- “Other” Department had an inventory impact goal of no buildup or drawdown. It ended the year with \$0.8M in buildup.

IV. Service Level

NYCT has a service level goal of 98.5% for fastmovers. During the fourth quarter this year, the service level was 97.3% for Buses and 96.1% for Car Equipment.

V. Turns: 12-Month Rolling Average

Overall inventory turns of 1.2 were slightly higher than last year's inventory turns of 1.1.

**MTA Staten Island Railway
INVENTORY REPORT
Year-end 2012**

I. Actual Inventory Activity

Material forecasting for the current inventory reporting quarter has resulted in a year-to-date closing balance of \$2,213k and an associated inventory buildup amounting to \$80K. This was primarily the result of Other having a buildup of 49K and Car Equipment having a buildup of \$21K. The buildup was a result of SIR's recovery efforts from the loss of inventory post Hurricane Sandy. SIR lost approximately \$487K in inventory after the storm. These numbers will be reflected in the First Quarter of 2013.

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

The prior year had a same period buildup of \$68K versus the current year's buildup of \$80K. The categories that contributed to the buildup were Car Equipment (last year's drawdown of 36K) and Other (last year's buildup of \$5K), while MOW had a buildup of 99K versus a buildup of 10K for this year.

III. 2012 Year-end Budget Target

The Railway's year-end inventory drawdown target was \$50K. The buildup of \$80K was due to SIR's recovery efforts from the loss of inventory post Hurricane Sandy.

IV. Service Level Rate

Data collection methodology is not yet available.

V. Turns: 12 Month Rolling Average

The current year's total turns of 0.45 is greater than the prior year's total turns of .34 for the same period. The increase in the turns is a result of Car Equipment turning at .50 and MOW turning at 0.45.

MTA New York City Transit
INVENTORY REPORT
Year-end 2012

\$ in millions

	Buses	Car Equipment	M of W ^(b)	Other ^(c)	Total
<u>I. Actual Inventory Activity</u>					
1. Opening Balance (1/01/12)	57.4	128.5	82.7	10.0	278.6
2. Receipts YTD	78.6	77.8	65.8	23.7	245.9
3. Issues YTD	78.9	78.6	69.0	22.9	249.4
4. Adjustments ^(a)	2.9	0.6	3.8	(1.9)	5.4
5. Closing Balance YTD (12/31/12)	59.9	128.4	83.4	8.9	280.5
6. Receipts More/(Less) than Issues	(0.3)	(0.8)	(3.2)	0.8	(3.5)
<u>II. Year-to-date Actuals: Current Year vs. Last Year</u>					
7. Opening Balance (1/01/11)	59.2	130.3	88.8	15.0	293.3
8. Closing Balance (12/31/11)	57.4	128.5	82.7	10.0	278.6
9. Receipts More/(Less) than Issues 12/31/11)	1.2	(2.5)	(5.0)	(1.5)	(7.8)
<u>III. 2012 Year End Budget Targets</u>					
10. Budget Closing Balance (12/31/12)	54.9	126.5	84.0	10.0	275.4
11. Receipts More/(Less) than Issues (12/31/12)	(1.5)	(0.5)	(2.2)	0.0	(4.2)
<u>IV. Service Level Rate</u>					
12. Current Quarter Average Rate	97.3%	96.1%	N/A	N/A	
<u>V. Turns: 12 Month Rolling Average</u>					
13. Current: As of 12/31/12	1.7	0.9	1.1	2.2	1.2
14. Prior year: As of 12/31/11	1.7	0.8	1.2	1.6	1.1

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

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

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

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

MTA New York City Transit
M of W Divisions
INVENTORY REPORT
Year-end 2012

\$ in millions

	TRK	INF	EAE ^(a)	ELE	EMD	TOTAL
I. <u>Actual Inventory Activity</u>						
1. Opening Balance (1/01/12)	25.7	9.5	7.0	8.2	32.3	82.7
2. Receipts YTD	42.2	3.9	2.5	9.1	8.2	65.8
3. Issues YTD	43.1	3.9	2.4	8.6	11.0	69.0
4. Adjustments	(0.5)	0.4	(0.0)	0.1	3.9	3.8
5. Closing Balance YTD (12/31/12)	24.3	9.9	7.0	8.7	33.4	83.4
6. Receipts More/(Less) than Issues	(0.9)	(0.0)	0.0	0.5	(2.8)	(3.2)
II. <u>Year-to-date Actuals: Current Year vs. Last Year</u>						
7. Opening Balance (1/01/11)	23.7	15.2	N/A	8.4	41.6	88.8
8. Closing Balance (12/31/11)	25.7	16.4	N/A	8.2	32.3	82.7
9. Receipts More/(Less) than Issues 12/31/11)	2.5	1.7	N/A	(0.1)	(9.1)	(5.0)
III. <u>2012 Year End Budget Targets</u>						
10. Budget Closing Balance (12/31/12)	25.7	9.1	5.9	8.2	35.1	84.0
11. Receipts More/(Less) than Issues (12/31/12)	0.0	(0.4)	(0.6)	0.0	(1.2)	(2.2)
IV. <u>Service Level Rate</u>						
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A	N/A	N/A
V. <u>Turns: 12 Month Rolling Average</u>						
13. Current: As of 12/31/12	1.6	0.4	0.3	0.9	1.2	1.1
14. Prior year: As of 12/31/11	1.4	0.4	N/A	1.4	1.2	1.2

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

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

MTA Staten Island Railway
INVENTORY REPORT
Year-end 2012

\$ in thousands

	Car Equipment	M of W	Other	Total
I. <u>Actual Inventory Activity</u>				
1. Opening Balance (1/01/12)	604	1,436	93	2,133
2. Receipts YTD	334	661	86	1,081
3. Issues YTD	313	651	37	1,001
4. Adjustments	0	0	0	0
5. Closing Balance YTD (12/31/12)	625	1,446	142	2,213
6. Receipts More/(Less) than Issues	21	10	49	80
II. <u>Year-to-date Actuals: Current Year vs. Last Year</u>				
7. Opening Balance (1/01/11)	640	1,337	88	2,065
8. Closing Balance (12/31/11)	604	1,436	93	2,133
9. Receipts More/(Less) than Issues 12/31/11)	(36)	99	5	68
III. <u>2012 Year End Budget Targets</u>				
10. Budget Closing Balance (12/31/12)	589	1,404	90	2,083
11. Receipts More/(Less) than Issues (12/31/12)	(15)	(32)	(3)	(50)
IV. <u>Service Level Rate</u>				
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A
V. <u>Turns: 12 Month Rolling Average</u>				
13. Current: As of 12/31/12	0.50	0.45	0.26	0.45
14. Prior year: As of 12/31/11	0.46	0.18	1.53	0.34

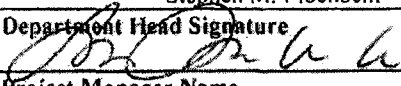
5. PROCUREMENTS



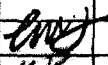





New York City Transit

PROCUREMENTS

The Procurement Agenda this month includes 23 actions for a proposed expenditure of \$212.3M.

Subject Request for Authorization to Award Various Procurements					
Department Materiel Division - NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	3/11/13			
2	Board	3/13/13			

March 5, 2013			
Department Law and Procurement - MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Table of Contents Ref # 			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	Executive VP		Pres. MTAB/SVP Buses
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	2	\$ 1.1 M
• Ellcon National, Inc.	\$.2 M	
• Transit Sourcing Services, Inc.	\$.9 M	

Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts	1	\$.6 M
• Sperry Rail Service	\$.6 M	
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$.8 M
• Sperry Rail Service	\$.8 M	
Schedule J: Modification to Miscellaneous Procurement Contracts		\$ M
• GIRO, Inc.	1	.4

SUBTOTAL 5 \$ 2.9 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:Procurements Requiring Two-Thirds Vote:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M

Schedules Requiring Majority Vote

Schedule F: Personal Service Contracts	4	\$ 13.4 M
Schedule G: Miscellaneous Service Contracts	2	\$ 1.8 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	2	\$ 69.4 M
SUBTOTAL	9	\$ 84.6 M

MTA Capital Construction proposes to award Competitive procurements in the following categories: NONE**MTA Bus Company proposes to award Competitive procurements in the following categories:**Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts	1	\$.4 M
SUBTOTAL	1	\$.4 M

NYC Transit proposes to award Ratifications in the following categories:Schedules Requiring Two-Thirds Vote:

Schedule D: Ratification of Completed Procurement Actions	3	\$ 120.6 M
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Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$ 2.2 M
SUBTOTAL	4	\$ 122.8 M

MTA Capital Construction proposes to award Ratifications in the following categories:Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	4	\$ 1.6 M
SUBTOTAL	4	\$ 1.6 M

MTA Bus Company proposes to award Ratifications in the following categories: NONE

TOTAL	23	\$ 212.3 M
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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.

MARCH 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. **Ellecon National, Inc.** **\$205,440** Staff Summary Attached
Non-Competitive – Twenty month contract
RFQ # 34120
 Test and evaluation of material used for the overhaul of R142/R142A/R143/R160 subway car tread brake units.
2. **Transit Sourcing Services, Inc.** **\$856,700** Staff Summary Attached
Non-Competitive – Thirty-six month contract
RFQ # 33255
 Test and evaluation of subway car wheels.

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.)

3. **Sperry Rail Service** **\$615,000 (Est.)** Staff Summary Attached
Sole Source – One-Year Contract
RFQ # 2862
 Upgrade of NYC Transit's Track Geometry Car #2.

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.)

4. **Sperry Rail Service** **\$815,000 (Est.)** Staff Summary Attached
Contract # 01L8350.5
 Modification to the contract for ultrasonic rail flaw detection services, in order to extend the term of the contract.

MARCH 2013

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

J. Modification to Miscellaneous Procurement Contracts

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

5. **GIRO, Inc.** **\$431,321 (NTE)** *Staff Summary Attached*
Contract #97K7070.17

Modification to the contract for the purchase, maintenance and technical support of the Transit Vehicle and Crew Scheduling Software System (HASTUS 5) in order to extend the contract term.

MARCH 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)
(Staff Summaries required for items estimated to be greater than \$1M.)

- | | | |
|---|-----------------------|-------------------------------|
| 1. Contractor To Be Determined
Seven-Year Contract
Contract # TBD | Cost To Be Determined | <u>Staff Summary Attached</u> |
|---|-----------------------|-------------------------------|
- RFP Authorizing Resolution for the NYC Transit Network Infrastructure Upgrade.

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.)

2. Carl J. Costantino and Associates \$429,615 (NTE)
Two Proposals – Four-year contract, plus a one-year option
Contract #CM-1041

This joint agency contract with MTA Bus Company (MTABC) is for the services of a Soils Consultant. The contract includes an unfunded option to extend the contract for up to an additional 12 months. Approval is sought for the base four year term only as follows: \$368,566 for NYC Transit and \$61,049 for MTABC.

Under this contract, the Consultant shall perform soils consulting services on various NYC Transit and MTABC projects. The work will include: on-site inspections, evaluation of boring samples, submission of technical reports, conducting technical training/seminars on soils technology, testing and evaluation of soils conditions and report their affect on existing and proposed agency structures during both design and construction of temporary and permanent work.

A 2-Step Request for Proposal (RFP) was advertised and eight firms submitted Qualification Packages. The Selection Committee (SC) reviewed the submittals and recommended that three consultant firms receive the RFP. Three of the other five firms were not recommended because of potential organizational conflicts of interest; they already do business with the MTA agencies as prime consultants on several projects. The other two firms' submissions focused primarily on testing and laboratory analysis and they lacked the geotechnical expertise required for a prime consultant.

Two proposals were received. The third firm, Birdsall, failed to propose, citing their inability to adequately prepare a proposal. The SC reviewed the written technical proposals and conducted oral presentations and interviews with the firms and recommended both for negotiations. The SC review and decision was based on the RFP evaluation criteria.

Carl J. Costantino and Associates (CJC) submitted the lowest BAFO. The SC considered CJC technically superior and unanimously selected CJC for award based upon the established evaluation criteria and lower cost. Based upon effective competition, CJC's pricing was found to be fair and reasonable.

CJC has not completed any MTA contracts on which goals were previously assigned; therefore, no assessment of the firm's M/WBE performance can be determined at this time.

MARCH 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

F. Personal Service Contracts Cont'd

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

- | | | | |
|----|---|--------------------|-------------------------------|
| 3. | Parsons Brinckerhoff, Inc.
Ten Proposals – Three-year contract, plus a one-year option
Contract #CM-1050
Indefinite quantity functional planning and conceptual engineering services for miscellaneous Capital Projects. | \$3,000,000 (NTE) | <u>Staff Summary Attached</u> |
| 4. | IBI Group | \$6,000,000 (Est.) | <u>Staff Summary Attached</u> |
| 5. | Parsons Brinckerhoff, Inc.
Two Proposals – Five-year contracts (with an overall budget of \$10,000,000)
Contract #sCM-1503 and CM-1504
Indefinite Quantity Systems Engineering Support Services. | \$6,000,000 (Est.) | ↓ |

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. | The Compactor Repair Co., Inc.
Five Bids/Second Low Bidder – Five-year contract
IFB #25339 | \$285, 558 (Est.) |
|----|--|-------------------|

This contract is to provide on-site repair of refuse compactors, receiving boxes and associated equipment at various NYC Transit locations throughout the five boroughs. The contract also includes a provision to repair the equipment at the contractor's facility in the event that repairs can not be performed on-site.

Compactor equipment compresses solid waste into a receiving box that is later detached for the disposal of the waste. NYC Transit maintains 62 compactors located at 48 different Transit facilities for the collection and staging of compacted refuse generated system-wide. In order to maintain environmentally and physically safe working conditions, Transit's waste hauling contractor is obligated to remove filled receiving boxes within 24 hours of notice. To achieve this level of readiness, it is critical that Transit's compactors and receiving boxes are always kept in a state of good repair and operability. This contract specifies a 4-hour response time by the contractor to ensure Transit's operational efficiency and minimize the undesirable effects that result from exposed garbage.

Procurement conducted an extensive outreach to the marketplace which led to receipt of five bids on this solicitation as compared to two bids on the prior solicitation. The low bidder claimed a bid mistake and after review by NYC Transit, was permitted to withdraw its bid. The second low bidder, The Compactor Repair Company, Inc. (CRC), submitted a bid that was 11.2% lower than the next low bidder. Additionally, when comparing like items from the previous contract to those under this bid, CRC's bid price is approximately 9% lower than the previous contract pricing.

Based upon effective competition and the aforementioned price analysis, CRC's pricing was found to be fair and reasonable.

MARCH 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. Leviathan Mechanical Corp. \$1,456,439 (Est.)

Three Bids/Low Bidder – Five-year contract

RFQ #27952

This contract is to provide annual testing, five-year overhaul, and repair and/or replacement of Reduced Pressure Zone (RPZ) backflow prevention devices at various NYC Transit Department of Buses and MTA Bus Company locations.

The installation and annual testing of RPZ devices is mandated by the New York State Department of Health and is necessary to prevent the backflow of foreign matter from contaminating the public water supply. A backflow prevention device is used to prevent water from re-entering the public water supply. These devices allow water to flow in only one direction, protecting the public water supply from contamination from the building or facility.

Three bids were received. The low bidder, Leviathan Mechanical Corporation (Leviathan) submitted a bid that was 0.6% lower than the second low bidder. Based upon effective competition Leviathan's pricing was found to be fair and reasonable.



MARCH 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.)

- | | | |
|--|----------------------------|--------------------------------------|
| 8. Henry Brothers Electronics, Inc.
Contract # 06G9430.5 | \$579,278 (Est.) | <u>Staff Summary Attached</u> |
| Modification to the contract for preventive and remedial maintenance of security systems at two revenue facility sites, in order to extend the term of the contract and upgrade existing, outdated DVRs. | | |
| 9. International Business Machines Corporation (IBM)
Contract # 03A8602-1.87 | \$68,821,119 (Est.) | <u>Staff Summary Attached</u> |
| Modification to the contract to perform Data Center IT support services, in order to extend the contract term. | | |

MARCH 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

G. Miscellaneous Service Contracts

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

- 1. Runway Towing Corporation \$400,215 (Est.)**
Three Bids/Low Bidder – Two-year contract
Contract #MSB100723

This contract is for towing services for revenue vehicles (buses) and non-revenue support fleet vehicles (cars/SUVs) for the MTA Bus Company. The contractor will provide towing services within the five boroughs of New York City, Yonkers and several other New York and New Jersey counties.

Towing services are required in order to expeditiously remove broken down/stranded revenue and non-revenue support fleet vehicles from publicly owned highways and streets, and deliver those vehicles to various MTA Bus depots or contracted repair facilities. Pricing includes a flat rate surcharge for tows outside of the five boroughs and Yonkers.

Three bids were received. The low bidder, Runway Towing Corporation (Runway) submitted a bid that was 19% lower than the second low bidder. Based upon effective competition, Runway's pricing was found to be fair and reasonable.

MARCH 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. **Henry Brothers Electronics, Inc.** **\$17,951,000** **Staff Summary Attached**
Contract #s C-52111/C-52112
Furnish, install, and integrate Electronic Security Systems at the 51st Street/Lexington Avenue Station and the 74th Street/Roosevelt Avenue Station Complexes.
2. **J-Track, LLC** **\$53,000,000 (Est.)** **Staff Summary Attached**
Contract # C-31673.50
Superstorm SANDY Emergency Track clean-up and rebuild at Broad Channel/Rockaways in the Borough of Queens.
3. **Sprague Operating Resources, LLC** **\$49,645,846 (Est.)** **Staff Summary Attached**
Contract #s 3915/3916 (Gasoline/ULSD)
Purchase of bulk gasoline and bulk diesel for Non-Revenue Support Fleet and Paratransit Divisions.

Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board approval.)

4. **L.K. Comstock & Co., Inc.** **\$2,200,000** **Staff Summary Attached**
Contract # S-32742.15
Modification to the contract for the Signal Rehabilitation of the Church Avenue Interlocking, in order to replace the existing track switch layouts at 16 track switch locations.

MARCH 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.)

**E.E. Cruz and Tully Construction
Company, JV, LLC**

- | | | | |
|----|------------------------|-----------|-------------------------------|
| 1. | Contract # C-26005.124 | \$365,000 | <u>Staff Summary Attached</u> |
| 2. | Contract # C-26005.134 | \$568,000 | ↓ |

Modification to the contract for civil, structural, and utility relocation for the Second Avenue Subway, 96th Street Station, in order to perform additional work associated with changes to waterproofing construction and address the repair and replacement of gas main hangers in the Launch Box for a 30-inch gas main.

- | | | | |
|----|--|-----------|-------------------------------|
| 3. | E.E. Cruz and Tully Construction
Company, JV, LLC
Contract # C-26010.1 | \$376,867 | <u>Staff Summary Attached</u> |
|----|--|-----------|-------------------------------|

Modification to the contract for Station finishes for the Second Avenue Subway, 96th Street Station, in order to perform additional work associated with changes to waterproofing construction.

- | | | | |
|----|--|-----------|-------------------------------|
| 4. | Judlau Contracting, Inc.
Contract #C-26006.12 | \$290,000 | <u>Staff Summary Attached</u> |
|----|--|-----------|-------------------------------|

Modification to the contract for the construction of the Second Avenue Subway – 63rd Street and Lexington Avenue Station, in order to construct a new duct bank at an Electrical Distribution Room.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 1

Vendor Name (& Location) Ellcon National, Inc. (Greenville, SC)	
Description Test and evaluation of material used for the overhaul of R142/R142A/R143/R160 subway car tread brake units	
Contract Term (Including Options, if any) 20 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-competitive	

Contract Number RFQ #34120	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$205,440	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Carmen Bianco	

Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law § 1209, subsection 9(d), and approve the purchase of material used for the overhaul of tread brake units from Ellcon National, Inc. (Ellcon) for test and evaluation. The material will be manufactured by Faiveley Transport Nordic AB (Faiveley) and distributed by Ellcon.

This procurement is for the purchase of test material to be evaluated by the Department of Subways' Division of Car Equipment (DCE). The material will be used for the overhaul of R142, R142A, R143 and R160 Tread Brake Units manufactured by Wabtec Passenger Transit (Wabtec). The tread brake unit is used to push the brake shoe against the subway car wheel to stop the train. There are four tread brake units per truck, and two trucks per subway car.

This material will be installed on a total of 40 cars of the four subway car classes noted above (10 R142 cars, 10 R142A cars, 10 R143 cars and 10 R160 cars) and those cars will be run in service for one year. If the test is successful and Faiveley's material is approved for use by NYC Transit, future requirements for this material can be solicited competitively. Currently, these items can only be purchased directly from the sole source vendor, Wabtec.

In order to determine whether the negotiated pricing is fair and reasonable, Procurement compared Ellcon's prices with the prices of the material purchased from Wabtec for the same items. A price analysis revealed that Ellcon's total weighted average price is 6.2% lower when compared to the last contract prices with Wabtec.

Based upon the aforementioned, Ellcon's price is considered fair and reasonable. In accordance with Public Authorities Law, § 1209, paragraph 9, this contract will not be awarded earlier than 30 days from the date on which the Board declares competitive bidding to be impractical or inappropriate.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 2

Vendor Name (& Location) Transit Sourcing Services, Inc. (Pinehurst, NC)	
Description Test and evaluation of subway car wheels	
Contract Term (including Options, if any) Three Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-competitive	

Contract Number RFQ #33255	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$856,700	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Carmen Bianco	

Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law § 1209, subsection 9(d), and approve the purchase of 1,300 subway car wheels from Transit Sourcing Services, Inc. (TSS) for test and evaluation. The wheels are manufactured by Bonatrans Group and are distributed by TSS, Bonatrans' exclusive distributor of passenger rail products in the USA and Canada.

This procurement is for the purchase of test wheels to be evaluated by the Department of Subways' Division of Car Equipment (DCE). The qualification process for subway car wheels consists of the successful completion and performance evaluation of in-service testing of 1,300 wheels in two phases. For Phase I testing, NYC Transit will purchase 300 Bonatrans wheels, install them on subway cars, and operate those cars in service for six months. If NYC Transit finds the wheel performance satisfactory, testing will proceed to Phase II. In Phase II, NYC Transit will purchase 1,000 Bonatrans wheels, install them on subway cars, and operate those cars in service for one year.

If, after the completion of Phase II testing, Bonatrans' wheel is found to be satisfactory, it will be included on the NYC Transit Qualified Products List (QPL) for subway car wheels and thus allow NYC Transit to increase competition for this item. Sumitomo and Standard Steel (also owned by Sumitomo) and MWL Brasil are the manufacturers whose wheels are currently approved on the NYC Transit QPL. It should be noted that, although the wheels are different than those used by NYC Transit, Bonatrans is an approved wheel supplier for Long Island Rail Road and Metro-North Railroad.

After extensive negotiations with both TSS and Bonatrans, NYC Transit obtained a unit price of \$659 each for Phase I (at a total price of \$197,700) and Phase II (at a total price of \$659,000) of this test and evaluation procurement. In order to determine whether this price was fair and reasonable, Procurement compared the \$659 unit price with the current contract price. A competitively solicited contract for 19,500 wheels required for NYC Transit's Scheduled Maintenance System (SMS) and running repairs was awarded to Sumitomo in October 2009 at a unit price of \$690 each. TSS' unit price of \$659 each is 4.5% lower than the current contract unit price.

Based upon the aforementioned, TSS' price is considered fair and reasonable. In accordance with Public Authorities Law § 1209, paragraph 9, Phase I of this contract will not be awarded earlier than 30 days from the date on which the Board declares competitive bidding to be impractical or inappropriate.

Schedule G: Miscellaneous Service Contracts

Item Number: 3

Vendor Name (& Location) Sperry Rail Services, Inc. (Danbury, CT)		Contract Number RFQ. 2862		Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Description Upgrade of NYC Transit's Track Geometry Car #2		Total Amount: \$615,000 (Est.)			
Contract Term (including Options, if any) One Year		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:			
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Carmen Bianco			
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive					
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-competitive					

Discussion:

Under this contract, Sperry Rail Services (Sperry) will furnish and install its latest proprietary Series 1950 Ultrasonic rail flaw detection and testing system into NYC Transit's Track Geometry Car #2 (TGC2), built by Plasser American Corporation (Plasser). Reconfiguration of the TGC2 vehicle's interior and exterior is necessary to accommodate the upgrade. Sperry shall coordinate and consult with Plasser regarding all of the proposed work, including the necessary equipment and software interfaces with Plasser's existing computer measuring and analyzing (track geometry) system. Sperry's latest equipment uses sound wave technology to identify defects in the rail, thus allowing NYC Transit workforces to facilitate pre-emptive repairs. Sperry anticipates that the upgrade to the TGC2 will take approximately seven to twelve months to complete. The upgrade to the TGC2 will allow NYC Transit to have another TGC with vastly improved ultrasonic rail flaw detection capability.

Also included with this month's Board package as a separate action, NYC Transit intends to add funding and extend Sperry's current Contract (01L8350) under which it provides ultrasonic rail flaw detection services utilizing its diesel-powered SRS 403 vehicle for up to one year or until the upgrade of the TGC2 is completed, tested and accepted by NYC Transit. Continuation of this service is necessary in order to ensure continued testing of the subway system while the TGC2 upgrade occurs.

Through a future Board action, NYC Transit shall request a modification of this contract for Sperry to maintain the Series 1950 System and conduct ultrasonic rail flaw detection services utilizing the upgraded TGC2 vehicle for a term of five years. Once the upgrade to the TGC2 has been completed, tested and accepted by NYC Transit, the TGC2 will be put into service and the SRS 403 vehicle will be retired.

In addition to Sperry's current Contract (01L8350), Nordco Rail Services (Nordco) also provides comprehensive ultrasonic rail testing under its contract with NYC Transit (RFQ 2857 - approved by the Board in February 2012) utilizing Nordco's proprietary testing equipment installed on NYC Transit's Track Geometry Cars TGC3 and TGC4. Due to the critical nature of this service, having two contractors able to simultaneously provide ultrasonic rail flaw detection services allows for redundancy and validation of each contractor's test findings.

Sperry and Nordco are considered the premier ultrasonic rail testing firms in the nation. Sperry, the developer of ultrasonic rail testing, has provided this service for NYC Transit for the past forty-plus years. After extensive review by MOW and Track Engineering of other possible providers (Pandrol-Jackson, Speno, Herzog) it was decided that Sperry and Nordco had the depth of experience and expertise required by NYC Transit to meet its requirements.

The negotiated price for this upgrade is \$615,000. Weighted average labor rates are appreciably lower than labor rates from other rail and work car related contracts. Additionally, Sperry provided written assurance that NYC Transit is receiving its most favored customer pricing. Based upon the aforementioned, Sperry's price is considered fair and reasonable.

Schedule H: Modifications to Miscellaneous and Personal Service Contracts

Item Number: 4

Vendor Name (& Location) Sperry Rail Service (Danbury, CT)	
Description Ultrasonic rail flaw detection services	
Contract Term (including Options, if any) May 3, 2002 – May 31, 2013	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Carmen Bianco	

Contract Number	AWO/Modification #
01L8350	5
Original Amount:	\$ 2,797,200
Prior Modifications:	\$ 3,005,478
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 5,802,678
This Request:	\$ 815,000 (Est.)
% of This Request to Current Amount:	14.0%
% of Modifications (including This Request) to Original Amount:	236.6%

Discussion:

This modification is to increase funding and extend the contract for ultrasonic rail flaw detection services for up to one year or until the upgrade of the TGC2 vehicle, to be performed by Sperry Rail Service (Sperry) is complete and accepted by NYC Transit.

This contract is for ultrasonic rail flaw detection services using sound waves to identify defects in the rail, thus facilitating pre-emptive repairs. Possible defects include internal separations of the steel within the rail head known as transverse defects, bolt hole and web defects, and longitudinal defects such as vertical split heads, horizontal split heads, head and web separations. Sperry, the developer of ultrasonic rail testing, has provided this service continuously for NYC Transit for over 40 years. Sperry has provided these services using a vehicle custom-built to meet NYC Transit tunnel clearances, which is owned, operated and maintained by Sperry (SRS-403). This vehicle uses Sperry's proprietary hardware and software to conduct the ultrasonic rail testing. Currently, NYC Transit's policy mandates six complete tests of subway tracks and three complete tests of elevated and open cut tracks annually to detect internal rail defects. The original five-year contract has been modified four times in total. Three modifications were to extend the term by two years each time and add additional funding, and one modification was for the purchase of two ultrasonic walking sticks to independently verify the findings disclosed by the Sperry rail car.

Included with this month's Board package as a separate action, NYC Transit intends to award a contract to Sperry (RFQ 2862) in which Sperry will upgrade NYC Transit's Track Geometry Car #2 (TGC2) by furnishing and installing its latest proprietary Series 1950 Ultrasonic rail flaw detection and testing system. Sperry anticipates that the upgrade to the TGC2 will take approximately seven to twelve months to complete; therefore, continuation of the service covered under this Mod. No. 5 is necessary to ensure continued testing of the subway system while the TGC2 upgrade occurs. The upgrade to the TGC2 will allow NYC Transit to have another TGC with vastly improved ultrasonic rail flaw detection capability and, once the upgrade to the TGC2 has been completed, tested and accepted by NYC Transit, the TGC2 will be put into service and the SRS 403 vehicle will be retired.

Through a future Board action, NYC Transit shall request a modification of contract RFQ 2862 for Sperry to maintain the Series 1950 System and conduct ultrasonic rail flaw detection services utilizing the upgraded TGC2 vehicle for a term of five-years.

In 2012 NYC Transit awarded a contract to Nordco Rail Services (Nordco) to also provide comprehensive ultrasonic rail testing (RFQ 2857 - approved by the Board in February 2012) utilizing Nordco's proprietary testing equipment installed on NYC Transit's Track Geometry Cars TGC3 and TGC4. Due to the critical nature of this service, having two contractors able to simultaneously provide ultrasonic rail flaw detection services allows for redundancy and validation of each contractor's test findings. Sperry and Nordco are considered the premier ultrasonic rail testing firms in the nation.

Sperry has agreed to hold its price of \$14,669 per week for the extension period, which has been deemed fair and reasonable. For the remaining three months of the contract (12 weeks) and the one year extension (46 weeks per year), it is anticipated approximately \$850,802 will be expended, of which \$37,000 in remaining contract funds will be utilized. Therefore, approval is requested for funding in the total estimated amount of \$815,000.

Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: 5

Vendor Name (& Location) GIRO, Inc. (Montreal, Canada)	
Description Purchase, maintenance and technical support of the Transit Vehicle and Crew Scheduling Software System (HASTUS)	
Contract Term (including Options, if any) August 4, 1998 – March 8, 2013	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Technology and Information Services, Sidney Gellineau	

Contract Number	AWO/Modification #
97K7070	17
Original Amount:	\$ 1,310,177
Prior Modifications:	\$ 4,149,418
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 5,459,595
This Request:	\$ 431,321 (Not-To-Exceed)
% of This Request to Current Amount:	7.9%
% of Modifications (including This Request) to Original Amount:	349.6%

Discussion:

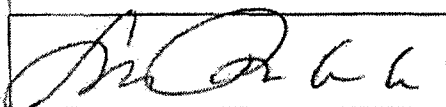



This modification is to extend the contract with GIRO, Inc. (GIRO) for two years from March 9, 2013 to March 8, 2015 for continued software and consultant support for NYC Transit's HASTUS Bus and Rail Scheduling Systems.

NYC Transit has been utilizing HASTUS scheduling software since 1986. In July 1998, due to the obsolescence of HASTUS 2, the Board approved the award of a non-competitive contract to GIRO for the purchase of HASTUS 5, Transit Vehicle and Crew Scheduling software, including training and associated support. Since award, sixteen modifications, including four that required Board approval, have been issued for the purchase of new modules, additional licenses, training, support and three major version upgrades with associated customization. NYC Transit currently uses HASTUS 2008 software licenses for 6,500 peak vehicles shared between the Departments of Buses and Subways.

This Mod. No. 17, requested by the Division of Technology and Information Services on behalf of Operations Planning, will cover support for GIRO's HASTUS Bus and Rail scheduling software and consulting services for the period of March 9, 2013 through March 8, 2015. This support will ensure that HASTUS 2008 software remains fully operational by providing software updates, patches and technical consultant assistance. NYC Transit is planning a migration to a newer version of the HASTUS software that will operate with Windows 7. We expect to implement that migration via a future modification to this contract.

GIRO submitted a proposal of \$431,321 and stated that the proposed price for the two year term for maintenance and support is their most favorable price offered to their other USA customers under similar quantities and terms & conditions. The price increase for software and consultant support is 3% for each category of support, which is in line with the U.S Bureau of Labor Employment Cost Indices. Based on GIRO's pricing statement and the percentage increase to the previous amounts, GIRO's price of \$431,321 is considered fair and reasonable.

Staff Summary

Item Number: 1					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel 	5 X	Capital Program Mgmt.		
2	Law	6 	Executive VP		
3 X	Operating Budget	7 	President		
4 X	Capital Budget				

SUMMARY INFORMATION	
Vendor Name	Contract Number
RFP Authorizing Resolution	TBD
Description	
New York City Transit Network Infrastructure Upgrade	
Total Amount	
TBD	
Contract Term (including Options, if any)	
7 Years	
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 checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, it is in the public interest to issue a competitive Request for Proposal (RFP) to design, furnish and install data communications hardware, software and an enterprise management system for a network infrastructure upgrade at three NYC Transit core data center locations (2 Broadway, 130 Livingston Street, Rail Control Center), six concentrator locations and 250 smaller remote wide area network locations throughout the Boroughs. This Capital project will be managed by NYC Transit Technology and Information Services (TIS).

II. DISCUSSION:

The existing NYC Transit data network infrastructure was installed approximately 20 years ago and consists of over 1200 network devices. A significant portion of the current data infrastructure has reached end of life and is costly to maintain. Support of network components is difficult and the existing infrastructure has limited functionality as TIS tries to incorporate new technologies such as virtualization, storage area networks to support disaster recovery and other systems into the NYC Transit environment.

The project encompasses creating a fully redundant core data network to support storage area network and application redundancy across the three core data centers and upgrade user access to the applications at facilities throughout the five Boroughs. These systems support NYC Transit key applications such as HASTUS (train scheduling system), PA/CIS, MetroCard Operations, SPEAR (asset management), UTS (timekeeping), KRONOS (timekeeping) and Law Department applications. These applications are vital to NYC Transit core business and must be included in a disaster recovery/business continuity plan to insure continued access in the event of a disaster. The intent is to enhance support and services by including wireless capabilities, minimize system downtime and provide disaster recovery capability in a controlled and safe environment at the NYC Transit core data center locations. Additionally, there are over 250 remote locations throughout the five boroughs that need to have network hardware components replaced. At these locations, user accessibility is limited by current transmission technology that was implemented over 15 years ago. This transmission technology is static and slow by today's standards, limiting the remote users' experience for application and Internet access. It does not allow for future growth and will not support voice, data and video convergence. TIS's goal is to replace the hardware in several phases over a two year period. The contract will provide an extended maintenance agreement for hardware and software support including software updates and fixes. The other Agencies were consulted but opted out of this procurement since they have standardized their network hardware and are committed to maintaining a state of good repair with their current providers. NYC Transit will, however, consult the other Agencies in the event that their current network provider is a finalist for award of this contract.

Staff Summary

The RFP process will allow NYC Transit to arrive at the best overall proposal through negotiations and evaluation based on criteria that reflect the critical needs of the Agency. This procurement method is preferred as it provides NYC Transit with the ability to carefully evaluate a firm's capabilities and experience in the design, software and hardware development, integration, installation and implementation of the combined system.

III. D/M/WBE INFORMATION

The goals for this project have not been determined.

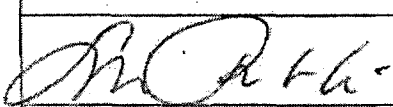
IV. ALTERNATIVES:

Issue an Invitation for Bids (IFB). Not recommended given the complex technology, the negotiating flexibility and the advantages offered by the RFP process.

V. IMPACT ON FUNDING:

This project is funded by the MTA.

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name	Contract Number
Parsons Brinckerhoff, Inc.	CM-1050
Description	
IQ Functional Planning and Conceptual Engineering Services for Miscellaneous Capital Projects.	
Total Amount	
\$3 million including \$1 million option (NTE)	
Contract Term (including Options, if any)	
Three Years plus a One Year option	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

To obtain Board approval to award a competitively negotiated consultant contract CM-1050 to Parsons Brinckerhoff, Inc. to provide Indefinite Quantity Functional Planning and Conceptual Engineering Services for Miscellaneous Capital Projects for a 36 month period for a total not-to-exceed amount of \$2,000,000. The Board is also requested to authorize the Assistant Chief Procurement Officer to approve the exercise of the option to extend this contract by an additional 12 months and increase the total not-to-exceed amount by up to an additional \$1,000,000 for a total approval of \$3,000,000.

II. DISCUSSION

NYC Transit is seeking to retain an Indefinite Quantity (IQ) Engineering Consultant to provide services for the Department of the Executive Vice President's Office of Capital Planning and Budget. Functional Planning and Conceptual Engineering provide the building blocks and information necessary to guide NYC Transit on how to approach its projects in evaluating its technical, time and budgetary choices by addressing the following areas: transportation planning; industrial engineering; facilities planning and design; transit operations planning and analysis; feasibility studies; design studies; conceptual scopes of work; alternative analysis, cost benefit analysis and preliminary cost estimates. The work will be awarded and performed "as needed" by Task Order.

A two step Request for Proposal (RFP) was advertised for this solicitation which resulted in submittals from the following ten firms: AECOM USA, Inc. (AECOM); Ove Arup & Partners, PC. (ARUP); Parsons Brinckerhoff, Inc. (PB); STV Incorporated (STV); SYSTRA Engineering, Inc. (SYSTRA); Jacobs Civil Consultants, Inc. (Jacobs); Parsons Transportation Group of NY, Inc. (PTG); Stantec Consulting Services, Inc. (Stantec); CH2M Hill New York, Inc. (CH2M) and Field Associates, PC. (Field). Each package consisted of a Federal SF 330 form, a Schedule 'J' Responsibility Questionnaire and a qualification statement. The Selection Committee (SC) reviewed the packages in accordance with the evaluation criteria and invited all but Field to submit proposals. Field was not selected because it lacked the relevant functional planning and conceptual engineering experience. Technical and Price Proposals were received from all selected Proposers with the exception of Jacobs who chose not to propose.

The technical proposals were evaluated utilizing the step two 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 eight firms for oral presentations. After Oral Presentations, AECOM, PB and STV were selected for negotiations based on the knowledge and experience of the teams proposed. The three teams were considered the most qualified teams to perform the work as they were technically superior to the other firms when evaluated in accordance with the established evaluation criteria based primarily on their current and past planning experience in both transit and non-transit. While PB is the incumbent Consultant on this contract, AECOM has similar experience with NYC Transit's Flood Control on the Broadway/Seventh Avenue Line and Metro-North Railroad's West of Hudson Regional Transit Access Study in Orange County. STV has similar experience with NYC Transit under CM-1012 when it performed functional planning services for NYC Transit in 1998 and under CM-1261 in the reconstruction of the Cortlandt Street station near the World Trade Center.

The RFP provided proposers with total hours and specific titles to facilitate equal price comparison and evaluation. The initial Cost Proposals, based on 18,500 total hours for the 3-year base contract only, were as follows: STV- \$1,975,044; PB - \$2,095,111 and AECOM - \$2,377,075. The in-house estimate was \$2,000,000 for the base 3 year contract and \$1,000,000 for the option year. Price negotiations were conducted and wrapped up in January, 2013. During negotiations, direct labor rates, fixed fee, escalation and out-of pocket expenses 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 and all consultants were requested to also include separate pricing for the option year.

Final BAFOs for the combined base contract and option year were received on January 28, 2013 as follows: AECOM - \$2,705,356; PB - \$2,772,947 and STV - \$2,860,957. The SC voted to recommend award of the contract to PB, which was ranked the highest technically, and as the proposal with the best overall value. Technical factors were the most important criteria and PB has proven its extensive experience in providing similar services to NYC Transit over the years. The SC determined that PB's knowledge and experience with the scope of work as an incumbent firm would offset the minimal price difference over the course of the contract. In addition, PB has previously developed design and construction cost savings as part of their planning engagements.

PB's BAFO of \$2,772,947 was \$67,591 or 2% higher than AECOM. Overall, PB was \$227,053 or 7.6% lower than the in-house combined estimate of \$3,000,000 and considered "fair and reasonable" by CPM and Procurement based upon the pricing received, negotiations and competitive nature of the RFP. PB's rates include an average of 1.5% escalation from the current CM-1335 rates for this new contract.

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

III. PREVIOUS WORK OF THE SELECTED CONSULTANTS FOR MTA OR AFFILIATES

PB - NYCT - CM-1335/IQ Functional Planning and Conceptual Engineering Services for Misc. Capital Projects.

IV. D/M/WBE INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established a goal of 10% MBE and 10% WBE. DDCR has approved PB's Utilization Plan. PB has achieved its previous MWDBE goals on previous MTA contracts.

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 issued until an approved War Certificate is received.

VI. ALTERNATIVES

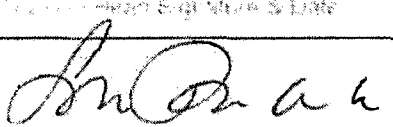



Perform the work using in-house personnel. Currently, NYC Transit lacks available in-house technical personnel to perform the specific tasks required under the scope of work for this contract.

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

Page 1 of 2

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

SUMMARY INFORMATION	
Vendor Name	Contract Number
IBI Group and Parsons Brinckerhoff, Inc.	CM -1503 and 1504
Description	
Indefinite Quantity Systems Engineering Support Services	
Total Amount	
\$6 million each (Est.) within a \$10M Aggregate Budget	
Contract Term (including Options, if any)	
Five Years	
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 two competitively negotiated personal service consultant contracts for Indefinite Quantity Systems Engineering Support Services: CM-1503 to IBI Group (IBI) and CM-1504 to Parsons Brinckerhoff, Inc. (PB) each for an estimated amount of \$6 million for 60 months. The aggregate amount of all task orders awarded shall not exceed \$10 million.

II. DISCUSSION

Under these contracts, the consultants shall provide Systems Engineering (SE) support services for NYC Transit Capital projects. SE is defined as an inter-disciplinary field of engineering focusing on how complex engineering projects should be designed and managed over their life cycles resulting in reduced risks and overall cost benefits. The work shall include but not be limited to systems engineering management activities; concept of operations; requirements engineering; stakeholder management; Reliability, Availability, Maintainability and Safety (RAMS) analysis, requirements, and verification; technology projects, systems architecture; human factors and human systems integration. The consultant shall have available the services of individuals with experience across a breadth of SE competency areas, including relevant experience applying SE practice to rail and bus transit projects.

A 2-Step Request for Proposal (RFP) was advertised in August 2012. On September 18, 2012, the following six firms submitted Qualification Packages: Parsons Brinckerhoff, Inc. (PB); AECOM USA, Inc. (AECOM); SYSTRA Engineering, Inc. (SYSTRA); BLIC North America (BLIC); The Kohl Group (KOHL) and IBI Group (IBI). The Selection Committee (SC) reviewed the submittals and, based on their specified knowledge and experience, recommended the following three consultant firms to receive the RFP: PB, BLIC and IBI. AECOM, SYSTRA and KOHL were not recommended because the SC believed, based on the information submitted, that they lacked sufficient qualified experience to successfully perform the work.

On January 10, 2013, proposals were received from PB and IBI. BLIC failed to propose citing that they underestimated the size and magnitude of the contract and lacked adequate staffing to perform the required services. The SC reviewed the written technical proposals, conducted oral presentations with the remaining firms and, based on the established RFP selection criteria recommended both for negotiations.

After the SC selected both firms for negotiations, the cost proposals were opened and evaluated. To facilitate equal price comparison, the RFP required proposals be based on a fixed number and distribution of hours, specific titles and a fixed lump sum for out-of-pocket expenses. Initial cost proposals were based upon the 17,300 hours as provided in the RFP and were as follows: \$3,341,665 for IBI and \$3,347,427 for PB. The engineer's estimate was \$4,994,150 and used much higher labor rates. Negotiations began on January 28, 2013 and focused on labor rates, overhead and fees.

Staff Summary

Best and Final Offers (BAFO) were received on February 19, 2013 and found to be within a competitive range. PB - \$3,182,854 IBI - \$3,213,191. The fixed fee was negotiated to 8% for both teams consistent with the in-house estimate. The BAFO rates are valid for the term of each contract.

PB's BAFO was \$1,811,896 (36.28%) lower than the in-house estimate and represents a reduction of \$164,559 from their initial proposal. IBI's BAFO was \$1,780,959 (35.66%) lower than the in-house estimate and represents a reduction of \$128,461 from their initial proposal. PB's price is \$30,337 or 0.95% lower than IBI's price. The two BAFOs are within 1% of each other. Both Procurement and CPM find the BAFOs to be fair and reasonable.

The intent of this solicitation was to award up to three contracts in order to ensure continuity, increase competition and cover all prospective work. Since only two proposals were received and both have been determined technically qualified and cost effective, NYC Transit recommends that both contracts be awarded. The SC unanimously recommended both teams for award based on the technical evaluation criteria and price. With the award of these two contracts, NYC Transit has adequate coverage and depth of resources to support its current needs.

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

III. D/M/WBE:

The Department of Diversity and Civil Rights (DDCR) has established goals of 10% MBE and 10% WBE for this Contract. IBI has not completed any MTA contracts on which goals were assigned; therefore, no assessment of the firm's M/WBE performance can be determined at this time. PB has achieved its previous M/WBE goals 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 CONSULTANT FOR MTA OR AFFILIATES:

IBI - None

PB - NYC Transit - CM-1409 - IQ A/E Design Services for Federally Funded Miscellaneous Construction and Capital Security Projects.

V. IMPACT ON FUNDING:

This contract will be 100% MTA funded provided on a task order basis by the individual capital project requiring these services. Task orders will not be issued 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.

Schedule H: Modifications to Miscellaneous and Personal Service Contracts

Item Number: 8

Vendor Name (& Location) Henry Brothers Electronics, Inc. (Fairlawn, NJ)	
Description Preventive and remedial maintenance for security systems at two revenue facility sites and a remote site.	
Contract Term (including Options, if any) April 1, 2008 – March 31, 2013	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Division of Revenue Control, Alan Putre	

Contract Number	AWO/Modification #
06G9430	5
Original Amount: \$ 1,298,500	
Option Amount: \$ 1,318,908	
Total Amount: \$ 2,617,408	
Prior Modifications: \$ 1,235,318	
Prior Budgetary Increases: \$ 0	
Current Amount: \$ 3,852,726	
This Request: \$ 579,278 (Est.)	
% of This Request to Current Amount: 15.0%	
% of Modifications (including This Request) to Total Amount: 69.3%	

Discussion:

This modification is to extend the contract for one year through March 31, 2014 and upgrade existing, outdated DVRs. Under this contract, Henry Brothers Electronics, Inc. (HBE) provides preventive and remedial maintenance for security systems at the Consolidated Revenue Facility (CRF) shared by NYC Transit and MTA Bridges and Tunnels (B&T), a reviewing and access control station at a B&T remote site and at a NYC Transit's disaster recovery site to ensure that all electronic intrusion detection devices, access control and CCTV equipment, including approximately 700 cameras, and related software are in good working order.

Under this modification, the contract will be extended for an additional year for services at the CRF and other sites while a new five year contract is solicited. This modification also includes the replacement of 13 existing DVRs located at the CRF with 13 new DVRs. The DVRs to be replaced are five years old and have reached the end of their useful life. The remaining 32 DVRs at the CRF will be replaced at a later date.

Following negotiations with HBE, the agreed upon cost is \$739,278 including \$424,800 for monthly preventive and remedial maintenance of the security systems at the CRF and other sites, which reflects a 2.5% increase, .5% less than what has been consistent with the contract's yearly escalation allowance. There is also \$200K set aside as a contingency for task order work, which is allowed under the contract at established labor rates and mark-up on any material. The balance is for the replacement of the 13 DVRs. The cost of the DVRs being purchased is 33% less than prices offered to other customers utilizing HBE's NYS Office of General Services contract. Labor rates, which were not increased for the last extension, will increase by 2%. Based upon the aforementioned, the price of this modification is considered fair and reasonable. The total cost of \$739,278 will be offset by the projected remaining contract balance of \$160,000, resulting in a net cost of \$579,278 for this modification.

Schedule H: Modifications to Miscellaneous and Personal Service Contracts



New York City Transit

Item Number: 9

Vendor Name (& Location)	
International Business Machines Corp. (Albany, NY)	
Data Center IT Support Services	
Contract Term (including Options, if any)	
June 1, 2005 – May 31, 2013	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Technology and Information Services, Sidney Gellineau	

Contract Number	ASWO/Modification #
03A8602-1	87
Original Amount:	\$ 65,228,757
Option Amount:	\$ 35,711,692
Total Amount:	\$ 100,940,449
Prior Modifications:	\$ 10,477,714
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 111,418,163
This request:	\$ 68,821,119 (Est.)
% of This Request to Current Amount:	61.8%
% of Modifications (including This Request) to Total Amount:	78.6%

Discussion:

This modification is for Part 2 of ASWO #87 in connection with the Data Center IT Support Services Contract (No. 03A8602-1) with International Business Machines Corporation (IBM). Although the total costs associated with Part 2 of ASWO #87 are \$72,721,119, the Project Office anticipates a budget surplus of \$3,900,000 as of May 31, 2013, which will be applied to ASWO #87 costs. The budget surplus was generated from previously negotiated rate reductions. Part 2 of ASWO #87 will modify the contract and extend its term by five years to May 31, 2018. The rationale for the 5-year extension is addressed at the end of this staff summary.

Part 2 of ASWO #87 includes (1) \$5,041,481 for the migration of IBM's Staten Island Data Center (SIDC) to NYC Transit Data Center locations at 2 Broadway and 130 Livingston; (2) \$4,030,301 for the replacement of the mainframe (Mainframe Refresh), which will allow the MTA to increase Mainframe capacity by roughly 35% and allow it to retire its current mainframe, which is operating at maximum capacity and at the end of its useful life; (3) \$742,161 for a new Automated Tape Library (ATL) and a new Virtual Tape Server (VTS), which will facilitate the rigorous testing process associated with the new mainframe equipment and expedite the migration process; (4) \$56,858,136 for Steady State pricing during the five year extension period (June 1, 2013 - May 31, 2018); (5) a not-to-exceed amount of \$5,000,000 for additional disaster recovery (DR) services in connection with the midrange processing environment; and (6) \$524,520 for a one month lease extension at the SIDC made necessary by the delays associated with Superstorm Sandy. Note that ASWO #87 also includes funding for the potential need for a second month at the SIDC at the same monthly rate.

During its January 2013 meeting, the Board gave retroactive approval in the not-to-exceed amount of \$5,316,985 for Part 1 of ASWO #87. Under Part 1, IBM was authorized to place orders for specified equipment and to initiate transition staffing in connection with the SIDC Migration. The work performed under Part 1 helped minimize the financial risk and the additional time that NYC Transit will need to remain at the SIDC beyond May 31, 2013. Note that the costs associated with Part 1 are included in the Steady State pricing component of Part 2 of ASWO #87 and will be paid out during the five-year extension period.

Before Superstorm Sandy hit in October 2012, NYC Transit was scheduled to present the complete ASWO #87 to the October 2012 Board. In the wake of the storm, however, questions were raised as to whether the SIDC should be migrated to the 2 Broadway Data Center, which was one component of ASWO #87 (i.e., migration). As a result, ASWO #87 was pulled from the October/November 2012 Board in order to facilitate a complete reevaluation of the critical planning issues associated with the SIDC Migration plan. In the end, the 2 Broadway Data Center location, which is being further hardened in light of the lessons learned from Sandy, was confirmed as the appropriate Data Center site for the SIDC Migration. Further, the migration of the SIDC into the 2 Broadway Data Center location will significantly reduce the MTA's rent obligations over the immediate years ahead.

NYC Transit sought assistance from Gartner consultants to provide support in estimating ASWO #87 and to provide insight into Data Center market pricing. Through negotiations, NYC Transit was successful in significantly reducing the rates set forth in IBM's initial proposal. Specifically, migration costs were reduced by \$250K (5.1%) from \$4,937,139 to \$4,687,139. The MTA saved an additional \$2.3M (4%) over the 5-year extension period by negotiating IBM's proposed Steady State price from \$59,347,187 to \$57,000,000. Finally, the Mainframe Refresh cost of \$4,030,301 would be paid over the course of the extension period.

Discussion Cont'd

Based on input received from NYC Transit's Cost Price unit, as well as Gartner's determination regarding MTA's very competitive data center pricing, ASWO #87 pricing was deemed fair and reasonable in October 2012. When the reevaluation of the SIDC Migration plan was concluded, IBM was asked to submit a revised proposal that would expedite the SIDC Migration.

The current scope for ASWO #87, while very similar to the October 2012 scope, has undergone some changes, primarily in connection with (1) the labor hours, travel costs, and material associated with the compressed migration timeline, (2) the cost for the new ATL and VTS; and (3) the additional DR services for the midrange environment. These scope changes, inclusive of the additional month's charges at the SIDC, increased the projected costs for ASWO #87 by \$7,003,679 (or 10.7%) from \$65,717,440 to \$72,721,119.

IBM submitted a revised proposal, which addressed the scope changes referenced above. The new proposal included the previously negotiated rates for the migration (\$4,687,139), the Mainframe Refresh (\$4,030,301), and Steady State (\$57,000,000), all of which had already been deemed fair and reasonable. The revised proposal also included pricing for the new ATL and VTS equipment (\$742,161), which, as reported in Part 1 of ASWO #87, was deemed fair and reasonable because IBM's pricing to NYC Transit was significantly below OGS pricing. The revised proposal also included (1) an additional \$354,342 in migration labor hours, travel expenses, and some material necessitated by the shortened migration timeline; (2) a not-to-exceed amount of \$5,000,000 for the additional midrange DR services, which are currently being negotiated; (3) an additional \$524,520 to remain at the SIDC for one additional month through June 30, 2013; and (4) \$524,520 for the potential need for a second month at the SIDC through July 31, 2013. Finally, Steady State pricing was further reduced by \$141,864 to \$56,858,136 to reflect the lower maintenance costs associated with the new VTS equipment. After review by the Project Office and the Cost Price unit, the additional migration and lease costs were also deemed fair and reasonable. Although the costs associated with the additional midrange DR will not exceed \$5,000,000, negotiations for this service will be concluded after the March 2013 Board meeting. Notwithstanding, we seek Board approval to award a change order not-to-exceed \$5,000,000, provided that the final price for this midrange DR service has been deemed fair and reasonable and the amount has also been approved by NYC Transit's Executive Vice President.

Note that, under the terms of ASWO #87, IBM will continue to provide full DR services for mainframe processing, while, effective June 1, 2013, the MTA will have the primary responsibility for providing DR services for the midrange environment. The NYC Transit Data Center located at 130 Livingston will serve as the midrange DR facility. In the event that the primary DR services at 130 Livingston are disrupted, IBM will provide DR services for the midrange environment.

For some additional perspective, note that in 2010, the MTA hired Diamond Consultants to help it evaluate the potential for savings and related operating efficiencies from the potential consolidation of selected IT functions across all MTA agencies. One of the areas recommended for possible savings involved the SIDC. Specifically, it was recommended that the MTA in-source, or transfer Data Center IT Support Services from IBM to the MTA, of all midrange hardware assets and correlating network and storage hardware. At that time, the savings associated with this transfer of midrange responsibilities was estimated to be as much as \$14M over a period of five years commencing with the completion of the in-sourcing effort. During the course of the 5-year extension period of ASWO #87, the MTA intends to implement Diamond's recommendation to the extent possible without the need for additional staff.

Before the determination to extend the current contract was made, the initial plan was to launch a new competitive procurement for Data Center Services with award targeted about eight months prior to the current contract's expiration date in order to allow for a smooth transition to the new vendor. In the end, it was decided, with input from the Agency CIOs, to postpone the competitive RFP effort because (1) there were significant data center scope changes that would adversely impact a competitive procurement, and (2) the MTA needed vendor stability for a reasonable period after the migration and Mainframe Refresh were implemented, so as to mitigate service disruption risks associated with the MTA's critical applications.

The most significant scope change issue pertains to the MTA's Automated Fare Collection system (MetroCards). The MTA is moving forward with a transition to a new fare collection system to be based on newer technologies and opportunities. To that end, a New Fare Payment Systems group has been charged with developing and implementing the MTA's fare payment system of the future. A proper Data Center scope to support a competitive procurement, cannot be completed until a technical approach for the new fare payment system is established. The other major scope changes pertain to the migration of the SIDC to NYC Transit Data Center locations at 2 Broadway and 130 Livingston; the ongoing consolidation of 34 MTA-operated data centers into the two NYC Transit data centers; and in-sourcing of the midrange environment.

All of these activities are scheduled to take place over the next few years. Moreover, the same NYC Transit resources are required to manage the Data Center migration; transition to in-source midrange operations; and prepare, evaluate and help negotiate a competitive RFP. The current plan, which is supported by the Agency CIOs, calls for the award of a new Data Center Services contract on or about October 2017, eight months prior to the expiration date of ASWO #87, to allow for a smooth transition to the new vendor.

Schedule D: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (& Location) Henry Brothers Electronics, Inc. (Fair Lawn, NJ)		Contract Number C-52111/C-52112	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Furnish, install and integrate Electronic Security Systems for the 51 st Street/Lexington Avenue Station Complex and the 74 th Street/Roosevelt Avenue Station Complex		Total Amount: \$17,951,000	
Contract Term (including Options, if any) Eighteen months		Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:			

Discussion:

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

Contracts C-52111/C-52112 will furnish, install and integrate an ESS at the 51st Street/Lexington Avenue Station and the 74th Street/Roosevelt Avenue Station Complexes. The scope also includes the installation and integration of a backup to the Physical Security Information Management System (PSIM) that was installed under a previous contract. This contract has been awarded pursuant to an Emergency Declaration signed by all agency presidents in December 2002. These contracts were solicited using a two-step selection process whereby interested bidders were evaluated and selected based on their technical experience and integrity. This pre-selection process afforded NYC Transit the ability to control the distribution of its security sensitive information and have competition for this procurement. Through this pre-selection process, 23 contractors were identified as possessing the capability to perform this work. All of the contractors were required to sign non-disclosure agreements and have previously worked with NYC Transit.

Following advertisement, four bids were received. HBE submitted the lowest bid of \$17,951,000. The price was found to be fair and reasonable. HBE has three ongoing NYC Transit construction contracts as a prime contractor.

Henry Brothers has achieved its previous M/W/DBE goals on its previous MTA contracts.

Schedule D: Ratification of Completed Procurement Actions

Item Number: 2

Vendor Name (& Location) J-Track, LLC
Description Superstorm SANDY Emergency Track Clean Up and Rebuild at Broad Channel / Rockaways in the Borough of Queens
Contract Term (including Options, if any) November 1, 2012 – May 31, 2013
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Emergency Declaration

Contract Number C-31673, Work Order 50	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$53,000,000 (Est.)	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Discussion:

This contract is for the emergency right-of-way clean up and rebuild of the "A" Line at Broad Channel/Rockaways in the Borough of Queens. It is issued as Work Order 50 for administrative convenience. It consists of retroactive base contract work performed on a time and materials (T&M) basis for an estimated \$15,000,000. It will also consist of various modifications at an additional estimated \$38,000,000; each modification will be issued upon negotiation of a lump sum price for the individual modification scope of work.

Superstorm Sandy struck on October 29, 2012, necessitating a series of emergency assessments, repairs, and purchases to eliminate threats to public health and safety, protect property, and restore service to the NYC Transit system. Accordingly, the President of NYC Transit declared the existence of an emergency involving danger to life, safety and property and that formal competitive bidding is impractical and inappropriate for the award of contracts, inclusive of construction contracts, budget adjustments, the issuance of change orders to existing contracts, purchases, personal and miscellaneous service contracts, rentals and other procurement actions as a result of the storm.

The "A" Line which serves 16,000 customers in the Rockaways and Broad Channel neighborhoods of Queens was particularly hard hit. J-Track was selected by CPM to perform the emergency clean-up and restoration work, due to its experience in NYC Transit right-of-way construction. J-Track is one of the signatories to NYC Transit "On Call" agreement C-31673; for administrative purposes this contract is designated as C-31673, Work Order 50.

The retroactive base contract consists of work performed on a T&M basis in the estimated amount of \$15,000,000. On November 1, 2012, NYC Transit directed J-Track to remove thousands of tons of debris, including fencing, docks, logs, oil tanks, and boats, which covered the tracks along the Rockaway Flats, an approximate 3.6 mile stretch of tracks from the western edge of Jamaica Bay through Broad Channel Island and onto the Hammels Wye - the point where the Rockaway Line divides to serve Rockaway Park and Far Rockaway. An unpaved access road along the Line had to be graded and widened to serve as a restoration corridor. Other work included repair of two breaches of the embankment - one 120 feet long and the other 270 feet long - with ballast, rip-rap, jetty stone, concrete fill and steel sheeting. Also, the tracks were reinstalled and signal and power cables are being inspected, identified and tested; and signal equipment is being rehabilitated and reinstalled or replaced. In the initial stages, approximately 100 workers including supervision, laborers, teamsters, operating engineers, divers, dock builders and electricians worked 11 hours a day 7 days a week. MTA Audit is reviewing the T&M charges to verify that the costs are properly documented. The T&M work was essentially completed in February 2013.

Over two dozen modifications are required at an estimated \$38,000,000 in additional cost, awarded upon negotiation of a fair and reasonable lump sum price for each of the various modifications, including: Re-installation of signal equipment; replacement of various signal cables, involving breakdown tests and operational tests; installation of terminal boxes, emergency telephones; 3rd rail power system; 3rd rail heater system; negative rail system; final tamping and regulating track ballast, all tracks; perimeter fencing and access roads; progressive hardening of strategic assets; stabilization of shoreline (bay and pond sides) including sheeting and jetty stone; and rehabilitation of retaining wall at Hammels Wye. The largest initiative is the construction of an 11,400 foot long sheet pile wall being constructed on the bay side. The work to be performed under the negotiated modifications is forecast for completion by the end of May 2013.

Schedule D: Ratification of Completed Procurement Actions

Item Number: 3

Vendor Name (& Location) Sprague Operating Resources, LLC (Portsmouth, NH)		Contract Number 06%3915 (for Gasoline); 06%3916 (for ULSD); Various POs	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Purchase of Bulk Gasoline and Bulk Diesel for Non-Revenue Support Fleet and Paratransit Carriers		Total Amount: Gasoline \$8,187,384 (Est.) ULSD \$41,458,462 (Est.)	
Contract Term (including Options, if any) September 24, 2012 – April 30, 2015 (for Gasoline) September 24, 2012 – April 30, 2015 (for ULSD)		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a		Requesting Dept/Div & Dept/Div Head Name: Various	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive			
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: ION			

Discussion:

It is requested that the Board formally ratify the Immediate Operating Need (ION) declared by the Vice President, Materiel effective September 24, 2012, waiving formal competitive bidding pursuant to Public Authorities Law §1209, and approve the issuance of various interim POs and the award of contracts issued under the ION to ensure NYC Transit had and continues to have an uninterrupted supply of bulk Gasoline and bulk Ultra Low Sulfur Diesel (ULSD) for NYC Transit non-revenue support fleet and Paratransit Carriers.

Metro Fuel Oil 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 NYC Transit provided bulk Gasoline (under Contracts 10D0265A, B, C, D) and bulk ULSD (under Contracts 10D0270A, C, D, E). 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 these fuels 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 NYC Transit for several short term extensions, through November 6, 2012 for ULSD and 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 September 24, 2012, NYC Transit Procurement sought to establish a contract with a long term replacement provider who could quickly mobilize to provide these critical fuel requirements at competitive pricing. Procurement explored the possibilities of piggybacking the NYC Department of Citywide Administrative Services (DCAS) contract with Sprague for bulk Gasoline, and DCAS' contract with Castle Oil Corp. for ULSD, but neither was a viable option as the terms and conditions primarily pertaining to actual delivery for these contracts were not compatible with the delivery requirements for NYC Transit. Under the NYS Office of General Services contract, Metro was the provider of bulk Gasoline and ULSD throughout the five boroughs, so piggybacking was not an option. Through detailed discussions, Procurement worked with Sprague to establish competitive pricing for bulk Gasoline and bulk ULSD, predicated upon the original terms, conditions and pricing submitted by Sprague in response to the MNR solicitation in 2010. It should be noted that Sprague was the next lowest bidder on the MNR solicitation and only slightly higher than Metro. As the loss of Metro was a major destabilizing force in the NYC fuel marketplace and less competition could negatively impact bid pricing in the near term, a determination was made to award contracts to Sprague (ULSD November 7, 2012 and Gasoline November 17, 2012) through April 30, 2015, the original expiration date of the contracts resulting from the MNR bid. This would provide ample time to allow the fuel marketplace to stabilize and for Procurement to cultivate future competition.

Pricing is based on the differential prices that Sprague quoted in its original MNR bid. 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 that were remaining in the Metro contracts have been transferred into these new awards to Sprague. It is anticipated that these funds will cover the expenditure for the term of the contracts. It should be noted that \$3.6M of the amount requested for approval is retroactive.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 4

Vendor Name (& Location)	
L.K. Comstock & Company (JV) (New York, NY)	
Description	
Signal Rehabilitation of the Church Avenue Interlocking, Culver Line, Borough of Brooklyn	
Contract Term (including Options, if any)	
June 30, 2010 – August 28, 2014	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
S-32742	15
Original Amount:	\$ 119,290,000
Prior Modifications:	\$ 1,627,340
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 120,917,340
This Request:	\$ 2,200,000
% of This Request to Current Amount:	1.8%
% of Modifications (including This Request) to Original Amount:	3.2%

Discussion:

This retroactive modification is for additional switch-related track work.

The contract is for the rehabilitation of the Church Avenue interlocking on the Culver Line in the Borough of Brooklyn, including signal rehabilitation, track reconstruction and the replacement of 16 switch machines.

A switch machine is installed adjacent to a track switch layout. The machine is connected by rods to the switch rails. When activated by the signal system, the switch machine moves the switch rails to the correct position allowing the train to move to another track.

The contract calls for the 16 existing switch machines to be replaced, but calls for continued use of the 16 existing track switch layouts. This is consistent with past experience; previous contracts involving the replacement of switch machines also called for similar existing track switch layouts to be left in place. However, when the contractor attempted to install the new switch machines at the Church Avenue interlocking, it was determined that the 16 new switch machines could not be properly connected to, or operate with, the 16 existing track switch layouts. Installed in 1934, over the years the 16 existing track switch layouts shifted position and became misaligned. Subways and CPM determined that the track switch layouts at this interlocking need to be replaced and that future signal rehabilitation contracts which call for the replacement of signal machines will also include the replacement of the associated track switch layouts.

Under this modification the contractor will furnish and install new switch rail, switch rods, switch rod plates, running rail and guard rail. The contractor will also install new ties and associated tie hardware; Subways will furnish the new ties and tie hardware, valued at approximately \$100K.

The contractor's proposal was \$2,575,222. NYC Transit's estimate was \$2,301,600. Following negotiations, the lump sum amount of \$2,200,000 was agreed upon and is considered fair and reasonable. Savings of \$375,222 were achieved.

On December 21, 2012 the Senior Vice President and Chief Engineer, CPM approved a retroactive waiver. A Direction to Proceed was issued the same day, directing the contractor to purchase the materials. The work will be performed during diversions of service during a seven week period in July and August 2013.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1-2

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

Contract Number	AWO/Modification #:
C-26005	124 & 134
Original Amount:	\$ 303,863,700
Option 1 Amount:	\$ 17,526,300
Option 2 Amount:	\$ 3,610,000
Total Amount:	\$ 325,000,000
Prior Modifications:	\$ 35,137,212
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 360,137,212
This Request:	\$933,000
Mod. 124: \$365,000	
Mod. 134: \$568,000	
% of This Request to Current Amount:	0.3%
% of Modifications (including this Request) to Total Amount:	11.1%

Discussion:

These retroactive modifications will address: 1) station waterproofing changes and; 2) the repair and replacement of gas main hangers in the Launch Box for a 30-inch gas main. This contract is for civil, structural, and utility relocation work for the 96th Street Station for the Second Avenue Subway. The work to be performed under this contract includes: the relocation of utilities, demolition of the existing Century Lumber Building and interior demolition at Astor Terrace Condominium; construction of temporary and permanent support of excavation (SOE) retaining structures including the construction of slurry walls, secant piles and micro pile walls; connection to the existing tunnel north of 99th Street; installation of temporary roadway decking; construction of the 96th Street Station invert slab; and construction of certain station entrance and ancillary building structural elements.

Modification No. 124

In December 2011, NYC Transit Departments of Subways and CPM determined that all waterproofing in the cut-and-cover structures of the 2nd Avenue Subway Project would be changed from the previously specified High-Density Polyethylene (HDPE) membrane system to a Thermoplastic Membrane PVC system. Since Contract C-26005 was already under construction, it was determined that the 96th Street Station would have a combination of the two systems, the details of which were provided in May 2012. Mod 107 was previously approved by the Board for revisions to the HDPE system to be applied to the invert slab in the areas of the Main Station Box constructed with slurry walls. This modification addresses the change to PVC waterproofing for approximately 30,000 square feet of invert slab and side walls in the areas of Ancillaries 1 and 2. Retroactive approval was obtained from the MTACC President on August 2, 2012 in order to avoid any schedule impact resulting from the PVC material lead-time. The contractor submitted a cost proposal in the net amount of \$646,611; MTACC's revised estimate was \$333,238. Negotiations resulted in the agreed upon lump sum price of \$365,000, which is considered fair and reasonable and reflects the difference in cost between the two methods. A reduction of \$281,611 was achieved.

Modification No. 134

The 30 inch gas main in the Launch Box is protected by a 42 inch carrier pipe and runs the entire length of the Launch Box from 91st Street to 95th Street and was suspended from the Launch Box deck beams under TBM Contract C-26002 (with S3TC). The design of this support system was developed by S3TC and approved by Con Ed, who required biannual inspections of the hangers. During the performance of contract C-26002 a total of six bolts failed and were replaced. The latest inspection of the hangers concluded that an additional eighteen (18) hanger bolts had either failed or are failing. Modification No. 131 was initiated to immediately address these 18 bolts. Due to the increased rate of bolt failure, Con Ed decided that 50% of the hangers needed to be replaced with a new hanger design that does not rely on bolts. This Mod. No. 134 includes the replacement of 39 existing hangers with a new wire rope assembly and the replacement of 67 bolts on those remaining hangers not already addressed under Mod. No. 131. Due to the nature of this work, it is necessary that replacement of the hangers begin immediately. Retroactive approval was obtained from the MTACC President on February 12, 2013. The contractor submitted a cost proposal in the amount of \$665,446; MTACC's revised estimate was \$541,685. Negotiations resulted in the agreed upon lump sum price of \$568,000, which is considered fair and reasonable. Savings of \$97,446 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

Vendor Name (& Location) E.E. Cruz and Tully Construction Company, JV, LLC (Holmdel, NJ)	
Description Second Avenue Subway route - 96 th Street Station Finishes	
Contract Term (including Options, if any) June 22, 2012 - December 22, 2015	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #s
C-26010	1
Original Amount:	\$ 324,600,000
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 324,600,000
This Request:	\$ 376,867
% of This Request to Current Amount:	0.1%
% of Modifications (including This Request) to Original Amount:	0.1%

Discussion:

This retroactive modification will address station waterproofing changes.

This Contract is for Station Finishes for the Second Avenue Subway - 96th Street Station.

The work to be performed under this contract includes: the rehabilitation and retro-fit of the existing 99th - 105th Street Tunnel; construction of invert slab and benches in the new existing 87th - 92nd Street Tunnels and in the northern section of the 97th - 99th Street Tunnel; waterproofing; installation of mechanical systems including HVAC, electrical medium voltage and 120V systems; plumbing; supply and installation of elevators and escalators in the station and entrances; construction of the station platform, mezzanine levels, ancillaries and entrances; construction of interior walls and rooms; installation of architectural finishes; restoration of the surface of Second Avenue and adjacent streets; removal of the temporary road deck installed in previous contracts; and perform maintenance of the station until contract completion.

In December 2011, NYC Transit Departments of Subways and CPM determined that all waterproofing in the cut-and-cover structures of the 2nd Avenue Subway Project would be changed from the previously specified High-Density Polyethylene (HDPE) membrane system to a Thermoplastic Membrane PVC system. However, further direction regarding the 96th Street Station was required since Contract C-26005, for the civil, structural, and utility relocation work was already under construction. In May 2012, it was determined that the 96th Street Station would have a combination of the two systems. These changes could not be incorporated into the C-26010 bid documents as the decision regarding 96th Street was not made until after bids had opened. Modification No. 124 under Contract C-26005, which is a part of this Board package, addresses the change to PVC waterproofing for approximately 30,000 square feet of the invert slab and side walls in the areas of Ancillaries 1 and 2. This modification addresses the change to PVC waterproofing for an additional approximately 34,000 square feet of the invert and side walls in the north and south ends of the Main Station Box constructed without slurry walls.

Considering the fact that CTJV is the contractor for both 96th Street contracts, both of which are affected by the change in waterproofing systems; it was necessary to coordinate the pouring of the concrete invert slabs and associated waterproofing between each contract; consequently, retroactive approval was obtained from the MTACC President on August 7, 2012.

The contractor submitted a cost proposal in the net amount of \$588,023; MTACC's revised estimate was in the net amount of \$374,475. Negotiations resulted in the agreed upon net lump sum price of \$376,867, which is considered fair and reasonable. Savings of \$211,156 were achieved.

Modification No. 7, a future Board modification, will address the balance of the PVC waterproofing changes for the 96th Street Station including the entire station roof and remaining side walls as well as Entrance 1, 2 and 3 invert slabs.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 4

Vendor Name (& Location) Judlau Contracting, Inc. (New York, NY)	
Description Second Avenue Subway Route 132A- 63 rd St./Lexington Avenue Station Reconstruction	
Contract Term (including Options, if any) January 13, 2011 – May 13, 2014	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #
C-26006	12
Original Amount:	
	\$ 176,450,000
Prior Modifications:	
	\$ 828,890
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 177,278,890
This Request:	
	\$290,000
% of This Request to Current Amount:	
	0.2%
% of Modifications (including This Request) to Original Amount:	
	0.6%

Discussion:

This retroactive modification is for additional work associated with the construction of a new duct bank at an Electrical Distribution Room (EDR) associated with the Second Avenue Subway Route – 63rd St./Lexington Avenue Station.

The contract calls for station reconstruction, as well as rehabilitation and reconstruction of new entrances to allow access from 3rd Avenue; connect new entrances to platforms; utility installation and relocation; and installation of elevators and escalators in the station and entrances.

Existing EDR 1 is experiencing a significant amount of water leakage that is corroding the electrical fixtures. It was confirmed that the water leakage is coming through the existing duct bank joints. This modification is for the construction of a new duct bank. The work includes soil testing, excavation and construction of a new reinforced concrete duct bank, including conduit installation connecting to EDR 1; disconnecting and pulling all existing cables from the existing duct bank which will be abandoned; installation of new cables to EDR 1 through the new duct bank; and restoration of the manhole after construction of the duct bank.

To avoid schedule impact, this work had to begin without delay. Consequently, the MTACC President approved a retroactive waiver on November 7, 2012.

The contractor's proposal was \$500,625; MTACC's estimate was \$245,352. Negotiations resulted in the agreed upon lump sum price of \$290,000, which is considered fair and reasonable. Savings of \$210,625 were achieved.



New York City Transit

Bus Company

Transit & Bus Committee Meeting

March 2013

BOOK 2

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



MEETING AGENDA

NEW YORK CITY TRANSIT & BUS COMMITTEE

March 11, 2013 - 10:30 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

BOOK 2

6. SERVICE CHANGES

- MTA Bus Schedule Changes for Q70 & Q33 6.1
- MTA Bus Service Changes effective April, 2013 6.9

7. SPECIAL REPORTS & PRESENTATIONS

- MetroCard Report 7.1
- NYCT Adopted Budget/Financial Plan 2012-2015 7.5
- SIR Adopted Budget/Financial Plan 2012-2015 7.32
- MTA Bus Adopted Budget/Financial Plan 2012-2015 7.57
- 2013 Safety Initiatives & 2012 Year-End Report 7.84
- Rodent Fertility Bait ContraPest Presentation 7.94

8. STANDARD FOLLOW-UP REPORTS

- ADA Compliance 8.1
- NYC Transit & MTA Bus Service Quality Indicators Report 8.10
- Escalator & Elevator Service Report 8.52
- Transit Adjudication Bureau Report 8.75
- NYC Transit & MTA Bus EEO Report 8.77

9. MTACC REPORT 9.1

6. SERVICE CHANGES

Report



SERVICE CHANGES:

REQUEST FOR PUBLIC HEARING: LAGUARDIA AIRPORT SERVICE REVISIONS NEW Q70 LIMITED-STOP SERVICE and REVISIONS TO Q33 SERVICE in QUEENS

SERVICE ISSUE:

MTA Bus has been working closely with the New York City Department of Transportation in a joint effort with MTA New York City Transit (NYCT) and the Port Authority of New York and New Jersey to analyze transit access alternatives to LaGuardia Airport as part of the *LaGuardia Airport Access Alternatives Analysis* study. The objective of this effort is to review relatively low-cost transit improvements that can be implemented within a short timeframe.

For MTA Bus, the study recommends a new route connecting LaGuardia Airport with the regional transit hubs at Woodside and Jackson Heights, and revisions to the Q33. Although the Q33 local bus route currently provides a connection between Jackson Heights and the airport, it primarily serves as a feeder for the local community to and from the subway. The Q33 travels on local residential and commercial streets, which are frequently congested or obstructed, thereby slowing service and affecting reliability. This plan is complementary with simultaneous efforts by NYCT to improve airport access on the M60 route.

Consistent with the recommendations of the study, it is proposed that MTA Bus establish a new route, the Q70 Limited, and revise the Q33.

RECOMMENDED SOLUTION:

Schedule a public hearing to inform the public and receive comments from the community on the implementation of a new Q70 limited-stop route and revisions to shorten the current Q33.

ESTIMATED IMPACT:

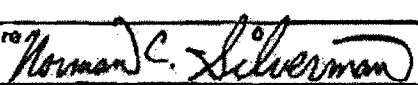
There would be an annual cost for the proposed Q70 Limited; however, a portion of this cost would be offset by the proposed revisions to the Q33. Provision for this cost increase has been included in the MTA Bus 2013 operating budget. After the public hearing, service plans and schedules would be finalized, and the detailed budget impact would be reported in the follow-up Staff Summary.

PROPOSED IMPLEMENTATION DATE:

Hold the public hearing in April 2013, for target implementation of the Q70 Limited and Q33 service changes in September 2013.

Staff Summary

Page 1 of 5

Subject	Request For Public Hearing: LaGuardia Airport Bus Service Revisions - New Q70 Limited-Stop Service and Revisions to Q33 Service in Queens
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	Robert Lai

Date	February 19, 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	Acting Chairman		X		
3	NYCT/MTA Bus Committee	3/11/13		X	

Internal Approvals			
Order	Approval	Order	Approval
4	President		
3	Executive Vice President		
2	VP, Intergovernmental and Community Affairs		
1	Vice President, Operations Planning		NCS

Narrative

PURPOSE:

The purpose of this staff summary is to gain the approval of the President and the Acting Chairman to hold a public hearing on MTA Bus service change proposals for bus service to LaGuardia Airport. These proposals include the establishment of a new faster and more direct route to LaGuardia Airport from Woodside and Jackson Heights in Queens; and revisions to the Q33, which currently provides local bus access between Jackson Heights and LaGuardia Airport.

The Q33 was formerly operated by the Triboro Coach Corporation and transitioned into MTA Bus service on February 20, 2006.

DISCUSSION:

MTA Bus has been working closely with the New York City Department of Transportation (NYCDOT) in a joint effort including MTA New York City Transit (NYCT) and the Port Authority of New York and New Jersey (PANYNJ) to analyze transit access alternatives to LaGuardia Airport as part of the *LaGuardia Airport Access Alternatives Analysis* study. LaGuardia Airport was chosen for analysis following recommendations in the joint-NYCDOT and MTA 2009 *Bus Rapid Transit Phase II: Future Corridors* study, which analyzed potential corridors citywide for Bus Rapid Transit (BRT).

The current *Alternatives Analysis* study is being conducted by NYCDOT, working closely with MTA Bus, NYCT and PANYNJ, to review relatively low-cost transit improvements that can be implemented within a short timeframe and enhance transit access to and from LaGuardia Airport on a regional basis, as well as the local community in the vicinity of the airport. The study was initiated in early 2011, and

Staff Summary

has included input from elected officials and community members. Its recommendations have been developed, and focus on improvements to public bus service to and from the airport. For MTA Bus, the study recommends a new direct route linking LaGuardia Airport with regional transit hubs at Woodside and Jackson Heights, and resulting revision to the Q33, which currently provides local bus access between LaGuardia Airport and Jackson Heights in addition to serving local bus stops in the community. The *LaGuardia Airport Access Alternatives Analysis* study also includes recommendations for NYCT routes, the other public bus service provider at the airport, which NYCT is pursuing separately for implementation.

LaGuardia Airport is currently served by MTA Bus local bus routes Q33, Q47 and Q72, and NYCT local bus routes M60 and Q48. The Q33 operates between LaGuardia Airport's central terminals (Terminal B, C and D) and East Elmhurst and Jackson Heights. The Q47 operates between LaGuardia Airport's Marine Air Terminal only (Terminal A) and Jackson Heights and Glendale. The Q72 operates between LaGuardia Airport's central terminals (Terminal B, C and D) and East Elmhurst, Corona and Rego Park. The M60 operates between all passenger terminals at LaGuardia Airport and Astoria, Harlem, Morningside Heights and the Upper West Side of Manhattan. The Q48 operates between all passenger terminals at LaGuardia Airport and East Elmhurst, Corona and Flushing.

NYCT's M60 provides good airport access from the northern sections of New York City (Bronx and Upper Manhattan); however, the M60 is a circuitous ride for customers from the southern sections of New York City, including Midtown Manhattan, Lower Manhattan, Queens, Brooklyn and Staten Island. The Q33 and Q47 currently provide local bus connections to the Jackson Heights transit hub, where passengers can transfer to the **E F M R 7** rail transit routes with direct connections to Midtown Manhattan and eastern Queens. However, there are issues with the Q33 and Q47 as currently configured that discourage their use for airport trips, as their primary function is subway feeder service for the local community with passenger boarding and alighting along the routes.

The *Alternatives Analysis* study focused on improved transit access to the busiest central terminal areas of LaGuardia Airport served by the Q33 (Terminals B, C and D), conversely the Q47 only serves a remote, lesser used section of the airport at the Marine Air Terminal (Terminal A). Therefore, the study does not recommend revisions to the Q47.

Analysis conducted for the study and public feedback received during the study has highlighted that the current Q33 travel time is long and frequently subjected to unpredictable delays along its route. The Q33 primarily travels on local one-way residential streets and congested commercial streets where it is subject to delays due to double parked vehicles in the travel lanes. Passengers in the local community traveling to and from the subway are inconvenienced by airport passengers carrying luggage, which takes up space on the buses. The Q33 servicing the airport also contributes to reliability issues for passengers from the local community. Security concerns and space limitations constrain layovers of buses at an airport terminal; therefore, all Q33 trips operate in a loop configuration at the northern end of the route at the airport, and there is no recovery time scheduled. This recovery time is extra time typically added to bus schedules to compensate for variability in travel times along the route helping to maintain schedule reliability.

Consistent with the recommendations of the study to improve transit access to LaGuardia Airport, it is proposed that MTA Bus add a new route, the Q70 Limited, and revise the Q33 to no longer enter the airport.

Proposed Q70 Limited

The proposed Q70 route would operate as a full-time limited-stop service providing a fast and reliable bus connection between LaGuardia Airport and regional transit hubs. The Q70 would serve the Woodside-61st Street Long Island Rail Road and 7 subway stations (additionally, the 7 train provides weekday peak direction express service), the E F M R 7 station at Jackson Heights-Roosevelt Avenue, and then travel directly non-stop to and from LaGuardia Airport via the limited-access Brooklyn-Queens Expressway (BQE) and Grand Central Parkway. On the airport, the Q70 would serve all central airport terminals currently served by the Q33 (Terminals B, C and D). The Q70 would not serve the very remote and lightly-used Marine Air Terminal (Terminal A); passengers may continue to access this terminal to/from Jackson Heights via the Q47. The Q70 would be analogous in function to AirTrain at JFK Airport, but utilize the existing road network and take advantage of the limited-access highway system in lieu of a fixed guideway. The proposed Q70 travel path is shown in Map 1.

The proposed Q70 Limited is designed to provide an attractive service for airport passengers by reducing travel time by over 40% from Jackson Heights (compared with the current Q33), providing improved reliability, and new regional connections via the Long Island Rail Road (LIRR) and 7 express train at Woodside. Faster travel speeds would be achieved primarily by spacing bus stops widely and the use of the highway providing a direct, fast path to/from the airport. Travel times between Midtown Manhattan and LaGuardia Airport connecting at Woodside or Jackson Heights is estimated to be as fast as 35 minutes. Direct connections with the LIRR at Woodside would facilitate regional transit access to LaGuardia Airport from the eight LIRR branches that currently have no access.

It is expected that the ridership on the Q70 Limited would build upon and add to the airport ridership currently on the Q33, which would no longer enter the airport (as described below), as the Q70 would be a single-function airport connector route, and an important new link in the regional transit network.

The Q70 Limited is proposed to operate the same hours of service as the current Q33.

Q33 Revision

The Q33 currently has two functions: its primary function is a feeder to and from the subway for the local East Elmhurst and Jackson Heights communities; and its secondary function is to provide a connection between the subway and LaGuardia Airport. The Q33 has a current ridership of approximately 9,800 passengers per weekday, 7,000 passengers per Saturday and 5,900 passengers per Sunday, of this total, approximately 20 percent, or 1,900 passengers per weekday, and a slightly lesser number on weekends, travel to or from LaGuardia Airport. The volume of airport passengers transported by the Q33 is a small percentage of its overall ridership; however, the Q33 transports the second highest volume of transit passengers to and from the airport, following the M60, which transports approximately 5,000 passengers per weekday.

With the proposed Q70 Limited providing the primary service from Woodside and Jackson Heights to the airport, it is proposed to shorten the Q33 to terminate outside the airport on 95th Street at Ditmars Boulevard, as shown in Map 2. Shortening the Q33 would avoid redundant service between LaGuardia Airport and Jackson Heights, allow the Q33 to better serve its primary ridership in the local communities to and from the subway, separate local community ridership from airport ridership and the associated luggage, and improve reliability on the Q33 by providing recovery time at both ends of the route. It is proposed that the Q33 retain its current hours of service.

Staff Summary

Based on data collected as part of the *Alternatives Analysis* study, the majority of current Q33 passengers traveling to and from the airport travel board or alight at a transfer point at the subway in Jackson Heights. Only approximately 3 percent of the current total ridership, or 300 passengers per weekday and a lesser number on weekends, travel between the local community and the airport. Under the proposed revisions, these passengers would be able to transfer proximately to or from the Q72 to access the airport. (Northbound passengers would have the option to transfer to the M60 at a stop shared with the Q33 to enter the airport as well – only northbound passengers have this added option because of the loop configuration of the M60 travel path at the airport).

RECOMMENDATION:

Schedule a public hearing to inform the public and receive comments from the community on the implementation of a new Q70 limited-stop route and revisions to shorten the current Q33. Pursuant to MTA Board approved service guidelines, a public hearing is required to establish a new route, the Q70 Limited, and because Q33 route miles would be decreased by more than 25%.

After consideration of public comment at the hearing, the proposed changes would be modified as appropriate and forwarded to the Board for final action.

ALTERNATIVES:

The only alternative is to leave bus service between LaGuardia Airport and Jackson Heights unchanged, however this would forego the opportunity to provide faster, more reliable service to LaGuardia Airport and enhance transit access, on a regional and local level, to the airport. The current transit options are frequently affected by slow speeds and low reliability related to congestion on local roads, narrow streets and long dwell times.

IMPACT ON FUNDING:

There would be an annual cost for the proposed Q70 Limited; however, a portion of this cost would be offset by the proposed revision to the Q33. Provision for this cost increase has been included in the MTA Bus 2013 operating budget. After the public hearing, service plans and schedules would be finalized, and the detailed budget impact would be reported in the follow-up Staff Summary.

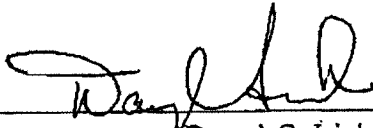
PROPOSED IMPLEMENTATION DATE:

Hold the public hearing in April 2013, for target implementation of the Q70 Limited and Q33 service changes in September 2013.

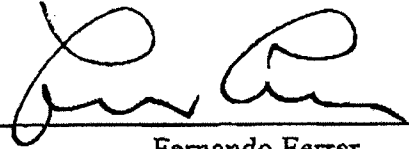
Staff Summary

Page 5 of 5

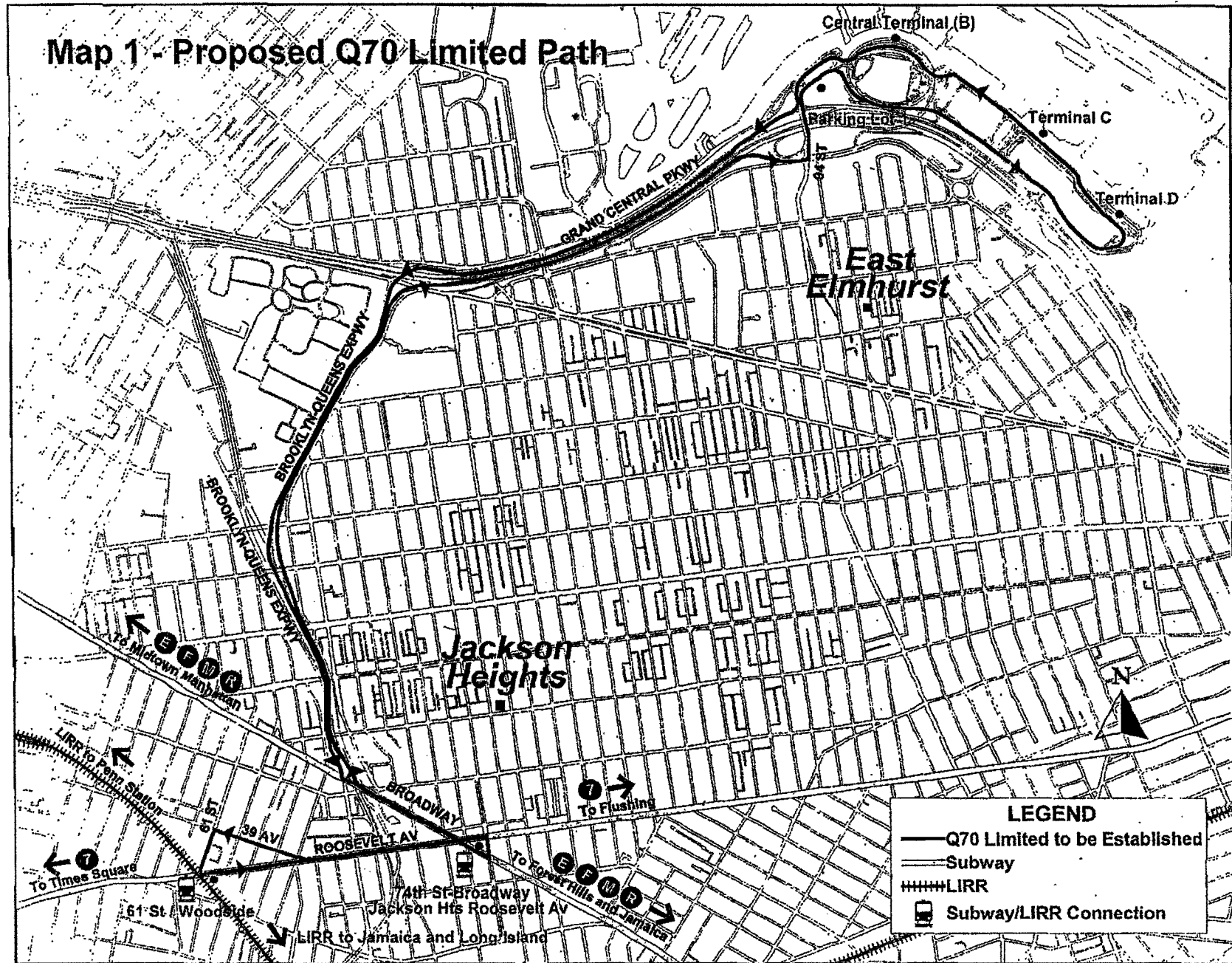
Authorization to conduct a public hearing:



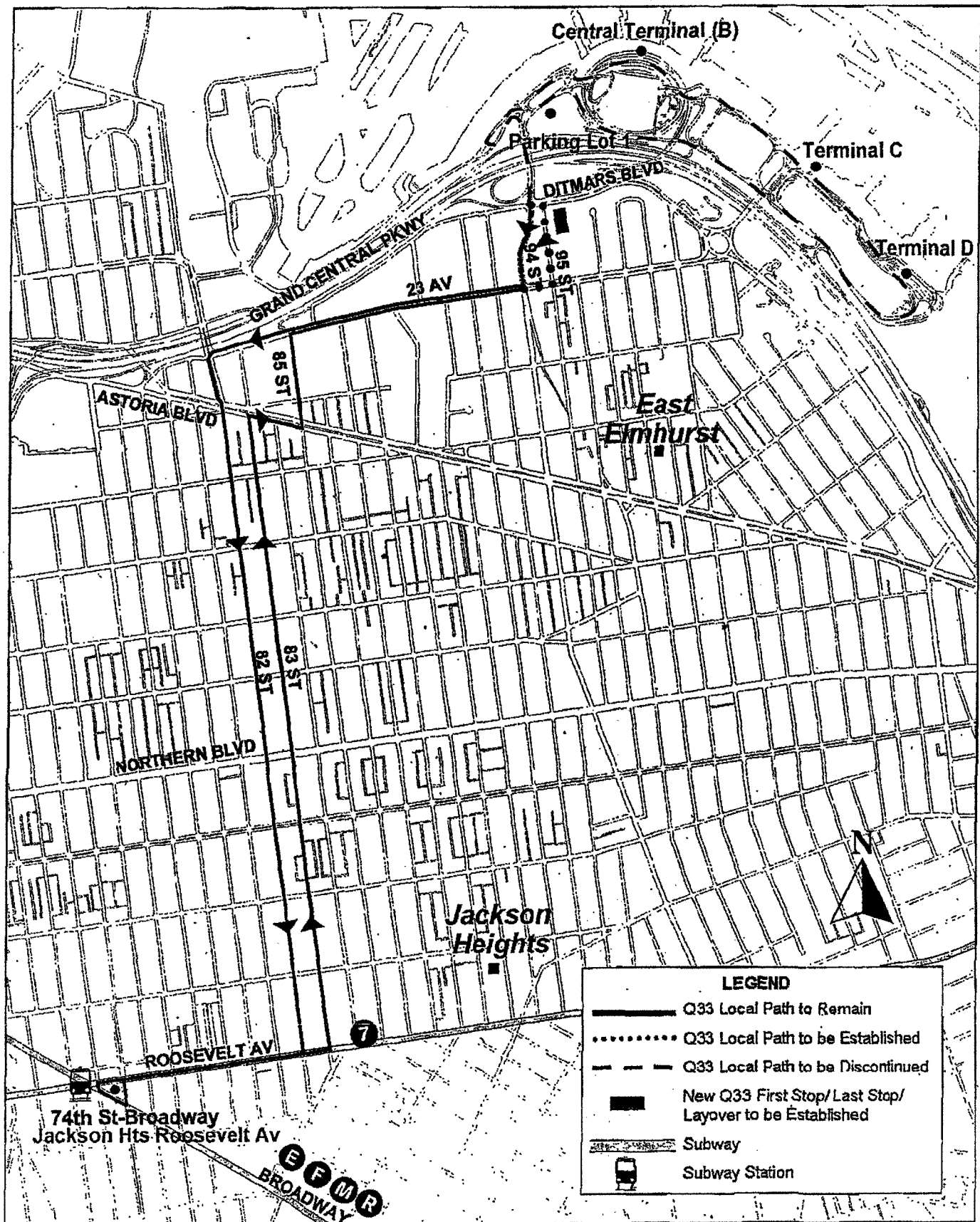
Darryl C. Irick
President



Fernando Ferrer
Acting Chairman



Map 2 - Q33 Path Revision





Report

**SERVICE CHANGES: NYCT / MTA BUS OPERATIONS
COMMITTEE NOTIFICATION:
BUS SCHEDULE CHANGES
EFFECTIVE APRIL 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:

Nine bus schedule changes on a total of four routes (Weekday, or Saturday, or Sunday) are proposed for implementation in April 2013.

ESTIMATED IMPACT:

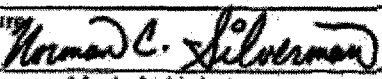
Implementation of the April 2013 schedule changes is estimated to result in an annualized cost of approximately \$56,000, which is below the allotted budget for Spring 2013.

PLANNED IMPLEMENTATION:


April 2013.

Staff Summary

Page 1 of 2

Subject Bus Schedule Changes Effective April 2013					
Department Operations Planning					
Department Head Name Norman C. Silverman					
Department Head Signature 					
Project Manager Name Mark A. Holmes					
Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT/MTA Bus Cmte			X	

Date February 11, 2013			
Vendor Name N/A			
Contract Number N/A			
Contract Manager Name N/A			
Table of Contents Ref # N/A			
Internal Approvals			
Order	Approval	Order	Approval
4	President		
3	Executive Vice President		
2	VP, Intergovernmental and Community Affairs		
1	Vice President, Operations Planning		


NCS 2/11/13

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 April 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.

RECOMMENDATION:

Nine bus schedule changes affecting four routes which include weekday, or Saturday or Sunday service have been identified for implementation in April 2013.

1. Four of the bus schedule changes contain increases in service frequency and/or spans of service to more closely align service with customer demand.
2. Five of the bus schedule changes contain decreases in service frequency 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.

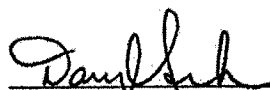
IMPACT OF FUNDING:

Implementation of the April 2013 schedule changes is estimated to result in an approximate annual cost of \$56,000 when compared to the current schedules. This is included in the 2013 Budget.

IMPLEMENTATION:

April 2013.

Approved:



Darryl C. Irick
President

**Attachment 1
Weekday**

MTA Bus

**Summary of Service Span and Frequency Changes by Time Period
Spring 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
Q10 Limited	6:20am - 9:20pm (N'bound)	5:25am - 11:15pm (N'bound)	15	12	15	12	15	12	15	20
	7:02am - 10:02pm (S'bound)	5:40am - 11:30pm (S'bound)	15	12	15	12	15	12	15	20
Q10 Local	N/C	N/C	3.5	4	5	7.5	3	4	4	7.5
Q23	N/C	N/C	8	10	12	12	6	7.5	12	12
Q53	N/C	N/C	8	7	10	10	8	8	12	12
Q111	N/C	N/C	3	4	7	7	3	4	7	7

Notes

(1) N/C is No Change

**Attachment 1
Saturday**

**MTA Bus Company Operations Planning
Summary of Service Span and Frequency Changes by Time Period
Spring 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.

SATURDAY	Span Changes		Late Morning		Midday		Late Afternoon		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
Q10 Limited	6:20am-7:05pm (N'bound)	6:20am-11:15pm (N'bound)	15	15	15	12	15	15	15	20
	7:02am-7:47pm (S'bound)	6:55am-11:35pm (S'bound)	15	15	15	12	15	15	15	20
Q10 Local	No Change	No Change	7.5	10	7.5	7.5	7.5	7.5	15	15

**Attachment 1
Sunday**

**MTA Bus Company Operations Planning
Summary of Service Span and Frequency Changes by Time Period
Spring 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.

SUNDAY	Span Changes		Late Morning		Midday		Late Afternoon		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
Q10 Limited	10:20am-7:05pm (N'bound)	5:41am-11:30pm (N'bound)	15	20	15	12	15	15	15	20
	11:02am-7:47pm (S'bound)	6:25am-11:30pm (S'bound)	15	20	15	12	15	15	15	20
Q10 Local	No Change	No Change	7.5	10	7.5	10	7.5	10	15	15

7. SPECIAL REPORTS

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

Actual January 2013 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>January 2012</u>	<u>January 2013*</u>	<u>Difference</u>
Cash	3.1%	2.9%	(0.1%)
Single-Ride Ticket	1.2%	1.0%	(0.2%)
Bonus Pay-Per-Ride	38.5%	39.3%	0.8%
Non-Bonus Pay-Per-Ride	10.2%	10.2%	(0.0%)
7-Day Farecard	16.4%	16.6%	0.2%
30-Day Farecard	<u>30.6%</u>	<u>29.9%</u>	(0.7%)
Total	100.0%	100.0%	

* Preliminary

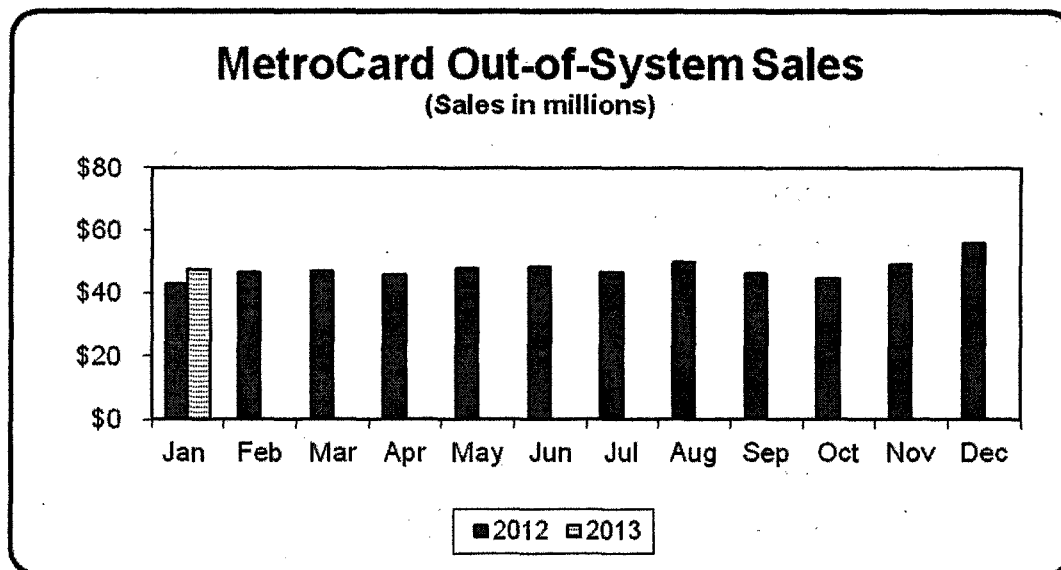
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in January 2013 was 5,482, a 0.11 percent increase from the same period last year. The average value of a credit issued was \$62.88.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$47.6 million in January 2013, an 10.6 percent increase compared to January 2012.



Retail Sales

There were 4,402 active out-of-system sales and distribution locations for MetroCards, generating \$22.7 million in sales revenue during January 2013.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 234,905 MetroCards valued at approximately \$18.5 million were made in January 2013 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$117.92. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 47,616 for January 2013, generating an additional \$5.0 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$23.5 million, a 31.9 percent increase when compared to January 2012.

Mobile Sales Program

In January 2013, the Mobile Sales unit completed 219 site visits, of which 159 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$167,000 in revenue was generated. In January 2013, the Mobile Sales unit assisted and enabled 1,396 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 January 2013 enrollment in the Reduced-Fare Program increased by 5,743 new customers, while 1,855 customers left the program. The total number of customers in the program is 811,400. Seniors account for 657,108 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 154,292 customers. Of those, a total of 33,934 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Reduced-fare customers added approximately \$6.0 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In January 2013, the EasyPay Reduced Fare program enrollment totaled 123,094 accounts. During the month, EasyPay customers accounted for approximately 1.8 million subway and bus rides with \$1.6 million charged to their accounts. Each account averaged 27 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In January 2013, the EasyPay Xpress PPR program enrollment totaled 54,600 accounts. During this month, Xpress PPR customers accounted for approximately 1,050,000 subway, express bus and local bus rides with \$2.4 million charged to their accounts. Each account averaged 25 trips per month, with an average monthly bill of \$57.

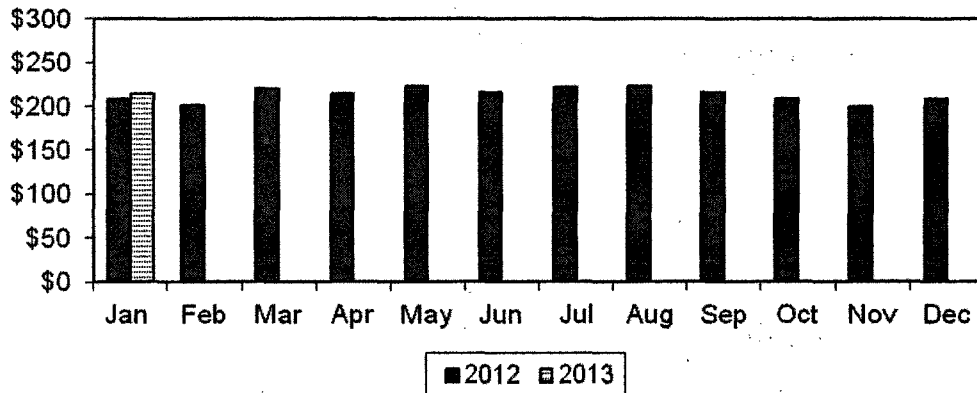
EasyPay Xpress Unlimited Program

In January 2013, the EasyPay Xpress Unlimited program enrollment totaled 9,854 accounts. During this month, Xpress Unlimited customers accounted for approximately 461,000 subway and local bus rides with \$837,000 charged to their accounts. Each account averaged 52 trips per month with a fixed monthly bill of \$104.

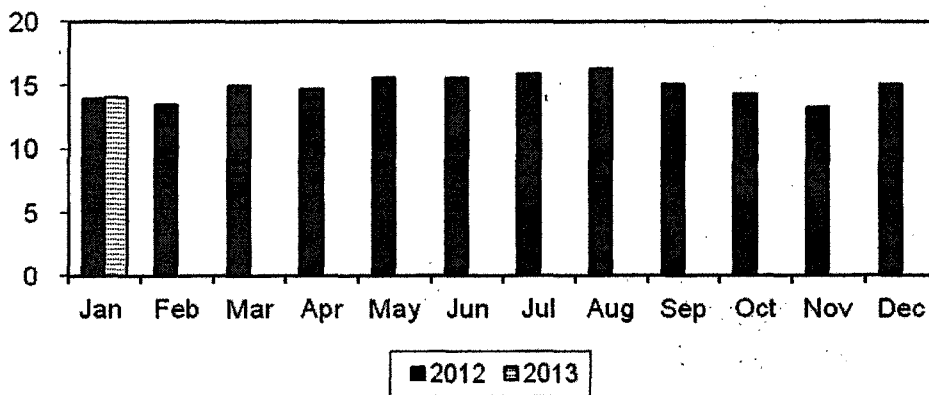
In-System Automated Sales

Vending machine sales (MVMs & MEMs) during January 2013 totaled \$213.8 million, on a base of 14.1 million customer transactions. This represents a 3.0 percent increase in vending machine sales compared to the same period last year. During January 2013, MEMs accounted for 1,639,300 transactions resulting in \$40,499,129 in sales. Debit/credit card purchases account for 73.5 percent of total vending machine revenue, while cash purchases account for 26.5 percent. Debit/credit card transactions account for 45.8 percent of total vending machine transactions, while cash transactions account for 54.2 percent. The average credit sale is \$28.22, more than three times the average cash sale of \$7.38. The average debit sale is \$19.09.

Vending Machine Sales (Sales in millions)



Vending Machine Transactions (Transactions in millions)



**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2013-2016
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA New York City Transit's 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013 - 2016. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2012, as well as other technical adjustments.

These adjustments are presented on the included reconciliations from the November Financial Plan and are described below:

- A fare increase effective March 1, 2013, projected to yield additional revenue of \$232.5 million in 2013, \$278.3 million in 2014, \$282.2 million in 2015 and \$284.4 million in 2016.
- Beginning 2013, a \$1 "Green Fee" charge will be made for each new MetroCard purchased, to result in estimated additional revenue of \$20.0 million annually. This fee is intended to motivate riders to refill their MetroCards instead of purchasing new cards, thus also resulting in card stock savings.
- An inclusion in 2012 of \$148.0 million of estimated losses from Tropical Storm Sandy, including increased costs and lost farebox revenue. It has been estimated that recoveries of these losses will total approximately \$140.0 million, and will be received evenly over the subsequent three years 2013-2015.
- It is estimated that NYCT will receive a recovery regarding losses as a result of Tropical Storm Irene (2011) of \$11.8 million in 2013.
- Re-estimates of electric power expenses, based on higher price projections, resulting in expense increases of \$18.3 million in 2014, \$18.6 million in 2015 and \$19.5 million in 2016.
- Increases of cash payments of \$12.4 million in 2012, \$13.0 million in 2013 and 2014, \$13.2 million in 2015 and \$13.5 million in 2016 were included in this Financial Plan, based on a re-estimate of Other Post-Employment Benefits (GASB) funding requirements.
- Effective January 1, 2013, advertising revenue receipts will be reassigned from MTA New York City Transit to MTA Headquarters, since the support (and related expenditures) of this real estate function is largely performed at MTA Headquarters. Since advertising revenue is primarily location-specific, the advertising revenue (and expenses), on an accrued basis only, will continue to be allocated to the Agency where the advertising revenue is generated. The resulting reduction in Other Operating Revenue cash receipts will be matched by additional cash subsidies to the Agency, and therefore have no adverse impact on NYCT's cash position. As a result, Other Operating Revenue cash receipts will decrease by \$91.7 million in 2013, \$94.4 million in 2014, \$95.7 million in 2015 and \$97.1 million in 2016.

The plan also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA NEW YORK CITY TRANSIT
February Financial Plan 2013 - 2016
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	2012		2013		Favorable/(Unfavorable) 2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2012 November Financial Plan: Baseline										
Surplus/(Deficit)	41,158	(\$5,502.190)	41,731	(\$5,819.933)	41,674	(\$6,039.941)	41,698	(\$6,403.322)	41,603	(\$6,801.252)
Technical Adjustments:										
Rounding				0.040				0.014		0.009
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.040	0	\$0.000	0	\$0.014	0	\$0.009
MTA Plan Adjustments:										
Fare/Toll Yields on 3/1/13				232.491		278.262		282.191		284.365
Metro-Card Green Fee and Cost Savings				20.000		20.000		20.000		20.000
Operating Loss/Recovery from Tropical Storm Sandy		(147.955)		46.471		46.471		46.484		
Recovery of Tropical Storm Irene				11.807						
Move from Madison Ave.										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other-Electric Power Re-estimate						(18.324)		(18.583)		(19.464)
Sub-Total MTA Plan Adjustments	0	(\$147.955)	0	\$310.769	0	\$326.409	0	\$330.092	0	\$284.901
2013 February Financial Plan: Baseline										
Surplus/(Deficit)	41,158	\$ (5,650.145)	41,731	\$ (5,509.124)	41,674	\$ (5,713.532)	41,698	\$ (6,073.216)	41,603	\$ (6,516.342)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2013 - 2016
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2012 November Financial Plan: Baseline										
Surplus/(Deficit)	4,505	\$0.000	4,332	\$0.000	4,240	\$0.000	4,160	\$0.000	4,147	\$0.000
<i>Technical Adjustments:</i>										
<i>Net Expense Increases due to corrections</i>		(0.002)		(0.193)		(0.249)		(0.240)		(0.245)
<i>Corresponding Capital Reimbursement Adjustment</i>		0.002		0.193		0.249		0.240		0.245
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
<i>Fare/Toll Yields on 3/1/13</i>										
<i>Metro-Card Green Fee and Cost Savings</i>										
<i>Operating Loss/Recovery from Tropical Storm Sandy</i>										
<i>Recovery of Tropical Storm Irene</i>										
<i>Move from Madison Ave.</i>										
<i>Residual LI Bus Costs-Responsibility of Nassau Cnty.</i>										
<i>Other</i>										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2013 February Financial Plan: Baseline										
Surplus/(Deficit)	4,505	\$0.000	4,332	\$0.000	4,240	\$0.000	4,160	\$0.000	4,147	\$0.000

MTA NEW YORK CITY TRANSIT
February Financial Plan 2013 - 2016
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2012 November Financial Plan: Baseline										
Surplus/(Deficit)	45,663	(\$2,579.247)	46,063	(\$2,803.015)	45,914	(\$3,039.008)	45,858	(\$3,155.109)	45,750	(\$3,406.801)
Technical Adjustments:										
<i>Rounding</i>							0.004		0.008	
Advertising Revenue Transfer to MTA				(91.670)		(94.420)	(95.742)		(97.050)	
Sub-Total Technical Adjustments	0	\$0.000	0	(\$91.670)	0	(\$94.420)	0	(\$95.738)	0	(\$97.042)
MTA Plan Adjustments:										
Fare/Toll Yields on 3/1/13				232.491		278.262	282.191		284.365	
Metro-Card Green Fee and Cost Savings				20.000		20.000	20.000		20.000	
Operating Loss/Recovery from Tropical Storm Sandy		(147.955)		46.471		46.471	46.484			
Recovery of Tropical Storm Irene				11.807						
Move from Madison Ave.										
OPEB Gasb Cash Re-estimate		(12.442)		(12.987)		(12.986)	(13.185)		(13.468)	
Other-Electric Power Re-estimate						(18.324)	(18.583)		(19.464)	
Sub-Total MTA Plan Adjustments	0	(\$160.397)	0	\$297.782	0	\$313.423	0	\$316.907	0	\$271.433
2013 February Financial Plan: Surplus/(Deficit)	45,663	\$ (2,739.644)	46,063	\$ (2,596.903)	45,914	\$ (2,820.005)	45,858	\$ (2,933.940)	45,750	\$ (3,232.410)

MTA New York City Transit
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Advertising Transfer to MTA	All Other	
Revenue									
Farebox Revenue:									
Subway	2,812.275	190.268							3,002.543
Bus	887.583	42.223							929.806
Paratransit	17.842								17.842
Fare Media Liability	52.221								52.221
Farebox Revenue	\$3,769.721	\$232.491	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4,002.212
Vehicle Toll Revenue	\$0.000								
Other Operating Revenue:									
Fare Reimbursement	84.016								84.016
Paratransit Reimbursement	156.505								156.505
Other	115.809		20.000	46.471	11.807		0.000		194.187
Other Operating Revenue	356.430	0.000	20.000	46.471	11.807	0.000	0.000	0.000	434.708
Capital and Other Reimbursements	0.000								0.000
Total Revenue	\$4,126.151	\$232.491	\$20.000	\$46.471	\$11.807	\$0.000	\$0.000	\$0.000	\$4,436.920
Expenses									
Labor:									
Payroll	2,896.330							(1.359)	2,894.971
Overtime	301.245							0.032	301.277
Total Salaries & Wages	3,197.575	0.000	0.000	0.000	0.000	0.000	0.000	(1.327)	3,196.248
Health and Welfare	667.432								667.432
OPEB Current Payment	351.847								351.847
Pensions	981.691							(0.007)	981.684
Other Fringe Benefits	292.609							0.152	292.761
Total Fringe Benefits	2,293.579	0.000	0.000	0.000	0.000	0.000	0.000	0.145	2,293.724
Reimbursable Overhead	(184.729)							1.169	(183.560)
Total Labor Expenses	\$5,306.425	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.013)	\$5,306.412
Non-Labor:									
Electric Power	349.737	0.000	0.000	0.000	0.000	0.000	0.000	0.000	349.737
Fuel	166.682	0.000	0.000	0.000	0.000	0.000	0.000	0.000	166.682
Insurance	60.902								60.902
Claims	89.291								89.291
Paratransit Service Contracts	385.183								385.183
Maintenance and Other Operating Contracts	186.105							0.177	186.282
Professional Service Contracts	128.899							(1.749)	127.140
Materials & Supplies	280.714							1.544	282.258
Other Business Expenses	66.825							0.001	66.826
Total Non-Labor Expenses	\$1,714.328	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.027)	\$1,714.301
Other Expense Adjustments:									
Other	0.000								0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$7,020.753	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.040)	\$7,020.713
Depreciation	1,520.000								1,520.000
OPEB Obligation	1,405.331								1,405.331
Environmental Remediation	0.000								0.000
Total Expenses	\$9,946.084	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.040)	\$9,946.044
Net Surplus/(Deficit)	(\$5,819.933)	\$232.491	\$20.000	\$46.471	\$11.807	\$0.000	\$0.000	\$0.040	(\$5,509.124)

MTA New York City Transit
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Advertising Transfer to MTA	All Other	
Revenue									
Fare Revenue	0.000								0.000
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue	0.000								0.000
Capital and Other Reimbursements	860.118	0.000	0.000	0.000	0.000	0.000	0.000	0.193	860.311
Total Revenue	\$860.118	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.193	\$860.311
Expenses									
Labor:									
Payroll	356.498							1.375	357.871
Overtime	63.458							(0.020)	63.438
Total Salaries & Wages	419.954	0.000	0.000	0.000	0.000	0.000	0.000	1.355	421.309
Health and Welfare	26.008								26.008
OPEB Current Payment	0.000								0.000
Pensions	25.021							0.009	25.030
Other Fringe Benefits	109.897							(0.001)	109.896
Total Fringe Benefits	160.926	0.000	0.000	0.000	0.000	0.000	0.000	0.008	160.934
Reimbursable Overhead	184.729							(1.169)	183.560
Total Labor Expenses	\$765.609	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.194	\$765.803
Non-Labor:									
Electric Power	0.524	0.000	0.000	0.000	0.000	0.000	0.000	(0.272)	0.252
Fuel	0.023	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.023
Insurance	0.000								0.000
Claims	0.000								0.000
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	23.943							(2.768)	21.175
Professional Service Contracts	20.545							(2.407)	18.138
Materials & Supplies	47.684							5.677	53.361
Other Business Expenses	1.790							(0.231)	1.559
Total Non-Labor Expenses	\$94.509	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	\$94.508
Other Expense Adjustments:									
Other	0.000								0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$860.118	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.193	\$860.311
Depreciation	0.000								0.000
Total Expenses	\$860.118	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.193	\$860.311
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA New York City Transit
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Advertising Transfer to MTA	All Other	
Revenue									
Farebox Revenue:									
Subway	\$2,812.275	\$190.27	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	3,002.543
Bus	887.583	\$42.22	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	929.806
Paratransit	17.642	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	17.642
Fare Media Liability	52.221	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	52.221
Total Farebox Revenue	\$3,769.721	\$232.491	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4,002.212
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue:									
Fare Reimbursement	84.016	0.000	0.000	0.000	0.000	0.000	0.000	0.000	84.016
Paratransit Reimbursement	156.505	0.000	0.000	0.000	0.000	0.000	0.000	0.000	156.505
Other	115.809	0.000	20.000	46.471	11.807	0.000	0.000	0.000	194.187
Other Operating Revenue	356.430	0.000	20.000	46.471	11.807	0.000	0.000	0.000	434.708
Capital and Other Reimbursements	860.118	0.000	0.000	0.000	0.000	0.000	0.000	0.193	860.311
Total Revenue	\$4,986.269	\$232.491	\$20.000	\$46.471	\$11.807	\$0.000	\$0.000	\$0.193	\$5,297.231
Expenses									
Labor:									
Payroll	3,252.826	0.000	0.000	0.000	0.000	0.000	0.000	0.016	3,252.842
Overtime	364.703	0.000	0.000	0.000	0.000	0.000	0.000	0.012	364.715
Total Salaries & Wages	3,617.529	0.000	0.000	0.000	0.000	0.000	0.000	0.028	3,617.557
Health and Welfare	693.440	0.000	0.000	0.000	0.000	0.000	0.000	0.000	693.440
OPEB Current Payment	351.847	0.000	0.000	0.000	0.000	0.000	0.000	0.000	351.847
Pensions	1,006.712	0.000	0.000	0.000	0.000	0.000	0.000	0.002	1,006.714
Other Fringe Benefits	402.506	0.000	0.000	0.000	0.000	0.000	0.000	0.151	402.657
Total Fringe Benefits	2,454.505	0.000	0.000	0.000	0.000	0.000	0.000	0.153	2,454.658
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.000)
Total Labor Expenses	\$6,072.034	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.181	\$6,072.215
Non-Labor:									
Electric Power	350.281	0.000	0.000	0.000	0.000	0.000	0.000	(0.272)	349.989
Fuel	166.705	0.000	0.000	0.000	0.000	0.000	0.000	0.000	166.705
Insurance	60.902	0.000	0.000	0.000	0.000	0.000	0.000	0.000	60.902
Claims	89.291	0.000	0.000	0.000	0.000	0.000	0.000	0.000	89.291
Paratransit Service Contracts	385.183	0.000	0.000	0.000	0.000	0.000	0.000	0.000	385.183
Maintenance and Other Operating Contracts	210.048	0.000	0.000	0.000	0.000	0.000	0.000	(2.591)	207.457
Professional Service Contracts	149.434	0.000	0.000	0.000	0.000	0.000	0.000	(4.156)	145.278
Materials & Supplies	328.398	0.000	0.000	0.000	0.000	0.000	0.000	7.221	335.619
Other Business Expenses	68.815	0.000	0.000	0.000	0.000	0.000	0.000	(0.230)	68.585
Total Non-Labor Expenses	\$1,808.837	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.028)	\$1,808.809
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adj.	\$7,880.871	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.153	\$7,881.024
Depreciation	1,520.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1,520.000
OPEB Obligation	1,405.331	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1,405.331
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,806.202	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.153	\$10,806.356
Net Surplus/(Deficit)	(\$5,819.933)	\$232.491	\$20.000	\$46.471	\$11.807	\$0.000	\$0.000	\$0.040	(\$5,509.124)

MTA New York City Transit
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	2013								
	MTA Plan Adjustments								
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Advertising Transfer to MTA	All Other	February Adopted Budget
Receipts									
Fare Revenue	3,785.852	\$232.491							4,018.143
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue:									
Fare Reimbursement	84.016								84.016
Paratransit Reimbursement	156.280								156.280
Other	116.909		20.000	46.471	11.807		(91.670)		103.517
Other Operating Revenue	357.205	0.000	20.000	46.471	11.807	0.000	(91.670)	0.000	343.813
Capital and Other Reimbursements	902.549							0.154	902.703
Total Receipts	\$5,045.406	\$232.491	\$20.000	\$46.471	\$11.807	\$0.000	(\$91.670)	\$0.154	\$5,264.659
Expenditures									
Labor:									
Payroll	3,242.846							0.016	3,242.862
Overtime	363.584							0.012	363.596
Total Salaries & Wages	3,606.430	0.000	0.000	0.000	0.000	0.000	0.000	0.028	3,606.458
Health and Welfare	687.897								687.897
OPEB Current Payment	351.847								351.847
Pensions	998.439							0.002	998.441
Other Fringe Benefits	364.853							0.151	365.004
Total Fringe Benefits	2,403.036	0.000	0.000	0.000	0.000	0.000	0.000	0.153	2,403.189
GASB Account	36.861							12.987	49.848
Reimbursable Overhead	0.000								0.000
Total Labor Expenditures	\$6,046.327	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$13.168	\$6,059.495
Non-Labor:									
Electric Power	350.261	0.000	0.000	0.000	0.000	0.000	0.000	(0.272)	349.989
Fuel	166.705	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	166.704
Insurance	62.706								62.706
Claims	81.044								81.044
Paratransit Service Contracts	383.183								383.183
Maintenance and Other Operating Contracts	224.748							-2.591	222.157
Professional Service Contracts	140.434							-4.156	136.278
Materials & Supplies	324.398							7.221	331.619
Other Business Expenditures	68.615							-0.228	68.387
Total Non-Labor Expenditures	\$1,882.094	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.027)	\$1,882.067
Other Expenditure Adjustments:									
Other	0.000								0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$7,948.421	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$13.141	\$7,961.562
Net Cash Deficit	(\$2,603.015)	\$232.491	\$20.000	\$46.471	\$11.807	\$0.000	(\$91.670)	(\$12.987)	(\$2,596.903)

MTA New York City Transit
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

CASH FLOW ADJUSTMENTS	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Advertising Transfer to MTA	All Other	
Receipts									
Fare Revenue	15,931	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15,931
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:	0.000								
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(0.225)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.225)
Other	1.000	0.000	0.000	0.000	0.000	0.000	(91.670)	0.000	(90.670)
Other Operating Revenue	0.775	0.000	0.000	0.000	0.000	0.000	(91.670)	0.000	(90.895)
Capital and Other Reimbursements	42.431	0.000	0.000	0.000	0.000	0.000	0.000	(0.039)	42.392
Total Receipt Adjustments	\$59.137	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$91.670)	(\$0.039)	(\$32.572)
Expenditures									
Labor:									
Payroll	9,980	0.000	0.000	0.000	0.000	0.000	0.000	0.000	9,980
Overtime	1,119	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1,119
Total Salaries & Wages	\$11,099	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$11,099
Health and Welfare	5,543	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5,543
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	8,273	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8,273
Other Fringe Benefits	37,653	0.000	0.000	0.000	0.000	0.000	0.000	0.000	37,653
Total Fringe Benefits	51,469	0.000	0.000	0.000	0.000	0.000	0.000	0.000	51,469
GASB Account	(36.861)	0.000	0.000	0.000	0.000	0.000	0.000	(12.987)	(49.848)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.000)
Total Labor Expenditures	\$25,707	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$12.987)	\$12,720
Non-Labor:									
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001
Insurance	(1,804)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(1,804)
Claims	8,247	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8,247
Paratransit Service Contracts	2,000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2,000
Maintenance and Other Operating Contracts	(14,700)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(14,700)
Professional Service Contracts	9,000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	9,000
Materials & Supplies	4,000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	4,000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.002)	(0.002)
Total Non-Labor Expenditures	\$6,743	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	\$6,742
Other Expenditure Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	\$32,450	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$12.988)	\$19,462
Total Cash Conversion Adjustments before Depreciation and GASB Adj.	\$91.587	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$91.670)	(\$13.027)	(\$13.110)
Depreciation Adjustment	1,520.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1,520.000
OPEB Obligation	1,405.331	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1,405.331
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$3,016.918	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$91.670)	(\$13.027)	\$2,912.221

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

NON-REIMBURSABLE					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Operating Revenue					
<u>Farebox Revenue:</u>					
Subway	\$2,705.776	\$3,002.543	\$3,079.471	\$3,122.228	\$3,155.692
Bus	857.198	929.806	950.585	962.552	973.985
Paratransit	15.625	17.642	19.591	21.757	24.158
Fare Media Liability	76.221	52.221	52.221	52.221	52.221
Farebox Revenue	\$3,654.820	\$4,002.212	\$4,101.868	\$4,158.758	\$4,206.266
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	132.111	156.505	184.726	218.274	258.042
Other	113.011	194.187	185.362	186.934	142.000
Other Operating Revenue	\$329.138	\$434.708	\$454.104	\$489.224	\$484.058
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue	\$3,983.958	\$4,436.920	\$4,555.972	\$4,647.982	\$4,690.314
Operating Expenses					
<u>Labor:</u>					
Payroll	\$2,892.306	\$2,894.971	\$2,906.467	\$2,962.950	\$3,019.115
Overtime	341.328	301.277	289.399	293.452	299.196
Total Salaries & Wages	\$3,233.634	\$3,196.248	\$3,195.866	\$3,256.402	\$3,318.311
Health and Welfare	595.536	667.432	722.238	785.736	852.923
OPEB Current Payment	313.732	351.847	386.558	427.418	472.226
Pensions	986.753	981.684	1,009.737	1,057.199	1,083.115
Other Fringe Benefits	295.585	292.761	297.483	304.871	308.915
Total Fringe Benefits	\$2,191.606	\$2,293.724	\$2,416.016	\$2,575.224	\$2,717.179
Reimbursable Overhead	(194.279)	(183.560)	(178.035)	(177.492)	(180.065)
Total Labor Expenses	\$5,230.961	\$5,306.412	\$5,433.847	\$5,654.134	\$5,855.425
<u>Non-Labor:</u>					
Electric Power	\$316.273	\$349.737	\$373.489	\$401.091	\$431.437
Fuel	163.173	166.682	164.649	164.929	174.943
Insurance	53.698	60.902	73.842	89.586	108.841
Claims	91.978	89.291	91.682	94.590	98.056
Paratransit Service Contracts	366.797	385.183	419.621	425.611	493.753
Maintenance and Other Operating Contracts	156.635	186.282	176.950	179.160	196.029
Professional Service Contracts	128.909	127.140	127.564	125.638	128.095
Materials & Supplies	263.307	282.258	281.774	326.508	321.756
Other Business Expenses	62.421	66.826	67.786	69.117	70.677
Total Non-Labor Expenses	\$1,603.191	\$1,714.301	\$1,777.157	\$1,876.230	\$2,023.587
<u>Other Expenses Adjustments:</u>					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$6,834.152	\$7,020.713	\$7,211.004	\$7,530.364	\$7,879.012
Depreciation	\$1,445.000	\$1,520.000	\$1,595.000	\$1,670.000	\$1,748.000
OPEB Obligation	1,354.951	1,405.331	1,463.500	1,520.834	1,579.644
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$9,634.103	\$9,946.044	\$10,269.504	\$10,721.198	\$11,206.656
Baseline Surplus/(Deficit)	(\$5,650.145)	(\$5,509.124)	(\$5,713.532)	(\$6,073.216)	(\$6,516.342)

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

REIMBURSABLE					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Revenue					
Fare 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	884.253	860.311	844.406	840.801	852.718
Total Revenue	\$884.253	\$860.311	\$844.406	\$840.801	\$852.718
Expenses					
<u>Labor:</u>					
Payroll	\$347.770	\$357.871	\$350.825	\$350.729	\$355.864
Overtime	<u>75.640</u>	<u>63.438</u>	<u>62.542</u>	<u>63.007</u>	<u>64.153</u>
Total Salaries & Wages	\$423.410	\$421.309	\$413.367	\$413.736	\$420.017
Health and Welfare	23.529	26.008	27.470	29.401	31.469
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	33.063	25.030	25.140	25.481	25.711
Other Fringe Benefits	<u>104.584</u>	<u>109.896</u>	<u>107.834</u>	<u>107.474</u>	<u>108.988</u>
Total Fringe Benefits	\$161.176	\$160.934	\$160.444	\$162.356	\$166.168
Reimbursable Overhead	194.279	183.560	178.035	177.492	180.065
Total Labor Expenses	\$778.865	\$765.803	\$751.846	\$753.584	\$766.250
<u>Non-Labor:</u>					
Electric Power	\$0.268	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	\$0.043	\$0.023	\$0.022	\$0.022	\$0.022
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 Contracts	32.501	21.175	22.066	22.066	22.066
Professional Service Contracts	22.130	18.138	17.158	16.538	16.538
Materials & Supplies	48.357	53.361	51.502	46.782	46.032
Other Business Expenses	<u>2.089</u>	<u>1.559</u>	<u>1.560</u>	<u>1.557</u>	<u>1.558</u>
Total Non-Labor Expenses	\$105.388	\$94.508	\$92.560	\$87.217	\$86.468
<u>Other Expense Adjustments:</u>					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$884.253	\$860.311	\$844.406	\$840.801	\$852.718
Depreciation					
Total Expenses	\$884.253	\$860.311	\$844.406	\$840.801	\$852.718
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

NON-REIMBURSABLE / REIMBURSABLE					
	2012	2013			
	Final	Adopted			
	Estimate	Budget	2014	2015	2016
Revenue					
<u>Farebox Revenue:</u>					
Subway	\$2,705.776	\$3,002.543	\$3,079.471	\$3,122.228	\$3,155.892
Bus	857.198	929.806	950.585	962.552	973.985
Paratransit	15.625	17.642	19.591	21.757	24.158
Fare Media Liability	76.221	52.221	52.221	52.221	52.221
Farebox Revenue	\$3,654.820	\$4,002.212	\$4,101.868	\$4,158.758	\$4,206.256
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	132.111	156.505	184.726	218.274	258.042
Other	113.011	194.187	185.362	186.934	142.000
Other Operating Revenue	\$329.138	\$434.708	\$454.104	\$489.224	\$484.058
Capital and Other Reimbursements	884.253	860.311	844.406	840.801	852.718
Total Revenue	\$4,868.211	\$5,297.231	\$5,400.378	\$5,488.783	\$5,543.032
Expenses					
<u>Labor:</u>					
Payroll	\$3,240.076	\$3,252.842	\$3,257.292	\$3,313.679	\$3,374.979
Overtime	416.968	364.715	351.941	356.459	363.349
Total Salaries & Wages	\$3,657.044	\$3,617.557	\$3,609.233	\$3,670.138	\$3,738.328
Health and Welfare	619.065	693.440	749.708	815.137	884.392
OPEB Current Payment	313.732	351.847	386.558	427.418	472.226
Pensions	1,019.816	1,006.714	1,034.877	1,082.680	1,108.826
Other Fringe Benefits	400.169	402.657	405.317	412.345	417.903
Total Fringe Benefits	\$2,352.782	\$2,454.658	\$2,576.460	\$2,737.580	\$2,883.347
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$6,009.826	\$6,072.215	\$6,185.693	\$6,407.718	\$6,621.675
<u>Non-Labor:</u>					
Electric Power	\$316.541	\$349.989	\$373.741	\$401.343	\$431.689
Fuel	163.216	166.705	164.671	164.951	174.965
Insurance	53.698	60.902	73.642	89.586	108.841
Claims	91.978	89.291	91.682	94.590	98.056
Paratransit Service Contracts	366.797	385.183	419.621	425.611	493.753
Maintenance and Other Operating Contracts	189.136	207.457	199.016	201.226	218.095
Professional Service Contracts	151.039	145.278	144.722	142.176	144.633
Materials & Supplies	311.664	335.619	333.276	373.290	367.788
Other Business Expenses	64.510	68.385	69.346	70.674	72.235
Total Non-Labor Expenses	\$1,708.579	\$1,808.809	\$1,869.717	\$1,963.447	\$2,110.055
<u>Other Expense Adjustments:</u>					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$7,718.405	\$7,881.024	\$8,055.410	\$8,371.165	\$8,731.730
Depreciation	1,445.000	1,520.000	1,595.000	1,670.000	1,748.000
OPEB Obligation	1,354.951	1,405.331	1,463.500	1,520.834	1,579.644
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,518.356	\$10,806.355	\$11,113.910	\$11,561.999	\$12,059.374
Baseline Surplus/(Deficit)	(\$5,650.145)	(\$5,509.124)	(\$5,713.532)	(\$6,073.216)	(\$6,516.342)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2013 - 2016
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2012	2013			
	Final	Adopted			
	Estimate	Budget	2014	2015	2016
Receipts					
Fare Revenue	\$3,641.351	\$4,018.143	\$4,112.099	\$4,168.989	\$4,216.487
<u>Other Operating Revenue:</u>					
Fare Reimbursement	99.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	131.833	156.280	184.481	218.012	257.875
Other	114.011	103.517	91.942	92.192	45.950
Other Operating Revenue	344.860	343.813	360.439	394.220	387.841
Capital and Other Reimbursements	992.201	902.703	847.216	841.045	849.728
Total Receipts	\$4,978.412	\$5,264.659	\$5,319.754	\$5,404.254	\$5,454.056
Expenditures					
<u>Labor:</u>					
Payroll	\$3,268.540	\$3,242.862	\$3,334.268	\$3,289.645	\$3,341.062
Overtime	420.631	363.596	360.258	353.874	359.698
Total Salaries & Wages	\$3,689.171	\$3,606.458	\$3,694.526	\$3,643.519	\$3,700.760
Health and Welfare	608.344	687.897	743.750	808.731	877.505
OPEB Current Payment	313.732	351.847	386.558	427.418	472.226
Pensions	976.760	998.441	1,026.285	1,073.975	1,101.964
Other Fringe Benefits	373.202	365.004	376.041	375.920	381.850
Total Fringe Benefits	\$2,272.038	\$2,403.189	\$2,532.634	\$2,686.044	\$2,833.545
GASB Account	47.198	49.848	49.813	50.616	51.713
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$6,008.407	\$6,059.495	\$6,276.973	\$6,380.179	\$6,586.018
<u>Non-Labor:</u>					
Electric Power	\$319.541	\$349.989	\$373.741	\$401.343	\$431.689
Fuel	155.016	166.704	164.671	164.951	174.965
Insurance	68.247	62.706	75.540	95.084	112.320
Claims	84.005	81.044	83.154	83.958	85.269
Paratransit Service Contracts	364.797	383.183	417.621	423.611	491.753
Maintenance and Other Operating Contracts	203.843	222.157	213.716	215.926	232.795
Professional Service Contracts	142.039	136.278	135.722	133.176	135.633
Materials & Supplies	307.650	331.619	329.276	369.290	363.788
Other Business Expenditures	64.511	68.387	69.345	70.676	72.236
Total Non-Labor Expenditures	\$1,709.649	\$1,802.067	\$1,862.786	\$1,958.015	\$2,100.448
<u>Other Expenditure Adjustments:</u>					
Other					
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$7,718.056	\$7,861.562	\$8,139.759	\$8,338.194	\$8,686.466
Baseline Cash Surplus/(Deficit)	(\$2,739.644)	(\$2,596.903)	(\$2,820.005)	(\$2,933.940)	(\$3,232.410)

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

CASH FLOW ADJUSTMENTS					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Receipts					
Fare Revenue	(\$13.469)	\$15.931	\$10.231	\$10.231	\$10.231
<u>Other Operating Revenue:</u>					
Fare Reimbursement	15.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(0.278)	(0.225)	(0.245)	(0.262)	(0.167)
Other	1.000	(90.670)	(93.420)	(94.742)	(96.050)
Other Operating Revenue	\$15.722	(\$90.895)	(\$93.665)	(\$95.004)	(\$96.217)
Capital and Other Reimbursements	107.948	42.392	2.810	0.244	(2.990)
Total Receipt Adjustments	\$110.201	(\$32.572)	(\$80.624)	(\$84.529)	(\$88.976)
Expenditures					
<u>Labor:</u>					
Payroll	(\$28.464)	\$9.980	(\$76.976)	\$24.034	\$33.917
Overtime	(3.663)	1.119	(8.317)	2.585	3.651
Health and Welfare	10.721	5.543	5.958	6.406	6.887
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	43.056	8.273	8.592	8.705	6.862
Other Fringe Benefits	26.967	37.653	29.276	36.425	36.053
Total Fringe Benefits	\$80.744	\$51.469	\$43.826	\$51.536	\$49.802
GASB Account	(47.198)	(49.848)	(49.813)	(50.616)	(51.713)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1.419	\$12.720	(\$91.280)	\$27.539	\$35.657
<u>Non-Labor:</u>					
Electric Power	(\$3.000)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	8.200	0.001	0.000	0.000	0.000
Insurance	(14.549)	(1.804)	(1.898)	(5.498)	(3.479)
Claims	7.973	8.247	8.528	10.632	12.787
Paratransit Service Contracts	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(14.707)	(14.700)	(14.700)	(14.700)	(14.700)
Professional Service Contracts	9.000	9.000	9.000	9.000	9.000
Materials & Supplies	4.014	4.000	4.000	4.000	4.000
Other Business Expenditures	(0.001)	(0.002)	0.001	(0.002)	(0.001)
Total Non-Labor Expenditures	(\$1.070)	\$6.742	\$6.931	\$5.432	\$9.607
<u>Other Expenditures Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$110.550	(\$13.110)	(\$164.973)	(\$51.558)	(\$43.712)
Depreciation Adjustment	\$1,445.000	\$1,520.000	\$1,595.000	\$1,670.000	\$1,748.000
OPEB Obligation	1,354.951	1,405.331	1,463.500	1,520.834	1,579.644
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	\$2,910.501	\$2,912.221	\$2,893.527	\$3,139.276	\$3,283.932

MTA New York City Transit
2013 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
<u>Scheduled Service</u>	3,987,766	\$116.441	38.6%
<u>Unscheduled Service</u>	2,676,280	78.867	26.2%
<u>Programmatic/Routine Maintenance</u>	2,742,642	87.385	29.0%
<u>Unscheduled Maintenance</u>	0	0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	128,125	6.100	2.0%
<u>Weather Emergencies</u>	120,567	3.665	1.2%
<u>Safety/Security/Law Enforcement</u>	123,550	3.298	1.1%
<u>Other ¹</u>	129,228	5.521	1.8%
Subtotal	9,908,158	\$301.277	100.0%
REIMBURSABLE OVERTIME	1,994,017	63.438	
TOTAL OVERTIME	11,902,175	\$364.715	

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

	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
RIDERSHIP					
Subway	1,646.707	1,707.898	1,730.464	1,753.297	1,771.729
Bus	659.221	666.550	673.672	682.376	690.935
Paratransit	9.622	10.686	11.861	13.166	14.614
Total Ridership	2,315.550	2,385.134	2,415.997	2,448.839	2,477.278

FAREBOX REVENUE (Excluding fare media liability)

Subway	\$2,705.776	\$3,002.543	\$3,079.471	\$3,122.228	\$3,155.892
Bus	857.198	929.806	950.585	962.552	973.985
Paratransit	15.625	17.642	19.591	21.757	24.158
Total Farebox Revenue	\$3,578.599	\$3,949.991	\$4,049.647	\$4,106.537	\$4,154.035

MTA NEW YORK CITY TRANSIT
February Financial Plan 2013 - 2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

Function/Department	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Administration					
Office of the President	29	33	33	33	33
Law	266	266	266	266	266
Office of the EVP	41	39	39	39	39
Human Resources	184	221	221	221	221
Office of Management and Budget	39	39	39	39	39
Capital Planning & Budget	31	31	31	31	31
Corporate Communications	249	249	249	249	249
AFC Program Management & Sales	54	54	54	54	54
Technology & Information Services	436	443	440	438	437
Non-Departmental	-	84	84	84	84
Labor Relations	96	96	96	96	96
Material	237	233	227	225	225
Controller	121	126	126	126	126
Total Administration	1,783	1,914	1,905	1,901	1,900
Operations					
Subways Rapid Transit Operations	7,388	7,432	7,398	7,398	7,395
Subways Operation Support /Admin	312	312	312	312	312
Subways Stations	2,693	2,636	2,642	2,642	2,642
Subtotal - Subways	10,393	10,380	10,352	10,352	10,349
Buses	10,272	10,416	10,398	10,398	10,398
Paratransit	170	170	170	170	170
Operations Planning	394	388	373	373	373
Revenue Control	421	421	421	421	421
Total Operations	21,650	21,775	21,714	21,714	21,711
Maintenance					
Subways Operation Support /Admin	162	203	200	193	189
Subways Engineering	311	307	269	258	256
Subways Car Equipment	4,118	4,200	4,117	4,125	4,034
Subways Infrastructure	1,292	1,334	1,331	1,330	1,330
Subways Elevator & Escalators	381	377	374	374	374
Subways Stations	3,540	3,508	3,625	3,615	3,615
Subways Track	2,730	2,730	2,730	2,730	2,730
Subways Power	596	591	590	570	570
Subways Signals	1,417	1,374	1,350	1,347	1,347
Subways Electronics Maintenance	1,378	1,403	1,390	1,385	1,382
Subtotal - Subways	15,925	16,027	15,976	15,927	15,827
Buses	3,731	3,780	3,752	3,736	3,732
Revenue Control	137	137	137	150	150
Supply Logistics	557	556	556	556	556
System Safety	88	88	88	88	88
Total Maintenance	20,438	20,588	20,509	20,457	20,353
Engineering/Capital					
Capital Program Management	1,218	1,218	1,218	1,218	1,218
Total Engineering/Capital	1,218	1,218	1,218	1,218	1,218
Public Safety					
Security	574	568	568	568	568
Total Public Safety	574	568	568	568	568
Baseline Total Positions	45,663	46,063	45,914	45,858	45,750
Non-Reimbursable	41,158	41,731	41,674	41,698	41,603
Reimbursable	4,505	4,332	4,240	4,160	4,147
Total Full-Time	45,504	45,907	45,766	45,710	45,602
Total Full-Time Equivalents	159	156	148	148	148

MTA NEW YORK CITY TRANSIT
February Financial Plan 2013 - 2016
Total Positions by Function and Occupation

Function/Occupational Group	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Administration					
Managers/Supervisors	628	633	627	624	624
Professional, Technical, Clerical	1,123	1,165	1,162	1,161	1,160
Operational Hourlies	32	116	116	116	116
Total Administration	1,783	1,914	1,905	1,901	1,900
Operations					
Managers/Supervisors	2,516	2,439	2,437	2,437	2,434
Professional, Technical, Clerical	379	379	376	376	376
Operational Hourlies	18,755	18,957	18,901	18,901	18,901
Total Operations	21,650	21,775	21,714	21,714	21,711
Maintenance					
Managers/Supervisors	3,871	3,919	3,910	3,905	3,893
Professional, Technical, Clerical	1,027	1,027	1,000	976	970
Operational Hourlies	15,540	15,642	15,599	15,576	15,490
Total Maintenance	20,438	20,588	20,509	20,457	20,353
Engineering/Capital					
Managers/Supervisors	272	272	272	272	272
Professional, Technical, Clerical	944	944	944	944	944
Operational Hourlies	2	2	2	2	2
Total Engineering/Capital	1,218	1,218	1,218	1,218	1,218
Public Safety					
Managers/Supervisors	195	195	195	195	195
Professional, Technical, Clerical	36	36	36	36	36
Operational Hourlies	343	337	337	337	337
Total Public Safety	574	568	568	568	568
Total					
Managers/Supervisors	7,482	7,458	7,441	7,433	7,418
Professional, Technical, Clerical	3,509	3,551	3,518	3,493	3,486
Operational Hourlies	34,672	35,054	34,955	34,932	34,846
Baseline Total Positions	45,663	46,063	45,914	45,858	45,750

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

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
<u>Farebox Revenue:</u>													
Subway	\$227.515	\$211.703	\$250.649	\$256.131	\$263.562	\$253.498	\$258.496	\$253.000	\$253.256	\$271.034	\$251.739	\$251.960	\$3,002.543
Bus	70.936	66.218	77.418	79.467	82.256	77.942	81.736	80.636	80.280	83.343	76.008	73.566	929.806
Paratransit	1.428	1.353	1.502	1.542	1.557	1.435	1.418	1.423	1.432	1.560	1.458	1.534	17.642
Fare Media Liability	4.352	4.352	4.352	4.352	4.352	4.352	4.352	4.352	4.352	4.351	4.351	4.351	52.221
Farebox Revenue	\$304.231	\$283.626	\$333.921	\$341.492	\$351.727	\$337.227	\$346.002	\$339.411	\$339.320	\$360.288	\$333.556	\$331.411	\$4,002.212
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	8.259	7.952	7.734	8.811	9.441	6.081	2.695	2.125	6.512	9.408	7.767	7.231	84.016
Paratransit Reimbursement	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.043	156.505
Other	9.659	9.659	11.510	11.688	11.714	23.453	11.711	11.648	11.677	11.769	11.621	58.078	194.187
Other Operating Revenue	\$30.960	\$30.653	\$32.286	\$33.541	\$34.197	\$42.576	\$27.448	\$26.815	\$31.231	\$34.219	\$32.430	\$78.352	\$434.708
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$335.191	\$314.279	\$366.207	\$375.033	\$385.924	\$379.803	\$373.450	\$366.226	\$370.551	\$394.507	\$365.986	\$409.763	\$4,436.920
Operating Expenses													
<u>Labor:</u>													
Payroll	\$250.488	\$224.633	\$235.486	\$234.392	\$249.683	\$230.376	\$247.796	\$241.559	\$235.035	\$242.868	\$248.993	\$253.664	\$2,894.971
Overtime	25.213	24.253	25.536	25.542	25.741	24.977	24.852	24.891	24.856	25.982	24.512	24.941	301.277
Total Salaries & Wages	\$275.701	\$248.886	\$261.023	\$259.934	\$275.424	\$255.353	\$272.648	\$266.450	\$259.890	\$268.830	\$273.504	\$278.605	\$3,196.248
Health and Welfare	55.234	54.804	54.831	54.854	54.919	50.964	56.967	57.241	57.043	56.959	56.959	56.657	667.432
OPEB Current Payment	29.117	28.891	28.905	28.917	28.951	26.866	30.031	30.176	30.071	30.027	30.027	29.867	351.847
Pensions	21.029	21.029	21.029	21.029	21.029	21.029	750.369	21.029	21.029	21.029	21.029	21.029	981.684
Other Fringe Benefits	25.196	23.513	23.702	23.843	24.817	23.721	25.882	24.403	24.000	23.789	24.700	25.194	292.761
Total Fringe Benefits	130.575	128.237	128.466	128.643	129.717	122.579	863.249	132.849	132.143	131.804	132.715	132.747	2,293.724
Reimbursable Overhead	(15.505)	(14.295)	(15.944)	(15.442)	(16.035)	(15.082)	(15.087)	(15.402)	(15.206)	(16.097)	(14.747)	(14.718)	(183.560)
Total Labor Expenses	\$390.771	\$362.828	\$373.545	\$373.135	\$389.105	\$362.851	\$1,120.810	\$383.898	\$376.827	\$384.537	\$391.472	\$396.634	\$5,306.412
<u>Non-Labor:</u>													
Electric Power	\$28.075	\$31.482	\$26.939	\$27.986	\$26.114	\$29.554	\$32.434	\$29.228	\$32.349	\$29.766	\$28.283	\$27.527	\$349.737
Fuel	15.038	14.482	15.756	16.328	14.669	12.770	12.346	12.165	12.271	12.800	13.231	14.825	166.682
Insurance	4.551	4.551	5.100	5.102	5.186	5.186	5.186	5.186	5.186	5.186	5.239	5.241	60.902
Claims	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	89.291
Paratransit Service Contracts	34.154	32.775	35.139	34.585	34.398	31.925	30.971	30.473	29.967	31.333	29.445	30.018	385.183
Mtce. and Other Operating Contracts	11.941	13.770	14.139	15.334	15.264	15.694	20.510	15.652	20.560	15.395	15.390	12.631	186.282
Professional Service Contracts	4.373	8.711	11.665	9.341	9.378	11.660	9.534	9.411	11.642	10.745	11.241	19.439	127.140
Materials & Supplies	22.644	22.546	23.522	23.319	23.322	23.533	23.443	23.434	23.646	23.565	23.581	25.701	282.258
Other Business Expenses	5.177	5.121	7.596	5.419	5.355	5.437	5.434	5.409	5.350	5.559	5.350	5.620	66.826
Total Non-Labor Expenses	\$133.395	\$140.880	\$147.297	\$144.855	\$141.128	\$143.200	\$147.300	\$138.398	\$148.413	\$141.790	\$139.202	\$148.442	\$1,714.301
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation, OPEB													
	\$524.166	\$503.708	\$520.842	\$517.990	\$530.233	\$506.050	\$1,268.110	\$522.296	\$525.240	\$526.327	\$530.674	\$545.076	\$7,020.713
Depreciation	\$115.000	\$117.000	\$119.000	\$121.000	\$123.000	\$125.000	\$127.000	\$129.000	\$131.000	\$134.000	\$136.000	\$143.000	\$1,520.000
OPEB Account	0.000	0.000	351.333	0.000	0.000	351.333	0.000	0.000	351.333	0.000	0.000	351.333	1,405.331
Total Expenses	\$639.166	\$620.708	\$991.175	\$638.990	\$653.233	\$982.383	\$1,395.110	\$651.296	\$1,007.573	\$660.327	\$666.674	\$1,039.409	\$9,946.044
Net Surplus/(Deficit)	(\$303.975)	(\$306.429)	(\$624.968)	(\$263.957)	(\$267.309)	(\$602.580)	(\$1,021.660)	(\$285.070)	(\$637.022)	(\$265.820)	(\$300.688)	(\$629.646)	(\$5,509.124)

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

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	68.519	64.997	70.096	70.595	72.358	69.151	92.768	70.585	69.413	72.793	68.421	70.614	860.311
Total Revenue	\$68.519	\$64.997	\$70.096	\$70.595	\$72.358	\$69.151	\$92.768	\$70.585	\$69.413	\$72.793	\$68.421	\$70.614	\$860.311
Expenses													
Labor:													
Payroll	\$29.560	\$27.537	\$31.327	\$30.109	\$31.173	\$29.372	\$29.402	\$30.099	\$29.561	\$31.439	\$29.097	\$29.195	\$357.871
Overtime	5.399	5.168	5.186	5.239	5.342	5.316	5.379	5.436	5.338	5.242	5.212	5.182	63.438
Total Salaries & Wages	\$34.959	\$32.705	\$36.514	\$35.347	\$36.515	\$34.688	\$34.781	\$35.535	\$34.900	\$36.680	\$34.309	\$34.377	\$421.309
Health and Welfare	2.165	2.111	2.111	2.111	2.133	2.133	2.193	2.193	2.193	2.193	2.193	2.277	26.008
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.112	0.112	0.112	0.112	0.112	0.112	23.793	0.112	0.112	0.112	0.112	0.112	25.030
Other Fringe Benefits	9.093	8.573	9.612	9.278	9.585	9.039	8.987	9.226	9.107	9.639	8.900	8.859	109.896
Total Fringe Benefits	11.370	10.797	11.836	11.502	11.830	11.284	34.974	11.532	11.413	11.944	11.206	11.248	160.934
Reimbursable Overhead	15.505	14.295	15.944	15.442	16.035	15.082	15.087	15.402	15.206	16.097	14.747	14.718	183.560
Total Labor Expenses	\$61.833	\$57.797	\$64.293	\$62.291	\$64.380	\$61.053	\$84.842	\$62.468	\$61.519	\$64.722	\$60.262	\$60.342	\$765.803
Non-Labor:													
Electric Power	\$0.021	\$0.021	\$0.021	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.252
Fuel	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.023
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mtce. and Other Operating Contracts	1.711	1.842	1.732	1.711	1.842	1.732	1.711	1.842	1.732	1.711	1.858	1.752	21.175
Professional Service Contracts	0.613	0.743	1.221	1.753	1.451	1.523	1.465	1.490	1.498	1.510	1.485	3.386	18.138
Materials & Supplies	4.047	4.299	4.521	4.524	4.370	4.515	4.436	4.470	4.337	4.535	4.501	4.807	53.361
Other Business Expenses	0.292	0.292	(1.695)	0.292	0.293	0.306	0.292	0.292	0.305	0.292	0.293	0.304	1.559
Total Non-Labor Expenses	\$6.686	\$7.200	\$5.802	\$8.304	\$7.978	\$8.098	\$7.926	\$8.117	\$7.894	\$8.071	\$8.159	\$10.272	\$94.508
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation, OPEB	\$68.519	\$64.997	\$70.096	\$70.595	\$72.358	\$69.151	\$92.768	\$70.585	\$69.413	\$72.793	\$68.421	\$70.614	\$860.311
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$68.519	\$64.997	\$70.096	\$70.595	\$72.358	\$69.151	\$92.768	\$70.585	\$69.413	\$72.793	\$68.421	\$70.614	\$860.311
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

NON-REIMBURSABLE & REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue:													
Subway	\$227,515	\$211,703	\$250,649	\$256,131	\$263,562	\$253,498	\$258,496	\$253,000	\$253,256	\$271,034	\$251,739	\$251,960	\$3,002,543
Bus	70,936	66,218	77,418	79,467	82,256	77,942	81,736	80,636	80,280	83,343	76,008	73,566	929,806
Paratransit	1,428	1,353	1,502	1,542	1,557	1,435	1,418	1,423	1,432	1,560	1,458	1,534	17,642
Fare Media Liability	4,352	4,352	4,352	4,352	4,352	4,352	4,352	4,352	4,352	4,351	4,351	4,351	52,221
Farebox Revenue	\$304,231	\$283,626	\$333,921	\$341,492	\$351,727	\$337,227	\$346,002	\$339,411	\$339,320	\$360,288	\$333,556	\$331,411	\$4,002,212
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:													
Fare Reimbursement	8,259	7,952	7,734	8,811	9,441	6,081	2,695	2,125	6,512	9,408	7,767	7,231	84,016
Paratransit Reimbursement	13,042	13,042	13,042	13,042	13,042	13,042	13,042	13,042	13,042	13,042	13,042	13,043	156,505
Other	9,659	9,659	11,510	11,688	11,714	23,453	11,711	11,648	11,677	11,769	11,621	58,078	194,187
Other Operating Revenue	\$30,960	\$30,653	\$32,286	\$33,541	\$34,197	\$42,576	\$27,448	\$26,815	\$31,231	\$34,219	\$32,430	\$78,352	\$434,708
Capital and Other Reimbursements	68,519	64,997	70,096	70,595	72,358	69,151	92,768	70,585	69,413	72,793	68,421	70,614	860,311
Total Revenue	\$403,710	\$379,276	\$436,303	\$445,628	\$458,282	\$448,954	\$466,218	\$436,811	\$439,964	\$467,300	\$434,407	\$480,377	\$5,297,231
Expenses													
Labor:													
Payroll	\$280,048	\$252,170	\$266,814	\$264,500	\$280,856	\$259,748	\$277,198	\$271,658	\$264,596	\$274,306	\$278,090	\$282,859	\$3,252,842
Overtime	30,612	29,422	30,722	30,781	31,083	30,293	30,231	30,327	30,194	31,204	29,724	30,122	364,715
Total Salaries & Wages	\$310,659	\$281,591	\$297,536	\$295,281	\$311,939	\$290,041	\$307,429	\$301,985	\$294,790	\$305,510	\$307,813	\$312,982	\$3,617,557
Health and Welfare	57,398	56,916	56,942	56,965	57,052	53,096	59,161	59,435	59,237	59,153	59,153	58,933	693,440
OPEB Current Payment	29,117	28,891	28,905	28,917	28,951	26,866	30,031	30,176	30,071	30,027	30,027	29,867	351,847
Pensions	21,141	21,141	21,141	21,141	21,141	21,141	774,162	21,141	21,141	21,141	21,141	21,141	1,006,714
Other Fringe Benefits	34,288	32,086	33,314	33,122	34,402	32,759	34,869	33,629	33,107	33,428	33,600	34,053	402,657
Total Fringe Benefits	141,945	139,034	140,302	140,145	141,547	133,863	898,223	144,380	143,556	143,748	143,921	143,995	2,454,658
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$452,604	\$420,625	\$437,838	\$435,427	\$453,485	\$423,903	\$1,205,652	\$446,366	\$438,346	\$449,259	\$451,734	\$456,976	\$6,072,215
Non-Labor:													
Electric Power	\$28,097	\$31,504	\$26,960	\$28,007	\$26,135	\$29,575	\$32,454	\$29,249	\$32,369	\$29,787	\$28,304	\$27,548	\$349,989
Fuel	15,040	14,484	15,758	16,329	14,671	12,772	12,348	12,167	12,273	12,802	13,233	14,827	166,705
Insurance	4,551	4,551	5,100	5,102	5,186	5,186	5,186	5,186	5,186	5,186	5,239	5,241	60,902
Claims	7,441	7,441	7,441	7,441	7,441	7,441	7,441	7,441	7,441	7,441	7,441	7,441	89,291
Paratransit Service Contracts	34,154	32,775	35,139	34,585	34,398	31,925	30,971	30,473	29,967	31,333	29,445	30,018	385,183
Mtce. and Other Operating Contracts	13,652	15,613	15,871	17,045	17,107	17,426	22,221	17,494	22,292	17,106	17,249	14,383	207,457
Professional Service Contracts	4,986	9,454	12,887	11,094	10,830	13,182	10,999	10,901	13,139	12,254	12,725	22,826	145,278
Materials & Supplies	26,691	26,845	28,043	27,843	27,692	28,047	27,879	27,904	27,984	28,100	28,082	30,508	335,619
Other Business Expenses	5,469	5,413	5,901	5,711	5,648	5,743	5,726	5,701	5,655	5,851	5,643	5,924	68,385
Total Non-Labor Expenses	\$140,081	\$148,080	\$153,100	\$153,158	\$149,106	\$151,298	\$155,226	\$146,516	\$156,307	\$149,862	\$147,361	\$158,715	\$1,808,809
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation, OPEB													
	\$592,685	\$568,705	\$590,937	\$588,585	\$602,592	\$575,201	\$1,360,878	\$592,881	\$594,653	\$599,120	\$599,095	\$616,691	\$7,881,024
Depreciation	\$115,000	\$117,000	\$119,000	\$121,000	\$123,000	\$125,000	\$127,000	\$129,000	\$131,000	\$134,000	\$136,000	\$143,000	\$1,520,000
OPEB Account	0.000	0.000	351,333	0.000	0.000	351,333	0.000	0.000	351,333	0.000	0.000	351,333	1,405,331
Total Expenses	\$707,685	\$685,705	\$1,061,270	\$709,585	\$725,592	\$1,051,534	\$1,487,878	\$721,881	\$1,076,986	\$733,120	\$735,095	\$1,110,024	\$10,806,355
Net Surplus/(Deficit)	(\$303,975)	(\$306,429)	(\$624,968)	(\$263,957)	(\$267,309)	(\$602,580)	(\$1,021,660)	(\$285,070)	(\$637,022)	(\$265,820)	(\$300,688)	(\$629,646)	(\$5,509,124)

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

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$305.280	\$283.161	\$337.392	\$347.593	\$351.136	\$337.796	\$349.341	\$338.315	\$343.196	\$359.579	\$333.154	\$332.220	\$4,018.143
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	0.000	0.000	0.000	6.312	0.000	43.766	6.312	0.000	0.000	6.313	0.000	21.313	84.016
Paratransit Reimbursement	2.399	44.899	2.399	2.399	44.899	2.399	2.399	2.399	44.888	2.400	2.400	2.400	156.280
Other	<u>1.353</u>	<u>1.353</u>	<u>3.204</u>	<u>3.382</u>	<u>3.408</u>	<u>15.147</u>	<u>3.405</u>	<u>3.342</u>	<u>3.371</u>	<u>3.463</u>	<u>3.314</u>	<u>58.775</u>	<u>103.517</u>
Other Operating Revenue	\$3.752	\$46.252	\$5.603	\$12.093	\$48.307	\$61.312	\$12.116	\$5.741	\$48.259	\$12.176	\$5.714	\$82.488	\$343.813
Capital and Other Reimbursements	68.519	64.997	70.096	70.595	72.358	69.151	92.768	80.585	79.413	82.793	78.421	73.006	902.703
Total Receipts	\$377.531	\$394.410	\$413.091	\$430.281	\$471.801	\$468.259	\$454.225	\$424.641	\$470.868	\$454.548	\$417.289	\$487.714	\$5,264.659
Expenditures													
<u>Labor:</u>													
Payroll	\$364.479	\$251.048	\$239.678	\$246.036	\$282.041	\$222.394	\$262.612	\$343.942	\$246.132	\$255.842	\$260.385	\$268.273	\$3,242.862
Overtime	<u>40.076</u>	<u>29.296</u>	<u>27.680</u>	<u>28.711</u>	<u>31.216</u>	<u>26.105</u>	<u>28.596</u>	<u>38.430</u>	<u>28.124</u>	<u>29.134</u>	<u>27.739</u>	<u>28.487</u>	<u>363.596</u>
Total Salaries & Wages	\$404.555	\$280.344	\$267.358	\$274.747	\$313.257	\$248.499	\$291.208	\$382.372	\$274.256	\$284.976	\$288.124	\$296.760	\$3,606.458
Health and Welfare	57.398	56.916	56.942	56.965	57.052	53.096	59.161	59.435	59.237	59.153	59.153	53.390	687.897
OPEB Current Payment	29.117	28.891	28.905	28.917	28.951	26.866	30.031	30.176	30.071	30.027	30.027	29.867	351.847
Pensions	21.141	21.141	21.141	21.141	21.141	382.423	27.202	21.141	21.141	21.141	21.141	398.546	998.441
Other Fringe Benefits	<u>38.309</u>	<u>28.924</u>	<u>27.968</u>	<u>28.504</u>	<u>31.434</u>	<u>26.555</u>	<u>30.576</u>	<u>36.630</u>	<u>28.489</u>	<u>28.810</u>	<u>29.046</u>	<u>29.759</u>	<u>365.004</u>
Total Fringe Benefits	145.966	135.872	134.956	135.527	138.579	488.941	146.970	147.381	138.938	139.130	139.367	511.563	2,403.189
GASB Account	5.752	3.834	3.834	3.834	3.834	3.834	3.834	5.752	3.834	3.834	3.834	3.834	49.848
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$556.273	\$420.051	\$406.149	\$414.109	\$455.670	\$741.274	\$442.012	\$535.505	\$417.029	\$427.941	\$431.325	\$812.157	\$6,059.495
<u>Non-Labor:</u>													
Electric Power	\$28.097	\$31.504	\$26.960	\$28.007	\$26.135	\$29.575	\$32.454	\$29.249	\$32.369	\$29.787	\$28.304	\$27.548	\$349.989
Fuel	15.040	14.484	15.758	16.329	14.671	12.772	12.348	12.167	12.273	12.802	13.233	14.826	166.704
Insurance	0.453	0.000	12.929	(0.000)	0.157	14.780	0.000	0.000	13.350	0.000	0.000	21.035	62.706
Claims	6.754	6.754	6.754	6.754	6.754	6.754	6.754	6.754	6.754	6.753	6.753	6.753	81.044
Paratransit Service Contracts	33.988	32.608	34.972	34.419	34.231	31.758	30.805	30.306	29.800	31.167	29.278	29.851	383.183
Mtce. and Other Operating Contracts	13.652	15.613	15.871	17.045	17.107	17.426	22.221	17.494	22.292	17.106	17.249	29.083	222.157
Professional Service Contracts	4.986	9.454	10.637	11.094	10.830	10.932	10.999	10.901	10.889	12.254	12.725	20.576	136.278
Materials & Supplies	27.941	28.095	29.293	29.093	28.942	27.297	27.129	26.154	26.234	26.350	26.332	28.758	331.619
Other Business Expenditures	5.469	5.413	5.901	5.711	5.648	5.743	5.726	5.701	5.655	5.851	5.643	5.926	68.387
Total Non-Labor Expenditures	\$136.380	\$143.925	\$159.075	\$148.453	\$144.473	\$157.038	\$148.437	\$138.726	\$159.617	\$142.072	\$139.517	\$184.355	\$1,802.067
<u>Other Expenditure Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$692.653	\$563.976	\$565.223	\$562.562	\$600.143	\$898.312	\$590.449	\$674.231	\$576.645	\$570.013	\$570.842	\$996.512	\$7,861.562
Net Cash Deficit	(\$315.122)	(\$169.566)	(\$152.133)	(\$132.281)	(\$128.342)	(\$430.053)	(\$136.224)	(\$249.590)	(\$105.778)	(\$115.464)	(\$153.553)	(\$508.798)	(\$2,596.903)

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

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$1.029	(\$0.465)	\$3.471	\$6.101	(\$0.591)	\$0.589	\$3.339	(\$1.096)	\$3.876	(\$0.709)	(\$0.402)	\$0.809	\$15.931
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:													
Fare Reimbursement	(8.259)	(7.952)	(7.734)	(2.499)	(9.441)	37.685	3.617	(2.125)	(6.512)	(3.095)	(7.767)	14.082	0.000
Paratransit Reimbursement	(10.643)	31.857	(10.643)	(10.643)	31.857	(10.643)	(10.643)	(10.643)	31.846	(10.642)	(10.642)	(10.643)	(0.225)
Other	(8.306)	(8.306)	(8.306)	(8.306)	(8.306)	(8.306)	(8.306)	(8.306)	(8.306)	(8.306)	(8.307)	0.697	(90.670)
Other Operating Revenue	(\$27.208)	\$15.599	(\$26.683)	(\$21.448)	\$14.110	\$18.736	(\$15.332)	(\$21.074)	\$17.028	(\$22.043)	(\$26.716)	\$4.136	(\$90.895)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.000	10.000	10.000	10.000	2.392	42.392
Total Receipt Adjustments	(\$26.179)	\$15.134	(\$23.212)	(\$15.347)	\$13.519	\$19.305	(\$11.993)	(\$12.170)	\$30.904	(\$12.752)	(\$17.118)	\$7.337	(\$32.572)
Expenditures													
Labor:													
Payroll	(\$84.431)	\$1.121	\$27.136	\$18.464	(\$1.186)	\$37.354	\$14.586	(\$72.284)	\$18.464	\$18.464	\$17.705	\$14.586	\$9.980
Overtime	(9.465)	0.126	3.042	2.070	(0.133)	4.187	1.635	(8.103)	2.070	2.070	1.985	1.635	1.119
Total Salaries & Wages	(\$93.896)	\$1.247	\$30.178	\$20.534	(\$1.318)	\$41.542	\$16.221	(\$80.387)	\$20.534	\$20.534	\$19.689	\$16.221	\$11.099
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.543	5.543
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	(361.282)	746.960	0.000	0.000	0.000	0.000	(377.405)	8.273
Other Fringe Benefits	(4.021)	3.162	5.346	4.618	2.968	6.204	4.293	(3.001)	4.618	4.618	4.554	4.294	37.653
Total Fringe Benefits	(4.021)	3.162	5.346	4.618	2.968	(355.078)	751.253	(3.001)	4.618	4.618	4.554	(367.568)	51.469
GASB Account	(5.752)	(3.834)	(3.834)	(3.834)	(3.834)	(3.834)	(3.834)	(5.752)	(3.834)	(3.834)	(3.834)	(3.834)	(49.848)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$103.668)	\$0.576	\$31.689	\$21.318	(\$2.186)	(\$317.371)	\$763.640	(\$89.140)	\$21.318	\$21.318	\$20.409	(\$355.181)	\$12.720
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001
Insurance	4.098	4.551	(7.829)	5.102	5.029	(9.594)	5.186	5.186	(8.164)	5.186	5.239	(15.794)	(1.804)
Claims	0.687	0.687	0.687	0.687	0.687	0.687	0.687	0.687	0.687	0.688	0.688	0.688	8.247
Paratransit Service Contracts	0.166	0.167	0.167	0.166	0.167	0.167	0.166	0.167	0.167	0.166	0.167	0.167	2.000
Mtce. and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(14.700)	(14.700)
Professional Service Contracts	0.000	0.000	2.250	0.000	0.000	2.250	0.000	0.000	2.250	0.000	0.000	2.250	9.000
Materials & Supplies	(1.250)	(1.250)	(1.250)	(1.250)	(1.250)	0.750	0.750	1.750	1.750	1.750	1.750	1.750	4.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.002)	(0.002)
Total Non-Labor Expenditures	\$3.701	\$4.155	(\$5.975)	\$4.705	\$4.633	(\$5.740)	\$6.789	\$7.790	(\$3.310)	\$7.790	\$7.844	(\$25.640)	\$6.742
Other Expenditure Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	(\$99.967)	\$4.730	\$25.714	\$26.023	\$2.448	(\$323.111)	\$770.429	(\$81.350)	\$18.008	\$29.108	\$28.253	(\$380.821)	\$19.462
Total Cash Conversion Adj. before Depreciation, OPEB	(\$126.146)	\$19.864	\$2.502	\$10.676	\$15.967	(\$303.806)	\$758.436	(\$93.520)	\$48.912	\$16.356	\$11.135	(\$373.484)	(\$13.110)
Depreciation Adjustment	115.000	117.000	119.000	121.000	123.000	125.000	127.000	129.000	131.000	134.000	136.000	143.000	1,520.000
OPEB Obligation	0.000	0.000	351.333	0.000	0.000	351.333	0.000	0.000	351.333	0.000	0.000	351.333	1,405.331
Total Cash Conversion Adj.	(\$11.146)	\$136.864	\$472.835	\$131.676	\$138.967	\$172.527	\$885.436	\$35.480	\$531.244	\$150.356	\$147.135	\$120.848	\$2,912.221

MTA NEW YORK CITY TRANSIT
2013 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME

Schedule Service

Unschedule Service

Programatic/Routine Maintenance

Unschedule Maintenance

Vacancy/Absentee Coverage

Weather Emergencies

Safety/Security/Law Enforcement

All Other

Subtotal

REIMBURSABLE OVERTIME

TOTAL OVERTIME

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$10.095	\$9.113	\$9.782	\$9.978	\$10.106	\$9.512	\$9.426	\$9.421	\$9.451	\$10.294	\$9.516	\$9.747	\$116.441
6.009	6.328	6.529	6.859	6.912	6.798	6.802	6.762	6.740	6.914	6.206	6.009	78.867
7.097	6.844	7.163	7.408	7.438	7.415	7.355	7.432	7.352	7.506	7.503	6.871	87.385
0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.508	0.508	0.508	0.508	0.508	0.508	0.508	0.508	0.508	0.508	0.508	0.508	6.100
0.783	0.761	0.784	0.026	0.011	0.021	0.038	0.046	0.042	0.018	0.055	1.081	3.665
0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	3.298
0.446	0.424	0.494	0.489	0.481	0.449	0.447	0.448	0.488	0.448	0.448	0.449	5.520
\$25.213	\$24.253	\$25.536	\$25.542	\$25.741	\$24.977	\$24.851	\$24.891	\$24.856	\$25.962	\$24.512	\$24.941	\$301.277
\$5.399	\$5.168	\$5.186	\$5.239	\$5.342	\$5.316	\$5.379	\$5.436	\$5.338	\$5.242	\$5.212	\$5.181	\$63.438
\$30.612	\$29.422	\$30.722	\$30.781	\$31.083	\$30.293	\$30.231	\$30.327	\$30.194	\$31.204	\$29.724	\$30.122	\$364.715

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Ridership													
Subway	139.541	130.503	144.066	146.427	150.802	141.490	140.162	136.702	141.487	153.901	141.815	141.202	1,707.898
Bus	<u>55.609</u>	<u>52.238</u>	<u>56.099</u>	<u>57.891</u>	<u>60.148</u>	<u>54.418</u>	<u>53.576</u>	<u>52.506</u>	<u>56.323</u>	<u>60.738</u>	<u>54.598</u>	<u>52.406</u>	<u>666.550</u>
Subtotal	195.150	182.741	200.165	204.318	210.750	195.908	193.738	189.208	197.810	214.639	196.413	193.608	2,374.448
Paratransit*	0.865	0.820	0.910	0.934	0.943	0.869	0.859	0.862	0.867	0.945	0.883	0.929	10.686
Total Ridership	196.015	183.561	201.075	205.252	211.693	196.777	194.597	190.070	198.677	215.584	197.296	194.537	2,385.134
Farebox Revenue (excluding fare media liability)													
Subway	\$ 227.515	\$ 211.703	\$ 250.649	\$ 256.131	\$ 263.562	\$ 253.498	\$ 258.496	\$ 253.000	\$ 253.256	\$ 271.034	\$ 251.739	\$ 251.960	\$ 3,002.543
Bus	70.936	66.218	77.418	79.467	82.256	77.942	81.736	80.636	80.280	83.343	76.008	73.566	929.806
Subtotal	\$ 298.451	\$ 277.921	\$ 328.067	\$ 335.598	\$ 345.818	\$ 331.440	\$ 340.232	\$ 333.636	\$ 333.536	\$ 354.377	\$ 327.747	\$ 325.526	\$ 3,932.349
Paratransit	1.428	1.353	1.502	1.542	1.557	1.435	1.418	1.423	1.432	1.560	1.458	1.534	17.642
Total Farebox Revenue	299.879	279.274	329.569	337.140	347.375	332.875	341.650	335.059	334.968	355.937	329.205	327.060	3,949.991

* Paratransit ridership includes guests and personal care attendants.

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2013 Adopted Budget
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Office of the President	44	44	44	44	44	44	44	44	44	44	44	33
Law	265	265	265	265	265	265	266	266	266	266	266	266
Office of the EVP	39	39	39	39	39	39	39	39	39	39	39	39
Human Resources	221	221	221	221	221	221	221	221	221	221	221	221
Office of Management and Budget	39	39	39	39	39	39	39	39	39	39	39	39
Capital Planning & Budget	31	31	31	31	31	31	31	31	31	31	31	31
Corporate Communications	249	249	249	249	249	249	249	249	249	249	249	249
AFC Program Management & Sales	-	-	-	-	-	-	-	-	-	-	-	54
Technology & Information Services	444	444	444	444	444	444	443	443	443	443	443	443
Non-Departmental	84	84	84	84	84	84	84	84	84	84	84	84
Labor Relations	96	96	96	96	96	96	96	96	96	96	96	96
Material	234	234	234	234	234	234	233	233	233	233	233	233
Controller	133	133	133	133	133	133	133	133	133	133	133	126
Total Administration	1,879	1,879	1,879	1,879	1,879	1,879	1,878	1,878	1,878	1,878	1,878	1,814
Operations												
Subways Rapid Transit Operations	7,299	7,299	7,331	7,362	7,362	7,369	7,369	7,361	7,361	7,352	7,352	7,432
Subways Operations Support	318	318	318	318	318	318	318	318	318	318	318	312
Subways Stations	2,635	2,635	2,635	2,635	2,653	2,653	2,653	2,653	2,653	2,635	2,635	2,636
Sub-total - Subways	10,252	10,252	10,284	10,315	10,333	10,340	10,340	10,332	10,332	10,305	10,305	10,380
Buses	10,394	10,394	10,394	10,394	10,431	10,431	10,397	10,397	10,494	10,457	10,457	10,416
Paratransit	170	170	170	170	170	170	170	170	170	170	170	170
Operations Planning	393	393	393	393	393	393	388	388	388	388	388	388
Revenue Control	457	457	457	457	457	457	457	457	457	457	457	421
Total Operations	21,666	21,666	21,698	21,729	21,784	21,791	21,752	21,744	21,841	21,777	21,777	21,775
Maintenance												
Subways Operations/Support	204	204	204	204	204	204	204	204	204	204	204	203
Subways Engineering	312	312	312	311	311	311	313	313	313	307	307	307
Subways Car Equipment	4,177	4,177	4,183	4,183	4,183	4,183	4,201	4,196	4,196	4,196	4,196	4,200
Subways Infrastructure	1,334	1,334	1,334	1,334	1,334	1,334	1,334	1,334	1,334	1,334	1,334	1,334
Subways Elevator & Escalators	377	377	377	377	377	377	377	377	377	377	377	377
Subways Stations	3,499	3,499	3,499	3,499	3,511	3,512	3,512	3,512	3,512	3,500	3,500	3,508
Subways Track	2,730	2,730	2,730	2,730	2,730	2,730	2,730	2,730	2,730	2,730	2,730	2,730
Subways Power	611	611	607	607	591	591	591	591	591	591	591	591
Subways Signals	1,392	1,392	1,392	1,392	1,392	1,392	1,392	1,392	1,392	1,374	1,374	1,374
Subways Electronics Maintenance	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403
Sub-total - Subways	16,039	16,039	16,041	16,040	16,036	16,037	16,057	16,052	16,052	16,016	16,016	16,027
Buses	3,734	3,734	3,734	3,734	3,734	3,734	3,735	3,735	3,739	3,739	3,739	3,780
Revenue Control	137	137	137	137	137	137	137	137	137	137	137	137
Supply Logistics	556	556	556	556	556	556	556	556	556	556	556	556
System Safety	88	88	88	88	88	88	88	88	88	88	88	88
Total Maintenance	20,554	20,554	20,556	20,555	20,551	20,552	20,573	20,568	20,572	20,536	20,536	20,588
Engineering/Capital												
Capital Program Management	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218
Total Engineering/Capital	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218
Public Safety												
Security	568	568	568	568	568	568	568	568	568	568	568	568
Total Public Safety	568	568	568	568	568	568	568	568	568	568	568	568
Total Positions	45,885	45,885	45,919	45,949	46,000	46,008	45,989	45,976	46,077	45,977	45,977	46,063
Non-Reimbursable	41,517	41,517	41,527	41,527	41,594	41,633	41,614	41,601	41,702	41,631	41,631	41,731
Reimbursable	4,368	4,368	4,392	4,422	4,406	4,375	4,375	4,375	4,375	4,346	4,346	4,332
Total Full-Time	45,725	45,725	45,759	45,789	45,840	45,848	45,833	45,820	45,921	45,821	45,821	45,907
Total Full-Time Equivalents	160	160	160	160	160	160	156	156	156	156	156	156

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2013 Adopted Budget
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	625	625	625	625	625	625	624	624	624	624	624	633
Professional, Technical, Clerical	1,138	1,138	1,138	1,138	1,138	1,138	1,138	1,138	1,138	1,138	1,138	1,165
Operational Hourlies	116	116	116	116	116	116	116	116	116	116	116	116
Total Administration	1,879	1,879	1,879	1,879	1,879	1,879	1,878	1,878	1,878	1,878	1,878	1,914
Operations												
Managers/Supervisors	2,508	2,508	2,508	2,508	2,508	2,506	2,506	2,504	2,504	2,504	2,504	2,439
Professional, Technical, Clerical	407	407	407	407	407	407	407	407	407	407	407	379
Operational Hourlies	18,751	18,751	18,783	18,814	18,869	18,878	18,839	18,833	18,930	18,866	18,866	18,957
Total Operations	21,666	21,666	21,698	21,729	21,784	21,791	21,752	21,744	21,841	21,777	21,777	21,775
Maintenance												
Managers/Supervisors	3,740	3,740	3,741	3,741	3,739	3,739	3,741	3,741	3,741	3,739	3,739	3,919
Professional, Technical, Clerical	1,030	1,030	1,030	1,029	1,029	1,029	1,031	1,031	1,031	1,025	1,025	1,027
Operational Hourlies	15,784	15,784	15,785	15,785	15,783	15,784	15,801	15,796	15,800	15,772	15,772	15,642
Total Maintenance	20,554	20,554	20,556	20,555	20,551	20,552	20,573	20,568	20,572	20,536	20,536	20,588
Engineering/Capital												
Managers/Supervisors	272	272	272	272	272	272	272	272	272	272	272	272
Professional, Technical, Clerical	944	944	944	944	944	944	944	944	944	944	944	944
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering/Capital	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218
Public Safety												
Managers/Supervisors	195	195	195	195	195	195	195	195	195	195	195	195
Professional, Technical, Clerical	36	36	36	36	36	36	36	36	36	36	36	36
Operational Hourlies	337	337	337	337	337	337	337	337	337	337	337	337
Total Public Safety	568	568	568	568	568	568	568	568	568	568	568	568
Total Positions												
Managers/Supervisors	7,340	7,340	7,341	7,341	7,339	7,337	7,338	7,336	7,336	7,334	7,334	7,458
Professional, Technical, Clerical	3,555	3,555	3,555	3,554	3,554	3,554	3,556	3,556	3,556	3,550	3,550	3,551
Operational Hourlies	34,990	34,990	35,023	35,054	35,107	35,117	35,095	35,084	35,185	35,093	35,093	35,054
Total Positions	45,885	45,885	45,919	45,949	46,000	46,008	45,989	45,976	46,077	45,977	45,977	46,063

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN 2013-2016
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Staten Island Railway's 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013-2016. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2012, as well as other technical adjustments.

These adjustments are presented on the included reconciliations from the November Financial Plan and are described below:

- A fare increase effective March 1, 2013, projected to yield additional revenue of \$0.360 million in 2013, \$0.431 million in 2014, \$0.436 million in 2015 and \$0.441 million in 2016.
- An inclusion in 2012 of \$0.919 million of estimated losses from Tropical Storm Sandy, including increased costs and lost farebox revenue. It has been estimated that recoveries of these losses will total \$0.909 million, and will be received evenly over the subsequent three years 2013-2015.
- It is estimated that SIR will receive a recovery regarding losses as a result of Tropical Storm Irene (2011) of \$0.073 million in 2013.
- Re-estimates of electric power expenses, based on higher price projections, resulting in expense increases of \$0.228 million in 2014, \$0.232 million in 2015 and \$0.242 million in 2016.
- Increases of cash payments of \$0.124 million in 2012, \$0.134 million in 2013 and \$0.146 million for each year 2014-2016 were included in this Financial Plan, based on a re-estimate of Other Post-Employment Benefits (GASB) funding requirements.

The plan also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA STATEN ISLAND RAILWAY
February Financial Plan 2013 - 2016
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	2012		2013		Favorable/(Unfavorable) 2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2012 November Financial Plan: Baseline										
Surplus/(Deficit)	268	(\$41.736)	268	(\$46.014)	268	(\$48.120)	268	(\$49.523)	268	(\$50.645)
Technical Adjustments:										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
Fare/Toll Yields on 3/1/13		-		0.360		0.431		0.436		0.441
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy		(0.919)		0.303		0.303		0.303		
Recovery of Tropical Storm Irene				0.073						
Electric Power Re-estimate						(0.228)		(0.232)		(0.242)
Residual Lj Bus Costs-Responsibility of Nassau Cnty.										
Other										
Sub-Total MTA Plan Adjustments	0	-\$0.919	0	\$0.736	0	\$0.506	0	\$0.507	0	\$0.199
2013 February Financial Plan: Baseline										
Surplus/(Deficit)	268	(\$42.655)	268	(\$45.278)	268	(\$47.614)	268	(\$49.016)	268	(\$50.446)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2013 - 2016
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

Favorable/(Unfavorable)										
2012		2013		2014		2015		2016		
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	
2012 November Financial Plan: Baseline										
Surplus/(Deficit)	3	\$0.000	3	\$0.000	3	\$0.000	3	\$0.000	3	\$0.000
Technical Adjustments:										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments										
Fare/Toll Yields on 3/1/13										
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy										
Recovery of Tropical Storm Irene										
Electric Power Re-estimate										
Move from Madison Ave.										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2013 February Financial Plan: Baseline										
Surplus/(Deficit)	3	\$0.000	3	\$0.000	3	\$0.000	3	\$0.000	3	\$0.000

MTA STATEN ISLAND RAILWAY
February Financial Plan 2013 - 2016
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2012 November Financial Plan: Baseline Surplus/(Deficit)	271	(\$37.785)	271	(\$35.093)	271	(\$37.235)	271	(\$38.638)	271	(\$39.760)
Technical Adjustments:										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
Fare/Toll Yields on 3/1/13		-		0.360		0.431		0.436		0.441
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy		(0.919)		0.303		0.303		0.303		
Recovery of Tropical Storm Irene				0.073						
Electric Power Re-estimate						(0.228)		(0.232)		(0.242)
OPEB GASB Cash Re-estimate		(0.124)		(0.134)		(0.146)		(0.146)		(0.146)
Other										
Sub-Total MTA Plan Adjustments	0	-\$1.043	0	\$0.602	0	\$0.360	0	\$0.361	0	\$0.053
2013 February Financial Plan: Baseline Surplus/(Deficit)	271	(\$38.828)	271	(\$34.491)	271	(\$36.875)	271	(\$38.277)	271	(\$39.707)

MTA Staten Island Railway
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
Revenue									6.048
Farebox Revenue	\$5.688	\$0.360							0.000
Vehicle Toll Revenue									2.447
Other Operating Revenue	2.071	0.000		0.303	0.073				0.000
Capital and Other Reimbursements	0.000								0.000
Total Revenue	\$7.759	\$0.360	\$0.000	\$0.303	\$0.073	\$0.000	\$0.000	\$0.000	\$8.495
Expenses									
Labor:									17.006
Payroll	\$17.006								0.785
Overtime	0.785								4.201
Health and Welfare	4.201								0.753
OPEB Current Payment	0.753								5.800
Pensions	5.800								1.286
Other Fringe Benefits	1.286								0.000
Reimbursable Overhead	0.000								0.000
Total Labor Expenses	\$29.831	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$29.831
Non-Labor:									5.362
Electric Power	\$5.362	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.410
Fuel	0.410	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.300
Insurance	0.300								0.279
Claims	0.279								0.000
Paratransit Service Contracts	0.000								1.563
Maintenance and Other Operating Contracts	1.563								0.424
Professional Service Contracts	0.424								4.299
Materials & Supplies	4.299								0.005
Other Business Expenses	0.005								0.000
Total Non-Labor Expenses	\$12.642	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$12.642
Other Expense Adjustments:									0.000
Other	\$0.000								\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$42.473	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$42.473
Depreciation	\$9.000								9.000
Other Post Employment Benefits	\$2.300								2.300
Environmental Remediation	\$0.000								0.000
Total Expenses	\$53.773	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$53.773
Net Surplus/(Deficit)									
<i>(Excluding Subsidies and Debt Service)</i>	(\$46.014)	\$0.360	\$0.000	\$0.303	\$0.073	\$0.000	\$0.000	\$0.000	(\$45.278)

MTA Staten Island Railway
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
Revenue									
Farebox Revenue	\$0.000								0.000
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue	0.000								0.000
Capital and Other Reimbursements	1.674								1.674
Total Revenue	\$1.674	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.674
Expenses									
Labor:									
Payroll	\$0.287								0.287
Overtime	0.704								0.704
Health and Welfare	0.513								0.513
OPEB Current Payment	0.000								0.000
Pensions	0.094								0.094
Other Fringe Benefits	0.076								0.076
Reimbursable Overhead	0.000								0.000
Total Labor Expenses	\$1.674	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.674
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000								0.000
Claims	0.000								0.000
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	0.000								0.000
Professional Service Contracts	0.000								0.000
Materials & Supplies	0.000								0.000
Other Business Expenses	0.000								0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:									
Other	\$0.000								0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1.674	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.674
Depreciation	\$0.000								0.000
Other Post Employment Benefits	\$0.000								0.000
Environmental Remediation	\$0.000								0.000
Total Expenses	\$1.674	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.674
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA Staten Island Railway
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

NON REIMBURSABLE/REIMBURSABLE	2013 MTA Plan Adjustments									February Adopted Budget
	2013	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other		
	Final Proposed Budget									
Revenue										
Farebox Revenue	\$5.688	\$0.360	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.048
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	0.000	0.000	0.303	0.073	0.000	0.000	0.000	0.000	2.447
Capital and Other Reimbursements	1.674	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.674
Total Revenue	\$9.433	\$0.360	\$0.000	\$0.303	\$0.073	\$0.000	\$0.000	\$0.000	\$0.000	\$10.169
Expenses										
Labor:										
Payroll	\$17.293	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$17.293
Overtime	1.489	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.489
Health and Welfare	4.714	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.714
OPEB Current Payment	0.753	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.753
Pensions	5.894	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.894
Other Fringe Benefits	1.362	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.362
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$31.505	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$31.505
Non-Labor:										
Electric Power	\$5.362	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.362
Fuel	0.410	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.410
Insurance	0.300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.300
Claims	0.279	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.279
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.563	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.563
Professional Service Contracts	0.424	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.424
Materials & Supplies	4.299	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.299
Other Business Expenses	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.005
Total Non-Labor Expenses	\$12.642	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$12.642
Other Expense Adjustments:										
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$44.147	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$44.147
Depreciation	9.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	9.000
Other Post Employment Benefits	2.300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$55.447	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$55.447
Net Surplus/(Deficit) (Excluding Subsidies and Debt Service)	(\$46.014)	\$0.360	\$0.000	\$0.303	\$0.073	\$0.000	\$0.000	\$0.000	\$0.000	(\$45.278)

MTA Staten Island Railway
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	2013								February Adopted Budget
	MTA Plan Adjustments								
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
Receipts									
Farebox Revenue	\$5.688	\$0.360							\$6.048
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue	2.071			0.303	0.073				2.447
Capital and Other Reimbursements	1.674								1.674
Total Receipts	\$9.433	\$0.360	\$0.000	\$0.303	\$0.073	\$0.000	\$0.000	\$0.000	\$10.169
Expenditures									
Labor:									
Payroll	\$17.293								\$17.293
Overtime	1.489								1.489
Health and Welfare	4.714								4.714
OPEB Current Payment	0.753								0.753
Pensions	5.894								5.894
Other Fringe Benefits	1.362								1.362
GASB Account	0.379							0.134	0.513
Reimbursable Overhead	0.000								0.000
Total Labor Expenditures	\$31.884	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.134	\$32.018
Non-Labor:									
Electric Power	\$5.362	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.362
Fuel	0.410	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.410
Insurance	0.300								0.300
Claims	0.279								0.279
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	1.563								1.563
Professional Service Contracts	0.424								0.424
Materials & Supplies	4.299								4.299
Other Business Expenses	0.005								0.005
Total Non-Labor Expenditures	\$12.642	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$12.642
Other Expense Adjustments:									
B&T Capital Transfer	\$0.000								\$0.000
General Reserve	0.000								0.000
Interagency Subsidy	0.000								0.000
Other	0.000								0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$44.526	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.134	\$44.660
Operating Cash Deficit	(\$35.093)	\$0.360	\$0.000	\$0.303	\$0.073	\$0.000	\$0.000	(\$0.134)	(\$34.491)

MTA Staten Island Railway
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

CASH FLOW ADJUSTMENTS	2013								
	MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
Receipts									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures									
Labor:									
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Account	(0.379)	0.000	0.000	0.000	0.000	0.000	0.000	(0.134)	(0.513)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$0.379)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.134)	(\$0.513)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures Before Depreciation	(\$0.379)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.134)	(\$0.513)
Depreciation	9.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	9.000
Other Post Employment Benefits	2.300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.300
Total Expenditures	\$10.921	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.134)	\$10.787
Net Surplus/(Deficit)									
<i>(Excluding Subsidies and Debt Service)</i>	\$10.921	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.134)	\$10.787

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

Non-Reimbursable					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Operating Revenue					
Farebox Revenue	\$5.407	\$6.048	\$6.195	\$6.279	\$6.352
Toll Revenue					
Other Operating Revenue	2.071	2.447	2.374	2.374	2.071
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$7.478	\$8.495	\$8.569	\$8.653	\$8.423
Operating Expenses					
<u>Labor:</u>					
Payroll	\$16.949	\$17.006	\$17.321	\$17.630	\$17.997
Overtime	1.157	0.785	0.671	0.686	0.700
Health and Welfare	3.756	4.201	4.287	4.671	4.875
OPEB Current Payment	0.675	0.753	0.768	0.819	0.874
Pensions	5.500	5.800	5.800	5.900	6.000
Other Fringe Benefits	1.261	1.286	1.310	1.333	1.360
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$29.298	\$29.831	\$30.167	\$30.939	\$31.806
<u>Non-Labor:</u>					
Electric Power	\$4.897	\$5.362	\$5.563	\$5.947	\$6.373
Fuel	0.405	0.410	0.396	0.388	0.415
Insurance	0.259	0.300	0.444	0.405	0.472
Claims	0.274	0.279	0.284	0.289	0.295
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.629	1.563	5.896	5.927	5.964
Professional Service Contracts	0.417	0.424	0.432	0.438	0.448
Materials & Supplies	1.649	4.299	1.706	2.031	1.791
Other Business Expenses	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenses	\$9.535	\$12.642	\$14.726	\$16.430	\$15.763
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$38.833	\$42.473	\$44.883	\$46.369	\$47.569
Depreciation	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$50.133	\$53.773	\$56.183	\$57.669	\$58.869
Baseline Surplus/(Deficit)	(\$42.655)	(\$45.278)	(\$47.614)	(\$49.016)	(\$50.446)

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

REIMBURSABLE					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
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	1.674	1.680	1.680	1.680
Total Revenue	\$1.672	\$1.674	\$1.680	\$1.680	\$1.680
Expenses					
<u>Labor:</u>					
Payroll	\$0.288	\$0.287	\$0.288	\$0.288	\$0.288
Overtime	0.704	0.704	0.704	0.704	0.704
Health and Welfare	0.509	0.513	0.517	0.517	0.517
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.094	0.094	0.094	0.094	0.094
Other Fringe Benefits	0.077	0.076	0.077	0.077	0.077
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1.672	\$1.674	\$1.680	\$1.680	\$1.680
<u>Non-Labor:</u>					
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 Contracts	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	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$1.672	\$1.674	\$1.680	\$1.680	\$1.680
Depreciation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$1.672	\$1.674	\$1.680	\$1.680	\$1.680
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

NON-REIMBURSABLE / REIMBURSABLE

	<u>2012 Final Estimate</u>	<u>2013 Adopted Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Revenue					
Farebox Revenue	\$5.407	\$6.048	\$6.195	\$6.279	\$6.352
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	2.447	2.374	2.374	2.071
Capital and Other Reimbursements	1.672	1.674	1.680	1.680	1.680
Total Revenue	\$9.150	\$10.169	\$10.249	\$10.333	\$10.103
Expenses					
<u>Labor:</u>					
Payroll	\$17.237	\$17.293	\$17.609	\$17.918	\$18.285
Overtime	1.861	1.489	1.375	1.390	1.404
Health and Welfare	4.265	4.714	4.804	5.088	5.392
OPEB Current Payment	0.675	0.753	0.768	0.819	0.874
Pensions	5.594	5.894	5.894	5.994	6.094
Other Fringe Benefits	1.338	1.362	1.387	1.410	1.437
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$30.970	\$31.505	\$31.837	\$32.619	\$33.486
<u>Non-Labor:</u>					
Electric Power	\$4.897	\$5.362	\$5.563	\$5.947	\$6.373
Fuel	0.405	0.410	0.396	0.388	0.415
Insurance	0.259	0.300	0.444	0.405	0.472
Claims	0.274	0.279	0.284	0.289	0.295
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.629	1.563	5.896	5.927	5.964
Professional Service Contracts	0.417	0.424	0.432	0.438	0.448
Materials & Supplies	1.649	4.299	1.706	2.031	1.791
Other Business Expenses	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenses	\$9.535	\$12.642	\$14.726	\$15.430	\$15.763
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$40.505	\$44.147	\$46.563	\$48.049	\$49.249
Depreciation	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$51.805	\$55.447	\$57.863	\$59.349	\$60.549
Baseline Surplus/(Deficit)	(\$42.655)	(\$45.278)	(\$47.614)	(\$49.016)	(\$50.446)

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

CASH RECEIPTS AND EXPENDITURES					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Receipts					
Farebox Revenue	\$5.407	\$6.048	\$6.195	\$6.279	\$6.352
Vehicle Toll Revenue					
Other Operating Revenue	2.071	2.447	2.374	2.374	2.071
Capital and Other Reimbursements	2.387	1.674	1.680	1.680	1.680
Total Receipts	\$9.865	\$10.169	\$10.249	\$10.333	\$10.103
Expenditures					
<u>Labor:</u>					
Payroll	\$23.408	\$17.293	\$17.609	\$17.918	\$18.285
Overtime	1.861	1.489	1.375	1.390	1.404
Health and Welfare	4.265	4.714	4.804	5.088	5.392
OPEB Current Payment	0.675	0.753	0.768	0.819	0.874
Pensions	5.636	5.894	5.894	5.994	6.094
Other Fringe Benefits	1.809	1.362	1.387	1.410	1.437
GASB Account	0.471	0.513	0.561	0.561	0.561
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$38.125	\$32.018	\$32.398	\$33.180	\$34.047
<u>Non-Labor:</u>					
Electric Power	\$5.227	\$5.362	\$5.563	\$5.947	\$6.373
Fuel	0.405	0.410	0.396	0.388	0.415
Insurance	0.259	0.300	0.444	0.405	0.472
Claims	0.405	0.279	0.284	0.289	0.295
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.629	1.563	5.896	5.927	5.964
Professional Service Contracts	0.567	0.424	0.432	0.438	0.448
Materials & Supplies	1.707	4.299	1.706	2.031	1.791
Other Business Expenses	0.369	0.005	0.005	0.005	0.005
Total Non-Labor Expenditures	\$10.568	\$12.642	\$14.726	\$15.430	\$15.763
<u>Other Expenditure Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$48.693	\$44.660	\$47.124	\$48.610	\$49.810
Baseline Cash Deficit	(\$38.828)	(\$34.491)	(\$36.875)	(\$38.277)	(\$39.707)

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

CASH FLOW ADJUSTMENTS					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Receipts					
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	0.715	0.000	0.000	0.000	0.000
Total Receipts	\$0.715	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures					
<u>Labor:</u>					
Payroll	(\$6.171)	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(0.042)	0.000	0.000	0.000	0.000
Other Fringe Benefits	(0.471)	0.000	0.000	0.000	0.000
GASB Account	(0.471)	(0.513)	(0.561)	(0.561)	(0.561)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$7.155)	(\$0.513)	(\$0.561)	(\$0.561)	(\$0.561)
<u>Non-Labor:</u>					
Electric Power	(\$0.330)	\$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	(0.131)	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 Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	(0.150)	0.000	0.000	0.000	0.000
Materials & Supplies	(0.058)	0.000	0.000	0.000	0.000
Other Business Expenditures	(0.364)	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	(\$1.033)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$7.473)	(\$0.513)	(\$0.561)	(\$0.561)	(\$0.561)
Depreciation Adjustment	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	\$3.827	\$10.787	\$10.739	\$10.739	\$10.739
Total Cash Conversion Adjustments	\$3.827	\$10.787	\$10.739	\$10.739	\$10.739

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

2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
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RIDERSHIP

Fixed Route	4.496	4.645	4.694	4.750	4.797
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Baseline Total Ridership

4.496	4.645	4.694	4.750	4.797
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FAREBOX REVENUE

Fixed Route	\$5.407	\$6.048	\$6.195	\$6.279	\$6.352
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Total Farebox Revenue

\$5.407	\$6.048	\$6.195	\$6.279	\$6.352
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MTA STATEN ISLAND RAILWAY
February Financial Plan 2013 - 2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Administration					
Executive	14	14	14	14	14
General Office	8	8	8	8	8
Purchasing/Stores	6	6	6	6	6
Total Administration	28	28	28	28	28
Operations					
Transportation	91	91	91	91	91
Maintenance					
Mechanical	43	43	43	43	43
Electronic/Electrical	12	12	12	12	12
Power/Signals	26	26	26	26	26
Maintenance of Way	46	46	46	46	46
Infrastructure	25	25	25	25	25
Total Maintenance	152	152	152	152	152
Engineering/Capital					
None					
Public Safety					
Police					
Baseline Total Positions	271	271	271	271	271
Non-Reimbursable	268	268	268	268	268
Reimbursable	3	3	3	3	3
Total Full-Time	271	271	271	271	271
Total Full-Time Equivalents					

MTA STATEN ISLAND RAILWAY
February Financial Plan 2013 - 2016
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Administration					
Managers/Supervisors	16	16	16	16	16
Professional, Technical, Clerical	12	12	12	12	12
Operational Hourlies	-	-	-	-	-
Total Administration	28	28	28	28	28
Operations					
Managers/Supervisors	5	5	5	5	5
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	83	83	83	83	83
Total Operations	91	91	91	91	91
Maintenance					
Managers/Supervisors	7	7	7	7	7
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	142	142	142	142	142
Total Maintenance	152	152	152	152	152
Engineering/Capital					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	-	-	-	-	-
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
Total Public Safety	-	-	-	-	-
Total Positions					
Managers/Supervisors	28	28	28	28	28
Professional, Technical, Clerical	18	18	18	18	18
Operational Hourlies	225	225	225	225	225
Baseline Total Positions	271	271	271	271	271

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

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$0.464	\$0.420	\$0.509	\$0.511	\$0.526	\$0.514	\$0.517	\$0.516	\$0.520	\$0.561	\$0.511	\$0.479	\$6.048
Toll Revenue													-
Other Operating Revenue	0.247	0.214	0.192	0.227	0.237	0.204	0.094	0.083	0.232	0.278	0.228	0.211	2.447
Capital and Other Reimbursements													-
Total Revenue	\$0.711	\$0.634	\$0.701	\$0.738	\$0.763	\$0.718	\$0.611	\$0.599	\$0.752	\$0.839	\$0.739	\$0.690	\$6.495
Operating Expenses													
Labor:													
Payroll	\$1.417	\$1.417	\$1.417	\$1.417	\$1.417	\$1.417	\$1.417	\$1.417	\$1.417	\$1.417	\$1.418	\$1.418	17.006
Overtime	0.065	0.065	0.065	0.065	0.065	0.065	0.065	0.066	0.066	0.066	0.066	0.066	0.785
Health and Welfare	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.351	4.201
OPEB Current Payment	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.062	0.062	0.062	0.753
Pensions	0.483	0.483	0.483	0.483	0.483	0.483	0.483	0.483	0.484	0.484	0.484	0.484	5.800
Other Fringe Benefits	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.108	0.108	1.286
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$2.485	\$2.485	\$2.485	\$2.486	\$2.485	\$2.485	\$2.485	\$2.486	\$2.487	\$2.486	\$2.488	\$2.489	\$29.831
Non-Labor:													
Electric Power	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.446	\$0.446	\$5.362
Fuel	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.035	0.035	0.410
Insurance	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.300
Claims	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.024	0.024	0.024	0.279
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.131	0.131	0.131	0.130	1.563
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.036	0.036	0.036	0.036	0.424
Materials & Supplies	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.359	0.359	0.359	4.299
Other Business Expenses	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.001	0.005
Total Non-Labor Expenses	\$1.053	\$1.052	\$1.052	\$1.053	\$1.052	\$1.052	\$1.053	\$1.052	\$1.054	\$1.057	\$1.056	\$1.056	\$12.642
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$3.538	\$3.537	\$3.537	\$3.538	\$3.537	\$3.537	\$3.538	\$3.538	\$3.541	\$3.543	\$3.544	\$3.546	\$42.473
Depreciation	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$9.000
OPEB Obligation	0.191	0.191	0.191	0.191	0.192	0.192	0.192	0.192	0.192	0.192	0.192	0.192	2.300
Environmental Remediation													-
Total Expenses	\$4.479	\$4.478	\$4.478	\$4.479	\$4.479	\$4.479	\$4.480	\$4.480	\$4.483	\$4.485	\$4.486	\$4.487	\$53.773
Net Surplus/(Deficit)	(\$3.768)	(\$3.844)	(\$3.777)	(\$3.741)	(\$3.716)	(\$3.761)	(\$3.869)	(\$3.881)	(\$3.731)	(\$3.646)	(\$3.747)	(\$3.797)	(\$45.278)

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

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	0.136	0.137	0.138	0.139	0.140	0.140	0.140	0.140	0.141	0.141	0.141	0.141	1.674
Total Revenue	\$0.136	\$0.137	\$0.138	\$0.139	\$0.140	\$0.140	\$0.140	\$0.140	\$0.141	\$0.141	\$0.141	\$0.141	\$1.674
Expenses													
Labor:													
Payroll	\$0.023	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.024	\$0.287
Overtime	0.058	0.058	0.058	0.058	0.059	0.059	0.059	0.059	0.059	0.059	0.059	0.059	0.704
Health and Welfare	0.042	0.042	0.042	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.513
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.007	0.007	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.094
Other Fringe Benefits	0.006	0.006	0.006	0.006	0.006	0.006	0.006	0.006	0.007	0.007	0.007	0.007	0.076
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$0.136	\$0.137	\$0.138	\$0.139	\$0.140	\$0.140	\$0.140	\$0.140	\$0.141	\$0.141	\$0.141	\$0.141	\$1.674
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.136	\$0.137	\$0.138	\$0.139	\$0.140	\$0.140	\$0.140	\$0.140	\$0.141	\$0.141	\$0.141	\$0.141	\$1.674
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$0.136	\$0.137	\$0.138	\$0.139	\$0.140	\$0.140	\$0.140	\$0.140	\$0.141	\$0.141	\$0.141	\$0.141	\$1.674
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.464	\$0.420	\$0.509	\$0.511	\$0.526	\$0.514	\$0.517	\$0.516	\$0.520	\$0.561	\$0.511	\$0.479	\$6.048
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.247	0.214	0.192	0.227	0.237	0.204	0.094	0.083	0.232	0.278	0.228	0.211	2.447
Capital and Other Reimbursements	0.136	0.137	0.138	0.139	0.140	0.140	0.140	0.140	0.141	0.141	0.141	0.141	1.674
Total Revenue	\$0.847	\$0.771	\$0.839	\$0.877	\$0.903	\$0.858	\$0.751	\$0.739	\$0.893	\$0.980	\$0.880	\$0.831	\$10.169
Expenses													
Labor:													
Payroll	\$1.440	\$1.441	\$1.441	\$1.441	\$1.441	\$1.441	\$1.441	\$1.441	\$1.441	\$1.441	\$1.442	\$1.442	\$17.293
Overtime	0.123	0.123	0.123	0.123	0.124	0.124	0.124	0.125	0.125	0.125	0.125	0.125	1.489
Health and Welfare	0.392	0.392	0.392	0.393	0.393	0.393	0.393	0.393	0.393	0.393	0.393	0.394	4.714
OPEB Current Payment	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.062	0.062	0.062	0.753
Pensions	0.490	0.490	0.491	0.491	0.491	0.491	0.491	0.491	0.492	0.492	0.492	0.492	5.894
Other Fringe Benefits	0.113	0.113	0.113	0.113	0.113	0.113	0.113	0.113	0.114	0.114	0.115	0.115	1.362
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$2.621	\$2.622	\$2.623	\$2.624	\$2.625	\$2.625	\$2.625	\$2.626	\$2.628	\$2.627	\$2.629	\$2.630	\$31.505
Non-Labor:													
Electric Power	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.446	\$0.446	\$5.362
Fuel	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.035	0.035	0.410
Insurance	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.300
Claims	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.024	0.024	0.024	0.279
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.131	0.131	0.131	0.130	1.563
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.036	0.036	0.036	0.036	0.424
Materials & Supplies	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.359	0.359	0.359	4.299
Other Business Expenses	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.001	0.005
Total Non-Labor Expenses	\$1.063	\$1.062	\$1.062	\$1.063	\$1.062	\$1.062	\$1.063	\$1.062	\$1.064	\$1.067	\$1.066	\$1.066	\$12.642
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$3.674	\$3.674	\$3.675	\$3.677	\$3.677	\$3.677	\$3.678	\$3.678	\$3.682	\$3.684	\$3.686	\$3.686	\$44.147
Depreciation	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$9.000
OPEB Obligation	0.191	0.191	0.191	0.191	0.192	0.192	0.192	0.192	0.192	0.192	0.192	0.192	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$4.615	\$4.615	\$4.616	\$4.618	\$4.619	\$4.619	\$4.620	\$4.620	\$4.624	\$4.626	\$4.627	\$4.628	\$56.447
Net Surplus/(Deficit)	(\$3.768)	(\$3.844)	(\$3.777)	(\$3.741)	(\$3.716)	(\$3.761)	(\$3.869)	(\$3.881)	(\$3.731)	(\$3.646)	(\$3.747)	(\$3.797)	(\$45.278)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2013 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.464	\$0.420	\$0.509	\$0.511	\$0.526	\$0.514	\$0.517	\$0.516	\$0.520	\$0.561	\$0.511	\$0.479	\$6.048
Vehicle Toll Revenue													
Other Operating Revenue	0.247	0.214	0.192	0.227	0.237	0.204	0.094	0.083	0.232	0.278	0.228	0.211	2.447
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.209	0.209	0.209	0.209	0.209	0.209	0.210	0.210	1.674
Total Receipts	\$0.711	\$0.634	\$0.701	\$0.738	\$0.972	\$0.927	\$0.820	\$0.808	\$0.961	\$1.048	\$0.949	\$0.900	\$10.169
Expenditures													
Labor													
Payroll	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.995	\$1.330	\$1.330	\$1.330	\$1.330	\$1.998	17.293
Overtime	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.125	1.489
Health and Welfare	0.392	0.392	0.393	0.393	0.393	0.393	0.393	0.393	0.393	0.393	0.393	0.393	4.714
OPEB Current Payment	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.062	0.062	0.062	0.753
Pensions	0.491	0.491	0.491	0.491	0.491	0.491	0.491	0.491	0.491	0.491	0.492	0.492	5.894
Other Fringe Benefits	0.105	0.105	0.105	0.105	0.105	0.105	0.157	0.105	0.105	0.104	0.104	0.157	1.382
GASB Account	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.042	0.042	0.042	0.513
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Labor Expenditures	\$2.548	\$2.548	\$2.549	\$2.549	\$2.549	\$2.549	\$3.266	\$2.549	\$2.549	\$2.546	\$2.547	\$3.269	\$32.018
Non-Labor													
Electric Power	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.446	\$0.446	\$5.362
Fuel	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.035	0.035	0.410
Insurance	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.300
Claims	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.024	0.024	0.024	0.279
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.131	0.131	0.131	0.130	1.583
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.036	0.036	0.036	0.036	0.424
Materials & Supplies	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.359	0.359	0.359	4.299
Other Business Expenses	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.001	0.005
Total Non-Labor Expenditures	\$1.053	\$1.052	\$1.052	\$1.053	\$1.052	\$1.052	\$1.053	\$1.052	\$1.054	\$1.057	\$1.056	\$1.056	\$12.642
Other Expenditure Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$3.601	\$3.600	\$3.601	\$3.602	\$3.601	\$3.601	\$4.319	\$3.601	\$3.603	\$3.603	\$3.603	\$4.325	\$44.660
Net Cash Deficit	(\$2.890)	(\$2.966)	(\$2.900)	(\$2.864)	(\$2.629)	(\$2.674)	(\$3.499)	(\$2.793)	(\$2.642)	(\$2.555)	(\$2.654)	(\$3.425)	(\$34.491)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2013 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.136)	(0.137)	(0.138)	(0.139)	0.069	0.069	0.069	0.069	0.068	0.068	0.069	0.069	(0.000)
Total Receipts	(\$0.136)	(\$0.137)	(\$0.138)	(\$0.139)	\$0.069	\$0.069	\$0.069	\$0.069	\$0.068	\$0.068	\$0.069	\$0.069	(\$0.000)
Expenditures													
Labor:													
Payroll	\$0.110	\$0.111	\$0.111	\$0.111	\$0.111	\$0.111	(\$0.554)	\$0.111	\$0.111	\$0.111	\$0.112	(\$0.556)	\$0.000
Overtime	(0.001)	(0.001)	(0.001)	(0.001)	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.000	0.000
Health and Welfare	0.000	0.000	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	(0.000)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	(0.001)	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000
Other Fringe Benefits	0.008	0.008	0.008	0.008	0.008	0.008	(0.044)	0.008	0.009	0.010	0.011	(0.042)	0.000
GASB Account	(0.043)	(0.043)	(0.043)	(0.043)	(0.043)	(0.043)	(0.043)	(0.043)	(0.043)	(0.042)	(0.042)	(0.042)	(0.513)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.073	\$0.074	\$0.074	\$0.075	\$0.076	\$0.076	(\$0.641)	\$0.077	\$0.079	\$0.081	\$0.082	(\$0.639)	(\$0.513)
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expenditures Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$0.063)	(\$0.063)	(\$0.064)	(\$0.064)	\$0.145	\$0.145	(\$0.572)	\$0.146	\$0.147	\$0.149	\$0.151	(\$0.570)	(\$0.513)
Depreciation Adjustment	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$9.000
OPEB Obligation	0.191	0.191	0.191	0.191	0.192	0.192	0.192	0.192	0.192	0.192	0.192	0.192	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.878	\$0.878	\$0.877	\$0.877	\$1.087	\$1.087	\$0.370	\$1.088	\$1.089	\$1.091	\$1.093	\$0.372	\$10.787

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
RIDERSHIP/(UTILIZATION)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Ridership	0.402	0.354	0.382	0.401	0.412	0.386	0.349	0.335	0.406	0.452	0.397	0.369	4.645
Total Ridership	0.402	0.354	0.382	0.401	0.412	0.386	0.349	0.335	0.406	0.452	0.397	0.369	4.645
Baseline Farebox Revenue	\$0.464	\$0.420	\$0.509	\$0.511	\$0.526	\$0.514	\$0.517	\$0.516	\$0.520	\$0.561	\$0.511	\$0.479	\$6.048
Total Farebox Revenue	\$0.464	\$0.420	\$0.509	\$0.511	\$0.526	\$0.514	\$0.517	\$0.516	\$0.520	\$0.561	\$0.511	\$0.479	\$6.048

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

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive	14	14	14	14	14	14	14	14	14	14	14	14
General Office	8	8	8	8	8	8	8	8	8	8	8	8
Purchasing/Stores	6	6	6	6	6	6	6	6	6	6	6	6
Total Administration	28	28	28	28	28	28	28	28	28	28	28	28
Operations												
Transportation	91	91	91	91	91	91	91	91	91	91	91	91
Maintenance												
Mechanical	43	43	43	43	43	43	43	43	43	43	43	43
Electronic/Electrical	12	12	12	12	12	12	12	12	12	12	12	12
Power/Signals	26	26	26	26	26	26	26	26	26	26	26	26
Maintenance of Way	46	46	46	46	46	46	46	46	46	46	46	46
Infrastructure	25	25	25	25	25	25	25	25	25	25	25	25
Total Maintenance	152	152	152	152	152	152	152	152	152	152	152	152
Public Safety												
Police	0	0	0	0	0	0	0	0	0	0	0	0
Total Baseline Positions	271	271	271	271	271	271	271	271	271	271	271	271
Non-Reimbursable	268	268	268	268	268	268	268	268	268	268	268	268
Reimbursable	3	3	3	3	3	3	3	3	3	3	3	3
Total Full-Time	271	271	271	271	271	271	271	271	271	271	271	271
Total Full-Time-Equivalents	-	-	-	-	-	-	-	-	-	-	-	-

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2013 Adopted Budget
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	16	16	16	16	16	16	16	16	16	16	16	16
Professional, Technical, Clerical	12	12	12	12	12	12	12	12	12	12	12	12
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	28	28	28	28	28	28	28	28	28	28	28	28
Operations												
Managers/Supervisors	5	5	5	5	5	5	5	5	5	5	5	5
Professional, Technical, Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	83	83	83	83	83	83	83	83	83	83	83	83
Total Operations	91	91	91	91	91	91	91	91	91	91	91	91
Maintenance												
Managers/Supervisors	7	7	7	7	7	7	7	7	7	7	7	7
Professional, Technical, Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	142	142	142	142	142	142	142	142	142	142	142	142
Total Maintenance	152	152	152	152	152	152	152	152	152	152	152	152
Engineering/Capital												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	-	-	-	-	-	-	-	-	-	-	-	-
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-	-	-	-	-	-	-
Total Baseline Positions												
Managers/Supervisors	28	28	28	28	28	28	28	28	28	28	28	28
Professional, Technical, Clerical	18	18	18	18	18	18	18	18	18	18	18	18
Operational Hourlies	225	225	225	225	225	225	225	225	225	225	225	225
Total Positions	271	271	271	271	271	271	271	271	271	271	271	271

**MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2013-2016
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013-2016. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2012, as well as other technical adjustments.

These adjustments are presented on the included reconciliations from the November Financial Plan and are described below:

- Increase in Fares/Tolls that take effect at the beginning of March 2013 will result in additional revenues: \$11.7M in 2013, \$13.9M in 2014, \$14.0M in 2015 and \$14.1M in 2016.
- Tropical Storm Sandy resulted in an operating loss of \$6.2M in 2012. This amount is recovered in 2013.
- It is estimated that MTA Bus will receive a recovery of losses resulting from Tropical Storm Irene of \$0.8M in 2013.
- The Electricity Non-Traction Power increased as a result of a Federal Energy Regulatory Commission ruling, which increased NYPA rates; \$0.065M in 2014, \$0.066M in 2015, and \$0.069M in 2016.
- The change in the annual required contribution for Other Post-Employment Benefits resulted in an additional GASB cash payment of: \$1.5M in 2012, \$1.9M in 2013, \$2.2M in 2014 through 2016.
- Technical adjustments reflect the reclassification of labor expenses from Payroll to Professional Services Contracts, resulting in a zero impact on expenses.

The Plan also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BUS COMPANY
February Financial Plan 2013 - 2016
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2012 November Financial Plan: Baseline Net Surplus/(Deficit)	3,489	(\$446.328)	3,535	(\$459.503)	3,524	(\$471.538)	3,592	(\$499.732)	3,597	(\$524.663)
Technical Adjustments:										
<i>Aligned MOU Expenses from Payroll to Professional Services Contract</i>		0.000		0.000		0.000		0.000		0.000
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
Fare/Toll Yields on 3/1/13		0.000		11.655		13.871		14.005		14.075
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy		(6.176)		6.176		0.000		0.000		0.000
Recovery of Tropical Storm Irene		0.000		0.831		0.000		0.000		0.000
Move from Madison Ave.										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other		0.000		0.000		(0.065)		(0.066)		(0.069)
Sub-Total MTA Plan Adjustments	0	(\$6.176)	0	\$18.662	0	\$13.806	0	\$13.939	0	\$14.006
2013 February Financial Plan: Baseline Net Surplus/(Deficit)	3,489	\$ (452.504)	3,535	\$ (440.841)	3,524	\$ (457.732)	3,592	\$ (485.793)	3,597	\$ (510.657)

MTA BUS COMPANY
February Financial Plan 2013 - 2016
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2012 November Financial Plan: Baseline Net Surplus/(Deficit)	64	\$0.000	64	\$0.000	64	\$0.000	64	\$0.000	64	\$0.000
Technical Adjustments:										
Operating Loss/Recovery from Tropical Storm Sandy										
Recovery of Tropical Storm Irene										
Move from Madison Ave.										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2013 February Financial Plan: Baseline Net Surplus/(Deficit)	64	\$0.000	64	\$0.000	64	\$0.000	64	\$0.000	64	\$0.000

MTA BUS COMPANY
February Financial Plan 2013 - 2016
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	2012		2013		Favorable/(Unfavorable) 2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2012 November Financial Plan: Baseline Net Surplus/(Deficit)	3,553	(\$414.800)	3,599	(\$362.968)	3,588	(\$368.236)	3,656	(\$394.530)	3,661	(\$418.604)
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Fare/Toll Yields on 3/1/13	0	0.000	0	11.655	0	13.871	0	14.005	0	14.075
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy	0	(6.176)	0	6.176	0	0.000	0	0.000	0	0.000
Recovery of Tropical Storm Irene	0	0.000	0	0.831	0	0.000	0	0.000	0	0.000
Move from Madison Ave.										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other	0	0.000	0	0.000	0	(0.065)	0	(0.066)	0	(0.069)
GASB Contribution for OPEB		(1.545)		(1.873)		(2.228)		(2.225)		(2.225)
Sub-Total MTA Plan Adjustments	0	(\$7.721)	0	\$16.788	0	\$11.578	0	\$11.714	0	\$11.781
2013 February Financial Plan: Baseline Net Surplus/(Deficit)	3,553	\$ (422.521)	3,599	\$ (346.180)	3,588	\$ (356.658)	3,656	\$ (382.816)	3,661	\$ (406.823)

MTA BUS COMPANY
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE	2013								February Adopted Budget
	Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
Revenue									
Farebox Revenue	\$182.951	\$11.655							\$194.606
Toll Revenue									0.000
Other Operating Revenue	19.391			6.176	0.831				26.398
Capital and Other Reimbursements	-								0.000
Total Revenue	\$202.342	\$11.655	\$0.000	\$6.176	\$0.831	\$0.000	\$0.000	\$0.000	\$221.004
Expenses									
Labor:									
Payroll	\$226.646							(\$6.500)	\$220.146
Overtime	42.727							(2.032)	42.727
Health and Welfare	51.699								49.667
OPEB Current Payment	15.315								15.315
Pensions	48.450								48.450
Other Fringe Benefits	32.197							(1.491)	30.706
Reimbursable Overhead	-								0.000
Total Labor Expenses	\$417.035	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$10.023)	\$407.012
Non-Labor:									
Electric Power	\$1.162								\$1.162
Fuel	38.007	0.000	0.000	0.000	0.000	0.000	0.000	0.000	38.007
Insurance	17.196								17.196
Claims	26.000								26.000
Paratransit Service Contracts	-								
Maintenance and Other Operating Contracts	24.465								24.465
Professional Service Contracts	5.919							10.023	15.942
Materials & Supplies	29.379								29.379
Other Business Expenses	4.152								4.152
Total Non-Labor Expenses	\$146.280	\$0.000	\$0.000	\$0.000	\$0.000	0.000	0.000	10.023	\$156.303
Other Expense Adjustments:									
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000	0.000	0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000	0.000	0.000	\$0.000
Total Expenses before Non-Cash Liability Adjustments	\$563.315	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$563.315
Depreciation	\$42.235								\$42.235
OPEB Obligation	56.296								56.296
Environmental Remediation	-								0.000
Total Expenses	\$661.845	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$661.845
Baseline Surplus/(Deficit)	(\$459.503)	\$11.655	\$0.000	\$6.176	\$0.831	\$0.000	\$0.000	\$0.000	(\$440.841)

- Differences are due to rounding.

MTA BUS COMPANY
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

REIMBURSABLE	2013									February Adopted Budget
	MTA Plan Adjustments									
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other		
Revenue										
Farebox Revenue										
Toll Revenue										
Other Operating Revenue										
Capital and Other Reimbursements	\$8.422								\$8.422	
Total Revenue	\$8.422	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$8.422	
Expenses										
Labor:										
Payroll	\$5.490								\$5.490	
Overtime	-								-	
Health and Welfare	1.008								1.008	
OPEB Current Payment	-								-	
Pensions	0.461								0.461	
Other Fringe Benefits	0.448								0.448	
Reimbursable Overhead	-								-	
Total Labor Expenses	\$7.406	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.406	
Non-Labor:										
Electric Power	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000	
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Insurance									0.000	
Claims									0.000	
Paratransit Service Contracts									0.219	
Maintenance and Other Operating Contracts	0.219								0.000	
Professional Service Contracts	0.000								0.000	
Materials & Supplies	0.797								0.797	
Other Business Expenses	0.000								0.000	
Total Non-Labor Expenses	\$1.017	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.017	
Other Expense Adjustments:										
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
Total Expenses before Depreciation	\$8.423	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$8.423	
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total Expenses	\$8.423	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$8.423	
Baseline Surplus/(Deficit)	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	

- Differences are due to rounding.

MTA BUS COMPANY
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
Revenue									
Farebox Revenue	\$182.951	\$11.655	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$194.606
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	19.391	0.000	0.000	6.176	0.831	0.000	0.000	0.000	26.398
Capital and Other Reimbursements	8.422	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.422
Total Revenue	\$210.765	\$11.655	\$0.000	\$6.176	\$0.831	\$0.000	\$0.000	\$0.000	\$229.427
Expenses									
Labor:									
Payroll	\$232.136	\$0.000	\$0.000	0.000	\$0.000	\$0.000	\$0.000	(\$6.500)	\$225.636
Overtime	42.727	0.000	0.000	0.000	0.000	0.000	0.000	0.000	42.727
Health and Welfare	52.707	0.000	0.000	0.000	0.000	0.000	0.000	(2.032)	50.675
OPEB Current Payment	15.315	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.315
Pensions	48.910	0.000	0.000	0.000	0.000	0.000	0.000	0.000	48.910
Other Fringe Benefits	32.645	0.000	0.000	0.000	0.000	0.000	0.000	(1.491)	31.154
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$424.441	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$10.023)	\$414.418
Non-Labor:									
Electric Power	\$1.162	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.162
Fuel	38.007	0.000	0.000	0.000	0.000	0.000	0.000	0.000	38.007
Insurance	17.196	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.196
Claims	26.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	26.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	24.684	0.000	0.000	0.000	0.000	0.000	0.000	0.000	24.684
Professional Service Contracts	5.919	0.000	0.000	0.000	0.000	0.000	0.000	10.023	15.942
Materials & Supplies	30.176	0.000	0.000	0.000	0.000	0.000	0.000	0.000	30.176
Other Business Expenses	4.152	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.152
Total Non-Labor Expenses	\$147.296	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$10.023	\$157.319
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjustments	\$571.737	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$571.737
Depreciation	\$42.235	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$42.235
OPEB Obligation	56.296	0.000	0.000	0.000	0.000	0.000	0.000	0.000	56.296
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$670.268	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$670.268
Baseline Surplus/(Deficit)	(\$459.503)	\$11.655	\$0.000	\$6.176	\$0.831	\$0.000	\$0.000	\$0.000	(\$440.841)

- Differences are due to rounding.

MTA BUS COMPANY
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2013									February Adopted Budget
	MTA Plan Adjustments									
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other		
<u>Receipts</u>										\$194.606
Farebox Revenue	\$182.951	\$11.655								0.000
Toll Revenue	0.000									26.398
Other Operating Revenue	19.391			6.176	0.831					13.013
Capital and Other Reimbursements	13.013									
Total Receipts	\$215.355	\$11.655	\$0.000	\$6.176	\$0.831	\$0.000	\$0.000	\$0.000		\$234.017
<u>Expenditures</u>										
<u>Labor:</u>										
Labor:									(\$6.500)	\$231.654
Payroll	\$238.154									42.727
Overtime	42.727								(2.032)	50.268
Health and Welfare	52.300									15.315
OPEB Current Payment	15.315									48.736
Pensions	48.736									30.987
Other Fringe Benefits	32.478								(1.491)	7.190
GASB Account	5.317								1.873	0.000
Reimbursable Overhead	0.000									
Total Labor Expenditures	\$435.027	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$8.150)		\$426.877
<u>Non-Labor:</u>										
Electric Power	\$1.162	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$1.162
Fuel	38.007	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.196
Insurance	17.196									22.000
Claims	22.000									0.000
Paratransit Service Contracts	0.000									24.684
Maintenance and Other Operating Contracts	24.684									15.942
Professional Service Contracts	5.919								10.023	30.176
Materials & Supplies	30.176									4.152
Other Business Expenditures	4.152									
Total Non-Labor Expenditures	\$143.286	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$10.023		\$153.319
<u>Other Expenditure Adjustments:</u>										0.000
Other	0.000									\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000		
Total Expenditures	\$578.323	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.873		\$580.196
Baseline Cash Deficit	(\$362.968)	\$11.655	\$0.000	\$6.176	\$0.831	\$0.000	\$0.000	(\$1.873)		(\$346.180)

- Differences are due to rounding.

MTA BUS COMPANY
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

CASH FLOW ADJUSTMENTS

	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
Receipts									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	4.591	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.591
Total Receipt Adjustments	\$4.591	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.591
Expenditures									
Labor:									
Payroll	(\$6.018)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$6.018)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.407	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.407
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.175	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.175
Other Fringe Benefits	0.167	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.167
GASB Account	(5.317)	0.000	0.000	0.000	0.000	0.000	0.000	(1.873)	(7.190)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$10.586)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.873)	(\$12.459)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	4.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$4.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.000
Other Expenditure Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	(\$6.586)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.873)	(\$8.459)
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$1.995)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.873)	(\$3.868)
Depreciation Adjustment	42.235	0.000	0.000	0.000	0.000	0.000	0.000	0.000	42.235
OPEB Obligation	56.296	0.000	0.000	0.000	0.000	0.000	0.000	0.000	56.296
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$96.535	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.873)	\$94.662

- Differences are due to rounding.

MTA BUS COMPANY
February Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE		2012	2013			
		Final	Adopted	2014	2015	2016
		Estimate	Budget			
Operating Revenue						
Farebox Revenue		\$178.121	\$194.606	\$198.057	\$199.290	\$200.355
Toll Revenue						
Other Operating Revenue		19.019	26.398	19.771	20.169	20.578
Capital and Other Reimbursements						
Total Revenue		\$197.140	\$221.004	\$217.828	\$219.459	\$220.933
Operating Expenses						
<u>Labor:</u>						
Payroll		\$224.887	\$220.146	\$220.834	\$232.644	\$238.311
Overtime		45.375	42.727	42.565	43.926	44.998
Health and Welfare		46.976	49.667	55.141	55.264	66.489
OPEB Current Payment		14.586	15.315	16.081	16.885	17.729
Pensions		40.357	48.450	48.296	48.930	50.039
Other Fringe Benefits		31.159	30.706	29.985	31.294	32.136
Reimbursable Overhead						
Total Labor Expenses		\$403.340	\$407.011	\$412.902	\$428.943	\$449.702
<u>Non-Labor:</u>						
Electric Power		\$1.051	\$1.162	\$1.253	\$1.349	\$1.454
Fuel		39.217	38.008	37.335	36.387	38.730
Insurance		15.356	17.196	21.271	21.536	24.160
Claims		25.000	26.000	27.000	28.000	29.000
Paratransit Service Contracts						
Maintenance and Other Operating Contracts		27.899	24.465	26.272	32.288	27.059
Professional Service Contracts		5.689	15.942	18.591	18.915	19.417
Materials & Supplies		30.170	29.379	29.315	35.611	39.087
Other Business Expenses		4.272	4.152	2.466	2.325	2.481
Total Non-Labor Expenses		\$148.654	\$156.304	\$163.503	\$176.411	\$181.388
<u>Other Expenses Adjustments:</u>						
Other		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation		\$551.994	\$563.315	\$576.405	\$605.354	\$631.090
Depreciation		\$42.235	\$42.234	\$42.236	\$42.235	\$42.236
OPEB Obligation		55.415	56.296	56.919	57.663	58.264
Environmental Remediation						
Total Expenses		\$649.644	\$661.845	\$675.560	\$705.252	\$731.590
Baseline Surplus/(Deficit)		(\$452.504)	(\$440.841)	(\$457.732)	(\$485.793)	(\$510.657)

MTA BUS COMPANY
February Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Revenue					
Farebox Revenue					
Toll Revenue					
Other Operating Revenue	\$8.730	\$8.423	\$8.551	\$8.679	\$8.809
Capital and Other Reimbursements					
Total Revenue	\$8.730	\$8.423	\$8.551	\$8.679	\$8.809
Expenses					
<u>Labor:</u>					
Payroll	\$5.718	\$5.490	\$5.572	\$5.655	\$5.740
Overtime	-	-	-	-	-
Health and Welfare	1.052	1.008	1.023	1.038	1.053
OPEB Current Payment	-	-	-	-	-
Pensions	0.492	0.461	0.465	0.470	0.473
Other Fringe Benefits	0.466	0.448	0.456	0.462	0.469
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$7.728	\$7.407	\$7.516	\$7.625	\$7.735
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.216	0.219	0.223	0.227	0.231
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	0.786	0.797	0.812	0.827	0.843
Other Business Expenses	-	-	-	-	-
Total Non-Labor Expenses	\$1.002	\$1.016	\$1.035	\$1.054	\$1.074
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$8.730	\$8.423	\$8.551	\$8.679	\$8.809
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$8.730	\$8.423	\$8.551	\$8.679	\$8.809
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
February Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Revenue					
Farebox Revenue	\$178.121	\$194.606	\$198.057	\$199.290	\$200.355
Toll Revenue	-	-	-	-	-
Other Operating Revenue	19.019	26.398	19.771	20.169	20.578
Capital and Other Reimbursements	8.730	8.423	8.551	8.679	8.809
Total Revenue	\$205.870	\$229.427	\$226.379	\$228.138	\$229.742
Expenses					
<u>Labor:</u>					
Payroll	\$230.605	\$225.636	\$226.406	\$238.299	\$244.051
Overtime	45.375	42.727	42.565	43.926	44.998
Health and Welfare	48.028	50.675	56.164	56.302	67.542
OPEB Current Payment	14.586	15.315	16.081	16.885	17.729
Pensions	40.849	48.911	48.761	49.400	50.512
Other Fringe Benefits	31.625	31.154	30.441	31.756	32.605
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$411.068	\$414.418	\$420.418	\$436.568	\$457.437
<u>Non-Labor:</u>					
Electric Power	\$1.051	\$1.162	\$1.253	\$1.349	\$1.454
Fuel	39.217	38.008	37.335	36.387	38.730
Insurance	15.356	17.196	21.271	21.536	24.160
Claims	25.000	26.000	27.000	28.000	29.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	28.115	24.684	26.495	32.515	27.290
Professional Service Contracts	5.689	15.942	18.591	18.915	19.417
Materials & Supplies	30.956	30.176	30.127	36.438	39.930
Other Business Expenses	4.272	4.152	2.466	2.325	2.481
Total Non-Labor Expenses	\$149.656	\$157.320	\$164.538	\$177.465	\$182.462
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$560.724	\$571.738	\$584.956	\$614.033	\$639.899
Depreciation	\$42.235	\$42.234	\$42.236	\$42.235	\$42.236
OPEB Obligation	55.415	56.296	56.919	57.663	58.264
Environmental Remediation	-	-	-	-	-
Total Expenses	\$658.374	\$670.268	\$684.111	\$713.931	\$740.399
Baseline Surplus/(Deficit)	(\$452.504)	(\$440.841)	(\$457.732)	(\$485.793)	(\$510.657)

MTA BUS COMPANY
February Financial Plan 2013 - 2016
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Receipts					
Farebox Revenue	\$179.138	\$194.606	\$198.057	\$199.290	\$200.355
Vehicle Toll Revenue					
Other Operating Revenue	19.019	26.398	19.771	20.169	20.578
Capital and Other Reimbursements	12.840	13.013	13.271	13.531	13.898
Total Receipts	\$210.997	\$234.017	\$231.099	\$232.990	\$234.831
Expenditures					
<u>Labor:</u>					
Payroll	\$243.104	\$231.654	\$224.413	\$236.288	\$242.024
Overtime	45.375	42.727	42.565	43.926	44.998
Health and Welfare	56.710	50.268	55.753	55.888	67.125
OPEB Current Payment	20.869	15.315	16.081	16.865	17.729
Pensions	40.674	48.736	48.588	49.227	50.340
Other Fringe Benefits	33.880	30.987	30.271	31.585	32.432
GASB Account	5.862	7.190	8.545	8.542	8.542
Reimbursable Overhead	-	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$446.474	\$426.877	\$426.217	\$442.341	\$463.191
<u>Non-Labor:</u>					
Electric Power	\$1.051	\$1.162	\$1.253	\$1.349	\$1.454
Fuel	47.382	38.008	37.335	36.387	38.730
Insurance	32.600	17.196	21.271	21.536	24.160
Claims	21.835	22.000	24.000	24.000	25.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	31.397	24.684	26.495	32.515	27.290
Professional Service Contracts	7.689	15.942	18.591	18.915	19.417
Materials & Supplies	39.481	30.176	30.127	36.438	39.930
Other Business Expenses	5.609	4.152	2.466	2.325	2.481
Total Non-Labor Expenses	\$187.044	\$153.320	\$161.539	\$173.465	\$178.463
<u>Other Expenditure Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$633.518	\$580.197	\$587.756	\$615.806	\$641.654
Baseline Cash Surplus/(Deficit)	(\$422.521)	(\$346.180)	(\$356.658)	(\$382.816)	(\$406.823)

MTA BUS COMPANY
February Financial Plan 2013 - 2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Receipts					
Farebox Revenue	\$1.017	\$0.000	(\$0.000)	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	4.110	4.590	4.720	4.852	5.089
Total Receipts	\$5.127	\$4.590	\$4.720	\$4.852	\$5.089
Expenditures					
<u>Labor:</u>					
Payroll	(\$12.499)	(\$6.018)	\$1.993	\$2.011	\$2.027
Overtime	-	-	0.000	-	(0.000)
Health and Welfare	(6.682)	0.407	0.411	0.414	0.417
OPEB Current Payment	(6.283)	-	(0.000)	-	(0.000)
Pensions	0.175	0.175	0.173	0.173	0.172
Other Fringe Benefits	(2.255)	0.167	0.170	0.171	0.173
GASB Account	(5.862)	(7.190)	(8.545)	(8.542)	(8.542)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	(\$35.406)	(\$12.459)	(\$5.799)	(\$5.773)	(\$5.754)
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	(\$0.000)	\$0.000	(\$0.000)
Fuel	(8.165)	-	0.000	-	(0.000)
Insurance	(17.244)	-	(0.000)	-	0.000
Claims	3.165	4.000	3.000	4.000	4.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(3.282)	-	(0.000)	-	(0.000)
Professional Service Contracts	(2.000)	-	(0.000)	-	(0.000)
Materials & Supplies	(8.525)	-	(0.000)	-	(0.000)
Other Business Expenditures	(1.337)	-	(0.000)	-	0.000
Total Non-Labor Expenses	(\$37.388)	\$4.000	\$2.999	\$4.000	\$3.999
<u>Other Expenditures Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	(\$67.667)	(\$3.869)	\$1.919	\$3.079	\$3.334
Depreciation Adjustment	\$42.235	\$42.234	\$42.236	\$42.235	\$42.236
OPEB Obligation	55.415	56.296	56.919	57.663	58.264
Environmental Remediation	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$29.983	\$94.661	\$101.074	\$102.977	\$103.834

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

	Total		
	Hours	\$	%
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u>	640,941	\$27.105	63.4%
<u>Unscheduled Service</u>	44,651	2.075	4.9%
<u>Programmatic/Routine Maintenance</u>	145,561	6.199	14.5%
<u>Unscheduled Maintenance</u>	0	0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	150,474	6.844	16.0%
<u>Weather Emergencies</u>	1,275	0.059	0.1%
<u>Safety/Security/Law Enforcement</u>	2,641	0.128	0.3%
<u>Other ¹</u>	3,802	0.316	0.7%
Subtotal	989,345	\$42.727	100%
REIMBURSABLE OVERTIME	0	0.000	
TOTAL OVERTIME	989,345	\$42.727	

¹ Other & reimbursable budget includes PTE \$'s only. Does not include hours.

MTA BUS COMPANY
February Financial Plan 2013 - 2016
Ridership/ (Utilization)
(in millions)

	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<u>RIDERSHIP</u>					
Fixed Route	119.003	118.568	118.648	119.269	119.846
Baseline Total Ridership	119.003	118.568	118.648	119.269	119.846
<u>FAREBOX REVENUE</u>					
Fixed Route	\$178.121	\$194.606	\$198.057	\$199.290	\$200.355
Baseline Total Revenue	\$178.121	\$194.606	\$198.057	\$199.290	\$200.355

MTA BUS COMPANY
February Financial Plan 2013 - 2016
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Administration					
Office of the EVP	4	3	3	3	3
Human Resources	6	6	6	6	6
Office of Management and Budget	14	14	14	14	14
Technology & Information Services	17	17	17	17	17
Materiel	19	19	19	19	19
Controller	15	15	15	15	15
Office of the President	6	6	6	6	6
System Safety Administration	5	5	5	5	5
Law	21	24	24	24	24
Corporate Communications	2	2	2	2	2
Strategic Office	8	8	8	8	8
Labor Relations	4	4	4	4	4
Non Departmental	61	63	68	71	63
Total Administration	182	186	191	194	186
Operations					
Buses	2,058	2,094	2,094	2,094	2,094
Office of the Executive Vice President, Regional	1	1	1	1	1
Safety & Training	21	21	21	21	21
Road Operations	117	117	117	117	117
Transportation Support	20	20	20	20	20
Operations Planning	30	31	31	31	31
Revenue Control	21	21	21	21	21
Total Operations	2,268	2,305	2,305	2,305	2,305
Maintenance					
Buses	738	732	732	732	732
Maintenance Support/CMF	156	166	150	215	228
Facilities	72	72	72	72	72
Supply Logistics	85	86	86	86	86
Total Maintenance	1,051	1,056	1,040	1,105	1,118
Engineering/Capital					
Capital Program Management	38	38	38	38	38
Public Safety					
Office of the Senior Vice President	14	14	14	14	14
Baseline Total Positions	3,553	3,599	3,588	3,656	3,661
Non-Reimbursable	3,489	3,535	3,524	3,592	3,597
Reimbursable	64	64	64	64	64
Total Full-Time	3,538	3,584	3,573	3,641	3,646
Total Full-Time Equivalents	15	15	15	15	15

MTA BUS COMPANY
February Financial Plan 2013 - 2016
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Administration						
	Managers/Supervisors	48	49	49	49	49
	Professional, Technical, Clerical	73	74	74	74	74
	Operational Hourlies	61	63	68	71	63
	Total Administration	182	186	191	194	186
Operations						
	Managers/Supervisors	300	303	303	303	303
	Professional, Technical, Clerical	50	50	50	50	50
	Operational Hourlies	1,918	1,952	1,952	1,952	1,952
	Total Operations	2,268	2,305	2,305	2,305	2,305
Maintenance						
	Managers/Supervisors	199	201	201	201	201
	Professional, Technical, Clerical	13	14	14	14	14
	Operational Hourlies	839	841	825	890	903
	Total Maintenance	1,051	1,056	1,040	1,105	1,118
Engineering/Capital						
	Managers/Supervisors	22	22	22	22	22
	Professional, Technical, Clerical	16	16	16	16	16
	Operational Hourlies	-	-	-	-	-
	Total Engineering/Capital	38	38	38	38	38
Public Safety						
	Managers/Supervisors	11	11	11	11	11
	Professional, Technical, Clerical	3	3	3	3	3
	Operational Hourlies	-	-	-	-	-
	Total Public Safety	14	14	14	14	14
Total Positions						
	Managers/Supervisors	580	586	586	586	586
	Professional, Technical, Clerical	155	157	157	157	157
	Operational Hourlies	2,818	2,856	2,845	2,913	2,918
	Total Baseline Positions	3,553	3,599	3,588	3,656	3,661

MTA BUS COMPANY
February Financial Plan - 2013 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$14.589	\$13.596	\$16.334	\$16.730	\$17.306	\$16.401	\$17.139	\$16.909	\$16.773	\$17.432	\$15.938	\$15.449	\$194.606
Other Operating Revenue	2.425	2.326	2.783	2.295	2.721	2.072	1.395	1.183	2.023	2.643	2.283	2.249	26.398
Capital and Other Reimbursements													
Total Revenue	\$17.024	\$15.922	\$19.117	\$19.025	\$20.027	\$18.473	\$18.534	\$18.092	\$18.796	\$20.075	\$18.221	\$17.698	\$221.004
Operating Expenses													
Labor:													
Payroll	\$19.654	\$18.494	\$18.104	\$17.524	\$18.684	\$17.524	\$18.554	\$17.974	\$17.974	\$17.974	\$19.133	\$18.553	\$220.146
Overtime	3.734	3.533	3.614	3.671	3.741	3.399	3.528	3.571	3.412	3.624	3.380	3.520	42.727
Health and Welfare	4.139	4.139	4.139	4.139	4.139	4.139	4.139	4.139	4.139	4.139	4.139	4.138	49.667
OPEB Current Payment	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.279	15.315
Pensions	4.038	4.038	4.038	4.038	4.038	4.038	4.038	4.038	4.038	4.038	4.038	4.032	48.450
Other Fringe Benefits	2.559	2.559	2.559	2.559	2.559	2.559	2.559	2.559	2.559	2.559	2.559	2.557	30.706
Reimbursable Overhead													
Total Labor Expenses	\$35.400	\$34.039	\$33.730	\$33.207	\$34.437	\$32.935	\$34.094	\$33.557	\$33.398	\$33.610	\$34.525	\$34.079	\$407.011
Non-Labor:													
Electric Power	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.095	\$1.162
Fuel	3.245	2.917	3.199	3.186	3.243	3.052	3.267	3.267	3.056	3.333	3.074	3.169	38.008
Insurance	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	17.196
Claims	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.163	26.000
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	2.039	2.039	2.039	2.039	2.039	2.039	2.039	2.039	2.039	2.039	2.039	2.036	24.465
Professional Service Contracts	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.323	15.942
Materials & Supplies	2.448	2.448	2.448	2.448	2.448	2.448	2.448	2.448	2.448	2.448	2.448	2.451	29.379
Other Business Expenses	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	4.152
Total Non-Labor Expenses	\$13.104	\$12.776	\$13.058	\$13.045	\$13.102	\$12.911	\$13.126	\$13.126	\$12.915	\$13.192	\$12.933	\$13.016	\$156.304
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$48.504	\$46.815	\$46.788	\$46.252	\$47.539	\$45.846	\$47.220	\$46.683	\$46.313	\$46.802	\$47.458	\$47.095	\$563.315
Depreciation	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.514	\$42.234
OPEB Obligation	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.695	56.296
Environmental Remediation													
Total Expenses	\$56.715	\$55.026	\$54.999	\$54.463	\$55.750	\$54.067	\$55.431	\$54.894	\$54.524	\$55.013	\$55.669	\$55.304	\$661.845
Baseline Net Surplus/(Deficit)	(\$39.691)	(\$39.104)	(\$35.882)	(\$35.438)	(\$35.723)	(\$35.584)	(\$36.897)	(\$36.802)	(\$35.728)	(\$34.938)	(\$37.448)	(\$37.606)	(\$440.841)

MTA BUS COMPANY
February Financial Plan - 2013 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue													
Capital and Other Reimbursements	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.712	8.423
Total Revenue	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.712	\$8.423
Expenses													
Labor:													
Payroll	\$0.458	\$0.458	\$0.458	\$0.458	\$0.458	\$0.458	\$0.458	\$0.458	\$0.458	\$0.458	\$0.458	\$0.452	\$5.490
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.084	0.084	0.084	0.084	0.084	0.084	0.084	0.084	0.084	0.084	0.084	0.084	1.008
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.043	0.461
Other Fringe Benefits	0.037	0.037	0.037	0.037	0.037	0.037	0.037	0.037	0.037	0.037	0.037	0.041	0.448
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$0.617	\$0.617	\$0.617	\$0.617	\$0.617	\$0.617	\$0.617	\$0.617	\$0.617	\$0.617	\$0.617	\$0.620	\$7.407
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.021	0.219
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.071	0.797
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.084	\$0.084	\$0.084	\$0.084	\$0.084	\$0.084	\$0.084	\$0.084	\$0.084	\$0.084	\$0.084	\$0.092	\$1.016
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.712	\$8.423
Depreciation													
Total Expenses	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.701	\$0.712	\$8.423
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
February Financial Plan - 2013 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$14,599	\$13,596	\$16,334	\$16,730	\$17,306	\$16,401	\$17,139	\$16,909	\$16,773	\$17,432	\$15,938	\$15,449	\$194,606
Other Operating Revenue	2,425	2,326	2,783	2,295	2,721	2,072	1,395	1,183	2,023	2,643	2,283	2,249	26,398
Capital and Other Reimbursements	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.712	8,423
Total Revenue	\$17,725	\$16,623	\$19,818	\$19,726	\$20,728	\$19,174	\$19,235	\$18,793	\$19,497	\$20,776	\$18,922	\$18,410	\$229,427
Expenses													
Labor:													
Payroll	\$20,112	\$18,952	\$18,562	\$17,982	\$19,142	\$17,982	\$19,012	\$18,432	\$18,432	\$18,432	\$19,591	\$19,005	\$225,636
Overtime	3,734	3,533	3,614	3,671	3,741	3,399	3,528	3,571	3,412	3,624	3,380	3,520	42,727
Health and Welfare	4,223	4,223	4,223	4,223	4,223	4,223	4,223	4,223	4,223	4,223	4,223	4,222	50,675
OPEB Current Payment	1,276	1,276	1,276	1,276	1,276	1,276	1,276	1,276	1,276	1,276	1,276	1,279	15,315
Pensions	4,076	4,076	4,076	4,076	4,076	4,076	4,076	4,076	4,076	4,076	4,076	4,075	48,911
Other Fringe Benefits	2,596	2,596	2,596	2,596	2,596	2,596	2,596	2,596	2,596	2,596	2,596	2,598	31,154
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$36,017	\$34,656	\$34,347	\$33,824	\$35,064	\$33,552	\$34,711	\$34,174	\$34,015	\$34,227	\$35,142	\$34,699	\$414,418
Non-Labor:													
Electric Power	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.095	\$1,162
Fuel	3,245	2,917	3,199	3,186	3,243	3,052	3,267	3,267	3,056	3,333	3,074	3,169	38,008
Insurance	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	17,196
Claims	2,167	2,167	2,167	2,167	2,167	2,167	2,167	2,167	2,167	2,167	2,167	2,163	26,000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2,057	2,057	2,057	2,057	2,057	2,057	2,057	2,057	2,057	2,057	2,057	2,057	24,684
Professional Service Contracts	1,329	1,329	1,329	1,329	1,329	1,329	1,329	1,329	1,329	1,329	1,329	1,323	15,942
Materials & Supplies	2,514	2,514	2,514	2,514	2,514	2,514	2,514	2,514	2,514	2,514	2,514	2,522	30,176
Other Business Expenses	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	4,152
Total Non-Labor Expenses	\$13,188	\$12,860	\$13,142	\$13,129	\$13,186	\$12,995	\$13,210	\$13,210	\$12,999	\$13,276	\$13,017	\$13,108	\$157,320
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adj.	\$49,205	\$47,516	\$47,489	\$46,953	\$48,240	\$46,547	\$47,921	\$47,384	\$47,014	\$47,503	\$48,159	\$47,807	\$571,738
Depreciation	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,514	\$42,234
OPEB Obligation	4,691	4,691	4,691	4,691	4,691	4,691	4,691	4,691	4,691	4,691	4,691	4,695	56,296
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$57,416	\$55,727	\$55,700	\$55,164	\$56,451	\$54,758	\$56,132	\$55,595	\$55,225	\$55,714	\$56,370	\$56,016	\$670,268
Baseline Net Surplus/(Deficit)	(\$39,691)	(\$39,104)	(\$35,882)	(\$35,438)	(\$35,723)	(\$35,584)	(\$36,897)	(\$36,802)	(\$35,728)	(\$34,938)	(\$37,448)	(\$37,606)	(\$440,841)

MTA BUS COMPANY
February Financial Plan - 2013 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$15.529	\$14.464	\$16.222	\$16.542	\$17.111	\$16.217	\$16.946	\$16.720	\$16.584	\$17.236	\$15.759	\$15.276	\$194.606
Other Operating Revenue	2.425	2.326	2.783	2.295	2.721	2.072	1.395	1.183	2.023	2.643	2.283	2.249	26.398
Capital and Other Reimbursements	1.084	1.084	1.084	1.084	1.084	1.084	1.084	1.084	1.084	1.084	1.084	1.089	13.013
Total Receipts	\$19.036	\$17.874	\$20.089	\$19.921	\$20.916	\$19.373	\$19.425	\$18.987	\$19.691	\$20.963	\$19.126	\$18.614	\$234.017
Expenditures													
Labor:													
Payroll	\$17.820	\$17.820	\$17.820	\$17.820	\$26.729	\$17.820	\$17.820	\$17.820	\$17.820	\$26.729	\$17.820	\$17.816	\$231.654
Overtime	3.287	3.287	3.287	3.287	4.930	3.287	3.287	3.287	3.287	4.930	3.287	3.284	42.727
Health and Welfare	4.189	4.189	4.189	4.189	4.189	4.189	4.189	4.189	4.189	4.189	4.189	4.189	50.268
OPEB Current Payment	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.279	15.315
Pensions	4.061	4.061	4.061	4.061	4.061	4.061	4.061	4.061	4.061	4.061	4.061	4.065	48.736
Other Fringe Benefits	2.582	2.582	2.582	2.582	2.582	2.582	2.582	2.582	2.582	2.582	2.582	2.585	30.987
GASB Account	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.601	7.190
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$33.814	\$33.814	\$33.814	\$33.814	\$44.366	\$33.814	\$33.814	\$33.814	\$33.814	\$44.366	\$33.814	\$33.819	\$426.677
Non-Labor:													
Electric Power	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.095	\$1.162
Fuel	3.245	2.917	3.199	3.186	3.243	3.052	3.267	3.267	3.056	3.333	3.074	3.169	38.008
Insurance	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	17.196
Claims	1.833	1.833	1.833	1.833	1.833	1.833	1.833	1.833	1.833	1.833	1.833	1.837	22.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	24.684
Professional Service Contracts	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.323	15.942
Materials & Supplies	2.515	2.515	2.515	2.515	2.515	2.515	2.515	2.515	2.515	2.515	2.515	2.511	30.176
Other Business Expenses	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	4.152
Total Non-Labor Expenditures	\$12.855	\$12.527	\$12.809	\$12.796	\$12.853	\$12.662	\$12.877	\$12.877	\$12.666	\$12.943	\$12.684	\$12.771	\$153.320
Other Expenditure Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$46.669	\$46.341	\$46.623	\$46.610	\$57.219	\$46.476	\$46.691	\$46.691	\$46.480	\$57.309	\$46.498	\$46.590	\$580.197
Baseline Net Cash Deficit	(\$27.631)	(\$28.467)	(\$26.534)	(\$26.689)	(\$36.303)	(\$27.103)	(\$27.266)	(\$27.704)	(\$26.788)	(\$36.346)	(\$27.372)	(\$27.976)	(\$346.180)

MTA BUS COMPANY
February Financial Plan - 2013 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.930	\$0.868	(\$0.112)	(\$0.188)	(\$0.195)	(\$0.184)	(\$0.193)	(\$0.189)	(\$0.189)	(\$0.196)	(\$0.179)	(\$0.173)	\$0.000
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	0.383	0.383	0.383	0.383	0.383	0.383	0.383	0.383	0.383	0.383	0.383	0.377	4.590
Total Receipts	\$1.313	\$1.251	\$0.271	\$0.195	\$0.188	\$0.199	\$0.190	\$0.194	\$0.194	\$0.187	\$0.204	\$0.204	\$4.590
Expenditures													
Labor:													
Payroll	\$2.282	\$1.132	\$0.742	\$0.162	(\$7.587)	\$0.162	\$1.192	\$0.612	\$0.612	(\$8.297)	\$1.771	\$1.189	(\$6.018)
Overtime	0.447	0.246	0.327	0.384	(1.189)	0.112	0.241	0.284	0.125	(1.306)	0.093	0.236	(0.000)
Health and Welfare	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.033	0.407
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.010	0.175
Other Fringe Benefits	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.013	0.167
GASB Account	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.601)	(7.190)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$2.203	\$0.842	\$0.633	\$0.010	(\$9.312)	(\$0.262)	\$0.897	\$0.360	\$0.201	(\$10.139)	\$1.328	\$0.880	(\$12.459)
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	0.334	0.334	0.334	0.334	0.334	0.334	0.334	0.334	0.334	0.334	0.334	0.326	4.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	(0.000)	(0.000)
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	0.011	0.000
Other Business Expenditures	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenditures	\$0.333	\$0.333	\$0.333	\$0.333	\$0.333	\$0.333	\$0.333	\$0.333	\$0.333	\$0.333	\$0.333	\$0.337	\$4.000
Other Expenditures Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$3.849	\$2.426	\$1.137	\$0.538	(\$8.791)	\$0.270	\$1.420	\$0.887	\$0.728	(\$9.619)	\$1.865	\$1.421	(\$3.869)
Depreciation Adjustment	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.514	\$42.234
OPEB Obligation	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.695	56.296
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$12.060	\$10.637	\$9.348	\$8.749	(\$0.580)	\$8.481	\$9.631	\$9.098	\$8.939	(\$1.408)	\$10.076	\$9.630	\$94.661

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

	Jan	Feb	Mar	Apr	May	June	July	August	September	October	November	December	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$2.291	\$2.064	\$2.283	\$2.266	\$2.300	\$2.197	\$2.321	\$2.321	\$2.202	\$2.362	\$2.207	\$2.291	\$27.105
<u>Unscheduled Service</u>	0.213	0.161	0.165	0.165	0.169	0.158	0.159	0.165	0.159	0.167	0.208	0.187	2.075
<u>Programmatic/Routine Maintenance</u>	0.714	0.719	0.537	0.644	0.650	0.389	0.363	0.377	0.437	0.481	0.436	0.454	6.199
<u>Unscheduled Maintenance</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Vacancy/Absentee Coverage</u>	0.477	0.550	0.586	0.555	0.580	0.614	0.642	0.665	0.573	0.570	0.487	0.545	6.844
<u>Weather Emergencies</u>	0.006	0.004	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.006	0.005	0.059
<u>Safety/Security/Law Enforcement</u>	0.006	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.012	0.011	0.011	0.128
<u>Other</u>	0.027	0.024	0.027	0.026	0.027	0.026	0.027	0.027	0.026	0.028	0.026	0.027	0.316
Sub-Total	\$3.734	\$3.533	\$3.614	\$3.671	\$3.741	\$3.399	\$3.528	\$3.571	\$3.412	\$3.624	\$3.380	\$3.520	\$42.727
REIMBURSABLE OVERTIME	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL NR & R OVERTIME	\$3.734	\$3.533	\$3.614	\$3.671	\$3.741	\$3.399	\$3.528	\$3.571	\$3.412	\$3.624	\$3.380	\$3.520	\$42.727

MTA BUS COMPANY
February Financial Plan - 2013 Adopted Budget
Ridership/(Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	9.998	9.381	9.974	10.319	10.718	9.639	9.458	9.241	9.961	10.820	9.713	9.346	118.568
Baseline Total Ridership	9.998	9.381	9.974	10.319	10.718	9.639	9.458	9.241	9.961	10.820	9.713	9.346	118.568
<u>FAREBOX REVENUE</u>													
Fixed Route	\$14.599	\$13.596	\$16.334	\$16.730	\$17.306	\$16.401	\$17.139	\$16.909	\$16.773	\$17.432	\$15.938	\$15.449	\$194.606
Baseline Total Revenue	\$14.599	\$13.596	\$16.334	\$16.730	\$17.306	\$16.401	\$17.139	\$16.909	\$16.773	\$17.432	\$15.938	\$15.449	\$194.606

MTA BUS COMPANY
February Financial Plan - 2013 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Office of the EVP	3	3	3	3	3	3	3	3	3	3	3	3
Human Resources	6	6	6	6	6	6	6	6	6	6	6	6
Office of Management and Budget	14	14	14	14	14	14	14	14	14	14	14	14
Technology & Information Services	17	17	17	17	17	17	17	17	17	17	17	17
Materiel	19	19	19	19	19	19	19	19	19	19	19	19
Controller	15	15	15	15	15	15	15	15	15	15	15	15
Office of the President	6	6	6	6	6	6	6	6	6	6	6	6
Sytem Safety Administration	5	5	5	5	5	5	5	5	5	5	5	5
Law	24	24	24	24	24	24	24	24	24	24	24	24
Corporate Communications	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Office	8	8	8	8	8	8	8	8	8	8	8	8
Non-Departmental	4	4	4	4	4	4	4	4	4	4	4	4
Labor Relations	63	63	63	63	63	63	63	63	63	63	63	63
Total Administration	186	186	186	186	186	186	186	186	186	186	186	186
Operations												
Buses	2,094	2,094	2,094	2,094	2,094	2,094	2,094	2,094	2,094	2,094	2,094	2,094
Office of the Executive Vice President, Regional	1	1	1	1	1	1	1	1	1	1	1	1
Safety & Training	21	21	21	21	21	21	21	21	21	21	21	21
Road Operations	117	117	117	117	117	117	117	117	117	117	117	117
Transportation Support	20	20	20	20	20	20	20	20	20	20	20	20
Operations Planning	31	31	31	31	31	31	31	31	31	31	31	31
Revenue Control	21	21	21	21	21	21	21	21	21	21	21	21
Total Operations	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305
Maintenance												
Buses	732	732	732	732	732	732	732	732	732	732	732	732
Maintenance Support/CMF	166	166	166	166	166	166	166	166	166	166	166	166
Facilities	72	72	72	72	72	72	72	72	72	72	72	72
Supply Logistics	86	86	86	86	86	86	86	86	86	86	86	86
Total Maintenance	1,056	1,056	1,056	1,056	1,056	1,056	1,056	1,056	1,056	1,056	1,056	1,056
Engineering/Capital												
Capital Program Management	38	38	38	38	38	38	38	38	38	38	38	38
Public Safety												
Office of the Senior Vice President	14	14	14	14	14	14	14	14	14	14	14	14
Total Positions	3,599	3,599	3,599	3,599	3,599	3,599	3,599	3,599	3,599	3,599	3,599	3,599
Non-Reimbursable	3,535	3,535	3,535	3,535	3,535	3,535	3,535	3,535	3,535	3,535	3,535	3,535
Reimbursable	64	64	64	64	64	64	64	64	64	64	64	64
Total Full-Time	3,584	3,584	3,584	3,584	3,584	3,584	3,584	3,584	3,584	3,584	3,584	3,584
Total Full-Time Equivalents	15	15	15	15	15	15	15	15	15	15	15	15

MTA BUS COMPANY
February Financial Plan - 2013 Adopted Budget
Total Positions by Function and Occupation

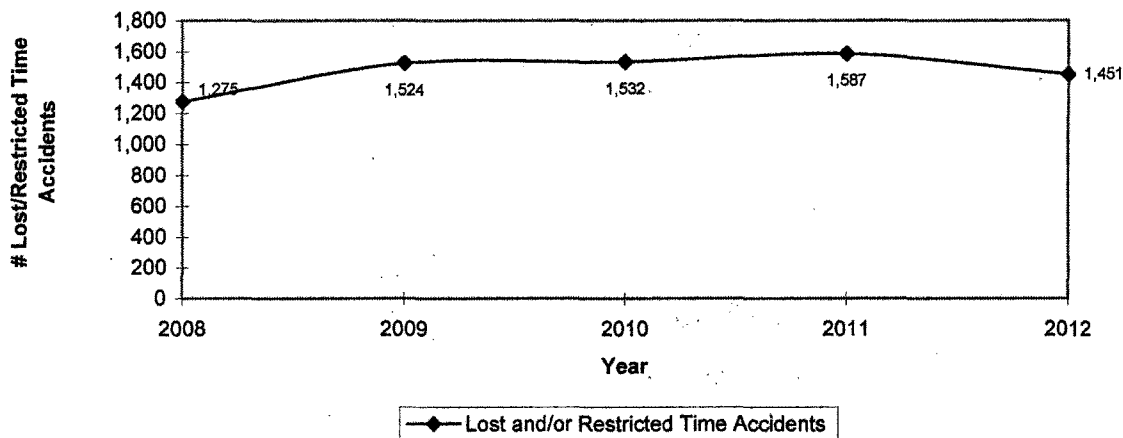
FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	49	49	49	49	49	49	49	49	49	49	49	49
Professional, Technical, Clerical	74	74	74	74	74	74	74	74	74	74	74	74
Operational Hourlies	63	63	63	63	63	63	63	63	63	63	63	63
Total Administration	186	186	186	186	186	186	186	186	186	186	186	186
Operations												
Managers/Supervisors	303	303	303	303	303	303	303	303	303	303	303	303
Professional, Technical, Clerical	50	50	50	50	50	50	50	50	50	50	50	50
Operational Hourlies	1,952	1,952	1,952	1,952	1,952	1,952	1,952	1,952	1,952	1,952	1,952	1,952
Total Operations	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305
Maintenance												
Managers/Supervisors	201	201	201	201	201	201	201	201	201	201	201	201
Professional, Technical, Clerical	14	14	14	14	14	14	14	14	14	14	14	14
Operational Hourlies	841	841	841	841	841	841	841	841	841	841	841	841
Total Maintenance	1,056	1,056	1,056	1,056	1,056	1,056	1,056	1,056	1,056	1,056	1,056	1,056
Engineering/Capital												
Managers/Supervisors	22	22	22	22	22	22	22	22	22	22	22	22
Professional, Technical, Clerical	16	16	16	16	16	16	16	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	38	38	38	38	38	38	38	38	38	38	38	38
Public Safety												
Managers/Supervisors	11	11	11	11	11	11	11	11	11	11	11	11
Professional, Technical, Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	14	14	14	14	14	14	14	14	14	14	14	14
Total Baseline Positions												
Managers/Supervisors	586	586	586	586	586	586	586	586	586	586	586	586
Professional, Technical, Clerical	157	157	157	157	157	157	157	157	157	157	157	157
Operational Hourlies	2,856	2,856	2,856	2,856	2,856	2,856	2,856	2,856	2,856	2,856	2,856	2,856
Total Baseline Positions	3,599	3,599	3,599	3,599	3,599	3,599	3,599	3,599	3,599	3,599	3,599	3,599

NYCT Employee Injuries

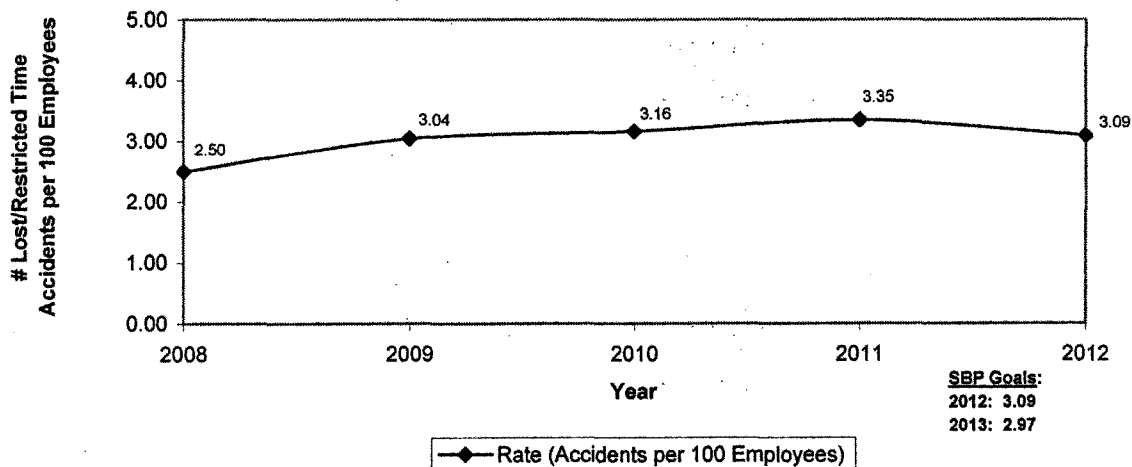
Employee Injuries*

Year	Lost Time Accidents	Rate (Accidents per 100 Employees)	Restricted Time Only Accidents	Rate (Accidents per 100 Employees)	Lost and/or Restricted Time Accidents	Rate (Accidents per 100 Employees)
2008	1,252	2.46	23	0.05	1,275	2.50
2009	1,508	3.01	16	0.03	1,524	3.04
2010	1,528	3.15	4	0.01	1,532	3.16
2011	1,582	3.34	5	0.01	1,587	3.35
2012	1,450	3.09	1	0.00	1,451	3.09
'12 vs '11	-8.3%	-7.5%	-80.0%	-100.0%	-8.6%	-7.8%

NYCT Lost/Restricted Time Accidents, 2008-2012



NYCT Lost/Restricted Time Accidents per 100 Employees, 2008-2012

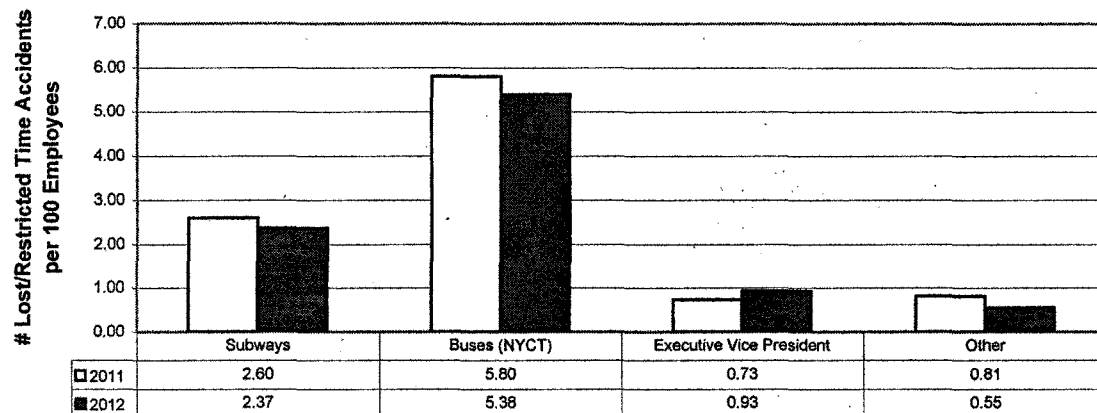


*Data include on-the-job injuries and occupational illnesses.

NYCT Employee Accidents by Dept

	2011	2012
	<u>Lost/Restricted Time</u> <u>Accident Rate</u> <u>(Accidents per 100</u> <u>Employees)</u>	<u>Lost/ Restricted Time</u> <u>Accident Rate</u> <u>(Accidents per 100</u> <u>Employees)</u>
Subways	2.60	2.37
Buses (NYCT)	5.80	5.38
Executive Vice President	0.73	0.93
Other	0.81	0.55
TOTAL	3.35	3.09

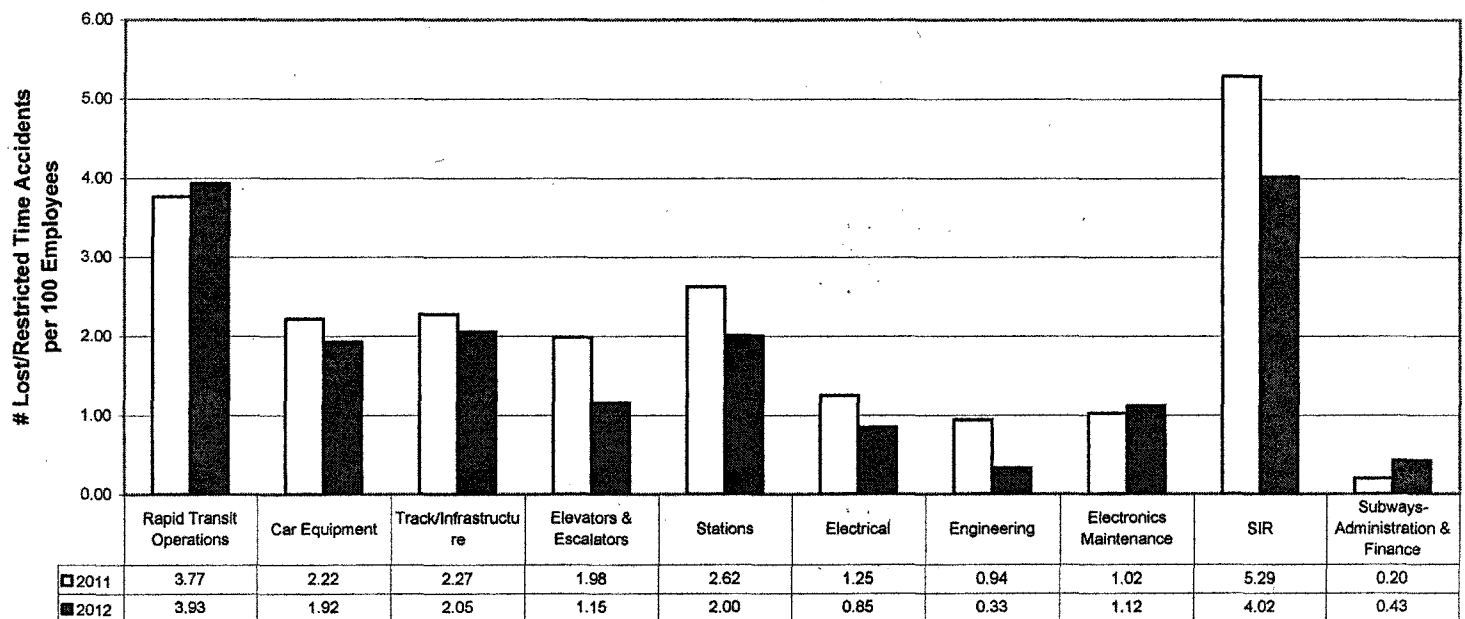
NYCT Lost/Restricted Time Accidents per 100 Employees by Department, 2011 vs. 2012



NYCT Subways Accidents by Div

Subways Divisions	2011	2012
	Lost/Restricted Time	Lost/Restricted Time
	Accident Rate	Accident Rate
	(Accidents per 100 Employees)	(Accidents per 100 Employees)
Rapid Transit Operations	3.77	3.93
Car Equipment	2.22	1.92
Track/Infrastructure	2.27	2.05
Elevators & Escalators	1.98	1.15
Stations	2.62	2.00
Electrical	1.25	0.85
Engineering	0.94	0.33
Electronics Maintenance	1.02	1.12
SIR	5.29	4.02
Subways-Administration & Finance	0.20	0.43
TOTAL	2.60	2.37

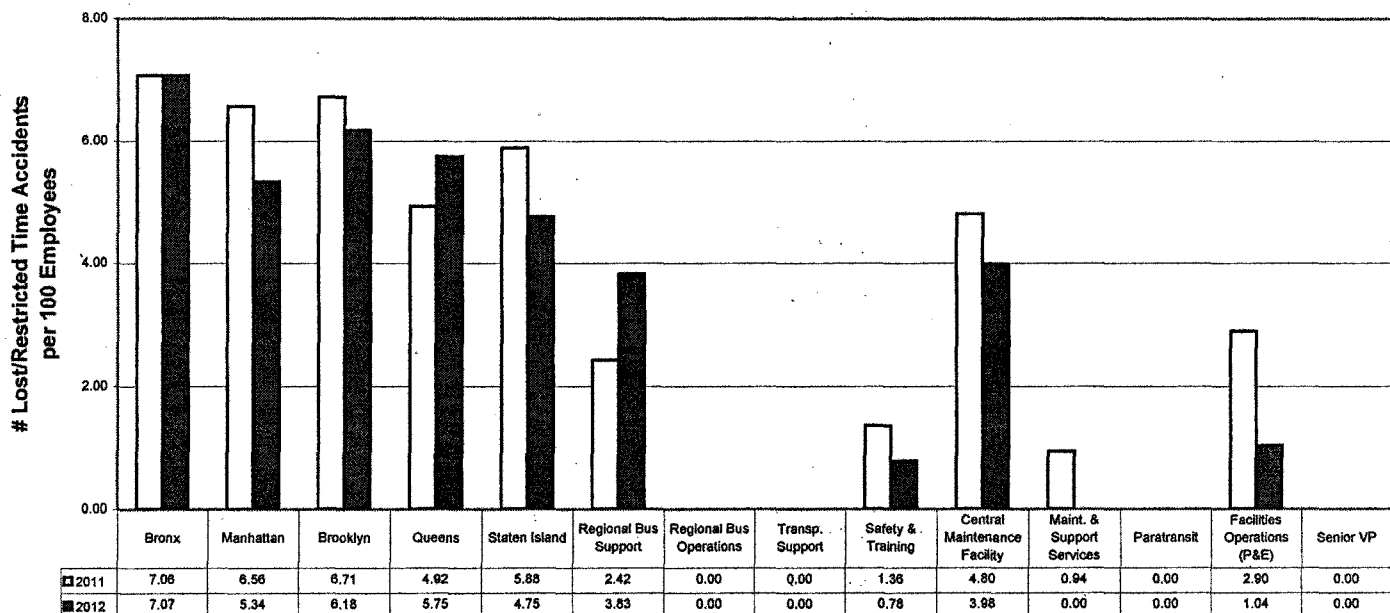
NYCT Subways Lost/Restricted Time Accidents per 100 Employees by Division, 2011 vs. 2012



NYCT Buses Accidents by Div

Buses Divisions	2011	2012
	Lost/Restricted Time	Lost/Restricted Time
	Accident Rate	Accident Rate
	(Accidents per 100 Employees)	(Accidents per 100 Employees)
Bronx	7.06	7.07
Manhattan	6.56	5.34
Brooklyn	6.71	6.18
Queens	4.92	5.75
Staten Island	5.88	4.75
Regional Bus Support	2.42	3.83
Regional Bus Operations	0.00	0.00
Transp. Support	0.00	0.00
Safety & Training	1.36	0.78
Central Maintenance Facility	4.80	3.98
Maint. & Support Services	0.94	0.00
Paratransit	0.00	0.00
Facilities Operations (P&E)	2.90	1.04
Senior VP	0.00	0.00
TOTAL	5.80	5.38

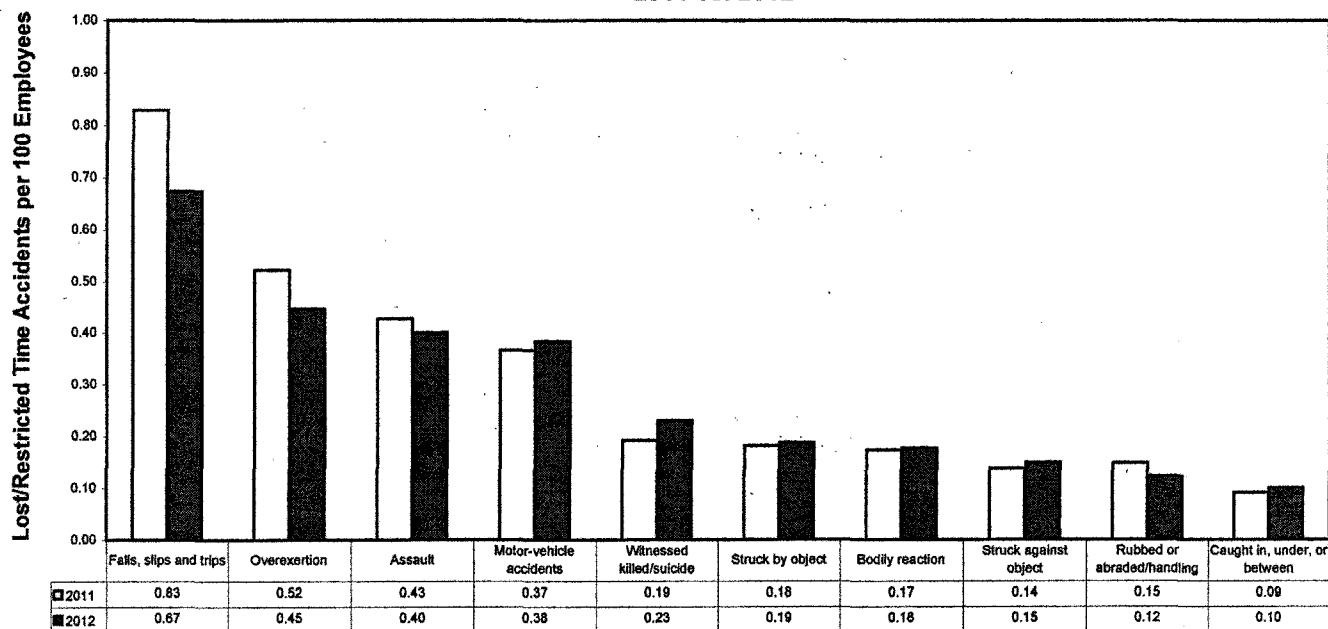
NYCT Buses Lost/Restricted Time Accidents per 100 Employees by Division, 2011 vs. 2012



NYCT Employee Accidents by Type*

Type of Accident	2011		2012	
	<u>Lost and/or Restricted Time Accidents</u>	<u>Rate (Accidents per 100 Employees)</u>	<u>Lost and/or Restricted Time Accidents</u>	<u>Rate (Accidents per 100 Employees)</u>
Falls, slips and trips	392	0.83	316	0.67
Overexertion	247	0.52	210	0.45
Assault	202	0.43	188	0.40
Motor-vehicle accidents	173	0.37	180	0.38
Witnessed killed/suicide	91	0.19	108	0.23
Struck by object	86	0.18	88	0.19
Bodily reaction	82	0.17	83	0.18
Struck against object	65	0.14	70	0.15
Rubbed or abraded/handling	70	0.15	58	0.12
Caught in, under, or between	43	0.09	47	0.10

NYCT Lost/Restricted Time Accidents per 100 Employees by Type,
2011 vs. 2012



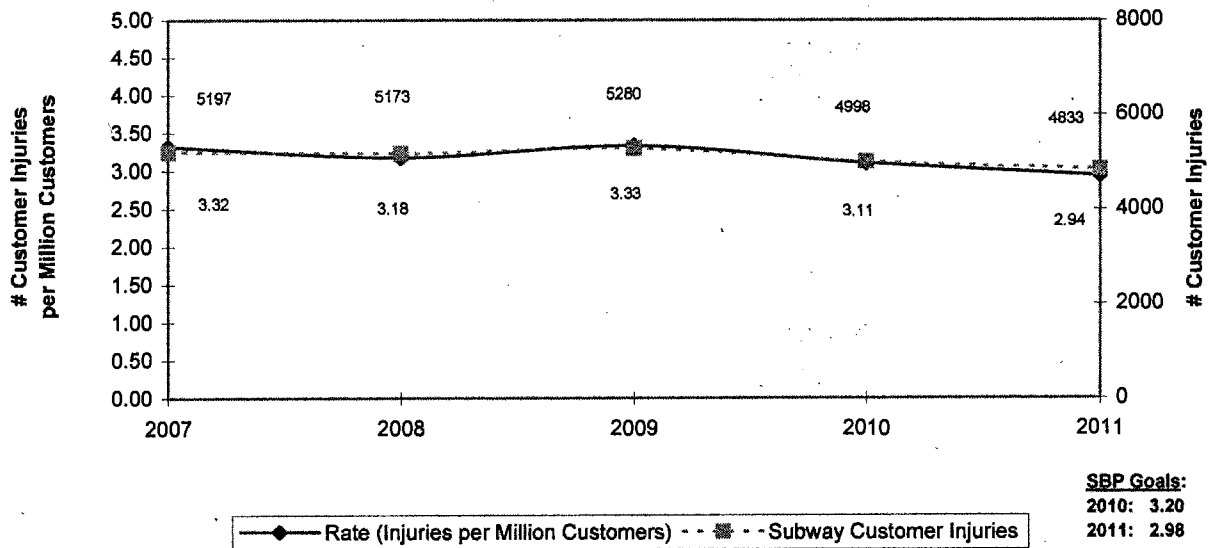
* = Categories designated by MTA for analysis.

NYCT Subway Customer Injuries

Subway Customer Injuries

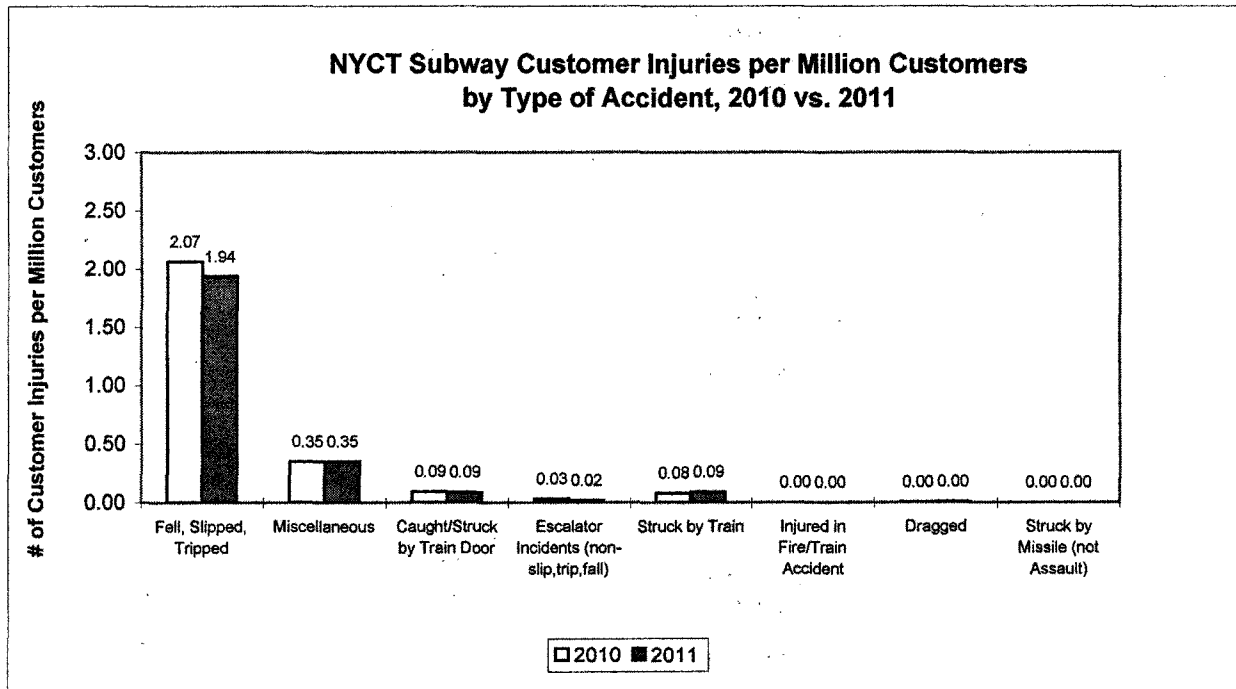
<u>Year</u>	<u>Total</u>	<u>Rate (Injuries per Million Customers)</u>
2007	5197	3.32
2008	5173	3.18
2009	5280	3.33
2010	4998	3.11
2011	4833	2.94
'11 vs '10	-3.3%	-5.5%

NYCT Subway Customer Injuries per Million Customers, 2007-2011



Subway Customer Inj by Type*

Type	2010		2011	
	Injuries	Rate	Injuries	Rate
Fell, Slipped, Tripped	3322	2.07	3184	1.94
Miscellaneous	561	0.35	575	0.35
Caught/Struck by Train Door	150	0.09	142	0.09
Escalator Incidents (non-slip,trip,fall)	50	0.03	28	0.02
Struck by Train	128	0.08	147	0.09
Injured in Fire/Train Accident	#REF!	#REF!	#REF!	#REF!
Dragged	5	0.00	8	0.00
Struck by Missile (not Assault)	#REF!	#REF!	#REF!	#REF!



* = Categories designated by MTA for analysis.

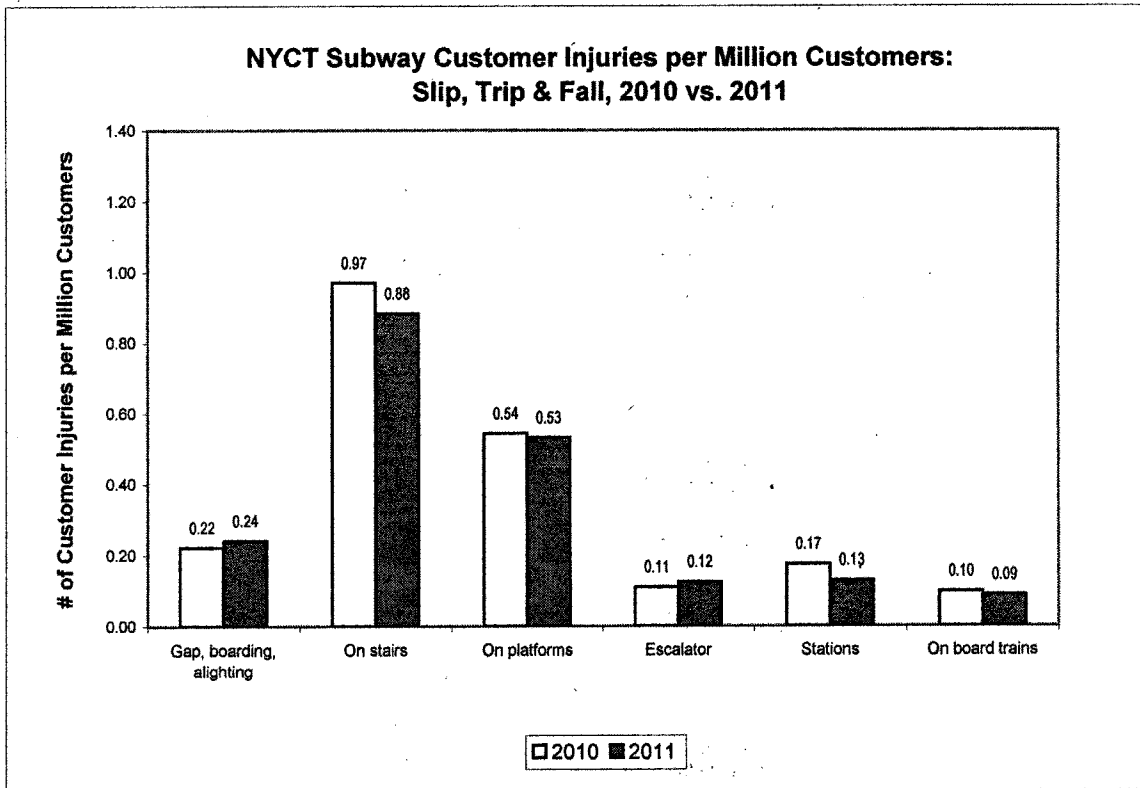
Subway Customer Inj by Type*

*Use Investigator's struck by numbers

* = Categories designated by MTA for analysis.

Subway Customer Slip, Trip & Fall*

<u>Type</u>	<u>2010</u>		<u>2011</u>	
	<u>Injuries</u>	<u>Rate</u>	<u>Injuries</u>	<u>Rate</u>
Gap, boarding, alighting	356	0.22	395	0.24
On stairs	1560	0.97	1452	0.88
On platforms	874	0.54	874	0.53
Escalator	176	0.11	205	0.12
Stations	279	0.17	212	0.13
On board trains	156	0.10	144	0.09



* = Slip, Trip, Fall types specified by MTA.

2008-2012 Safety Results and 2013 Goals

	2008	2009	2010	2011	2012	2013 Goal
Customer Accident Rate						
NYCT Bus	0.98	1.10	0.99	1.12	1.10	1.07
MTA Bus	1.51	1.33	1.32	1.51	1.24	1.20
Buses	1.11	1.02	1.04	1.19	1.12	1.09

Customer Acc Inj Rate						
NYCT Bus	1.03	1.09	1.00	1.16	1.15	1.12
MTA Bus	1.41	1.33	1.29	1.52	1.25	1.21
Buses	1.12	1.13	1.04	1.22	1.17	1.15

Collision Rate						
NYCT Bus	44.50	43.05	45.54	46.75	47.47	45.48
MTA Bus	54.86	47.27	47.57	45.75	42.75	42.33
Buses	46.92	44.03	46.01	46.51	46.35	44.58

Collision Injury Rate						
NYCT Bus	5.88	6.09	7.64	6.92	6.60	6.44
MTA Bus	5.49	4.38	5.96	4.72	5.39	4.58
Buses	5.79	5.69	7.25	6.40	6.32	5.91

Employee Lost Time Accident Rate						
NYCT Bus	4.14	5.15	5.18	5.79	5.38	5.13
MTA Bus	6.20	10.55	9.47	9.25	8.36	7.52
Buses	4.47	6.14	5.97	6.45	5.97	5.60

National Institute of Health Field Study to determine the efficacy of ContraPest™ for Fertility Control of the Norway Rat in New York City Subway Trash Rooms

**Transit Property
Rodent Population Management Technology Enablement**



**Presentation to Transit Committee
March 11, 2013
7.94**

SenesTech Inc.

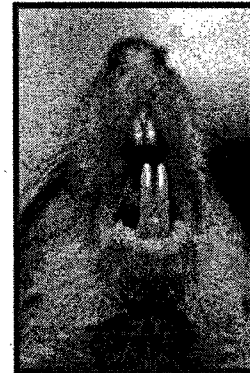
- A platform biotechnology company with a core competency in reproductive physiology for humane animal population management
- Based in Flagstaff, Arizona with research conducted in Laos, the Philippines, UK, Indonesia, New Zealand, India and Australia



Laos



Philippines



York, UK



Indonesia



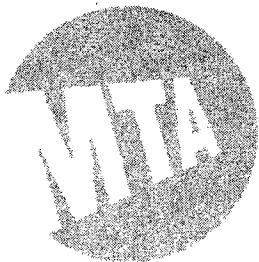
New Zealand



India

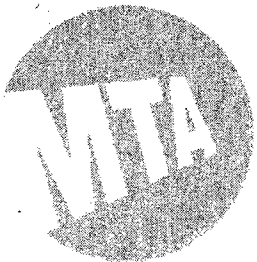


Australia



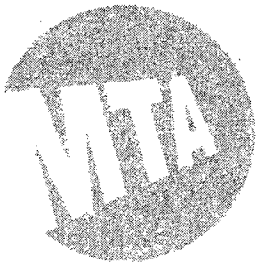
SenesTech Platform Technology

- **Mammals are born with a finite number of eggs contained within follicles of the ovary**
 - Once this non-regenerating pool is gone the animal is irreversibly infertile or sterile
- **SenesTech Products are designed to:**
 - •Accelerate natural egg loss→ ovarian failure to sterility
 - •Be delivered orally
 - •Provide treatment that is 100% effective
 - •Result in permanent sterility
 - •Be safe to handlers and the environment



ContraPest™

- Accelerates the natural process of follicular atresia in growing ovarian follicles in female rats and mice which leads to female rodent sterility.
- Is not a contraceptive (or birth control pill) rather it leads to permanent, irreversible female rodent sterility.



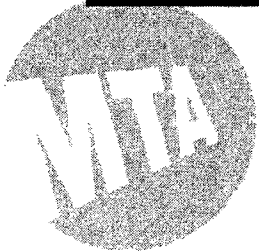
Comparison

- Poison

- Lethal
- Can effect non-target species, incl. humans
- Environmental contaminant
- Rat population rebound
- Expensive

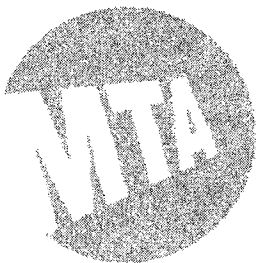
- ContraPest™

- Not lethal
- ***Does not affect*** non-target species or humans
- Environmentally friendly
- No rat population rebound
- Cost-effective



Management of Urban Rats

- **Norway Rat reproductivity**
 - Sexually mature at 8 to 12 weeks of age
 - Can have 8 to 12 pups per litter
 - Litters/year: 2 to 7 depending on refuse and track litter access
 - Life Span: 5 to 12 months depending on refuse and track litter access
- **The goal of this NIH Phase II project is two-fold**
 - • In Arizona Laboratory ~ Establish safety of a chemosterilant bait containing VCD (controlled laboratory conditions)
 - • In New York Subway System Field Study ~ Establish the efficacy of ContraPest™ in an inference space consisting solely of subterranean urban rat populations in NYC Subway Station trash rooms



Summary Points

- **This is *only* a Study ~ Expectations must be managed**
 - Bait formulations for effective Subway Rat uptake rates are unproven
 - Complex variables impact the targeted inference space under study (Subway Station Trash Rooms)
 - The Field Study is scientifically challenging and as a result has a high risk of failure
- **The potential impact of a product like ContraPest™ on Subway Rat Management Strategies is unknown**
 - • An initial, successful Field Study would need to be followed by wider inference space work representing adjacent rat populations
- **NYCT is simply providing access to the Subway Trash Rooms to support SenesTech's NIH Field Study work**
- **Frequently Asked Questions ~ A FAQ Sheet is available**



8. STANDARD FOLLOW-UP REPORTS

AMERICANS WITH DISABILITIES ACT COMPLIANCE

Title VI July 2001 - December 2012

This section is a summary of activities associated with implementing the Americans with Disabilities Act (ADA). It includes an update on matters related to the Key Station Plan, bus accessibility, the transition plan for facilities, the self-evaluation plan and oversight activities.

I. KEY STATION PLAN

In 1994, the New York Public Buildings Law and Transportation Law were amended (Chapter 6.10, L. 1994). These amendments require MTA New York City Transit to expand its Key Stations Plan from 54 stations to be made accessible to people with disabilities by the year 2010, to 100 stations to be made accessible by the year 2020. While 46 additional stations are added, the new law exempts the transportation facilities of MTA New York City Transit and Staten Island Railway from the accessibility obligations that otherwise apply to public buildings under the Public Buildings Law, except for new subway construction. The Revised Key Stations Plan specified 91 of the 100 stations with the remaining 9 to be identified over time by New York City Transit in consultation with the New York City Transportation Disabled Committee. Subsequently, 66th Street/Broadway (1 line) and Prospect Park/Brighton (B, Q, S lines) were identified and included as the 92nd and 93rd stations in the revised Key Stations Plan. The revised plan was submitted in October 1998 for FTA's approval. While awaiting FTA's response, it became necessary to "fine tune" the plan. Three proposals were presented for public comments at the ADA Compliance Coordination Committee meeting on March 24, 2000. The first proposal was to add 2 stations: Broadway/Lafayette (B, D, F, V lines) and Bleecker Street (6 line) to the Key Station Plan. The second proposal was to substitute 2 non-feasible stations: Broad Street (J, M, Z lines) and Church Avenue (B, Q lines); with feasible alternates: Chambers Street (J, M, Z lines) and Kings Highway (B, Q lines). The third proposal was to revise dates for Chambers Street and 96th Street stations for later completion dates and to effect minor date revisions for six other Key Stations. All three proposals received public support. The proposals and a schedule to complete a specified number of Key Stations in each 5-year period was presented to the FTA in March and approved in June 2000. On October 16, 2000, a NYCT proposal to add Mott Avenue (A line) to the Key Station Plan as the 96th Key Station received public support. On December 16, 2002 at the ADA Compliance Coordination Committee meeting, a proposal to add East 180th Street (2, 5 lines) to the Key Station Plan as the 97th Key Station received support.

On July 16, 2003 at the ADA Compliance Coordination Committee meeting, a proposal to add South Ferry (1 line) to the Key Station Plan as the 98th Key Station received support; (previously determined to be technically infeasible due to gap fillers). On August 5, 2004 Brooklyn Museum (2, 3 lines) was presented and received support at the ADA Compliance Coordination Committee meeting and has since been accepted as the 99th Key Station. On May 5, 2005 at the ADA Compliance Coordination Committee meeting, a proposal to add Borough Hall (4, 5 lines) was presented as the 100th Key Station, but did not receive widespread support. On June 16, 2006 at the ADA Compliance Coordination Committee meeting, a proposal to add Bedford Park Boulevard (B, D lines) was presented as the 100th Key Station and received support. The final proposed station was reviewed by New York City Transportation Disabled Committee and has been accepted as the 100th Key Station.

The following reports on our progress in complying with the Revised Key Station Plan:

i) Wheelchair Accessible Stations

The following 80 Key Stations in New York City Transit's Revised Key Station Plan are wheelchair accessible, listed in order of completion.

Station	Line	Borough	Status
1. 125 Street	4, 5, 6	Manhattan	Completed
2. 175 Street	A	Manhattan	Completed
3. 42 Street-Port Authority	A, C, E	Manhattan	Completed
4. Pelham Bay Park	6	Bronx	Completed
5. Great Kills	SIR	Staten Island	Completed
6. 51 Street	6	Manhattan	Completed
7. 42 St-Grand Central	4, 5, 6	Manhattan	Completed
8. World Trade Center*	E	Manhattan	Completed
9. Simpson Street	2, 5	Bronx	Completed
10. Coney Island-Stillwell Avenue	D, F, N, Q	Brooklyn	Completed
11. 34 Street-Herald Square **	N, Q, R	Manhattan	Completed
12. 34 Street-Herald Square **	B, D, F, M	Manhattan	Completed
13. Brooklyn Bridge-City Hall	4, 5, 6	Manhattan	Completed
14. 149 Street-3rd Avenue	2, 5	Bronx	Completed
15. Borough Hall	2, 3	Brooklyn	Completed
16. Dongan Hills	SIR	Staten Island	Completed
17. Flatbush Avenue-Brooklyn College	2, 5	Brooklyn	Completed
18. Church Avenue	2, 5	Brooklyn	Completed
19. 34 Street-Penn Station	1, 2, 3	Manhattan	Completed
20. Woodside-61 Street,	7	Queens	Completed
21. Flushing-Main Street	7	Queens	Completed
22. Union Square	N, Q, R	Manhattan	Completed
Union Square	L	Manhattan	Completed
23. 207 Street	A	Manhattan	Completed
24. 66 Street-Lincoln Center	1	Manhattan	Completed
25. 14 Street	A, C, E	Manhattan	Completed
26. 8 Avenue	L	Manhattan	Completed

(Continued)

Station	Line	Borough	Status
27. Franklin Avenue	C	Brooklyn	Completed
28. Franklin Avenue	S	Brooklyn	Completed
29. 161 Street-Yankee Stadium	4	Bronx	Completed
30. 161 Street-Yankee Stadium	B, D	Bronx	Completed
31. Grand Central-42 Street	7	Manhattan	Completed
32. Grand Central-42 Street	S	Manhattan	Completed
33. 34 Street-Penn Station	A, C, E	Manhattan	Completed
34. Flushing Avenue	J, M	Brooklyn	Completed
35. Prospect Park	B, Q, S	Brooklyn	Completed
36. 72 Street	1, 2, 3	Manhattan	Completed
37. Pacific Street	D, N, R	Brooklyn	Completed
38. Atlantic Avenue	B, Q	Brooklyn	Completed
39. Atlantic Avenue	2, 3, 4, 5	Brooklyn	Completed
40. Howard Beach	A	Queens	Completed
41. Marcy Avenue	J, M, Z	Brooklyn	Completed
42. Lexington Avenue	E, M	Manhattan	Completed
43. Utica Avenue	3, 4	Brooklyn	Completed
44. Dekalb Avenue	B, Q, R	Brooklyn	Completed
45. West 4 Street	A, B, C, D, E, F, M	Manhattan	Completed
46. 179 Street	F	Queens	Completed
47. Times Square-42 Street	N, Q, R	Manhattan	Completed
48. 74 Street-Broadway	7	Queens	Completed
49. Jackson Hts-Roosevelt Avenue	E, F, M, R	Queens	Completed
50. 125 Street	A, B, C, D	Manhattan	Completed
51. Euclid Avenue	A, C	Brooklyn	Completed
52. Fordham Road	4	Bronx	Completed
53. Queens Plaza	E, M, R	Queens	Completed
54. Times Square-42 Street	1, 2, 3	Manhattan	Completed
55. Times Square-42 Street	7	Manhattan	Completed
56. 231 Street	1	Bronx	Completed
57. Junction Boulevard	7	Queens	Completed
58. 168 Street	A, C	Manhattan	Completed
59. Pelham Parkway	2, 5	Bronx	Completed
60. 233 Street	2, 5	Bronx	Completed
61. Bowling Green	4, 5	Manhattan	Completed
62. Myrtle Avenue	L	Brooklyn	Completed
63. Wyckoff Avenue	M	Brooklyn	Completed
64. 135 Street	2, 3	Manhattan	Completed
65. Church Av	F, G	Brooklyn	Completed
66. St. George	SIR	Staten Island	Completed
67. Union Turnpike	E, F	Queens	Completed
68. South Ferry	1	Manhattan	Completed
69. 47-50 Sts-Rockefeller Ctr	B, D, F, M	Manhattan	Completed
70. Chambers Street	1, 2, 3	Manhattan	Completed
71. 59 Street	A, B, C, D	Manhattan	Completed
72. 59 Street	1	Manhattan	Completed
73. Jay Street-MetroTech	A, C, F	Brooklyn	Completed
74. 96 Street	1, 2, 3	Manhattan	Completed

(Continued)

Station	Line	Borough	Status
75. Kings Highway	B, Q	Brooklyn	Completed
76. Mott Avenue	A	Queens	Completed
77. East 180 Street	2, 5	Bronx	Completed
78. Bay Parkway	D	Brooklyn	Completed
79. Bleecker Street	6	Manhattan	Completed
80. B'way/Lafayette Street	B, D, F, M	Manhattan	Completed

* World Trade Center elevator is not in service due to long-term construction.

** New York City Transit was granted a time extension to 2011 by the FTA for replacement of the platform edge warning strip at 34th Street on the B, D, F, M, N, Q and R Lines. Construction contract was completed in November 2011.

ii) Key Stations Under Construction for Accessibility:

The following 5 Key Stations are under construction for accessibility:

Station	Line	Borough	Planned VCA Completion
1. 71 Avenue	E, F, M, R	Queens	November 2013
2. Hunts Point	6	Bronx	November 2013
3. Cortlandt Street	R	Manhattan	November 2013
4. Utica Avenue	A, C	Brooklyn	November 2013
5. Kingsbridge Road	B, D	Bronx	November 2013

iii) Key Stations Under Design for Accessibility:

The following 6 Key Stations are undergoing design to incorporate accessibility features:

Station	Line	Borough	Planned VCA Completion
1. Times Square	S	Manhattan	November 2008***
2. 68 Street	6	Manhattan	November 2013
3. 57 Street	N, Q, R	Manhattan	November 2013
4. 23 Street	6	Manhattan	November 2013
5. Lefferts Boulevard	A	Queens	November 2014
6. Chambers Street	J, Z	Manhattan	November 2020

*** Forecast completion changed; see summary (below) of Revised Forecast Completion Date for Key Station.

Station	VCA Date	Forecast Date	Comments
Times Square (S)	Nov. 2008	Not in 2010-2014 Capital Program	Design was completed in 2006. Design consisted of major track re-alignment to eliminate the platform gaps and substantial other improvements to make the station ADA compliant in all other respects. Total project costs far exceeded the funding allocated for the project scope. Because funding at this level is not currently available the project has been delayed.

II. BUSES

Wheelchair Accessibility

The bus fleet, which has approximately 5,607 buses (MTA Bus included), is 100% accessible with wheelchair lifts, securement devices, public address systems, required priority seating signage and kneeling features. From January through December 2012, 1,475,549 customers used the wheelchair lift to access New York City Transit buses compared to January through December 2011 figures of 1,323,613; this is an increase of 11.5%.

III. TRANSITION PLAN FOR FACILITIES

ADA requires public agencies to develop a Transition Plan to ensure that appropriate measures are taken toward the implementation of the law. As required by ADA, the plan has been available for review by the general public since 1992. Minor modifications that were readily achievable were completed on schedule by January 26, 1995.

IV. SELF-EVALUATION PLAN

ADA requires an internal assessment and modifications, where needed, of existing policies, practices and procedures to ensure non-discrimination on the basis of disability. Policy instructions on reasonable accommodations, grievance procedures and provision of accessible service have been issued.

Monitoring and review of the Self-Evaluation Plan is ongoing to ensure that programs, practices and procedures are in compliance with ADA.

V. OVERSIGHT

The New York City Transit ADA Compliance Coordination Committee (CCC) established in June 1992, ensures appropriate agency-wide coordination and implementation of the ADA requirements. This committee, comprised of representatives from all departments in New York City Transit, meets regularly to discuss implementation strategies and policies, and to address ADA related issues.

VI. OUTREACH

New York City Transit frequently meets with people from the disability community to ensure involvement and input in planning for improved accessible transportation and barrier removal efforts throughout the agency. Annual reports are sent to the Mayor's Office of the City of New York on the status of the ADA compliance within New York City Transit. Representatives from the disability community participate in the meetings of the ADA Compliance Coordination Committee (CCC). The last CCC meeting was held on September 10, 2012. In addition, meetings of the Paratransit Development Committee (PDC) are held with representatives of the disability community to seek input in the planning and implementation of Access-A-Ride, the Paratransit service.

The Office of ADA Compliance participates in outreach throughout the New York City and regional areas by way of workshops, seminars and information fairs. At these functions, information regarding programs and features of NYC Transit are communicated to people with disabilities and senior citizens.

VII. TRAINING

In keeping with ADA requirements to train personnel to "proficiency" in their roles, in 2005 the Office of ADA Compliance partnered with the Department of Subways to administer the ADA Sensitivity Training Course. In addition, all Bus Operators have received ADA training on announcements, priority seating, kneeling features and sensitivity with respect to differences among disabilities. Bus Operators returning from long term absences also receive ADA refresher training. The training reinforces the importance of meeting ADA service requirements. Agency-wide, a total of 12,817 employees, who provide direct service to customers, received ADA training or refresher training in 2012.

VIII. DETECTABLE EDGE WARNING STRIPS

ADA requires the installation of platform edge warning strips when Key Stations are rehabilitated. New York City Transit has adopted a policy requiring the installation of ADA-specified platform edge warning strips during rehabilitation of all Key and Non-Key Stations. At the end of 2012, a total of 258 stations have had ADA-specified platform edge warning strips installed.

IX. SIGNAGE

All Key Stations will have station identification and route signs that comply with ADA Guidelines. Tactile-Braille signs are routinely incorporated in capital construction contracts.

X. COMMUNICATION

The ADA requires bus stop announcements at intermodal transfer points, major intersections, terminal arrivals, points of interest and for any requested stop. New buses are equipped with the speakeasy hands-free microphones, which allow for hands-free bus stop announcements as well as automatic announcements of bus routes.

The ADA requires that, when public address systems are provided to convey information to the public, a means of conveying the same information to people who have a hearing disability shall be provided. Under the Public Address system and electronic Customer Information Screens (PA/CIS) Program, text information accompanied by audio messages is provided. As of the end of 2012, 1002 PA/CIS units were installed in 153 stations. The MetroCard Vending Machines (MVM) feature both text and audible information. Furthermore, for all customer information, alternative formats are made available upon request; e.g. Braille, large print or audio tapes.

XI. MAINTENANCE OF ACCESSIBILITY FEATURES

The ADA requires transportation providers to maintain in operative condition, features and equipment that make facilities and vehicles accessible to and usable by individuals with disabilities. Accordingly, wheelchair lifts in buses are routinely cycled. A policy was adopted requiring that a bus be taken out of service for repairs at the end of a run following a lift malfunction during service.

In 2001, New York City Transit implemented an inspection program geared toward Key and Non-Key stations that are accessible. One of the goals of the program is to ensure that accessibility features and equipment are maintained in proper operating condition. From January through December 2012, 60 Key Station inspections were performed and 289 deficiencies were found and referred for action. In 2012, 441 deficiencies have been corrected.

XII. PARATRANSIT

Reports on Paratransit operations are covered in separate monthly reports included in New York City Transit Committee Agendas.

2012 ACHIEVEMENTS

- New York City Transit (NYCT) has met the deadline to complete two-thirds of the Key Stations set forth in the Key Station Plan to make 67 of the 100 Key Stations to be made compliant by the year 2010. Therefore, NYCT is in compliance with our Voluntary Compliance Agreement with the Federal Transit Administration (FTA). In fact, NYCT is ahead of schedule with the current Key Station count standing at 80 stations.
- In an effort to work more closely with the disability community and listen to their needs and concerns, the Office of ADA Compliance held two Compliance Coordination Committee (CCC) Meetings in 2012 featuring specific topics of interest that directly impacted the disability community. On March 7th the meeting's featured topic was the "Paratransit Service" providing an update to the changes and new initiatives within Paratransit service. On September 10th the meeting's featured topics were "On-The-Go Pilot Program" which was presented as the feature topic providing information on this interactive touch-screen kiosk, which gives real-time service status. There was also a presentation on "Key Features in ADA Stations" providing information on the location of platform boarding areas, new uses for customer assistance intercoms at terminal stations and the existence of the audio function on the MetroCard vending machines. Lastly, there was a presentation on "Select Bus Service Update" which gave the ADA community an update of the continuing plans of the Select Bus Service initiative.
- In 2012, the ADA Office attended 7 outreach events and various materials were disseminated, which included Accessible Stations Pocket Guides and Subway Maps for Customers with Disabilities.
- The Office of ADA Compliance partnered with the Department of Subways to administer ADA sensitivity training. In 2012, 763 Department of Subways employees were trained. In its five year existence, a total of 6,529 employees from this department were trained.
- A few years ago, the ADA Office fielded the concerns of people with hearing impairments and participated in the installation and testing of a loop system for customers with hearing impairments. A pilot program began in 2007 and was well received by the hearing-impaired

community. Since the start of the project 453 station agent booths were inspected by the ADA Office as they were completed. The project reached final acceptance at the end of 2012.

Report



New York City Transit

STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

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

Passenger Environment Survey

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

Of the 55 indicators, 40 indicators remained unchanged, 11 indicators showed an improvement and four (4) indicators declined when comparing Second Half 2012 and Second Half 2011. For PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

Significant Indicator Improvements/Declines

Out of the 55 passenger environment indicators, 11 improved and four (4) declined when comparing the Second Half 2012 to Second Half 2011.

IMPROVEMENTS

	2011 2nd Half	2012 2nd Half	Net Change
Subway Cars			
Cleanliness of Cars Floors and Seats - at terminal (% none and light)	96%	99%	+3%
Cars with No Scratchtied Windows	82%	93%	+11%
Cars with No Clouded Windows	89%	97%	+8%
Cars with All System Maps Correct/Legible	91%	97%	+6%

Stations			
Litter Conditions in Stations - early AM (% none and light) includes Trackbed	74%	77%	+3%
<i>without Trackbed</i>	85%	88%	+3%
Stations with Legible/Correct System Maps	49%	53%	+4%
Station Agents Properly Displaying Badges	92%	96%	+4%

SIR Cars			
Cars with No Scratchtied Windows	74%	90%	+16%

SIR Stations			
Litter Conditions in Stations (% none and light) includes Trackbed	60%	72%	+12%
<i>without Trackbed</i>	76%	94%	+18%
Floor and Seat Cleanliness Conditions in Stations (% none and light)	76%	93%	+17%
SIR Stations with Correct Customer Information Center (CIC)	89%	100%	+11%

DECLINES

Subway Cars			
Climate Control Conditions in Cars	95%	91%	-4%

Stations			
Stations with Correct Passenger Information Center (PIC)	99%	96%	-3%
Station Public Telephones in Working Order	82%	46%	-36%

SIR Cars			
Climate Control Conditions in SIR Cars	90%	84%	-6%

Passenger Environment Survey

Subway Car Results

The Subway Car PES consists of 17 indicators. 12 remained statistically unchanged while four (4) showed an increase and one (1) showed a decrease when comparing the 2nd half 2012 to the 2nd half 2011. The table below depicts the results for the 2nd half of 2012 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

		2011				2012			
		1st Half		2nd Half		1st Half		2nd Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Cleanliness and Appearance									
Litter Conditions in Cars	% None	90	61	92	67	94	67	96	65
Presence of Litter	% Light	8	32	6	25	5	26	3	27
See Chart 1	% Moderate	0	1	0	1	0	1	0	1
	% Heavy	2	6	2	7	1	6	1	7
Cleanliness of Car Floors and Seats	% None	94	88	91	84	97	89	98	87
Degree of Dirtiness	% Light	4	5	5	6	1	3	1	5
See Chart 2	% Moderate	0	1	2	3	0	1	0	1
	% Heavy	2	6	2	7	2	7	1	7
% Cars with No Interior Graffiti		98		97		98		99	
% Cars with No Exterior Graffiti		99		98		99		99	
% Cars with No Graffitied Windows		98		98		99		99	
% Cars with No Scratchtied Windows		89		82		90		93	
% Cars with No Clouded Windows		96		89		93		97	
% Cars with No Broken or Cracked Windows		100		100		99		100	

Customer Information									
% Cars with All System Maps Correct/Legible		99		91		98		97	
% Cars with All Signage Correct		99		99		99		99	
% Cars with Public Address Announcements		91		90		89		90	
Automated Announcements		99		99		99		99	
Conductor Announcements		81		80		79		78	

Functioning Equipment									
% Cars with No Broken Door Panels		100		99		99		100	
Lighting Conditions in Cars ¹		98		99		100		99	
Climate Control Conditions in Cars ²		92		95		95		91	

Operations									
% Conductors in Proper Uniform		99		100		99		100	

¹% cars with at least 90% of lights on.

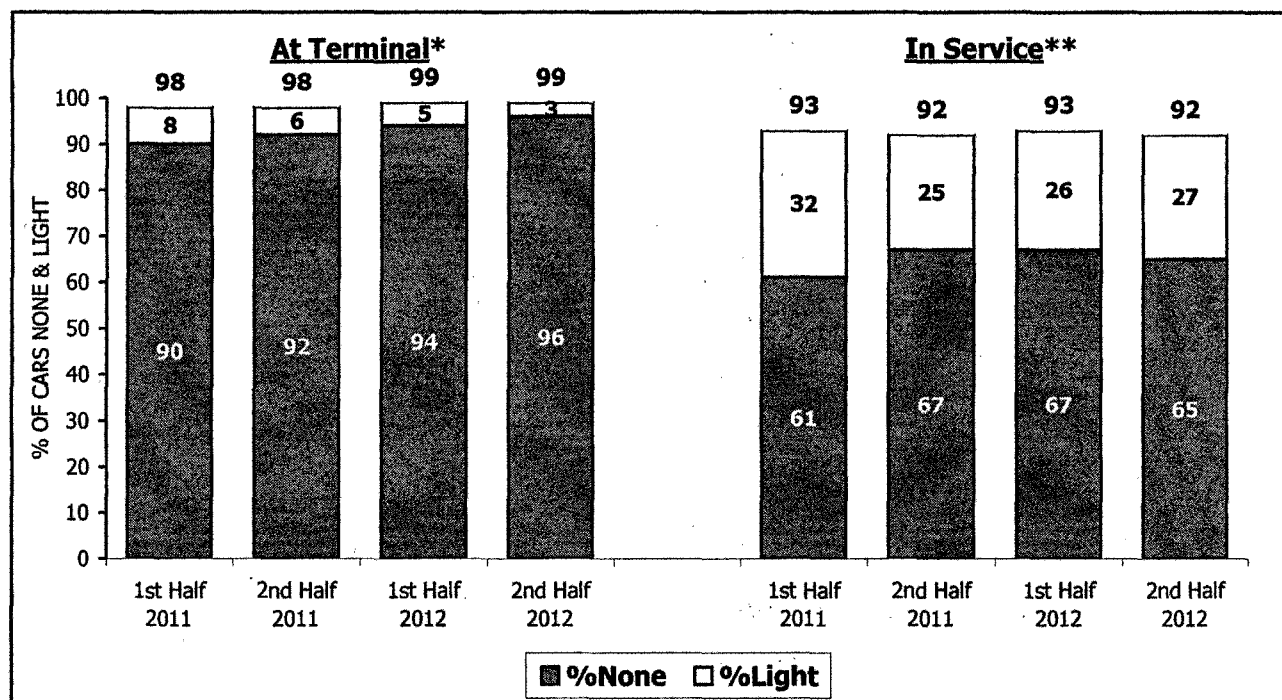
²% cars with average interior temperature between 58°F and 78°F.

At Terminal - Surveyed at terminals with cleaners present.

In Service - Surveyed while in service.

Passenger Environment Survey

Litter Conditions in Subway Cars



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

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

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

Semi-Annual Results

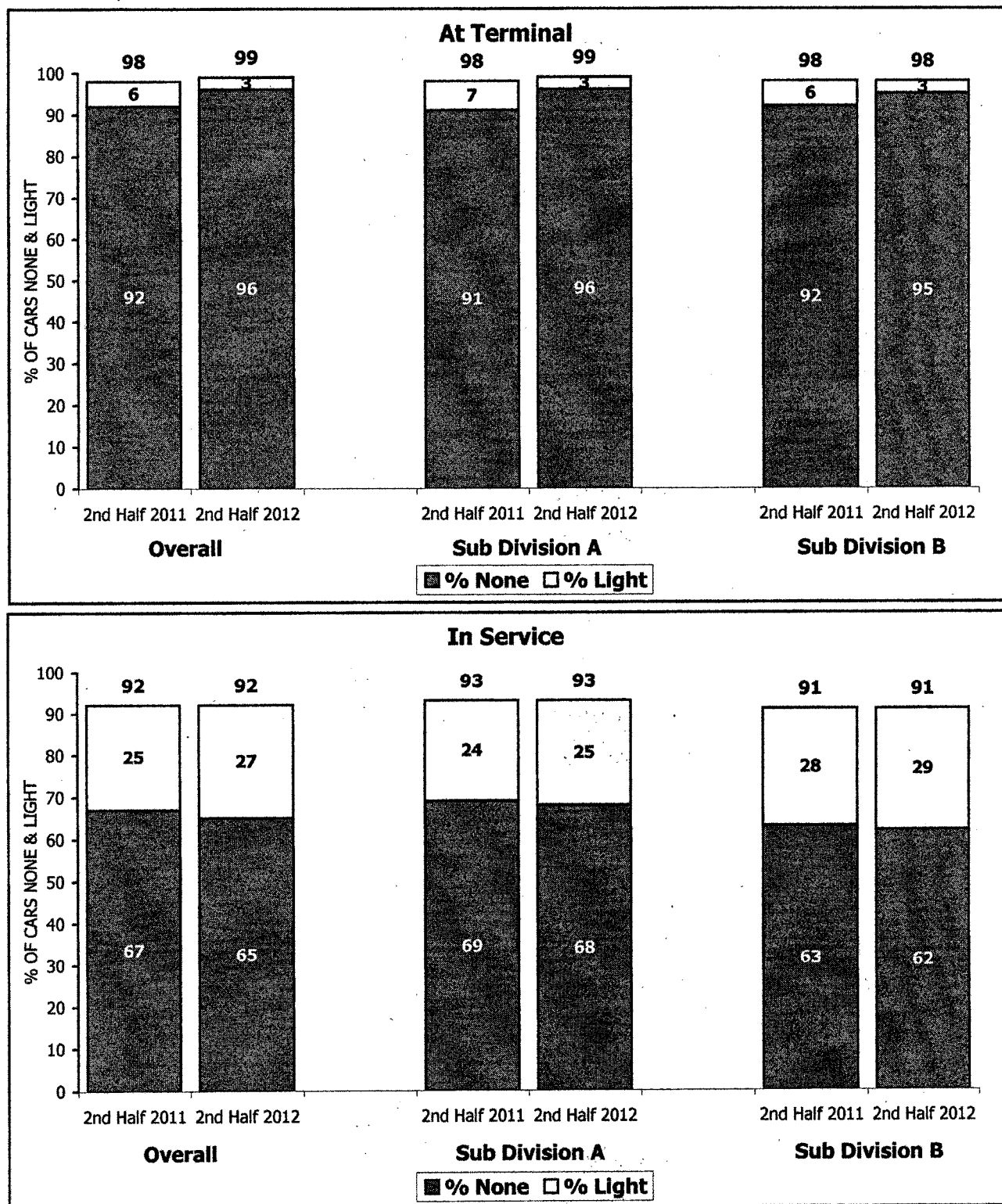
	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2012	96%	3%	0%	1%	65%	27%	1%	7%
1st Half 2012	94%	5%	0%	1%	67%	26%	1%	6%
2nd Half 2011	92%	6%	0%	2%	67%	25%	1%	7%
1st Half 2011	90%	8%	0%	2%	61%	32%	1%	6%

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

2nd Half 2012 vs. 2nd Half 2011: Both the "At Terminal" and "In Service" results remained statistically unchanged.

Passenger Environment Survey

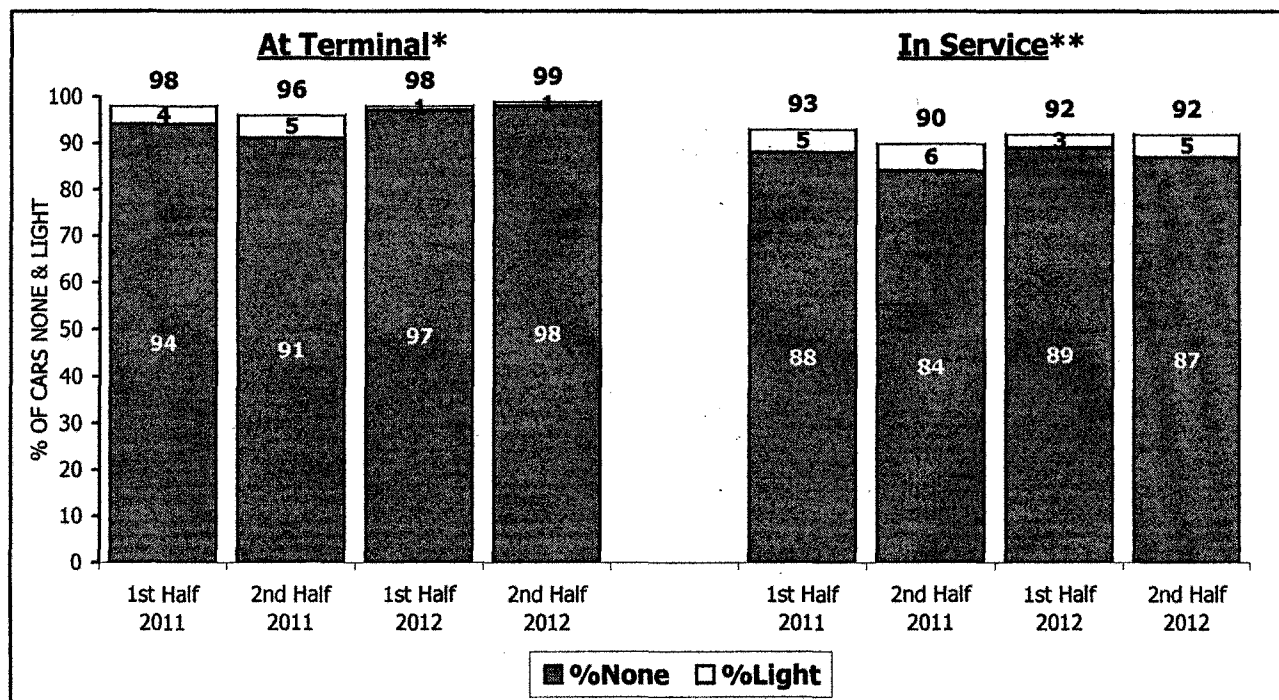
Subway Car Litter Conditions by Group



Groups: Sub Division A : ① ② ③ ④ ⑤ ⑥ ⑦ S-42nd Street

Sub Division B : A B C D E F G J Z L M N O R S-Franklin

Passenger Environment Survey **Cleanliness Conditions in Subway Cars**



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

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

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

Semi-Annual Results

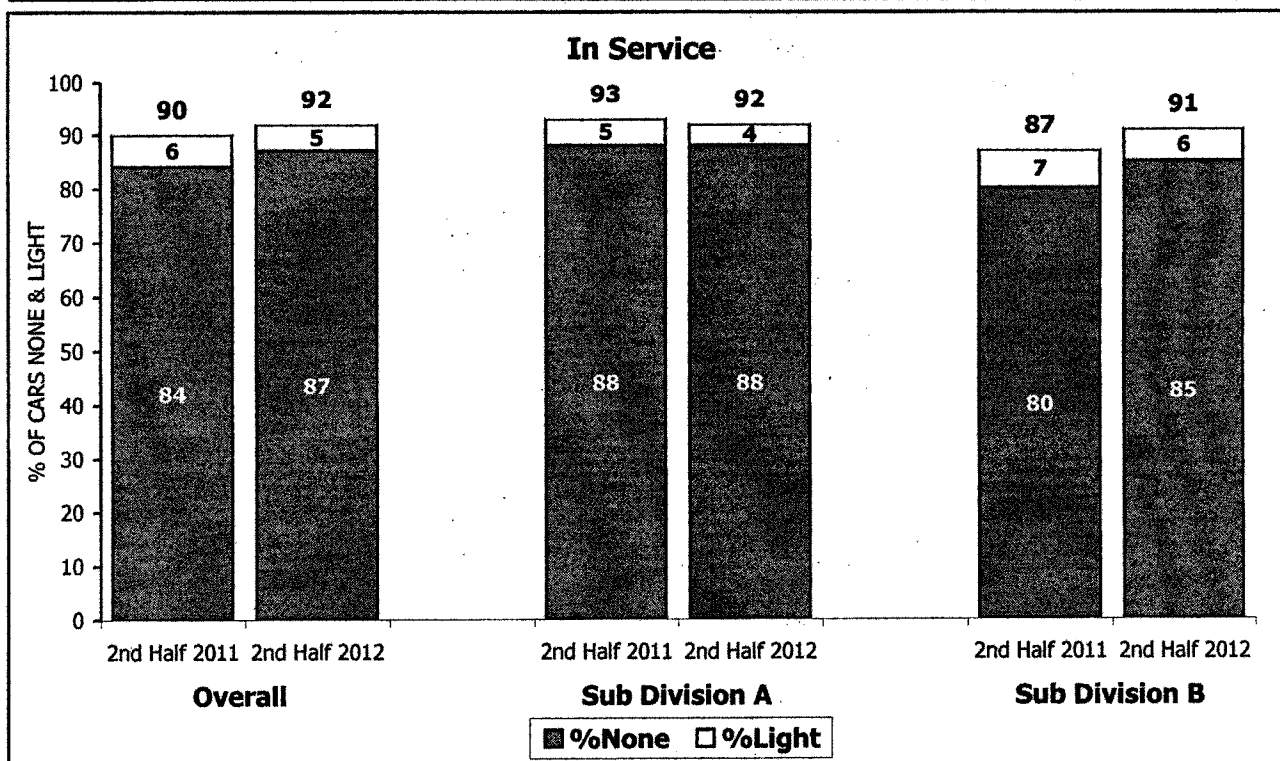
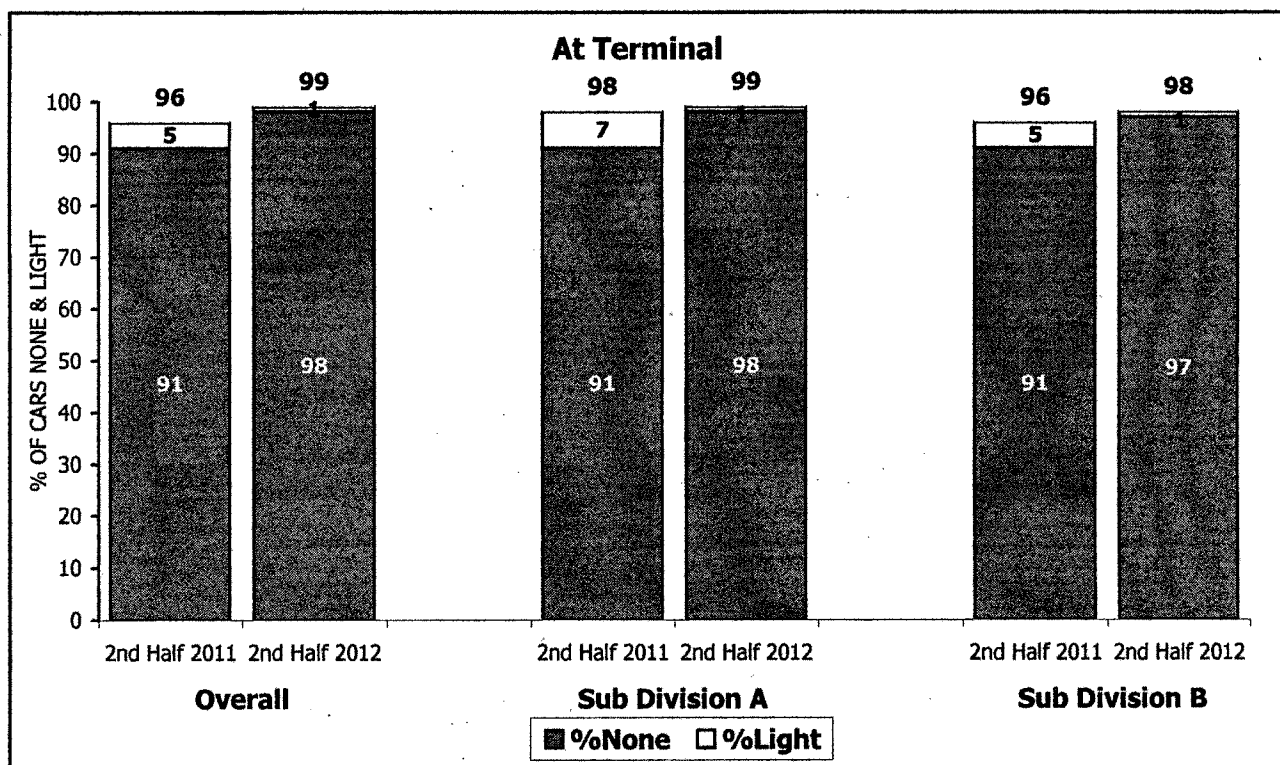
	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2012	98%	1%	0%	1%	87%	5%	1%	7%
1st Half 2012	97%	1%	0%	2%	89%	3%	1%	7%
2nd Half 2011	91%	5%	2%	2%	84%	6%	3%	7%
1st Half 2011	94%	4%	0%	2%	88%	5%	1%	6%

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

2nd Half 2012 vs. 2nd Half 2011: the "At Terminal" results showed a statistically significant increase (+3%) while the "In Service" results remained statistically unchanged.

Passenger Environment Survey

Subway Car Cleanliness Conditions by Group



Groups: Sub Division A : ① ② ③ ④ ⑤ ⑥ ⑦ S-42nd Street

Sub Division B : A B C D E F G J Z L M N O R S-Franklin

Passenger Environment Survey

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

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>2nd Half 2011</u>	<u>2nd Half 2012</u>	<u>2nd Half 2011</u>	<u>2nd Half 2012</u>
①	99%	99%	97%	94%
②	100%	99%	92%	92%
③	99%	98%	90%	90%
④	98%	99%	88%	91%
⑤	98%	100%	93%	94%
⑥	98%	100%	93%	93%
⑦	96%	98%	94%	95%
Ⓢ 42nd St.	-	-	98%	97%
Sub Division A	98%	99%	93%	93%
Ⓐ	97%	100%	93%	94%
Ⓑ	97%	98%	88%	87%
Ⓒ	99%	99%	86%	92%
Ⓔ	96%	99%	93%	90%
Ⓓ	99%	97%	86%	90%
Ⓕ	98%	98%	91%	92%
Ⓢ Fkln	-	-	94%	86%
Ⓖ	99%	99%	95%	94%
Ⓙ Ⓩ	98%	100%	90%	96%
Ⓛ	96%	99%	88%	92%
Ⓜ	99%	99%	93%	89%
Ⓝ	97%	100%	89%	88%
Ⓚ	97%	98%	93%	91%
Ⓡ	98%	96%	92%	95%
Sub Division B	98%	98%	91%	91%
Systemwide	98%	99%	92%	92%

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

* at terminal - with cleaners present

Passenger Environment Survey

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

Line	<u>at terminal*</u>		<u>in service</u>	
	<u>2nd Half 2011</u>	<u>2nd Half 2012</u>	<u>2nd Half 2011</u>	<u>2nd Half 2012</u>
①	99%	100%	97%	94%
②	95%	99%	90%	94%
③	99%	98%	89%	90%
④	98%	97%	89%	93%
⑤	98%	100%	93%	92%
⑥	95%	100%	94%	92%
⑦	97%	98%	96%	92%
Ⓢ 42nd St.	-	-	98%	97%
Sub Division A	98%	99%	93%	92%
Ⓐ	98%	100%	90%	93%
Ⓑ	99%	99%	87%	87%
Ⓒ	84%	99%	75%	93%
Ⓔ	96%	99%	94%	93%
Ⓓ	98%	98%	85%	89%
Ⓕ	87%	98%	81%	90%
Ⓢ Fkln	-	-	94%	86%
Ⓖ	99%	99%	95%	95%
Ⓙ Ⓩ	98%	99%	89%	96%
Ⓛ	96%	96%	87%	90%
Ⓜ	97%	99%	87%	88%
Ⓝ	97%	100%	85%	92%
Ⓚ	98%	97%	94%	92%
Ⓡ	98%	98%	87%	95%
Sub Division B	96%	98%	87%	91%
Systemwide	96%	99%	90%	92%

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

* at terminal - with cleaners present.

Passenger Environment Survey

Stations Results

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

			2011				2012			
			1st Half		2nd Half		1st Half		2nd Half	
Cleanliness and Appearance			Early AM	Daytime	Early AM	Daytime	Early AM	Daytime	Early AM	Daytime
Litter Conditions in Stations		% None	6	5	3	6	3	4	1	3
Presence of Litter	<i>Includes Trackbed component</i>	% Light	73	57	71	58	74	62	76	59
See Chart 3		% Moderate	20	33	24	32	21	31	22	35
		% Heavy	1	5	2	4	2	3	1	3
		% None	41	28	41	30	47	27	42	24
	<i>Measured without Trackbed component</i>	% Light	47	48	44	48	41	54	46	55
See Chart 4		% Moderate	11	20	14	19	11	17	11	19
		% Heavy	1	4	1	3	1	2	1	2
Floor and Seat Cleanliness Conditions in Stations		% None	58	51	56	47	55	51	51	46
Degree of Dirtiness		% Light	36	34	32	37	35	37	36	38
See Chart 5		% Moderate	6	13	11	13	9	10	12	14
		% Heavy	0	2	1	3	1	2	1	2
Graffiti Conditions in Stations		% None	73		72		80		84	
Presence of Graffiti		% Light	27		28		20		16	
		% Moderate	0		0		0		0	
		% Heavy	0		0		0		0	

Customer Information

% Stations with Legible/Correct System Maps	48	49	48	53
% Stations with Correct Passenger Information Center (PIC)	96	99	92	96
% Station Control Areas with a Correct Subway Map Available	89	84	87	85

Functioning Equipment

% Stations with Functional Annunciator (where applicable)	96	97	97	98
% Escalators/Elevators in Operation	98	97	98	99
% Station Public Telephones in Working Order	86	82	58	46
% Station Control Areas with Working Booth Microphone	98	98	99	99
% Trash Receptacles Usable in Stations	100	99	99	100
% Working Turnstiles in Stations	99	99	99	99
% Working MetroCard Vending Machines	99	97	97	98

Operations

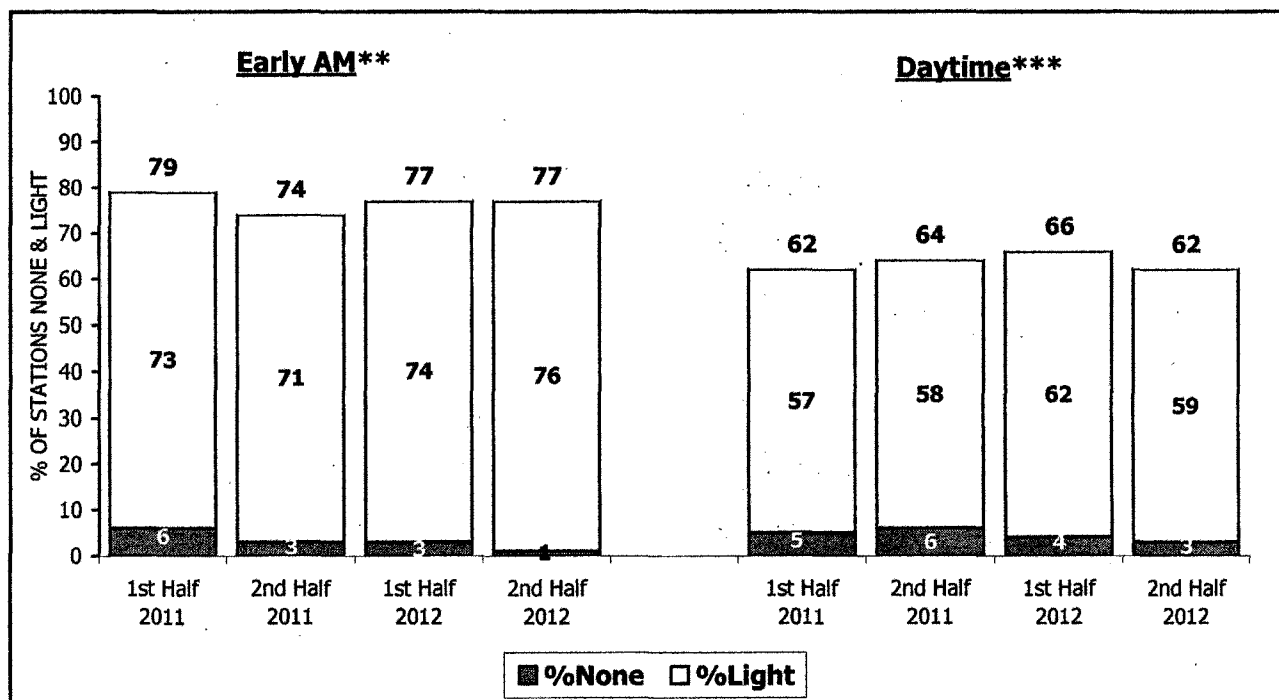
% Station Agents in Proper Uniform	99	100	100	100
% Station Agents Properly Displaying Badges	94	92	96	96

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

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

Passenger Environment Survey

Litter Conditions in Stations* (includes Trackbed)



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

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

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

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

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

Semi-Annual Results

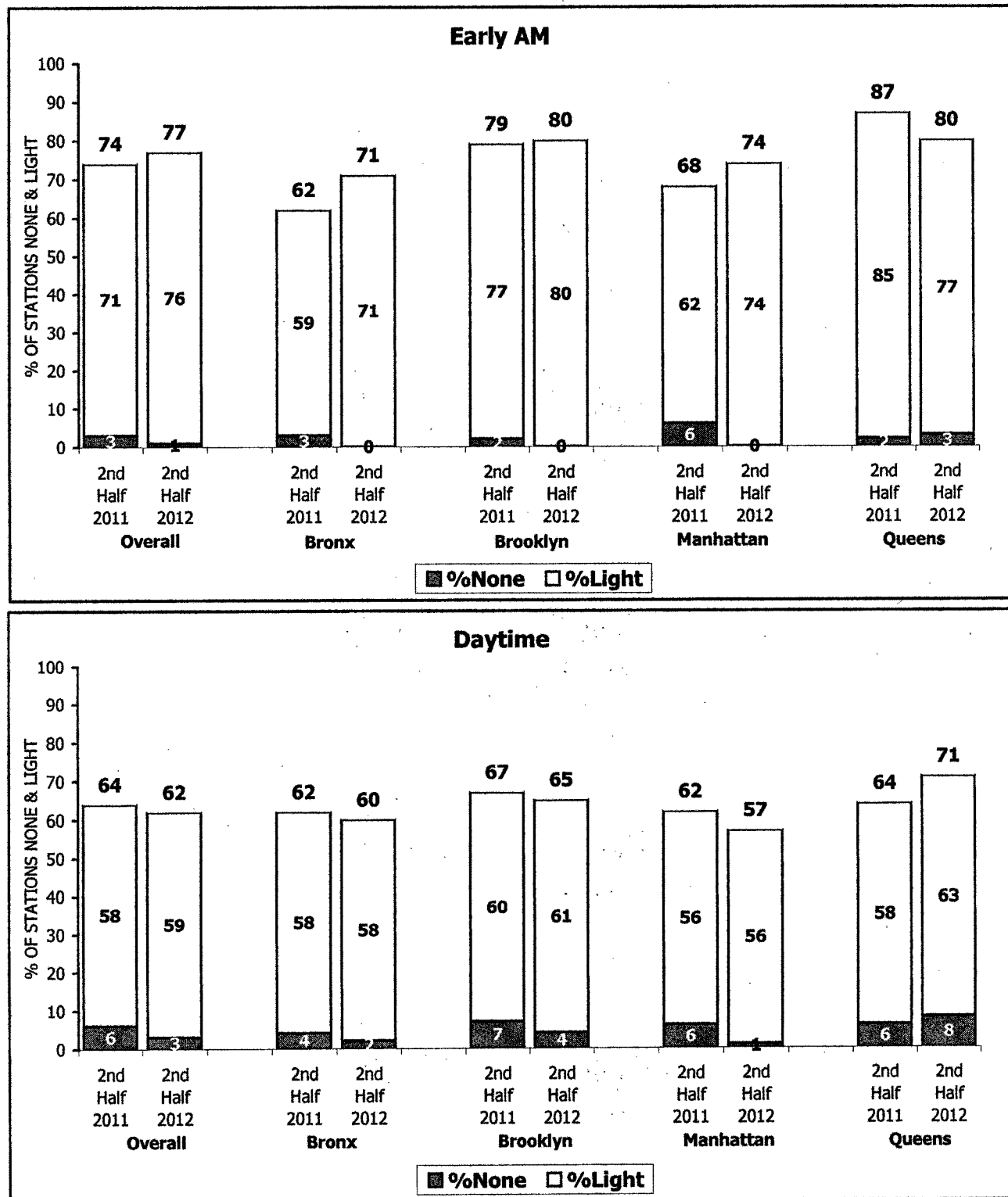
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2012	1%	76%	22%	1%	3%	59%	35%	3%
1st Half 2012	3%	74%	21%	2%	4%	62%	31%	3%
2nd Half 2011	3%	71%	24%	2%	6%	58%	32%	4%
1st Half 2011	6%	73%	20%	1%	5%	57%	33%	5%

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

2nd Half 2012 vs. 2nd Half 2011: the "Early AM" results showed a statistically significant increase (+3%) while the "Daytime" results remained statistically unchanged.

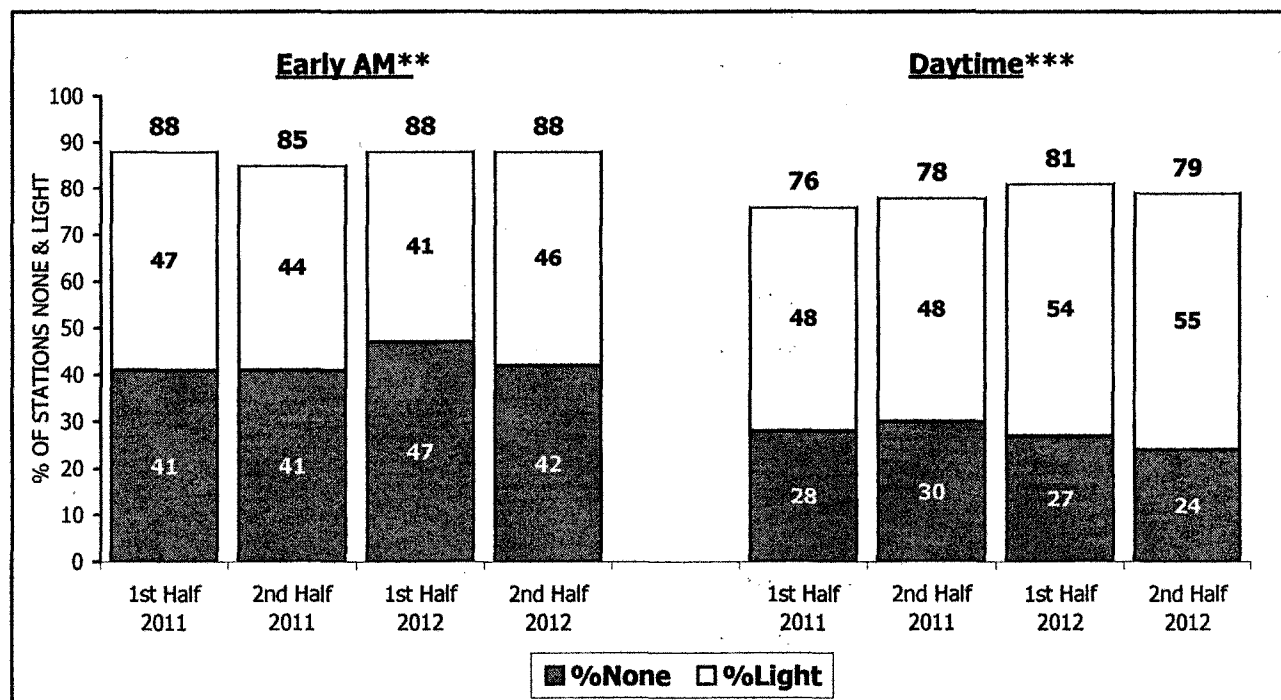
Passenger Environment Survey

Litter Conditions by Borough* (includes Trackbed)



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

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



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

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

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

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

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

Semi-Annual Results

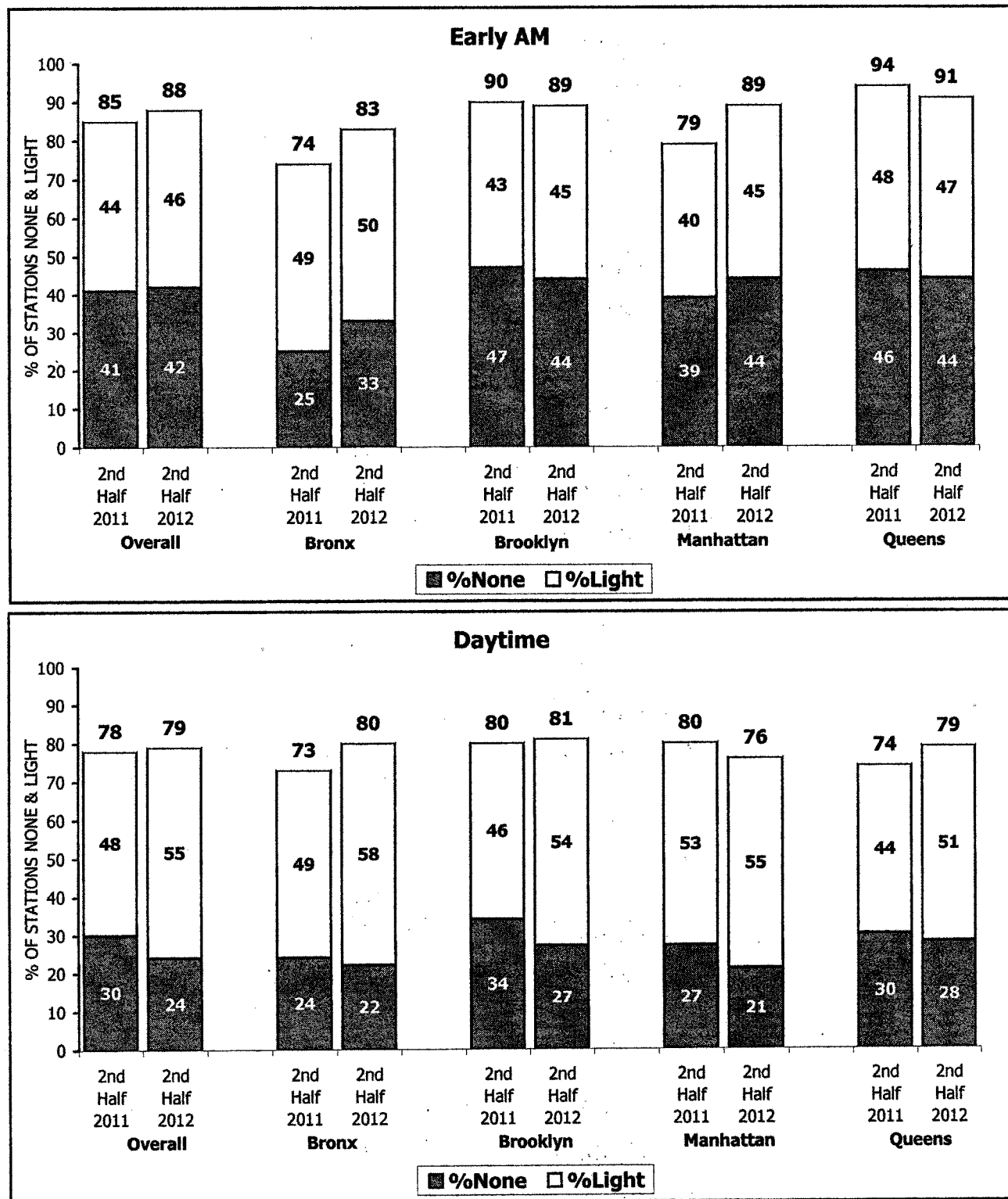
	Early AM				Daytime			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2012	42%	46%	11%	1%	24%	55%	19%	2%
1st Half 2012	47%	41%	11%	1%	27%	54%	17%	2%
2nd Half 2011	41%	44%	14%	1%	30%	48%	19%	3%
1st Half 2011	41%	47%	11%	1%	28%	48%	20%	4%

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

2nd Half 2012 vs. 2nd Half 2011: the "Early AM" results showed a statistically significant increase (+3%) while the "Daytime" results remained statistically unchanged.

Passenger Environment Survey

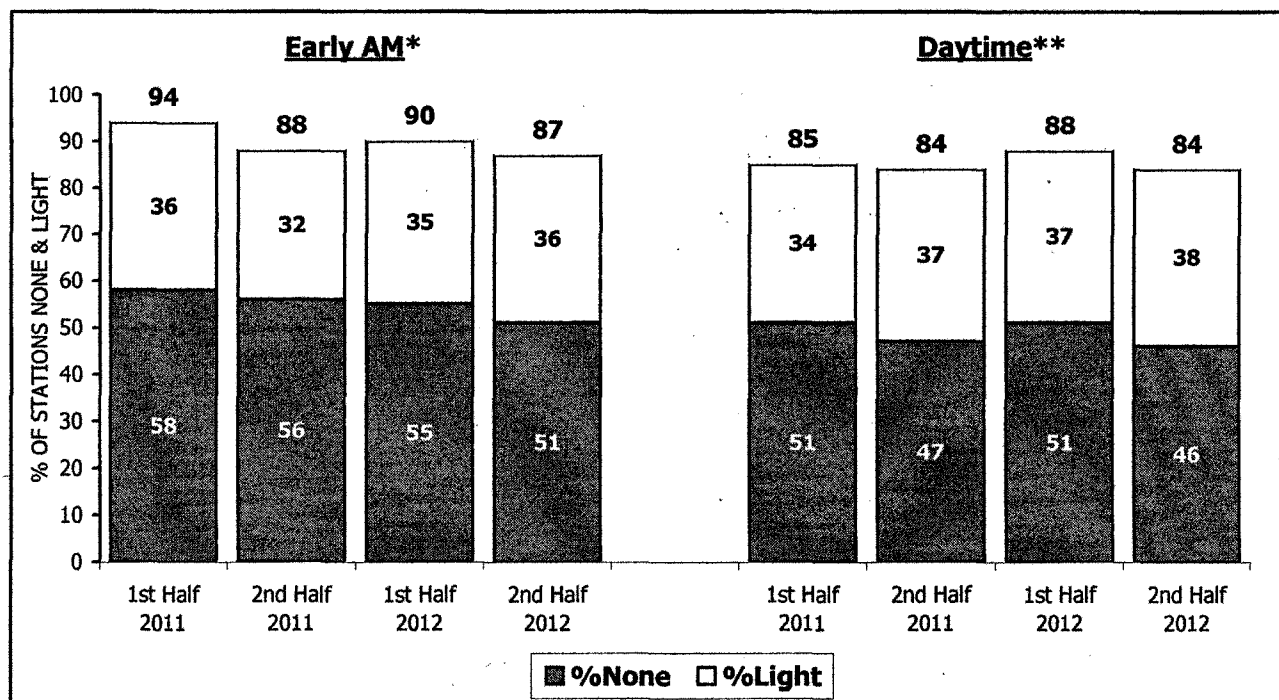
Litter Conditions by Borough* (without Trackbed)



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

Passenger Environment Survey

Cleanliness Conditions in Stations



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

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

Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

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

Semi-Annual Results

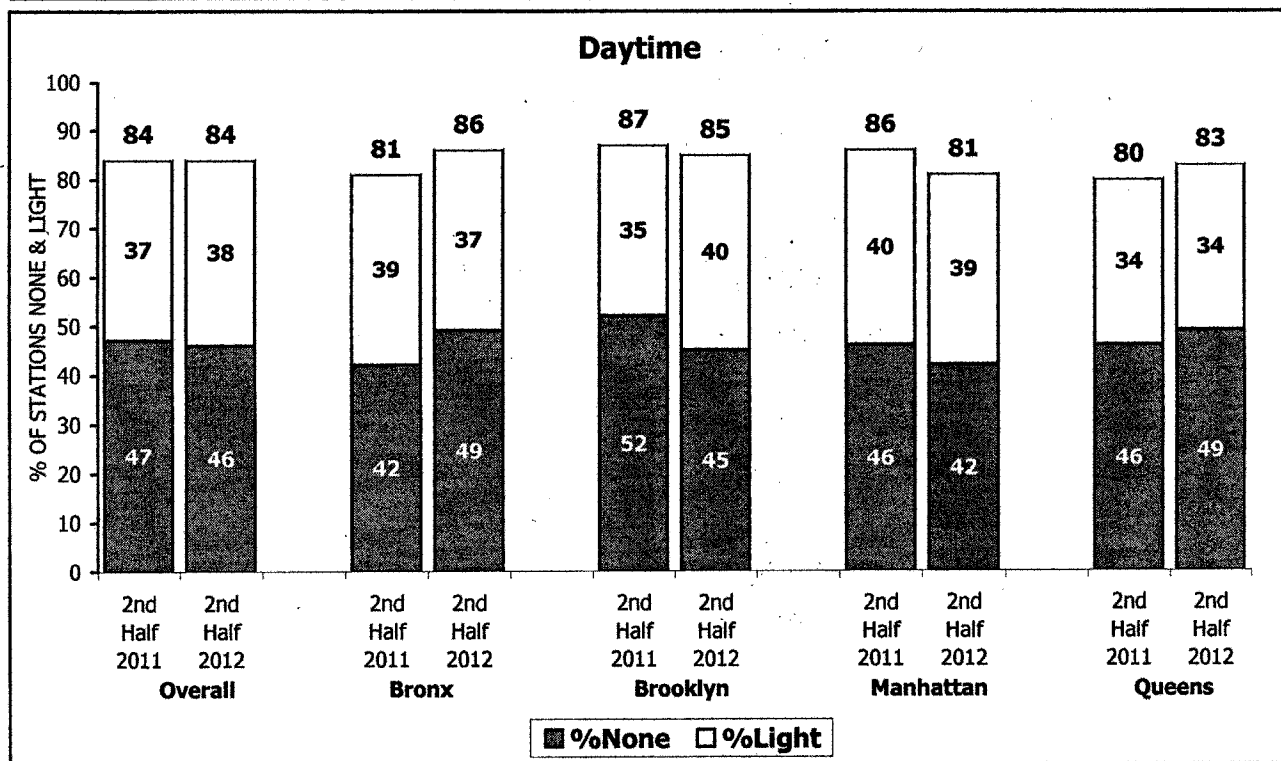
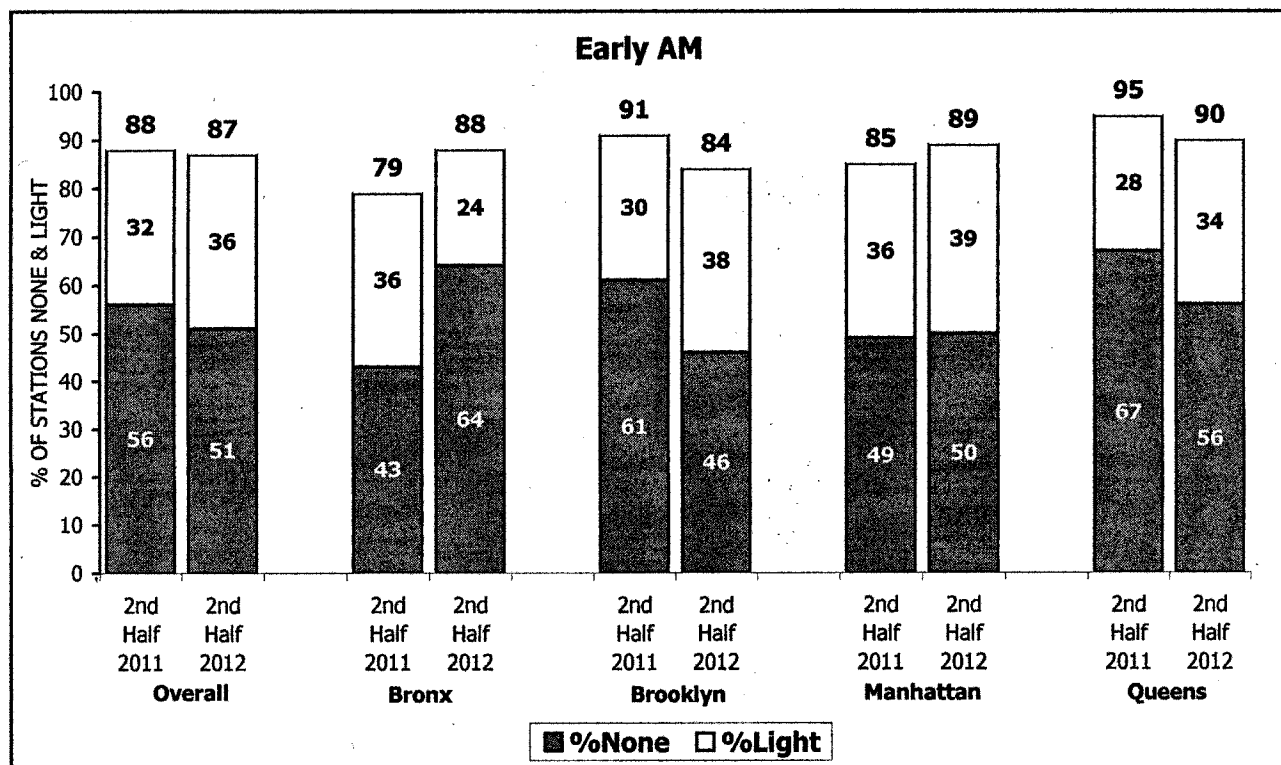
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2012	51%	36%	12%	1%	46%	38%	14%	2%
1st Half 2012	55%	35%	9%	1%	51%	37%	10%	2%
2nd Half 2011	56%	32%	11%	1%	47%	37%	13%	3%
1st Half 2011	58%	36%	6%	0%	51%	34%	13%	2%

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

2nd Half 2012 vs. 2nd Half 2011: both the "Early AM" and "Daytime" results remained statistically unchanged.

Passenger Environment Survey

Cleanliness Conditions by Borough



Passenger Environment Survey

Staten Island Railway (SIR) Car Results

The Staten Island Railway car PES consists of 16 indicators. 14 remained statistically unchanged while one (1) showed an increase and one (1) showed a decrease when comparing the 2nd half 2012 to the 2nd half 2011. The table below depicts the results for the 2nd half of 2012 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2011				2012			
		1st Half		2nd Half		1st Half		2nd Half	
Cleanliness and Appearance		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Litter Conditions in Cars	% None	94	60	98	71	96	71	83	67
Presence of Litter	% Light	5	30	2	15	2	24	13	24
See Chart 6	% Moderate	0	0	0	0	0	0	1	1
	% Heavy	1	10	0	14	2	5	3	8
Cleanliness of Car Floors and Seats	% None	92	86	91	77	96	90	93	81
Degree of Dirtiness	% Light	7	4	8	9	2	4	4	10
See Chart 7	% Moderate	0	0	0	0	0	0	0	1
	% Heavy	1	10	1	14	2	6	3	8
% Cars with No Interior Graffiti		97		99		99		98	
% Cars with No Exterior Graffiti		100		100		100		100	
% Cars with No Graffitied Windows		98		98		99		100	
% Cars with No Scratchtied Windows		81		74		87		90	
% Cars with No Clouded Windows		99		99		99		97	
% Cars with No Broken or Cracked Windows		98		98		100		100	

Customer Information

% Cars with All System Maps Correct/Legible	95	97	100	99
% Cars with Public Address Announcements	66	75	81	78

Functioning Equipment

% Cars with No Broken Door Panels	99	98	100	100
Lighting Conditions in Cars ¹	100	99	100	100
Climate Control Conditions in Cars ²	74	90	97	84

Operations

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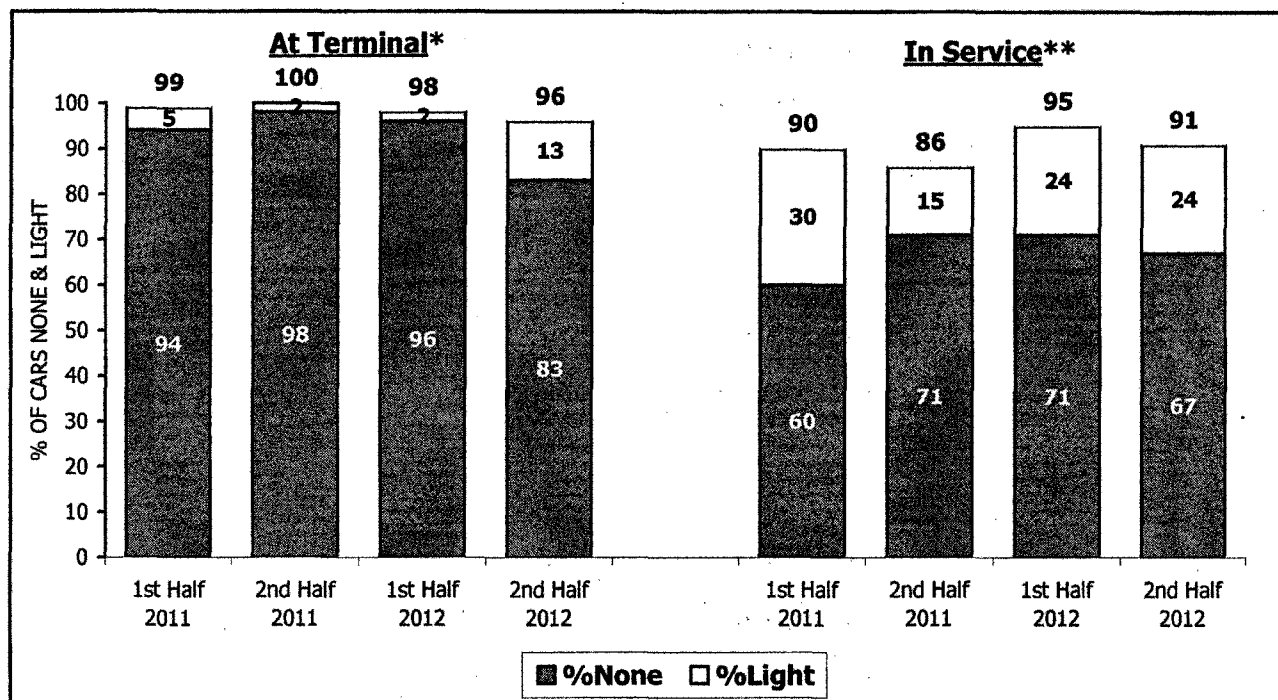
¹ % cars with at least 90% of lights on.

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

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

In Service - Surveyed while in service.

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



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

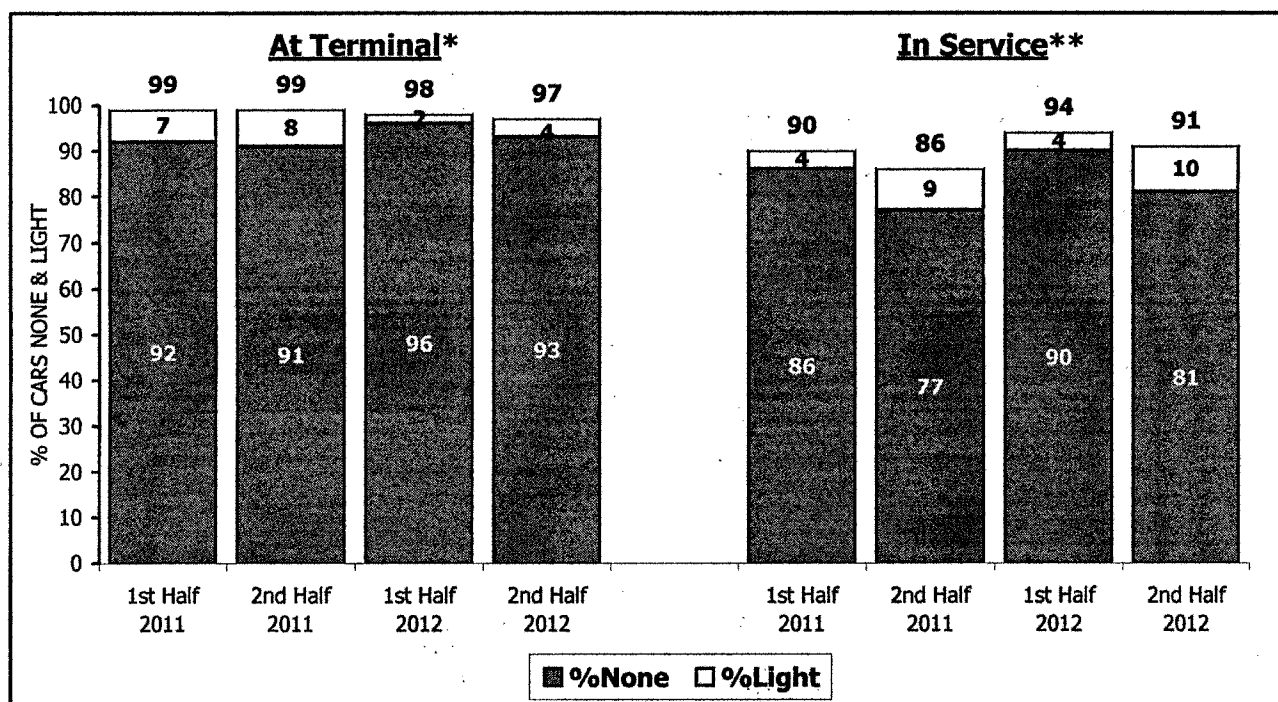
Semi-Annual Results

	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2012	83%	13%	1%	3%	67%	24%	1%	8%
1st Half 2012	96%	2%	0%	2%	71%	24%	0%	5%
2nd Half 2011	98%	2%	0%	0%	71%	15%	0%	14%
1st Half 2011	94%	5%	0%	1%	60%	30%	0%	10%

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

2nd Half 2012 vs. 2nd Half 2011: Both the "At Terminal" and "In Service" results remained statistically unchanged.

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



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2012	93%	4%	0%	3%	81%	10%	1%	8%
1st Half 2012	96%	2%	0%	2%	90%	4%	0%	6%
2nd Half 2011	91%	8%	0%	1%	77%	9%	0%	14%
1st Half 2011	92%	7%	0%	1%	86%	4%	0%	10%

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

2nd Half 2012 vs. 2nd Half 2011: Both the "At Terminal" and "In Service" results remained statistically unchanged.

Passenger Environment Survey

Staten Island Railway (SIR) Stations Results

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

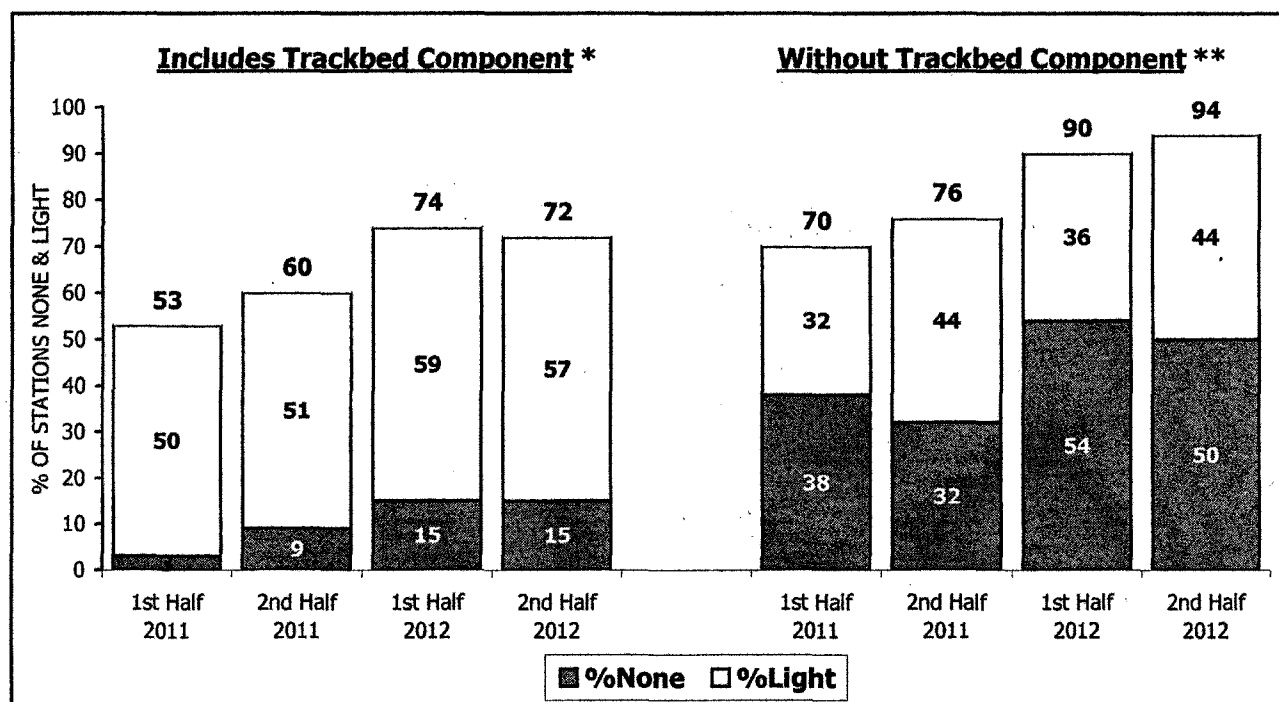
			2011		2012		
Cleanliness and Appearance			1st Half	2nd Half	1st Half	2nd Half	
Litter Conditions in Stations			% None	3	9	15	15
<i>Presence of Litter</i> <i>See Chart 8</i>	<i>Includes Trackbed component</i>	% Light	50	51	59	57	
		% Moderate	38	34	26	28	
		% Heavy	9	6	0	0	
		<i>Measured without Trackbed component</i>	% None	38	32	54	50
	% Light		32	44	36	44	
	% Moderate		24	22	10	6	
	% Heavy		6	2	0	0	
	Floor and Seat Cleanliness Conditions in Stations			% None	45	41	57
<i>Degree of Dirtiness</i> <i>See Chart 9</i>	% Light	27	35	33	39		
	% Moderate	23	22	10	7		
	% Heavy	5	2	0	0		
	Graffiti Conditions in Stations			% None	67	86	86
<i>Presence of Graffiti</i>	% Light	31	14	14	8		
	% Moderate	2	0	0	1		
	% Heavy	0	0	0	0		

Customer Information						
% Stations with Correct Customer Information Center (CIC)			91	89	93	100

Functioning Equipment						
% Trash Receptacles Usable in Stations			100	100	100	100

All surveys done after heavy passenger utilization (post AM Peak).

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



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

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

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

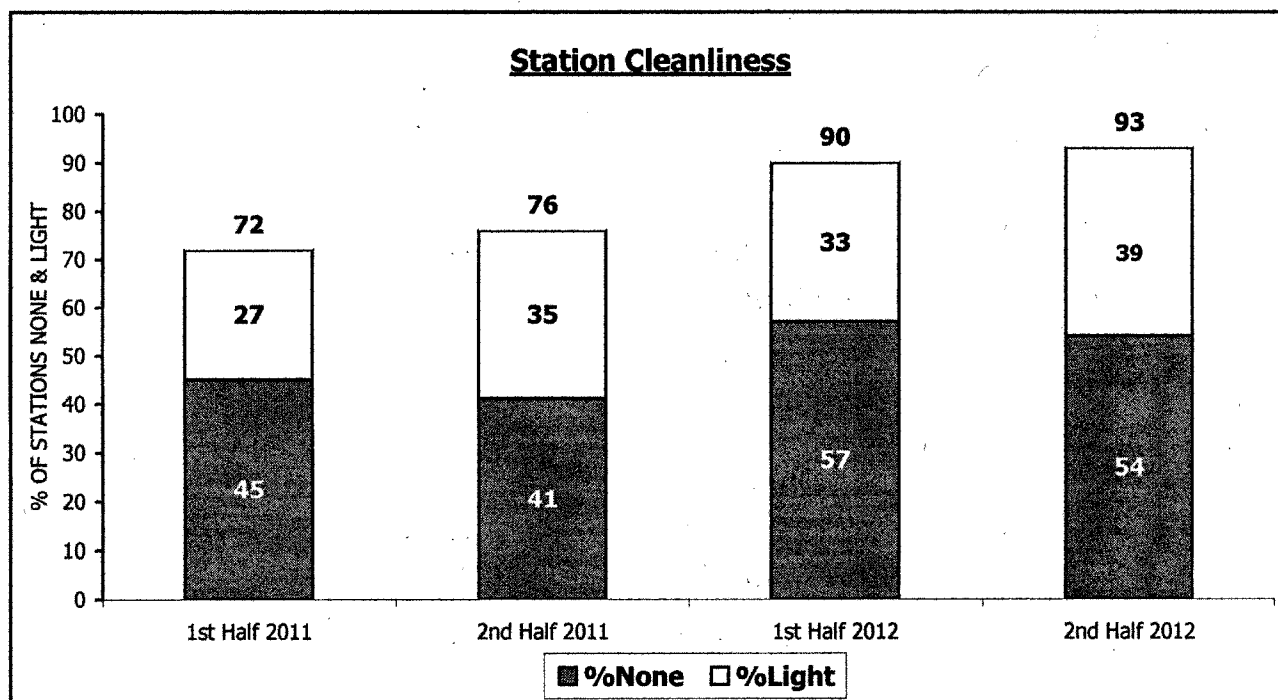
Semi-Annual Results

	Includes Trackbed Component				Without Trackbed Component			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2012	15%	57%	28%	0%	50%	44%	6%	0%
1st Half 2012	15%	59%	26%	0%	54%	36%	10%	0%
2nd Half 2011	9%	51%	34%	6%	32%	44%	22%	2%
1st Half 2011	3%	50%	38%	9%	38%	32%	24%	6%

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

2nd Half 2012 vs. 2nd Half 2011: Both Litter results, with Trackbed (+12%) and without Trackbed (+18%) showed a statistically significant increase.

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



Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	Cleanliness			
	None	Light	Mod.	Heavy
2nd Half 2012	54%	39%	7%	0%
1st Half 2012	57%	33%	10%	0%
2nd Half 2011	41%	35%	22%	2%
1st Half 2011	45%	27%	23%	5%

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

2nd Half 2012 vs. 2nd Half 2011: The Cleanliness results (+17%) showed a statistically significant increase.

Report



New York City Transit

STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, which include bus performance indicators and the Passenger Environment Survey (PES), are reported on a semi-annual basis.

The bus performance section shows data on a systemwide basis for the most recent half-year, July - December 2012, and the previous three half-year periods. The PES section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

Bus Service Performance

Wait Assessment is measured weekdays between 7am and midnight. A detailed definition of Wait Assessment and the corresponding results on a borough-representative sample of 42 high-volume bus routes (plus eight associated limited-stop service and two select bus service routes) are presented on the following pages.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for Express Buses.

Of the 38 indicators, 31 indicators remained statistically unchanged while six (6) increased and one (1) declined when comparing Second Half 2012 and Second Half 2011. For PES indicators that rate Bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

The results for all PES indicators for Second Half 2012 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Bus Wait Assessment remained statistically unchanged, +0.3%, from 81.5% in the Second Half 2011 to 81.8% in the Second Half 2012. Out of the 38 Local and Express Bus passenger environment indicators, 31 indicators remained unchanged while six (6) increased and one (1) declined when comparing the Second Half 2011 to Second Half 2012.

IMPROVEMENTS

	2011 2nd Half	2012 2nd Half	Net Change
Local Buses			
Cleanliness Conditions on Local Buses (In Service)	81%	85%	+4%
Buses with No Scratchtied Windows	79%	86%	+7%
Buses Displaying a Correct/Legible Bus Map	71%	79%	+8%

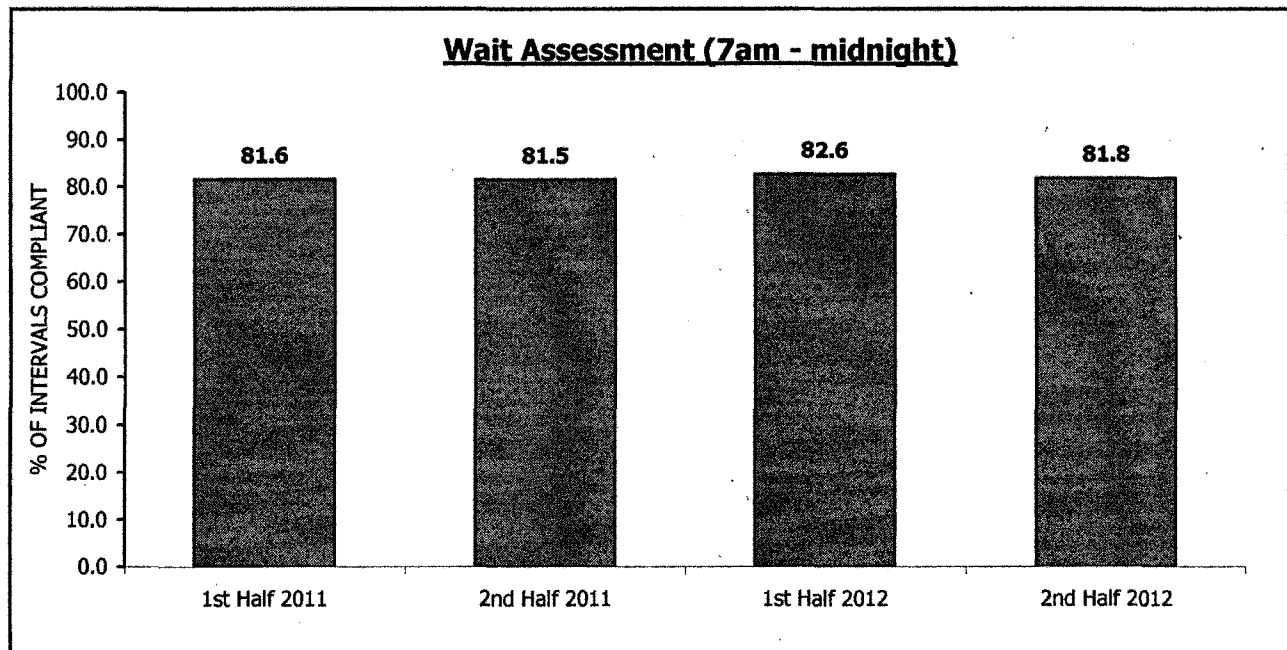
Express Buses

Litter Conditions on Express Buses (In Service)	88%	92%	+4%
Cleanliness Conditions on Express Buses (In Service)	90%	94%	+4%
Express Buses with No Damaged Panels	97%	100%	+3%

DECLINES

	2011 2nd Half	2012 2nd Half	Net Change
Local Buses			
Buses with No Clouded Windows	99%	96%	-3%

Bus Performance Indicator



Definition

Wait Assessment is measured weekdays between 7:00 a.m. and midnight. It is defined as the percentage of observed service intervals that are no more than the scheduled interval plus 3 minutes during peak (7 a.m. – 9 a.m., 4 p.m. – 7 p.m.) and plus 5 during off-peak (9 a.m. – 4 p.m., 7 p.m. – 12 a.m.)

The results presented are for a sample of 42 high-volume bus routes (plus eight associated limited stop service and two select bus service routes).

2012 Annual Goals: Wait Assessment: 84.1%

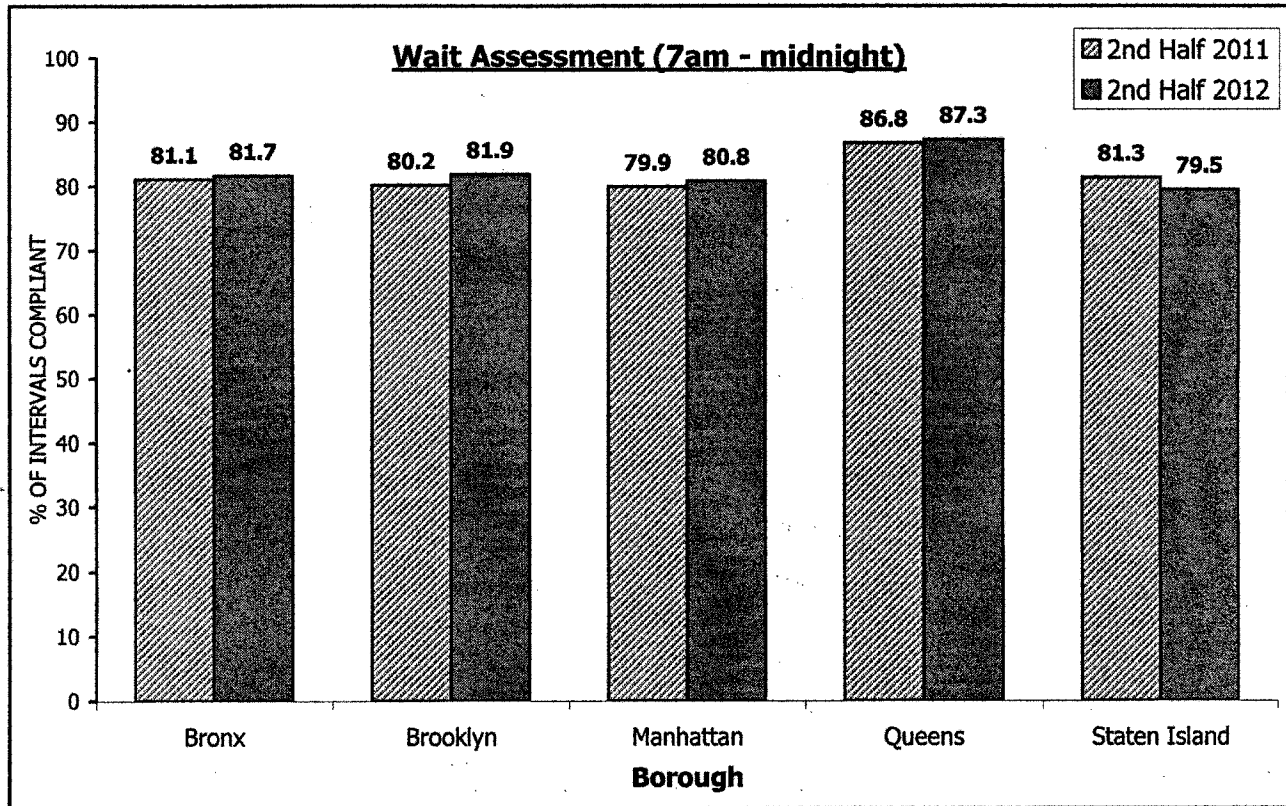
Semi-Annual Results

<u>Wait Assessment</u>	
2nd Half 2012	81.8%
1st Half 2012	82.6%
2nd Half 2011	81.5%
1st Half 2011	81.6%

Discussion of Results: an increase/decrease of less than 1% is statistically unchanged.

2nd Half 2012 vs. 2nd Half 2011: Bus Wait Assessment remained statistically unchanged (+0.3%) when comparing the 2nd Half 2012 to the 2nd Half 2011.

Bus Performance Indicator



Bus Performance Indicator

Route	2011		2012	
	<u>1st Half</u>	<u>2nd Half</u>	<u>1st Half</u>	<u>2nd Half</u>
Bronx	81.3%	81.1%	82.5%	81.7%
Bx1/2	80.2%	78.7%	80.1%	79.7%
Bx1/2 Ltd.	84.6%	81.6%	80.2%	81.4%
Bx9	84.2%	83.9%	88.6%	87.2%
Bx12	84.6%	84.4%	84.5%	83.6%
SBS12	83.4%	83.4%	84.1%	85.0%
Bx19	79.5%	82.2%	85.5%	82.2%
Bx36 ¹	79.8%	81.9%	80.6%	80.7%
Bx40/42	81.7%	82.5%	84.5%	85.3%
Bx41 ¹	76.5%	74.1%	78.2%	78.0%
Bx55	78.9%	78.1%	78.7%	72.1%
 Brooklyn	 79.5%	 80.2%	 82.6%	 81.9%
B6	82.1%	81.8%	86.4%	82.8%
B6 Ltd.	83.8%	83.6%	84.4%	87.8%
B15	77.6%	78.3%	79.9%	79.6%
B35	82.2%	81.0%	83.9%	80.4%
B35 Ltd.	83.0%	81.4%	84.4%	85.2%
B41	75.7%	77.1%	82.4%	78.7%
B41 Ltd.	75.3%	78.3%	80.1%	81.4%
B44	74.3%	77.4%	80.4%	78.6%
B44 Ltd.	79.8%	81.9%	85.0%	82.6%
B46	80.4%	84.5%	82.5%	79.9%
B46 Ltd.	81.7%	84.4%	84.2%	83.4%
B63 ²	83.2%	77.3%	80.8%	82.1%

¹Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

² Includes BusTime sample data, effective October 1, 2011

Bus Performance Indicator (continued)

Route	2011		2012	
	1st Half	2nd Half	1st Half	2nd Half
Manhattan	81.1%	79.9%	80.8%	80.8%
M1 ¹	81.0%	79.9%	77.7%	82.4%
M2 ²	76.5%	78.0%	77.2%	76.6%
M3	77.7%	75.0%	76.7%	79.0%
M4 ¹	78.6%	74.5%	71.7%	74.4%
M7	79.7%	75.5%	80.6%	77.3%
M10/20	86.2%	84.1%	85.5%	85.6%
M14	84.4%	83.9%	86.1%	85.1%
M15	75.7%	77.5%	78.2%	75.2%
SBS15	87.0%	82.5%	84.0%	83.0%
M31	82.6%	81.6%	81.0%	81.5%
M50	88.6%	83.4%	85.3%	82.8%
M66	82.0%	82.3%	84.5%	86.1%
M86	84.2%	84.9%	87.1%	85.7%
M101/2/3	72.7%	71.2%	72.9%	70.0%
M101 Ltd	78.0%	73.9%	74.0%	76.0%
M104	85.0%	83.8%	80.9%	80.0%
Queens	85.5%	86.8%	88.1%	87.3%
Q43 ¹	88.5%	89.2%	91.8%	89.0%
Q44/20	88.4%	90.3%	90.4%	89.7%
Q44 Ltd.	83.9%	89.4%	89.4%	84.1%
Q46 ¹	83.5%	84.2%	86.2%	88.2%
Q58	83.0%	86.1%	83.8%	85.4%
Q83 ¹	87.3%	84.8%	88.6%	90.1%
Q85 ¹	82.8%	82.4%	83.4%	82.9%
Staten Island³	81.3%	81.3%	81.8%	79.5%
S44 ¹	79.9%	77.1%	82.9%	81.1%
S48 ¹	80.1%	82.2%	83.4%	79.4%
S53 ¹	87.1%	87.6%	89.8%	89.3%
S74 ¹	77.9%	78.1%	76.5%	72.6%
S76 ¹	84.1%	84.3%	81.3%	77.3%
S78	76.0%	77.8%	74.2%	71.6%
SBS79	N/A	N/A	N/A	82.8%

¹Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

²This route operates all-limited service during specific times of the day. The limited service was included in the overall analysis of this route.

³Staten Island results includes BusTime sample data effective April 1, 2012

The Local Bus PES consists of 26 indicators. 22 remained statistically unchanged while three (3) showed an increase and one (1) showed a decline when comparing the 2nd Half 2012 to the 2nd Half 2011. The table below depicts the results for the 2nd Half 2012 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2011				2012			
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	In Service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	91	49	92	43	91	43	92	43
Presence of Litter	% Light	8	39	6	39	8	42	8	41
See Chart 1	% Moderate	0	1	0	2	0	2	0	3
	% Heavy	1	11	2	16	1	13	0	13
Exterior Dirt Condition of Buses	% None	100	96	100	96	100	93	100	98
Degree of Dirtiness	% Light	0	4	0	3	0	6	0	2
	% Moderate	0	0	0	0	0	1	0	0
	% Heavy	0	0	0	1	0	0	0	0
Cleanliness of Bus Interior	% None	96	82	96	73	96	81	98	80
Degree of Dirtiness	% Light	3	5	2	8	3	4	2	5
See Chart 2	% Moderate	0	2	0	4	0	2	0	2
	% Heavy	1	11	2	15	1	13	0	13
% Buses with No Damaged Panels		98		97		97		98	
% Buses with No Cracked Windows		98		97		98		99	
% Buses with No Scratchtied Windows		84		79		85		86	
% Buses with No Clouded Windows		98		99		97		96	
% Buses with No Interior Graffiti		91		93		92		95	
% Buses with No Exterior Graffiti		98		96		95		96	

Customer Information				
% Buses with Readable/Correct Front Sign		100	100	100
% Buses with Correct Electronic Side Sign		100	100	100
% Buses with Correct Rear Sign		99	99	100
% Bus Announcements that are Understandable/Correct		61	60	64
% Buses with Priority Seating Stickers		97	97	95
% Buses Displaying a Correct/Legible Bus Map		82	71	78

Functioning Equipment				
Climate Control Conditions in Buses ¹		94	92	95
% Buses with Operative Kneeling Feature		100	99	100
% Buses with Operative Wheelchair Lift		97	97	98
% Buses with Operating Windows		98	98	97
% Buses with Operative Rear Door		100	100	100

Operations				
% Bus Stops where Buses Board/Discharge				
Passengers Appropriately		98	98	99
% Bus Operators in Proper Uniform		99	100	100
% Bus Operators Properly Displaying Badges		99	98	99

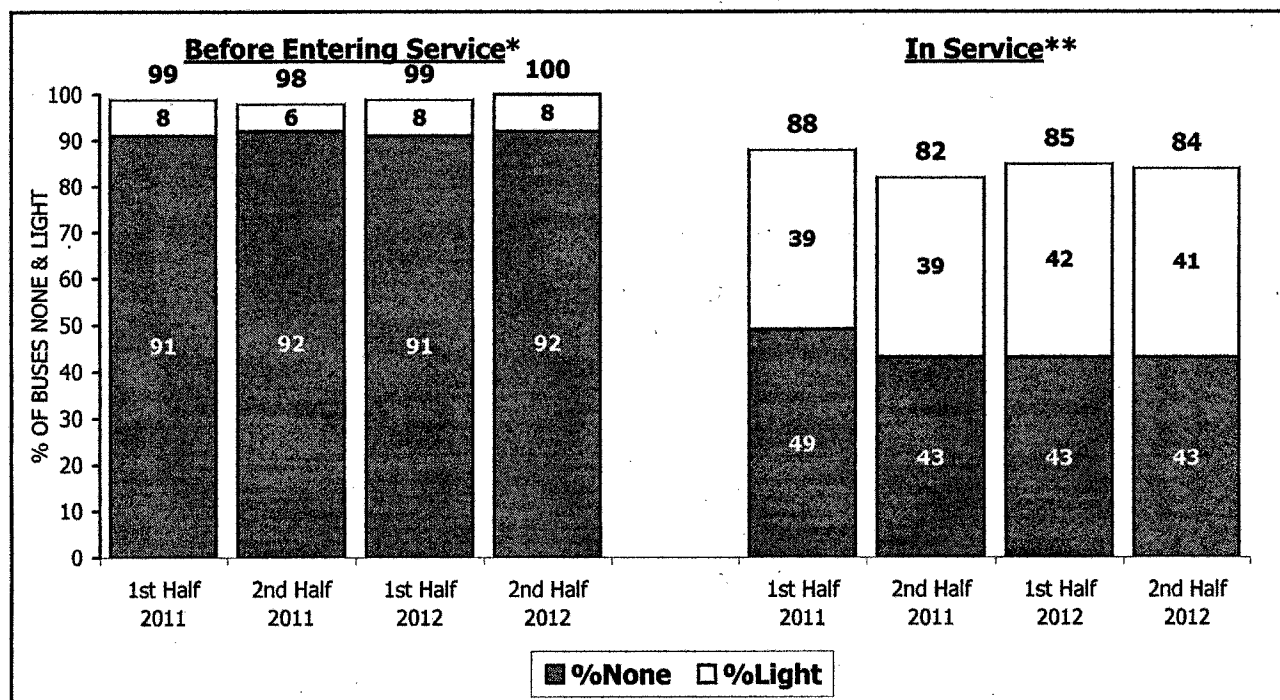
¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2012 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: N/A

Semi-Annual Results

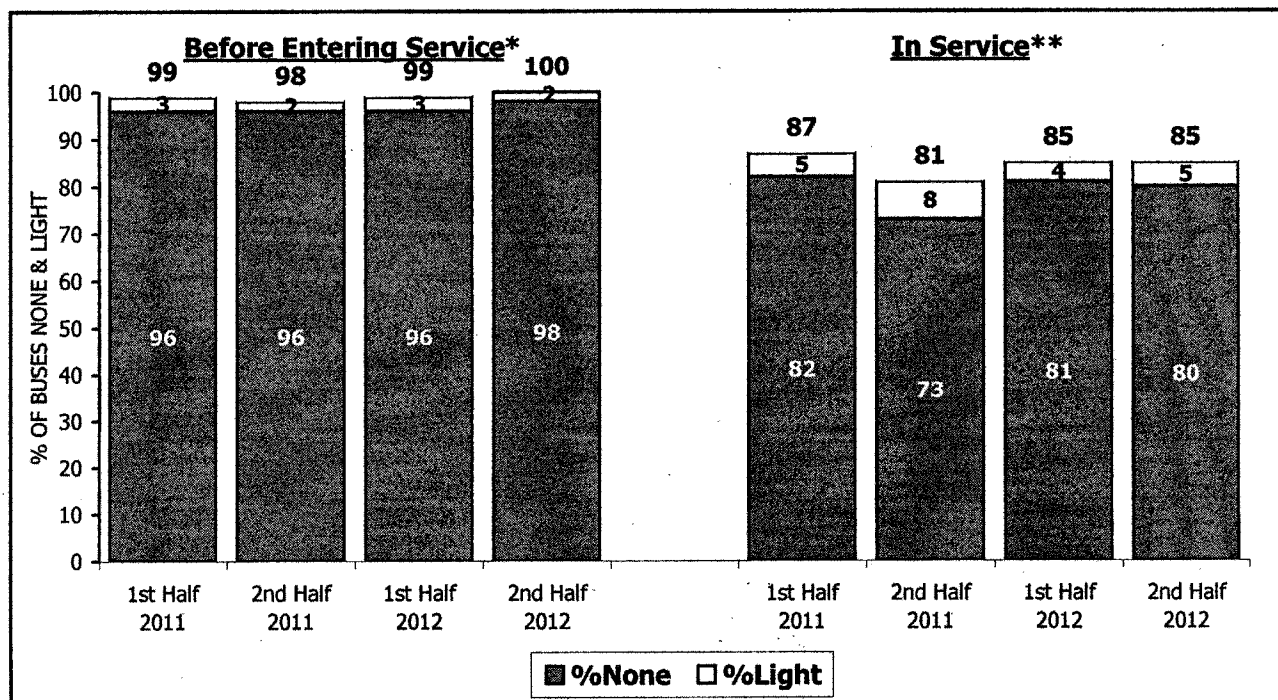
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2012	92%	8%	0%	0%	43%	41%	3%	13%
1st Half 2012	91%	8%	0%	1%	43%	42%	2%	13%
2nd Half 2011	92%	6%	0%	2%	43%	39%	2%	16%
1st Half 2011	91%	8%	0%	1%	49%	39%	1%	11%

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

2nd Half 2012 vs. 2nd Half 2011: both the "Before Entering Service" and "In Service" results remained statistically unchanged when comparing the 2nd Half 2012 to the 2nd Half 2011.

Passenger Environment Survey

Cleanliness Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

2012 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2012	98%	2%	0%	0%	80%	5%	2%	13%
1st Half 2012	96%	3%	0%	1%	81%	4%	2%	13%
2nd Half 2011	96%	2%	0%	2%	73%	8%	4%	15%
1st Half 2011	96%	3%	0%	1%	82%	5%	2%	11%

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

2nd Half 2012 vs. 2nd Half 2011: the "Before Entering Service" results remained statistically unchanged, while the "In Service" (+4%) results showed a statistically significant increase when comparing the 2nd Half 2012 to the 2nd Half 2011.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which nine (9) remained statistically unchanged while three (3) showed an increase when comparing the 2nd Half 2012 to the 2nd Half 2011. The table below depicts the results for the 2nd Half 2012 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2011				2012			
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	In Service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	87	65	93	59	90	58	91	56
Presence of Litter	% Light	12	27	6	29	9	34	8	36
See Chart 3	% Moderate	0	1	0	2	0	1	0	2
	% Heavy	1	7	1	10	1	7	1	6
Exterior Dirt Condition of Buses	% None	98	99	100	98	100	98	100	99
Degree of Dirtiness	% Light	2	1	0	2	0	1	0	1
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	0	0	0	0	1	0	0
Cleanliness of Bus Interior	% None	97	92	99	86	98	87	98	90
Degree of Dirtiness	% Light	2	1	0	4	1	5	1	4
See Chart 4	% Moderate	0	0	0	0	0	1	0	0
	% Heavy	1	7	1	10	1	7	1	6
% Buses with No Damaged Panels		99		97		97		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		97		97		96		97	
% Buses with No Exterior Graffiti		100		100		100		100	

Functioning Equipment

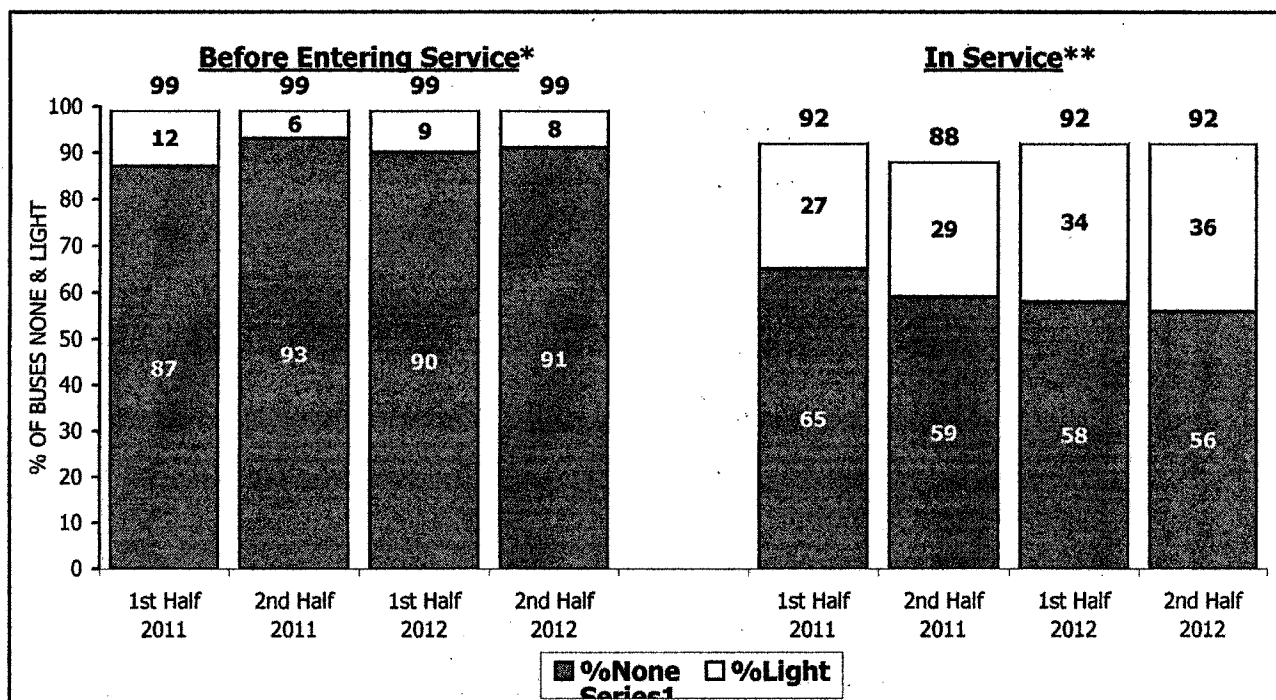
% of Operative Reading Lights on Buses	91	94	91	94
% of Operative Reclining Seats on Buses	97	96	95	97

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2012 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: N/A

Semi-Annual Results

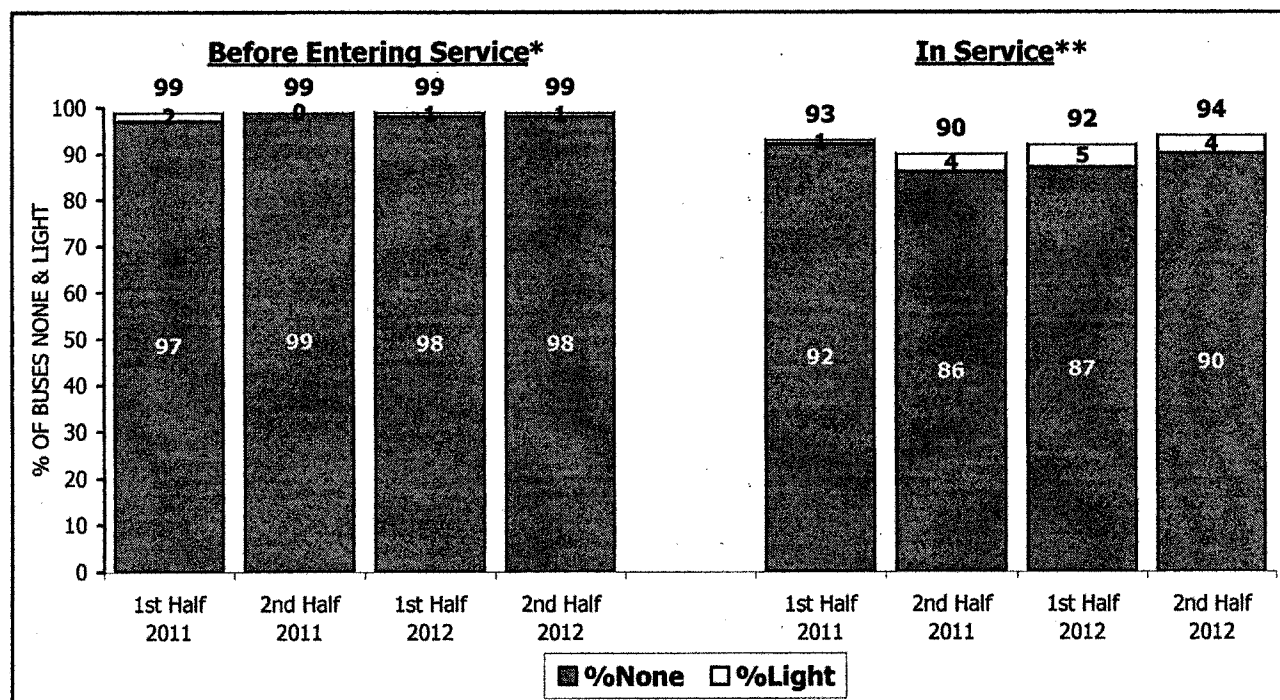
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2012	91%	8%	0%	1%	56%	36%	2%	6%
1st Half 2012	90%	9%	0%	1%	58%	34%	1%	7%
2nd Half 2011	93%	6%	0%	1%	59%	29%	2%	10%
1st Half 2011	87%	12%	0%	1%	65%	27%	1%	7%

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

2nd Half 2012 vs. 2nd Half 2011: the "Before Entering Service" results remained statistically unchanged, while the "In Service" (+4%) results showed a statistically significant increase when comparing the 2nd Half 2012 to the 2nd Half 2011.

Passenger Environment Survey

Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

2012 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2012	98%	1%	0%	1%	90%	4%	0%	6%
1st Half 2012	98%	1%	0%	1%	87%	5%	1%	7%
2nd Half 2011	99%	0%	0%	1%	86%	4%	0%	10%
1st Half 2011	97%	2%	0%	1%	92%	1%	0%	7%

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

2nd Half 2012 vs. 2nd Half 2011: the "Before Entering Service" results remained statistically unchanged, while the "In Service" (+4%) results showed a statistically significant increase when comparing the 2nd Half 2012 to the 2nd Half 2011.

Report



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

INTRODUCTION

The MTA Bus Second Half 2012 results are based on a full six month sample. As this is the first year of reporting for MTA Bus, there is no comparable MTA Bus data for the prior year of 2011. Therefore to provide an initial reference, these Second Half 2012 results will be shown with the corresponding results of NYCT Second Half 2011 and MTA Bus First Half 2012 (two month sample in May and June). After one year of data collection and reporting, MTA Bus will use its own prior year data for comparison.

MTA Bus weekday PES indicators are reported on a semi-annual basis. This section includes a summary of all indicators (Local bus and Express bus) that shows MTA Bus Second Half 2012, MTA Bus First Half 2012, and NYCT Second Half 2011.

PASSENGER ENVIRONMENT SURVEY (PES)

PES measures the bus environment from a customer-oriented perspective. It includes 38 indicators: 26 for Local buses and 12 for Express buses.

For PES indicators that use a rating scale of "None," "Light," "Moderate" and "Heavy," the combined "None" and "Light" rating is used for evaluating indicator changes. Of the 38 indicators, when compared with similar MTA Bus and NYCT data previously reported:

- for the two months of MTA Bus First Half 2012, 30 indicators were statistically the same, six (6) indicators were higher and two (2) indicators were lower.
- for the second six months of NYCT Second Half 2011, 24 indicators were statistically the same, ten (10) indicators were higher and four (4) indicators were lower.

The results for all PES indicators for MTA Bus Second Half 2012, MTA Bus First Half 2012, and NYCT Second Half 2011 are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each type of service (local bus and express bus).

Significant Indicator Differences⁺

MTA Bus 2nd Half 2012 and MTA Bus 1st Half 2012*

Of the 38 indicators, 30 indicators were statistically the same, six (6) indicators were higher and two (2) indicators were lower when shown with similar MTA Bus data.

MTA Bus 2nd Half 2012 and NYCT 2nd Half 2011**

Of the 38 indicators, 24 indicators were statistically the same, ten (10) indicators were higher and four (4) indicators were lower when shown with similar NYCT data.

HIGHER PERFORMANCE

	MTA Bus 2nd Half 2012	MTA Bus* 1st Half 2012	NYCT** 2nd Half 2011
Local Buses			
Litter Conditions in Buses (In Service) - (% None and Light)	93%	87%	82%
Cleanliness of Bus Interior (In Service) - (% None and Light)	95%	88%	81%
Buses with No Damaged Panels	99%	86%	97% ⁺
Buses with No Scratchtitled Windows	83%	76%	79%
Buses with No Cracked Windows	100%	99% ⁺	97%
Buses Displaying a Correct/Legible Bus Map	75%	61%	71%
Buses with No Exterior Graffiti	100%	100% ⁺	96%
Buses with Priority Seating Stickers	100%	100% ⁺	97%

Express Buses

Litter Conditions in Express Buses (In Service) - (% None and Light)	98%	97% ⁺	88%
Cleanliness of Express Bus Interior (In Service) - (% None and Light)	99%	97% ⁺	90%
Operative Reading Lights on Buses	95%	91%	94% ⁺
Buses with No Interior Graffiti	100%	99% ⁺	97%

LOWER PERFORMANCE

Local Buses

Cleanliness of Bus Interior (Before Entering Service) - (% None and Light)	94%	95% ⁺	98%
Bus Announcements that are Understandable/Correct	34%	47%	60%
Climate Control Conditions in Buses	89%	91% ⁺	92%

Express Buses

Operative Reclining Seats on Buses on Express Buses	89%	97%	96%
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* 1st Half 2012 data is based on a 2 month sample of May and June.

** Data taken from NYCT 2nd Half 2011. For informational purposes only.

⁺ A difference of less than 3% is deemed statistically the same.

MTA Bus Passenger Environment Survey (PES)

Local Bus Results

Local Bus PES consists of 26 indicators. Five (5) were higher, one (1) was lower and twenty (20) were statistically the same when shown with MTA Bus 1st Half 2012 data. Seven (7) were higher, three (3) were lower and sixteen (16) were statistically the same when shown with similar NYCT 2nd Half 2011 data. The table below depicts the results for MTA Bus 2nd Half 2012, MTA Bus 1st Half 2012, and NYCT 2nd Half 2011. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		MTA Bus		MTA Bus*		NYCT**	
		2nd Half 2012		1st Half 2012		2nd Half 2011	
		Before Entering Service	In Service	Before Entering Service	In Service	Before Entering Service	In Service
Cleanliness and Appearance							
Litter Conditions in Buses	% None	86	68	87	58	92	43
Presence of Litter	% Light	10	25	8	29	6	39
(See Chart 1)	% Moderate	1	2	1	2	0	2
	% Heavy	3	5	4	11	2	16
Exterior Dirt Condition of Buses	% None	95	97	83	77	100	96
Degree of Dirtiness	% Light	4	3	15	22	0	3
	% Moderate	1	0	2	1	0	0
	% Heavy	0	0	0	0	0	1
Cleanliness of Bus Interior	% None	89	92	91	74	96	73
Degree of Dirtiness	% Light	5	3	4	14	2	8
(See Chart 2)	% Moderate	2	0	1	0	0	4
	% Heavy	4	5	4	12	2	15
% Buses with No Damaged Panels		99		86		97	
% Buses with No Cracked Windows		100		99		97	
% Buses with No Scratchtitted Windows		83		76		79	
% Buses with No Clouded Windows		99		99		99	
% Buses with No Interior Graffiti		93		92		93	
% Buses with No Exterior Graffiti		100		100		96	
Customer Information							
% Buses with Readable/Correct Front Sign		100		100		100	
% Buses with Correct Electronic Side Sign		100		100		100	
% Buses with Correct Rear Sign		100		100		99	
% Bus Announcements that are Understandable/Correct		34		47		60	
% Buses with Priority Seating Stickers		100		100		97	
% Buses Displaying a Correct/Legible Bus Map		75		61		71	
Functioning Equipment							
Climate Control Conditions in Buses ¹		89		91		92	
% Buses with Operative Kneeling Feature		100		100		99	
% Buses with Operative Wheelchair Lift		98		99		97	
% Buses with Operating Windows		100		100		98	
% Buses with Operative Rear Door		99		100		100	
Operations							
% Bus Stops where Buses Board/Discharge Passengers Appropriately		100		98		98	
% Bus Operators in Proper Uniform		100		99		100	
% Bus Operators Properly Displaying Badges		99		97		98	

¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Entering Service - Surveyed at the depot before entering service.

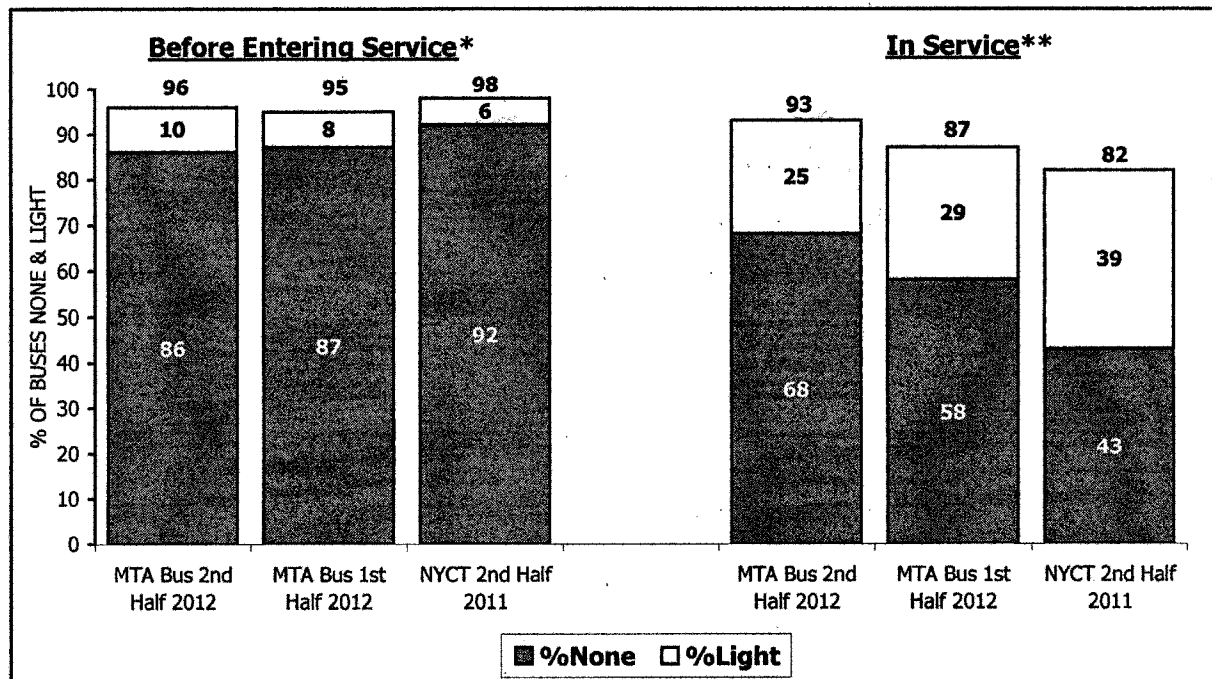
In Service - Surveyed at terminals while in service.

* 1st Half 2012 data is based on a 2 month sample.

** Data taken from NYCT 2nd Half 2011. For informational purposes only.

MTA Bus Passenger Environment Survey (PES)

Litter Conditions on Buses



* Measured at the depot before entering service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
MTA Bus 2nd Half 2012	86%	10%	1%	3%	68%	25%	2%	5%
MTA Bus 1st Half 2012	87%	8%	1%	4%	58%	29%	2%	11%
NYCT 2nd Half 2011	92%	6%	0%	2%	43%	39%	2%	16%

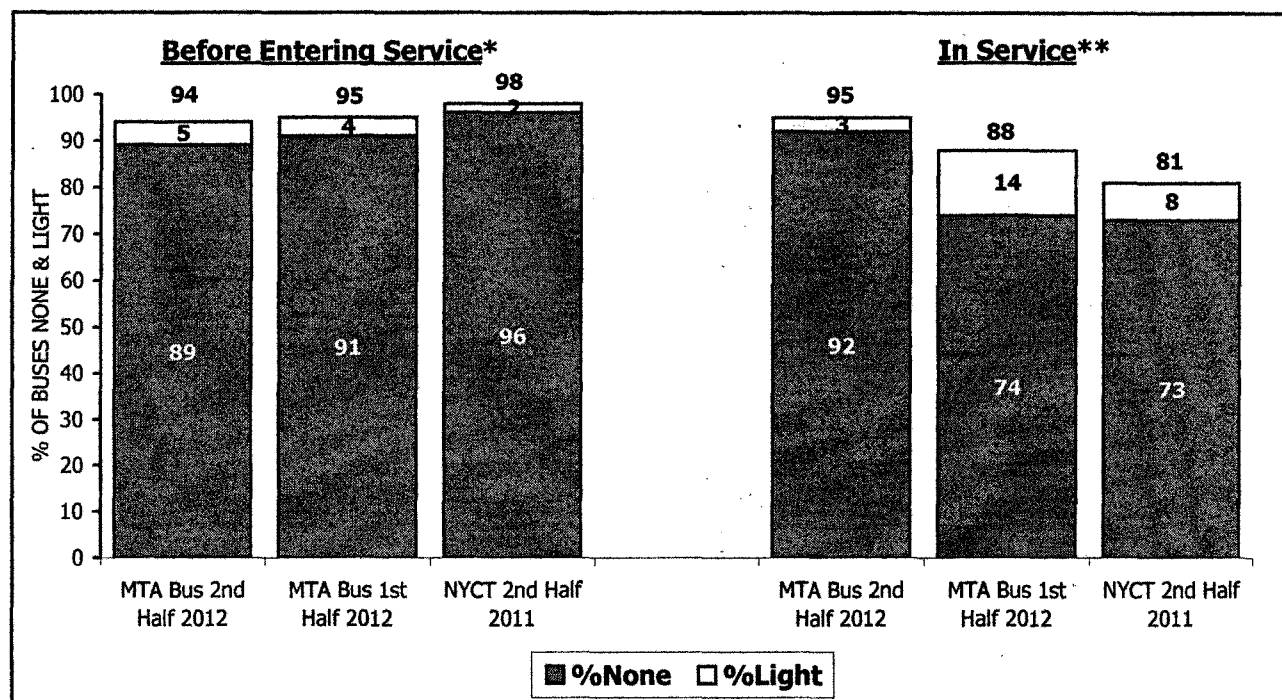
Discussion of Results: a difference of less than 3% is deemed statistically the same.

MTA Bus 2nd Half 2012 & MTA Bus 1st Half 2012: the "Before Entering Service" results are statistically the same, while the "In Service" results are statistically higher (+6%).

MTA Bus 2nd Half 2012 & NYCT 2nd Half 2011: the "Before Entering Service" results are statistically the same, while the "In Service" results are statistically higher (+11%).

MTA Bus Passenger Environment Survey (PES)

Cleanliness Conditions on Buses



* Measured at the depot before entering service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
MTA Bus 2nd Half 2012	89%	5%	2%	4%	92%	3%	0%	5%
MTA Bus 1st Half 2012	91%	4%	1%	4%	74%	14%	0%	12%
NYCT 2nd Half 2011	96%	2%	0%	2%	73%	8%	4%	15%

Discussion of Results: a difference of less than 3% is deemed statistically the same.

MTA Bus 2nd Half 2012 & MTA Bus 1st Half 2012: the "Before Entering Service" results are statistically the same, while the "In Service" results are statistically higher (+7%).

MTA Bus 2nd Half 2012 & NYCT 2nd Half 2011: the "Before Entering Service" results are statistically lower (-4%), while the "In Service" results are statistically higher (+14%).

MTA Bus Passenger Environment Survey (PES)

Express Bus Results

PES for Express Bus consists of 12 indicators. One (1) was higher, one (1) was lower and ten (10) were statistically the same when shown with MTA Bus 1st Half 2012 data. Three (3) were higher, one (1) was lower and eight (8) were statistically the same when shown with similar NYCT 2nd Half 2011 data. The table below depicts the results for MTA Bus 2nd Half 2012, MTA Bus 1st Half 2012, and NYCT 2nd Half 2011. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		MTA Bus*		MTA Bus*		NYCT**	
		2nd Half 2012		1st Half 2012		2nd Half 2011	
		Before		Before		Before	
		Entering	In	Entering	In	Entering	In
		Service	Service	Service	Service	Service	Service
Cleanliness and Appearance							
Litter Conditions in Buses	% None	90	92	92	86	93	59
Presence of Litter	% Light	9	6	6	11	6	29
(See Chart 3)	% Moderate	0	1	1	0	0	2
	% Heavy	1	1	1	3	1	10
Exterior Dirt Condition of Buses	% None	91	98	91	91	100	98
Degree of Dirtiness	% Light	8	2	9	9	0	2
	% Moderate	1	0	0	0	0	0
	% Heavy	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	91	98	92	87	99	86
Degree of Dirtiness	% Light	7	1	6	10	0	4
(See Chart 4)	% Moderate	1	0	0	1	0	0
	% Heavy	1	1	2	2	1	10
% Buses with No Damaged Panels		99		98		97	
% Buses with No Cracked Windows		100		100		100	
% Buses with No Interior Graffiti		100		99		97	
% Buses with No Exterior Graffiti		100		100		100	

Functioning Equipment

% of Operative Reading Lights on Buses	95	91	94
% of Operative Reclining Seats on Buses	89	97	96

Before Entering Service - Surveyed at the depot before entering service.

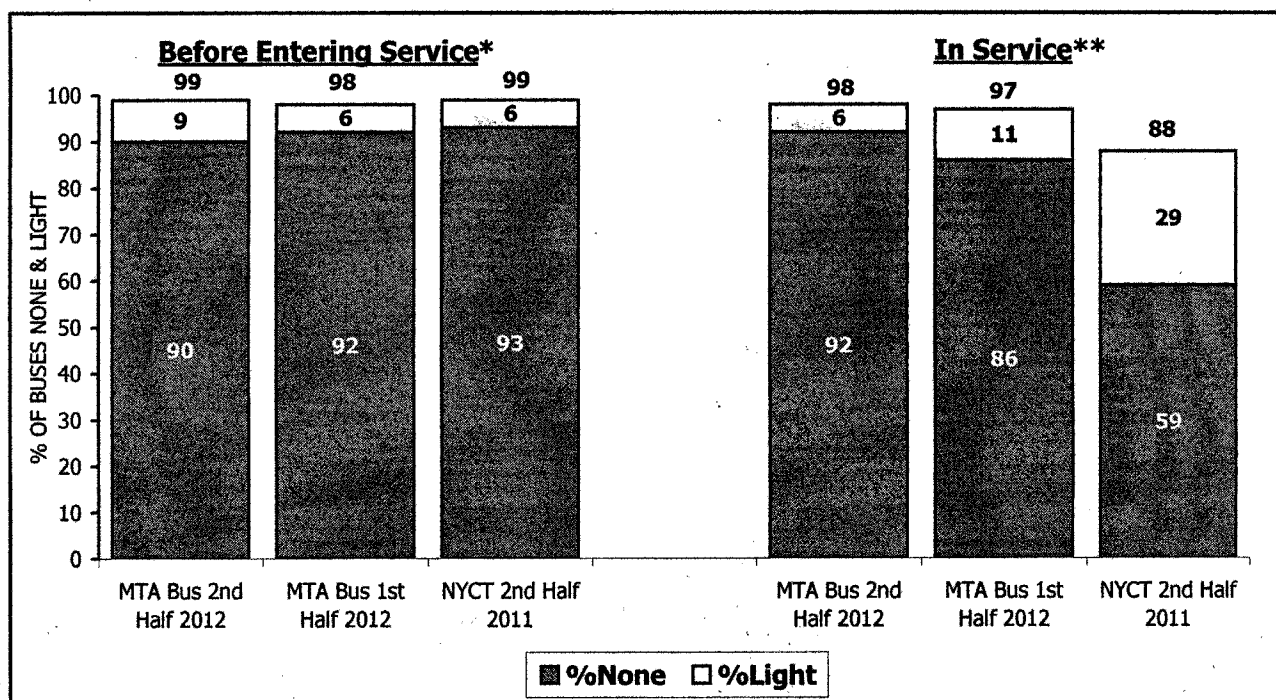
In Service - Surveyed at terminals while in service.

* 1st Half 2012 data is based on a 2 month sample.

** Data taken from NYCT 2nd Half 2011. For informational purposes only.

MTA Bus Passenger Environment Survey (PES)

Litter Conditions on Buses



* Measured at the depot before entering service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
MTA Bus 2nd Half 2012	90%	9%	0%	1%	92%	6%	1%	1%
MTA Bus 1st Half 2012	92%	6%	1%	1%	86%	11%	0%	3%
NYCT 2nd Half 2011	93%	6%	0%	1%	59%	29%	2%	10%

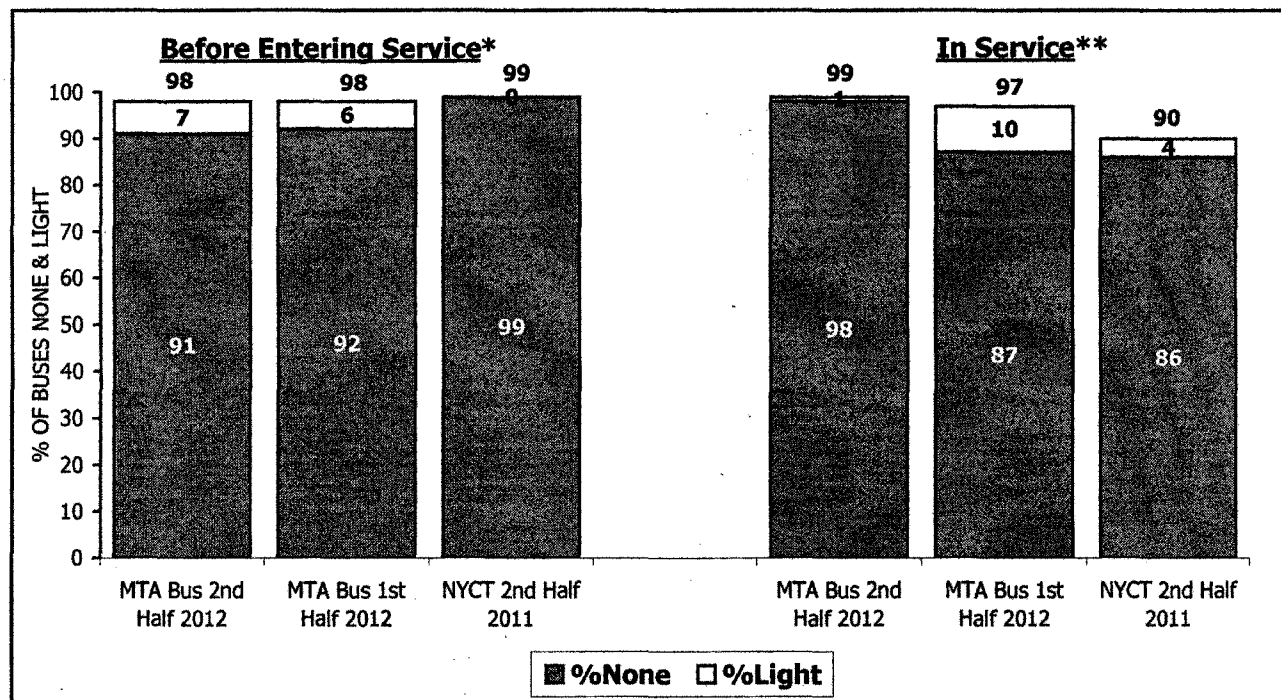
Discussion of Results: a difference of less than 3% is deemed statistically the same.

MTA Bus 2nd Half 2012 & MTA Bus 1st Half 2012: Both the "Before Entering Service" results and the "In Service" results are statistically the same.

MTA Bus 2nd Half 2012 & NYCT 2nd Half 2011: the "Before Entering Service" results are statistically the same, while the "In Service" results are statistically higher (+10%).

MTA Bus Passenger Environment Survey (PES)

Cleanliness Conditions on Buses



* Measured at the depot before entering service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
MTA Bus 2nd Half 2012	91%	7%	1%	1%	98%	1%	0%	1%
MTA Bus 1st Half 2012	92%	6%	0%	2%	87%	10%	1%	2%
NYCT 2nd Half 2011	99%	0%	0%	1%	86%	4%	0%	10%

Discussion of Results: a difference of less than 3% is deemed statistically the same.

MTA Bus 2nd Half 2012 & MTA Bus 1st Half 2012: Both the "Before Entering Service" results and the "In Service" results are statistically the same.

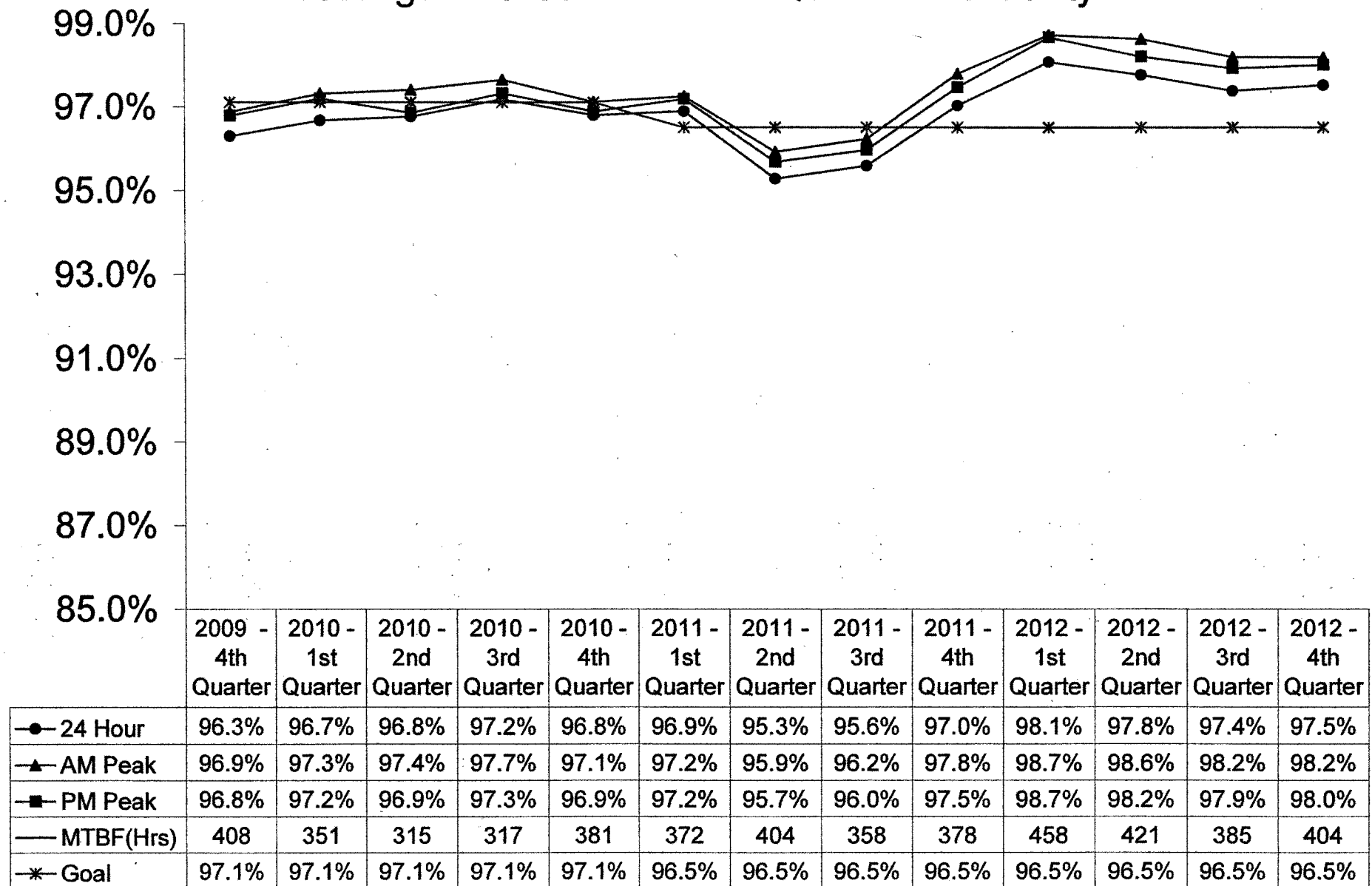
MTA Bus 2nd Half 2012 & NYCT 2nd Half 2011: the "Before Entering Service" results are statistically the same, while the "In Service" results are statistically higher (+9%).

ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

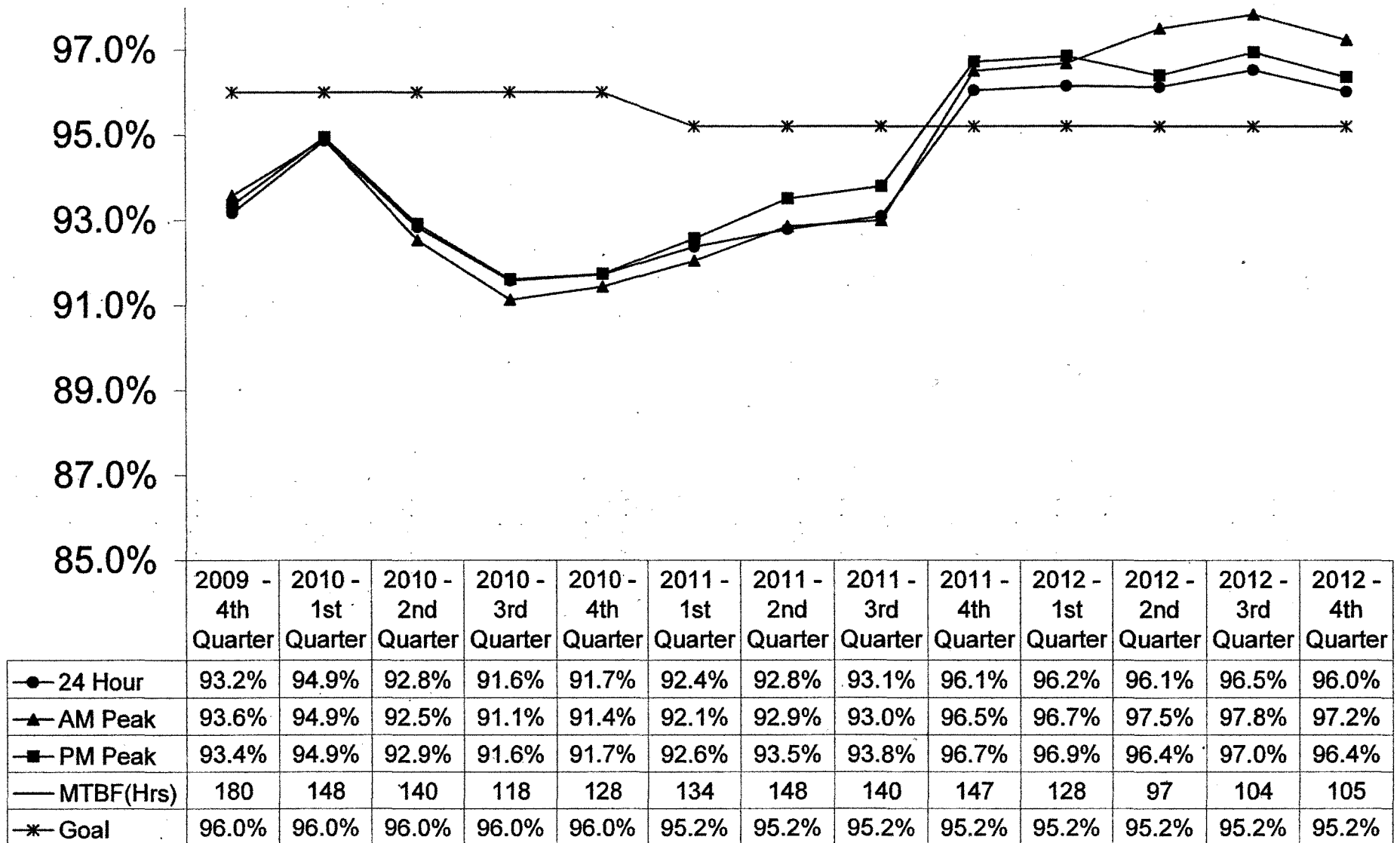
Fourth Quarter - 2012

Passenger Elevator 2012 4th Quarter Availability



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

Escalator 2012 4th Quarter Availability



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

Elevator and Escalator Quarterly Performance Summary Fourth Quarter - 2012

Elevator Performance

Borough	No. Units	Avg Age	2012 4th Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled	
Bronx	26	7.5	98.4%	98.8%	98.8%	273	71	202	8
Brooklyn	51	7.5	97.2%	98.0%	97.5%	551	179	372	24
Manhattan	100	10.0	97.6%	98.1%	98.1%	1149	304	845	41
Queens	31	10.5	97.2%	98.3%	97.9%	340	121	219	4
System	208	8.8	97.5%	98.2%	98.0%	2313	675	1638	77

Escalator Performance

Borough	No. Units	Avg Age	2012 4th Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled	
Bronx	12	13.0	95.7%	97.6%	95.6%	484	56	428	0
Brooklyn	27	11.0	95.7%	97.2%	95.2%	795	137	658	0
Manhattan	90	12.0	96.5%	97.7%	97.0%	3030	480	2550	0
Queens	44	10.5	95.5%	96.3%	96.0%	977	207	770	0
System	173	11.5	96.0%	97.2%	96.4%	5286	880	4406	0

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

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2012

Borough: Bronx											
	Unit ID	Age (Yrs)	Station	2012 4th Quarter Availability			2011 4th Qtr. Availability	Outages			Entrap ments
				24 Hr	AM	PM	24 Hr	Total	Sche- duled	Non- Sched	
					Peak	Peak					
1	EL131	10	161 St-Yankee Stadium 4 B D	93.5%	94.5%	93.1%	94.8%	18	3	15	2
2	EL185	5	231st St 1	93.7%	94.6%	94.2%	98.2%	7	4	3	0
3	EL183	5	Gun Hill Rd 2 5	96.0%	95.9%	98.3%	93.8%	24	4	20	4
4	EL128	6	Simpson St 2 5	96.4%	95.8%	97.8%	97.7%	20	3	17	0
5	EL133	10	161 St-Yankee Stadium 4	98.2%	97.7%	98.7%	98.3%	12	2	10	0
6	EL184	5	231st St 1	98.3%	99.2%	97.6%	99.0%	22	2	20	0
7	EL138	4	Pelham Pkwy 2 5	98.4%	100.0%	97.6%	98.0%	15	3	12	1
8	EL122	22	Pelham Bay Park 6	98.5%	99.7%	97.4%	98.8%	14	2	12	0
9	EL132	10	161 St-Yankee Stadium 4	98.6%	98.6%	98.6%	97.3%	12	4	8	0
10	EL129	15	3rd Ave-149 St 2 5	98.6%	98.9%	98.9%	99.6%	7	2	5	0
11	EL187	6	Fordham Rd 4	98.6%	98.9%	98.7%	99.1%	8	4	4	0
12	EL130	15	3rd Ave-149 St 2 5	98.8%	97.7%	100.0%	99.8%	10	1	9	0
13	EL121	22	Pelham Bay Park 6	98.8%	99.0%	99.3%	99.0%	14	3	11	0
14	EL135	10	161 St-Yankee Stadium B D	99.0%	99.7%	99.0%	98.0%	10	4	6	0
15	EL160	0	180th Street 2 5	99.0%	100.0%	99.6%	0.0%	7	2	5	0
16	EL188	6	Fordham Rd 4	99.0%	99.4%	100.0%	99.4%	8	4	4	0
17	EL186	6	Fordham Rd 4	99.1%	99.3%	99.9%	98.6%	9	4	5	0
18	EL192	5	233rd St 2 5	99.2%	99.1%	99.9%	97.7%	10	3	7	0
19	EL127	7	Simpson St 2 5	99.2%	99.6%	99.7%	97.3%	9	3	6	0
20	EL194	5	233rd St 2 5	99.4%	99.9%	100.0%	99.4%	5	3	2	0
21	EL193	5	233rd St 2 5	99.4%	100.0%	100.0%	98.9%	7	3	4	0
22	EL136	4	Pelham Pkwy 2 5	99.5%	100.0%	99.7%	97.9%	6	1	5	1
23	EL159	0	180th Street 2 5	99.5%	100.0%	99.7%	0.0%	6	2	4	0
24	EL182	5	Gun Hill Rd 2 5	99.5%	100.0%	100.0%	98.8%	6	2	4	0
25	EL134	10	161 St-Yankee Stadium B D	99.7%	100.0%	100.0%	98.6%	4	2	2	0
26	EL137	4	Pelham Pkwy 2 5	99.9%	100.0%	100.0%	99.8%	3	1	2	0
26 7.5 Elevator Subtotal:				98.4%	98.8%	98.8%	98.2%	273	71	202	8
1	ES104	6	Gun Hill Rd 2 5	84.4%	87.2%		97.1%	65	5	60	0
2	ES114	13	161 St-Yankee Stadium 4	92.6%	97.7%		98.6%	90	8	82	0
3	ES106	7	West Farms Sq-E Tremont Av 2 5	94.8%	98.7%		93.2%	76	5	71	0
4	ES121	22	Pelham Bay Park 6	96.1%	97.1%		91.8%	13	4	9	0
5	ES112	10	Norwood-205 St D	96.6%	97.6%		98.7%	31	3	28	0
6	ES105	6	Gun Hill Rd 2 5	96.9%	98.8%		95.1%	54	3	51	0
7	ES123	15	Pelham Pkwy 2 5	96.9%	98.9%		96.9%	26	3	23	0
8	ES108	19	Intervale Av 2 5	97.4%	98.7%		80.7%	37	6	31	0
9	ES122	16	Pelham Pkwy 2 5	97.7%	99.5%		98.8%	28	4	24	0
10	ES113	10	161 St-Yankee Stadium 4	97.9%	98.7%		96.5%	29	5	24	0
11	ES111	11	Parkchester 6	98.2%	99.6%		96.9%	24	7	17	0
12	ES120	22	Pelham Bay Park 6	98.4%	98.6%		99.1%	11	3	8	0
12 13.0 Escalator Subtotal:				95.7%	97.6%	95.6%	95.3%	484	56	428	0
*Note the number of entrapments are included in the non scheduled outages count.											

Elevator and Escalator											
Quarterly Performance By Borough											
Fourth Quarter - 2012											
Borough:			Manhattan								
	Unit ID	Age (Yrs)	Station	2012 4th Quarter Availability			2011 4th Qtr. Availability	Outages			Entrap ments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Sche- duled	
										Non- Sched	
1	EL119	26	181 St A	73.3%	74.1%	72.0%	98.0%	25	2	23	2
2	EL125	8	125 St 4 5 6	85.4%	84.9%	85.8%	94.0%	27	4	23	0
3	EL328	0	Bleecker St D F B M 6	87.0%	85.1%	86.3%	0.0%	26	2	24	0
4	EL224	9	8 Av L	88.6%	88.9%	87.8%	96.2%	24	6	18	2
5	EL710	5	Bowling Green 4 5	88.8%	90.1%	88.2%	98.3%	20	3	17	0
6	EL107	12	181 St 1	90.5%	90.6%	90.8%	84.2%	17	2	15	1
7	EL105	9	191 St 1	91.1%	89.9%	91.1%	97.3%	23	3	20	1
8	EL104	8	191 St 1	92.9%	91.1%	95.2%	95.3%	27	4	23	3
9	EL402	22	Lexington Av-63 St F	94.2%	93.5%	97.4%	98.1%	23	5	18	0
10	EL279	2	59th St-Columbus Circle A B C D 1	95.9%	97.4%	97.7%	96.5%	31	3	28	1
11	EL217	12	14 St-Union Sq L N G R	95.9%	96.5%	94.6%	93.8%	8	3	5	0
12	EL109	12	181 St 1	95.9%	94.6%	96.8%	94.5%	14	4	10	1
13	EL218	12	14 St-Union Sq 1	96.0%	96.0%	95.9%	98.0%	10	2	8	2
14	EL277	2	59th St-Columbus Circle A B C D 1	96.8%	97.0%	96.1%	95.8%	24	2	22	0
15	EL120	26	190 St A	96.8%	96.8%	97.7%	97.6%	21	4	17	2
16	EL237	12	66 St-Lincoln Center 1	97.0%	98.0%	97.0%	96.6%	15	4	11	1
17	EL115	11	190 St A	97.1%	96.9%	98.0%	96.7%	16	2	14	0
18	EL330	0	Bleecker St D F B M 6	97.2%	98.4%	98.7%	0.0%	15	4	11	1
19	EL149	12	Inwood-207 St A	97.3%	97.2%	97.3%	99.1%	7	3	4	0
20	EL324	11	Canal St 6	97.3%	98.8%	98.1%	98.4%	11	4	7	0
21	EL118	7	181 St A	97.4%	97.9%	99.3%	98.4%	24	3	21	0
22	EL223	9	14 St A C E	97.4%	98.5%	96.7%	97.4%	15	3	12	1
23	EL244	10	Grand Central-42 St 7	97.5%	99.6%	97.7%	87.9%	22	4	18	0
24	EL103	8	191 St 1	97.5%	98.5%	99.4%	87.4%	20	5	15	0
25	EL139	5	168 St 1 A C	97.5%	97.7%	98.1%	96.9%	24	3	21	1
26	EL112	14	168 St 1	97.7%	99.2%	97.8%	99.6%	15	5	10	2
27	EL730	3	South Ferry 1	97.8%	100.0%	97.6%	98.4%	5	3	2	0
28	EL113	14	168 St 1	97.8%	98.6%	99.6%	93.5%	13	4	9	0
29	EL227	10	34 St-Penn Station A	97.9%	98.6%	98.6%	91.5%	11	2	9	0
30	EL225	10	34 St-Penn Station C E	98.0%	99.0%	98.5%	99.8%	20	2	18	0
31	EL220	12	14 St-Union Sq N G R	98.1%	97.7%	98.6%	98.9%	15	3	12	1
32	EL333	7	West 4 St A B C D E F M	98.1%	98.4%	98.1%	99.6%	15	4	11	1
33	EL240	8	72 St 1 2 3	98.1%	99.6%	98.3%	99.4%	11	4	7	0
34	EL334	7	West 4 St A B C D E F M	98.1%	97.6%	98.7%	93.8%	21	4	17	4
35	EL229	9	Times Sq-42 St N G R	98.2%	98.9%	98.9%	99.1%	9	3	6	0
36	EL106	9	191 St 1	98.2%	98.0%	100.0%	97.4%	15	5	10	2
37	EL111	14	168 St 1	98.2%	99.7%	98.5%	96.3%	14	6	8	1
38	EL235	3	47-50 Sts-Rockefeller Center B D F M	98.3%	99.4%	98.0%	99.5%	20	3	17	1
39	EL205	21	Grand Central-42 St 4 5 6	98.3%	98.7%	99.6%	98.0%	9	4	5	0
40	EL146	1	96th St 2 3 1	98.4%	98.8%	98.9%	98.4%	9	2	7	0
41	EL124	22	175 St A	98.4%	98.7%	100.0%	99.3%	9	3	6	1
42	EL123	22	175 St A	98.4%	98.9%	99.4%	99.3%	8	2	6	0
43	EL232	6	Times Sq-42 St 1 2 3 7	98.4%	99.9%	100.0%	99.3%	10	3	7	0
44	EL213	18	34 St-Herald Sq B D F M N O R	98.5%	99.4%	98.8%	88.2%	8	2	6	0

Elevator and Escalator											
Quarterly Performance By Borough											
Fourth Quarter - 2012											
	Borough:		Manhattan								
		Age		2012 4th Quarter Availability			2011 4th Qtr. Availability	Outages			Entrapments
	Unit ID	(Yrs)	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched	
45	EL234	3	47-50 Sts-Rockefeller Center B D F M	98.5%	99.6%	99.0%	98.8%	20	2	18	1
46	EL206	21	Grand Central-42 St 4 5 6	98.6%	98.8%	100.0%	92.7%	9	5	4	0
47	EL215	12	34 St-Penn Station 2 3	98.6%	99.3%	99.7%	98.8%	6	4	2	1
48	EL316	19	Brooklyn Bridge 4 5 6	98.7%	99.9%	98.7%	98.6%	7	3	4	0
49	EL711	5	Bowling Green 4 5	98.7%	100.0%	99.3%	98.9%	14	3	11	0
50	EL114	14	168 St 1	98.7%	98.2%	100.0%	81.9%	9	3	6	0
51	EL148	12	Inwood-207 St A	98.7%	98.9%	99.8%	99.1%	7	3	4	0
52	EL233	6	Times Sq-42 St 1 2 3	98.7%	99.4%	99.2%	99.2%	11	3	8	0
53	EL731	3	South Ferry 1	98.7%	100.0%	100.0%	97.8%	4	2	2	0
54	EL126	21	125 St 4 5 6	98.7%	99.0%	99.3%	94.1%	12	5	7	1
55	EL143	6	125 St A B C D	98.7%	98.9%	100.0%	98.8%	10	4	6	0
56	EL315	19	Brooklyn Bridge 4 5 6	98.8%	99.9%	100.0%	99.1%	9	4	5	0
57	EL140	5	168 St A C	98.9%	100.0%	99.3%	99.3%	7	4	3	0
58	EL142	6	125 St A B C D	98.9%	99.5%	98.8%	97.3%	12	4	8	0
59	EL331	0	Bleecker St D F B M 6	98.9%	99.9%	99.0%	0.0%	6	2	4	1
60	EL108	12	181 St 1	98.9%	100.0%	98.9%	97.9%	11	2	9	0
61	EL141	5	168 St A C	98.9%	100.0%	99.9%	99.3%	7	4	3	0
62	EL281	3	57 St-7 Av N Q R	98.9%	99.8%	99.8%	98.9%	9	3	6	0
63	EL336	3	Chambers St 1 2 3	98.9%	99.7%	98.9%	99.1%	11	4	7	0
64	EL278	2	59th St-Columbus Circle A B C D 1	99.0%	100.0%	98.9%	99.1%	5	3	2	0
65	EL110	12	181 St 1	99.0%	99.0%	100.0%	98.6%	10	3	7	0
66	EL212	18	34 St-Herald Sq N Q R	99.0%	98.9%	99.7%	98.6%	6	2	4	0
67	EL238	12	66 St-Lincoln Center 1	99.0%	100.0%	99.1%	96.4%	8	3	5	0
68	EL314	19	Brooklyn Bridge 4 5 6	99.1%	100.0%	100.0%	96.8%	7	5	2	0
69	EL145	1	96th St 2 3 1	99.1%	99.4%	99.9%	98.7%	17	2	15	1
70	EL280	2	59th St-Columbus Circle A B C D 1	99.1%	99.9%	98.8%	98.0%	11	3	8	0
71	EL117	9	181 St A	99.2%	100.0%	100.0%	95.6%	7	3	4	0
72	EL201	11	51 St 6	99.2%	100.0%	99.3%	98.5%	6	2	4	1
73	EL210	18	34 St-Herald Sq B D F M	99.2%	100.0%	99.1%	99.4%	4	2	2	0
74	EL216	8	34 St-Penn Station 1	99.2%	100.0%	100.0%	98.1%	5	4	1	0
75	EL204	21	Grand Central-42 St 4 5 6 7 S	99.2%	99.8%	100.0%	97.4%	7	3	4	0
76	EL245	7	Lexington Av-53 St E M	99.2%	99.5%	99.7%	54.8%	8	2	6	0
77	EL335	7	West 4 St A B C D E F M	99.2%	100.0%	99.2%	99.2%	9	4	5	0
78	EL116	7	190 St A	99.2%	99.8%	99.3%	80.6%	7	2	5	1
79	EL180	4	135 St 2 3	99.3%	100.0%	100.0%	98.5%	5	3	2	1
80	EL222	9	14 St A C E	99.3%	100.0%	100.0%	98.9%	8	3	5	0
81	EL325	11	Canal St 6	99.3%	100.0%	100.0%	98.6%	5	4	1	0
82	EL219	12	14 St-Union Sq N Q R	99.3%	100.0%	100.0%	99.0%	4	3	1	0
83	EL181	4	135 St 2 3	99.3%	99.4%	99.4%	97.4%	7	1	6	0
84	EL202	11	51 St 6	99.3%	100.0%	100.0%	96.1%	6	3	3	0
85	EL732	4	Fulton St 2 3	99.3%	100.0%	99.6%	99.7%	4	2	2	0
86	EL239	8	72 St 1 2 3	99.3%	99.9%	100.0%	99.2%	6	2	4	0
87	EL230	9	Times Sq-42 St N Q R	99.3%	100.0%	99.9%	99.4%	7	3	4	0
88	EL214	8	34 St-Penn Station 1	99.4%	99.8%	100.0%	98.0%	5	2	3	0
89	EL144	6	125 St A B C D	99.4%	99.5%	100.0%	98.1%	7	1	6	0
90	EL221	9	14 St/8 Av A C E L	99.4%	100.0%	99.8%	98.0%	9	3	6	0
91	EL209	18	34 St-Herald Sq B D F M	99.4%	100.0%	99.2%	98.1%	6	1	5	0
92	EL228	10	34 St-Penn Station C E	99.4%	100.0%	100.0%	99.2%	5	2	3	0
93	EL236	3	47-50 Sts-Rockefeller Center B D F M	99.4%	100.0%	100.0%	99.3%	7	3	4	0
94	EL338	3	Chambers St 1 2 3	99.5%	97.8%	99.9%	86.7%	7	1	6	0
95	EL226	10	34 St-Penn Station C E	99.5%	100.0%	100.0%	99.5%	7	3	4	0
96	EL332	0	Bleecker St D F B M 6	99.5%	100.0%	99.3%	0.0%	4	2	2	1
97	EL401	22	Lexington Av-63 St F	99.6%	100.0%	100.0%	99.2%	3	2	1	0
98	EL337	3	Chambers St 1 2 3	99.6%	100.0%	100.0%	99.2%	5	2	3	0
99	EL329	0	Bleecker St D F B M 6	99.6%	100.0%	99.7%	0.0%	5	2	3	0
100	EL211	18	34 St-Herald Sq N Q R	99.7%	100.0%	99.8%	99.4%	3	1	2	0
	100	10.0	Elevator Subtotal:	97.6%	98.1%	98.1%	96.5%	1149	304	845	41

Elevator and Escalator

Quarterly Performance By Borough

Fourth Quarter - 2012

Borough:			Manhattan																	
		Age	Station	2012 4th Quarter Availability			2011 4th Qtr. Availability	Outages			Entrap ments									
	Unit ID	(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched										
1	ES351	12	Whitehall St R	79.9%	82.5%	82.5%	98.2%	12	6	6	0									
2	ES343	9	Bowling Green 4 5	83.1%	83.0%	83.5%	96.7%	55	9	46	0									
3	ES339	8	Bowling Green 4 5	86.5%	89.1%	85.9%	95.1%	24	7	17	0									
4	ES246	15	Lexington Av-53 St E M	87.1%	86.0%	85.9%	98.2%	200	6	194	0									
5	ES341	8	Bowling Green 4 5	88.2%	90.2%	86.9%	97.6%	44	8	36	0									
6	ES232	5	34 St-Herald Sq B D F M	90.5%	91.4%	91.0%	98.1%	37	4	33	0									
7	ES338	8	Bowling Green 4 5	91.5%	94.1%	90.1%	88.3%	26	5	21	0									
8	ES243	15	Lexington Av-53 St E M	92.4%	97.3%	92.9%	97.8%	60	8	52	0									
9	ES255	23	Grand Central-42 St 4 5 6 7 S	92.8%	94.2%	93.8%	98.3%	72	8	64	0									
10	ES374	3	South Ferry 1	93.0%	95.2%	90.5%	95.8%	21	1	20	0									
11	ES245	15	Lexington Av-53 St E M	93.8%	94.1%	95.7%	96.9%	94	7	87	0									
12	ES235	4	34 St-Herald Sq B D F M	94.6%	95.8%	96.0%	98.3%	24	3	21	0									
13	ES101	10	125 St 1	94.7%	97.1%	94.3%	96.6%	35	4	31	0									
14	ES233	4	34 St-Herald Sq B D F M	94.8%	96.8%	97.0%	97.1%	52	3	49	0									
15	ES203	12	Grand Central-42 St 7	95.0%	95.7%	95.7%	98.3%	48	8	40	0									
16	ES239	13	5 Av-53 St E M	95.0%	96.7%	97.8%	96.4%	112	6	106	0									
17	ES408	22	Lexington Av-63 St F	95.1%	95.7%	94.8%	97.6%	52	4	48	0									
18	ES230	5	34 St-Herald Sq B D F M	95.3%	96.8%	94.6%	95.6%	44	3	41	0									
19	ES249	9	Lexington Av-59 St N Q R	95.3%	97.8%	95.3%	96.3%	47	4	43	0									
20	ES215	15	Lexington Av-59 St N Q R	95.3%	98.9%	97.0%	96.9%	70	4	66	0									
21	ES342	7	Bowling Green 4 5	95.4%	97.4%	93.3%	98.5%	56	7	49	0									
22	ES115	11	145 St B D	95.4%	98.6%	98.4%	97.5%	49	15	34	0									
23	ES241	14	5 Av-53 St E M	95.6%	97.7%	96.5%	97.1%	56	5	51	0									
24	ES102	10	125 St 1	95.7%	98.5%	91.5%	97.2%	61	4	57	0									
25	ES328	13	Delancey St F	96.0%	98.5%	95.6%	95.1%	38	10	28	0									
26	ES118	15	181 St A	96.4%	95.2%	97.4%	95.7%	42	14	28	0									
27	ES217	5	Times Sq-42 St 7	96.5%	98.1%	96.1%	95.4%	37	3	34	0									
28	ES214	14	59 St 4 5 6	96.5%	98.7%	99.3%	96.4%	35	15	20	0									
29	ES212	13	59 St 4 5 6	96.6%	98.7%	98.3%	96.1%	58	15	43	0									
30	ES300	0	Bleecker St D F B M 6	96.7%	96.9%	98.1%	0.0%	29	2	27	0									
31	ES204	12	Grand Central-42 St 7	96.7%	98.2%	97.3%	98.4%	81	5	76	0									
32	ES373	3	South Ferry 1	96.9%	99.1%	95.0%	98.2%	8	0	8	0									
33	ES238	13	7 Av B D E	96.9%	97.4%	97.9%	94.4%	86	6	80	0									
34	ES325	13	West 4 St A B C D E F M	97.0%	96.7%	97.8%	97.6%	26	8	18	0									
35	ES119	15	181 St A	97.0%	97.1%	97.4%	97.1%	42	9	33	0									
36	ES103	16	125 St 1	97.1%	97.5%	97.1%	98.3%	29	3	26	0									
37	ES340	7	Bowling Green 4 5	97.2%	98.9%	96.8%	98.1%	25	7	18	0									
38	ES409	22	Lexington Av-63 St F	97.3%	98.6%	98.1%	92.4%	18	5	13	0									
39	ES213	13	59 St 4 5 6	97.4%	99.8%	98.2%	88.3%	18	6	12	0									
40	ES269	8	Lexington Av-53 St E M	97.4%	98.7%	98.7%	95.2%	39	14	25	0									
41	ES208	11	Grand Central-42 St 7	97.4%	99.6%	96.5%	97.8%	82	5	77	0									
42	ES234	4	34 St-Herald Sq B D F M	97.5%	95.1%	98.9%	97.4%	37	3	34	0									
43	ES301	12	Park Pl 2 3	97.5%	98.5%	96.8%	99.3%	26	2	24	0									
44	ES406	22	Lexington Av-63 St F	97.6%	98.8%	97.9%	97.2%	19	4	15	0									
45	ES117	15	181 St A	97.6%	100.0%	99.0%	98.4%	27	18	9	0									
46	ES244	15	Lexington Av-53 St E M	97.7%	99.6%	98.8%	98.5%	37	7	30	0									

Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2012

Borough:		Manhattan										
		Age	Station	2012 4th Quarter Availability			2011 4th Qtr. Availability	Outages			Entrap ments	
	Unit ID	(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched		
47	ES116	10	145 St B D	97.8%	100.0%	99.9%	91.1%	22	13	9	0	
48	ES223	5	34 St-Herald Sq B D F M N O R	97.8%	98.0%	98.7%	97.3%	23	4	19	0	
49	ES370	3	South Ferry 1	97.8%	100.0%	96.1%	97.1%	9	1	8	0	
50	ES221	5	34 St-Herald Sq B D F M N O R	97.9%	98.8%	98.9%	95.8%	46	4	42	0	
51	ES222	5	34 St-Herald Sq B D F M N O R	97.9%	98.3%	98.1%	98.0%	35	5	30	0	
52	ES224	5	34 St-Herald Sq B D F M N O R	97.9%	97.1%	99.3%	98.8%	19	3	16	0	
53	ES311	10	Whitehall St R	97.9%	99.6%	98.9%	96.3%	9	1	8	0	
54	ES403	22	Lexington Av-63 St F	97.9%	99.7%	97.1%	97.3%	20	5	15	0	
55	ES327	13	Delancey St F	98.0%	99.7%	96.9%	92.9%	22	6	16	0	
56	ES231	5	34 St-Herald Sq B D F M	98.0%	98.0%	98.2%	95.9%	50	3	47	0	
57	ES402	22	Lexington Av-63 St F	98.0%	99.6%	97.4%	98.6%	17	4	13	0	
58	ES211	14	59 St 4 5 6	98.1%	100.0%	100.0%	98.0%	16	5	11	0	
59	ES369	3	South Ferry 1	98.1%	100.0%	98.5%	97.6%	9	0	9	0	
60	ES242	14	5 Av-53 St E M	98.2%	99.9%	98.5%	97.8%	34	4	30	0	
61	ES407	22	Lexington Av-63 St F	98.2%	99.3%	99.1%	98.5%	10	5	5	0	
62	ES410	22	Lexington Av-63 St F	98.2%	99.0%	99.8%	97.2%	8	5	3	0	
63	ES401	22	Lexington Av-63 St F	98.2%	98.3%	100.0%	98.9%	13	4	9	0	
64	ES248	9	Lexington Av-59 St N O R	98.3%	98.2%	99.3%	90.0%	21	3	18	0	
65	ES326	13	West 4 St A B C D E F M	98.3%	99.3%	98.3%	98.5%	26	5	21	0	
66	ES229	5	34 St-Herald Sq B D F M	98.4%	99.3%	98.5%	90.9%	21	3	18	0	
67	ES209	10	Grand Central-42 St 7	98.4%	100.0%	99.3%	99.1%	23	6	17	0	
68	ES302	12	Park Pl 2 3	98.4%	99.8%	98.4%	99.1%	19	13	6	0	
69	ES206	11	Grand Central-42 St 7	98.5%	100.0%	100.0%	98.5%	35	9	26	0	
70	ES207	11	Grand Central-42 St 7	98.5%	99.9%	99.1%	99.0%	52	4	48	0	
71	ES205	11	Grand Central-42 St 7	98.5%	99.3%	99.8%	97.0%	34	8	26	0	
72	ES236	4	34 St-Herald Sq B D F M	98.5%	99.3%	99.9%	98.8%	17	4	13	0	
73	ES404	22	Lexington Av-63 St F	98.5%	100.0%	98.0%	98.4%	11	3	8	0	
74	ES210	10	Grand Central-42 St 7	98.6%	99.8%	99.5%	98.9%	22	5	17	0	
75	ES336	9	Bowling Green 4 5	98.7%	99.7%	99.0%	98.1%	22	5	17	0	
76	ES337	9	Bowling Green 4 5	98.7%	98.9%	99.3%	95.4%	19	4	15	0	
77	ES216	5	Times Sq-42 St 7	98.7%	99.1%	99.0%	99.2%	25	3	22	0	
78	ES252	23	51 St 6	98.7%	98.7%	100.0%	98.3%	23	3	20	0	
79	ES372	3	South Ferry 1	98.8%	99.3%	99.2%	97.9%	16	1	15	0	
80	ES237	13	7 Av B D E	98.8%	99.5%	99.5%	96.0%	15	5	10	0	
81	ES240	13	5 Av-53 St E M	98.8%	99.6%	99.4%	97.8%	19	4	15	0	
82	ES405	22	Lexington Av-63 St F	98.8%	99.1%	99.7%	98.6%	14	4	10	0	
83	ES345	16	Bowling Green 4 5	98.8%	100.0%	100.0%	98.3%	11	8	3	0	
84	ES375	3	South Ferry 1	99.0%	100.0%	98.3%	98.1%	7	1	6	0	
85	ES218	6	Times Sq-42 St 7	99.0%	100.0%	100.0%	97.0%	12	4	8	0	
86	ES371	3	South Ferry 1	99.3%	100.0%	100.0%	98.9%	6	1	5	0	
87	ES256	23	Grand Central-42 St 4 5 6 7 S	99.5%	100.0%	100.0%	99.5%	8	2	6	0	
88	ES312	28	Whitehall St R	100.0%	100.0%	100.0%	99.4%	0	0	0	0	
89	ES329	28	East Broadway F	100.0%	100.0%	100.0%	95.1%	0	0	0	0	
90	ES334	28	Bowery 1 2	100.0%	100.0%	100.0%	96.5%	0	0	0	0	
	90	12	Escalator Subtotal:	96.5%	97.7%	97.0%	97.0%	3030	480	2550	0	
*Note the number of entrapments are included in the non scheduled outage count.												

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Borough:			Brooklyn									
		Age	Station	2012 4th Quarter Availability			2011 4th Qtr. Availability	Outages			Entrap ments	
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Sche- duled	Non- Sched		
					Peak	Peak						
1	EL760	0	Kings Highway B O	79.1%	79.4%	78.9%	98.4%	3	1	2	1	
2	EL701	6	Coney Island-Stillwell Av D F N O	84.1%	84.5%	84.9%	97.6%	10	2	8	0	
3	EL702	6	Coney Island-Stillwell Av D F N O	84.3%	84.6%	85.0%	99.5%	9	1	8	0	
4	EL339	12	Frankin Av C S	91.9%	93.5%	93.5%	97.2%	13	4	9	1	
5	EL340	12	Frankin Av C S	92.3%	93.5%	91.6%	98.8%	12	3	9	1	
6	EL310	11	Clark St 2 3	94.0%	97.3%	94.2%	96.3%	26	3	23	3	
7	EL395	9	Flushing Av J M	95.1%	95.8%	94.5%	97.0%	35	4	31	0	
8	EL376	0	Bay Parkway D	95.9%	94.2%	96.1%	0.0%	9	1	8	1	
9	EL312	11	Clark St 2 3	96.1%	97.6%	97.8%	97.7%	8	4	4	1	
10	EL341	6	Euclid Av A C	97.1%	98.9%	96.5%	99.3%	9	4	5	1	
11	EL343	6	Euclid Av A C	97.4%	99.3%	96.4%	97.6%	17	4	13	0	
12	EL370	7	DeKalb Av B O R	97.5%	98.9%	97.8%	98.0%	12	6	6	0	
13	EL382	9	Prospect Park B O S	97.7%	98.6%	96.7%	97.8%	16	3	13	5	
14	EL377	0	Bay Parkway D	97.8%	97.8%	97.8%	0.0%	4	0	4	0	
15	EL321	14	Church Av 2 5	97.8%	99.3%	98.0%	98.6%	12	4	8	0	
16	EL323	7	Crown Hts-Utica Av 3 4	97.9%	98.8%	97.0%	98.8%	13	2	11	1	
17	EL311	11	Clark St 2 3	98.0%	99.3%	99.2%	97.6%	17	4	13	1	
18	EL394	9	Flushing Av J M	98.0%	99.7%	98.3%	98.5%	13	3	10	3	
19	EL304	8	Atlantic Av 2 3	98.2%	99.7%	99.7%	98.6%	11	7	4	0	
20	EL342	6	Euclid Av A C	98.2%	98.9%	99.2%	95.9%	7	4	3	0	
21	EL303	8	Pacific St-Atlantic Av D N R	98.3%	98.1%	98.9%	99.3%	12	4	8	0	
22	EL372	7	DeKalb Av B O R	98.3%	99.2%	97.9%	98.7%	12	5	7	0	
23	EL305	8	Atlantic Av 4 5	98.3%	99.2%	99.5%	98.9%	11	7	4	0	
24	EL391	7	Marcy Av J M 2	98.3%	98.6%	98.3%	99.4%	10	3	7	1	
25	EL320	14	Church Av 2 5	98.3%	100.0%	98.8%	98.5%	19	5	14	2	
26	EL309	11	Court St R	98.4%	100.0%	98.9%	95.6%	10	5	5	0	
27	EL706	2	Jay St A C F R	98.4%	98.9%	98.3%	98.6%	11	3	8	0	
28	EL398	4	Myrtle-Wyckoff Avs M	98.4%	99.4%	98.1%	98.9%	15	4	11	1	
29	EL302	8	Pacific St-Atlantic Av D N R	98.6%	99.0%	100.0%	99.3%	11	5	6	0	
30	EL319	14	Brooklyn College-Flatbush Av 2 5	98.7%	99.7%	99.1%	88.0%	10	6	4	0	
31	EL317	17	Borough Hall 2 3 4 5	98.8%	99.7%	99.0%	95.3%	20	4	16	0	
32	EL707	2	Jay St A C F R	98.8%	99.9%	98.3%	98.4%	15	4	11	0	
33	EL375	4	Church Av F G	98.9%	99.1%	99.2%	97.4%	12	3	9	0	
34	EL318	17	Borough Hall 2 3 4 5	98.9%	100.0%	100.0%	95.6%	11	7	4	0	
35	EL397	4	Myrtle-Wyckoff Avs L	99.0%	99.9%	100.0%	99.3%	8	5	3	0	
36	EL393	9	Flushing Av J M	99.0%	100.0%	100.0%	95.3%	8	3	5	0	
37	EL383	9	Prospect Park B O S	99.0%	100.0%	99.0%	97.1%	13	3	10	0	
38	EL301	8	Pacific St-Atlantic Av D N R	99.0%	99.8%	100.0%	99.5%	11	4	7	0	
39	EL371	7	DeKalb Av B O R	99.1%	100.0%	99.6%	99.0%	7	5	2	0	
40	EL306	8	Atlantic Av 2 3	99.1%	99.8%	99.6%	95.5%	11	4	7	0	
41	EL308	11	Court St R	99.2%	100.0%	100.0%	95.8%	7	5	2	0	
42	EL392	7	Marcy Av J M 2	99.3%	100.0%	100.0%	98.0%	5	3	2	0	
43	EL708	2	Jay St A C F R	99.4%	100.0%	99.2%	99.4%	7	3	4	1	
44	EL709	1	Jay St A C F R	99.4%	100.0%	99.9%	94.7%	8	2	6	0	
45	EL322	7	Crown Hts-Utica Av 3 4	99.5%	100.0%	100.0%	97.9%	4	3	1	0	
46	EL307	8	Atlantic Av B O	99.5%	99.6%	100.0%	95.1%	6	3	3	0	
47	EL378	0	Bay Parkway D	99.5%	100.0%	99.4%	0.0%	5	2	3	0	
48	EL396	4	Myrtle-Wyckoff Avs L M	99.6%	100.0%	99.0%	97.6%	4	1	3	0	
49	EL761	0	Kings Highway B O	99.7%	99.8%	100.0%	99.5%	6	1	5	0	
50	EL374	4	Church Av F G	99.8%	100.0%	100.0%	99.1%	3	2	1	0	
51	EL373	4	Church Av F G	99.9%	100.0%	100.0%	98.0%	3	1	2	0	
	51	7.5	Elevator Subtotal:	97.2%	98.0%	97.5%	97.6%	551	179	372	24	

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Borough:		Brooklyn										
		Age	Station	2012 4th Quarter Availability			2011 4th Qtr. Availability	Outages			Entrap ments	
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Sche- duled	Non- Sched		
				Peak	Peak	Peak						
1	ES357	1	Jay St A C F R	69.4%	71.8%	66.6%	97.6%	32	5	27	0	
2	ES346	9	Brighton Beach B O	89.5%	90.3%	83.1%	86.0%	57	1	56	0	
3	ES307	12	Lawrence St R	90.9%	93.3%	87.6%	93.2%	142	3	139	0	
4	ES333	9	Myrtle-Wyckoff Avs L M	94.1%	99.0%	93.8%	93.5%	42	5	37	0	
5	ES332	9	Myrtle-Wyckoff Avs L M	94.2%	97.4%	93.1%	94.3%	45	5	40	0	
6	ES335	8	West 8 St-NY Aquarium F O	95.8%	95.5%	93.3%	83.8%	33	3	30	0	
7	ES356	1	Jay St A C F R	96.0%	97.1%	95.4%	96.7%	34	7	27	0	
8	ES331	16	Broadway Junction A C J L Z	96.1%	96.8%	94.5%	95.6%	42	4	38	0	
9	ES304	10	President St 2 5	96.3%	99.5%	96.1%	95.9%	20	8	12	0	
10	ES310	10	Atlantic Av B O	96.5%	97.9%	93.6%	97.6%	24	8	16	0	
11	ES352	12	Franklin Av S	96.7%	99.2%	98.2%	98.8%	23	8	15	0	
12	ES306	9	Court St R	97.4%	98.7%	97.8%	94.1%	23	3	20	0	
13	ES322	14	High St A C	97.4%	97.7%	98.9%	98.9%	23	7	16	0	
14	ES324	12	High St A C	97.4%	99.4%	97.1%	89.2%	23	7	16	0	
15	ES318	12	Jay St A C F	97.5%	98.0%	97.3%	98.8%	23	3	20	0	
16	ES309	12	DeKalb Av B O R	97.6%	98.5%	97.6%	98.2%	24	3	21	0	
17	ES347	15	Broadway Junction A C J L Z	97.6%	99.6%	98.1%	95.1%	27	4	23	0	
18	ES317	12	Jay St A C F	97.7%	99.9%	98.3%	98.5%	16	9	7	0	
19	ES303	8	Borough Hall 2 3 4 5	98.0%	98.8%	98.1%	90.9%	25	8	17	0	
20	ES330	15	Broadway Junction A C J L Z	98.2%	99.5%	99.2%	91.8%	25	7	18	0	
21	ES320	14	Jay St A C F	98.2%	99.6%	97.7%	93.4%	19	4	15	0	
22	ES323	13	High St A C	98.4%	99.2%	100.0%	98.1%	14	5	9	0	
23	ES321	14	High St A C	98.4%	99.6%	99.7%	97.4%	16	5	11	0	
24	ES305	9	Court St R	98.5%	100.0%	98.3%	86.3%	14	5	9	0	
25	ES308	12	DeKalb Av B O R	99.0%	99.0%	98.6%	99.1%	10	3	7	0	
26	ES319	14	Jay St A C F	99.1%	99.9%	98.6%	97.8%	9	3	6	0	
27	ES350	15	High St A C	99.2%	99.5%	100.0%	98.7%	10	4	6	0	
	27	11.0	Escalator Subtotal:	95.7%	97.2%	95.2%	94.8%	795	137	658	0	
*Note the number of entrapments are included in the non scheduled outage count.												

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Fourth Quarter - 2012

Borough:		Queens										
				2012 4th Quarter Availability			2011 4th Qtr. Availability	Outages			Entrap ments	
	Unit ID	Age (Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Sche- duled	Non- Sched		
					Peak	Peak						
1	EL432	7	Jamaica-179 St F	83.2%	84.8%	82.6%	98.9%	10	4	6	0	
2	EL404	22	Roosevelt Island F	85.2%	85.9%	86.0%	95.2%	9	4	5	0	
3	EL498	0	Mott Avenue A	92.4%	92.9%	93.0%	0.0%	10	3	7	0	
4	EL433	7	Jamaica-179 St F	94.2%	94.9%	94.5%	92.9%	12	3	9	0	
5	EL425	5	Junction Blvd 7	95.3%	97.6%	93.6%	98.4%	25	4	21	0	
6	EL436	4	Kew Gardens-Union Tpke E F	97.5%	98.9%	99.1%	98.0%	14	7	7	0	
7	EL497	0	Mott Avenue A	97.6%	98.3%	97.7%	0.0%	15	1	14	0	
8	EL435	4	Kew Gardens-Union Tpke E F	97.9%	100.0%	99.7%	98.6%	12	9	3	0	
9	EL431	7	Jamaica-179 St F	97.9%	100.0%	98.3%	99.5%	14	4	10	0	
10	EL434	4	Kew Gardens-Union Tpke E F	98.0%	99.2%	98.7%	99.5%	14	4	10	0	
11	EL447	1	CitiCorp/Court Square 7 E G	98.1%	99.1%	98.8%	91.1%	13	3	10	1	
12	EL405	22	21 St-Queensbridge F	98.1%	99.7%	100.0%	98.4%	13	4	9	1	
13	EL412	23	Jamaica Center E J Z	98.2%	98.8%	97.5%	95.6%	14	6	8	0	
14	EL409	23	Jamaica-Van Wyck E	98.3%	100.0%	99.3%	98.7%	14	6	8	0	
15	EL413	23	Jamaica Center E J Z	98.4%	100.0%	99.0%	96.0%	17	6	11	0	
16	EL426	5	Junction Blvd 7	98.5%	99.5%	99.4%	96.3%	12	5	7	1	
17	EL422	6	Jackson Hts-Roosevelt Av E F M R	98.5%	98.8%	100.0%	98.2%	8	2	6	0	
18	EL420	6	74 St-Broadway 7	98.5%	99.8%	100.0%	95.9%	17	3	14	0	
19	EL423	6	74 St-Broadway 7	98.6%	99.9%	100.0%	98.9%	12	4	8	0	
20	EL428	6	Queens Plaza E M R	98.7%	100.0%	98.4%	99.5%	10	3	7	0	
21	EL408	23	Jamaica-Van Wyck E	98.8%	100.0%	100.0%	97.7%	7	4	3	0	
22	EL403	22	Roosevelt Island F	98.8%	100.0%	99.5%	95.9%	9	4	5	0	
23	EL446	1	CitiCorp/Court Square 7 E G	98.9%	100.0%	100.0%	99.0%	6	3	3	0	
24	EL421	6	Jackson Hts-Roosevelt Av E F M R	98.9%	99.3%	100.0%	96.7%	7	4	3	0	
25	EL427	5	Junction Blvd 7	99.0%	99.5%	99.6%	81.8%	5	1	4	1	
26	EL406	22	21 St-Queensbridge F	99.0%	99.9%	99.7%	97.5%	9	3	6	0	
27	EL414	12	Flushing-Main St 7	99.1%	100.0%	100.0%	99.1%	7	4	3	0	
28	EL407	22	21 St-Queensbridge F	99.1%	99.9%	99.5%	94.7%	7	3	4	0	
29	EL430	6	Queens Plaza E M R	99.2%	100.0%	100.0%	98.7%	6	3	3	0	
30	EL429	6	Queens Plaza E M R	99.2%	99.8%	100.0%	99.3%	6	3	3	0	
31	EL411	23	Sutphin Blvd-Archer Av-JFK E J Z	99.3%	100.0%	99.7%	98.1%	6	4	2	0	
	31	10.5	Elevator Subtotal:	97.2%	98.3%	97.9%	96.8%	340	121	219	4	

Elevator and Escalator
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Borough:		Queens										
		Age		2012 4th Quarter Availability			2011 4th Qtr. Availability	Outages			Entrapments	
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Sched	Non-Sched		
					Peak	Peak						
1	ES421	22	21 St-Queensbridge F	63.1%	63.6%	62.6%	98.0%	14	1	13	0	
2	ES457	13	Flushing-Main St 7	79.2%	81.6%	77.9%	56.5%	53	7	46	0	
3	ES422	22	21 St-Queensbridge F	87.7%	89.5%	88.1%	98.4%	21	4	17	0	
4	ES447	4	Jamaica Center E J Z	89.8%	90.5%	90.9%	98.8%	17	6	11	0	
5	ES455	13	Flushing-Main St 7	90.9%	92.7%	91.3%	96.2%	30	7	23	0	
6	ES445	3	Jamaica Center E J Z	93.2%	94.5%	91.9%	98.2%	18	5	13	0	
7	ES449	13	74 St-Broadway 7	93.2%	95.3%	93.0%	99.0%	39	5	34	0	
8	ES428	3	Jamaica-Van Wyck E	93.8%	93.4%	95.1%	94.5%	29	6	23	0	
9	ES453	20	74 St-Broadway 7	94.1%	96.1%	90.7%	95.6%	63	7	56	0	
10	ES448	12	Woodside-61 St 7	94.7%	96.0%	93.8%	93.9%	36	5	31	0	
11	ES451	14	74 St-Broadway 7	95.0%	95.9%	96.0%	98.0%	18	4	14	0	
12	ES430	4	Jamaica-Van Wyck E	95.6%	95.2%	97.3%	93.1%	25	7	18	0	
13	ES436	23	Sutphin Blvd-Archer Av-JFK E J Z	96.1%	97.7%	97.5%	98.4%	18	5	13	0	
14	ES456	13	Flushing-Main St 7	96.1%	98.5%	94.9%	83.5%	32	7	25	0	
15	ES435	23	Sutphin Blvd-Archer Av-JFK E J Z	96.4%	96.7%	97.9%	99.0%	26	5	21	0	
16	ES438	3	Jamaica Center E J Z	96.5%	97.1%	96.7%	98.7%	23	4	19	0	
17	ES450	13	74 St-Broadway 7	96.7%	97.4%	97.6%	95.8%	37	5	32	0	
18	ES429	3	Jamaica-Van Wyck E	96.8%	96.6%	98.0%	95.8%	25	6	19	0	
19	ES440	3	Jamaica Center E J Z	97.0%	97.8%	97.8%	92.9%	16	5	11	0	
20	ES420	4	Roosevelt Island F	97.1%	96.3%	97.8%	99.2%	13	3	10	0	
21	ES425	22	21 St-Queensbridge F	97.1%	98.6%	98.5%	96.1%	13	4	9	0	
22	ES411	4	Roosevelt Island F	97.3%	98.5%	98.5%	87.7%	25	4	21	0	
23	ES434	23	Sutphin Blvd-Archer Av-JFK E J Z	97.4%	98.9%	97.4%	97.8%	19	5	14	0	
24	ES431	4	Jamaica-Van Wyck E	97.5%	96.9%	99.1%	96.8%	25	6	19	0	
25	ES452	20	74 St-Broadway 7	97.6%	99.5%	98.5%	83.3%	29	7	22	0	
26	ES413	16	Roosevelt Island F	98.0%	98.1%	98.0%	93.4%	19	3	16	0	
27	ES441	4	Jamaica Center E J Z	98.0%	99.5%	98.4%	95.8%	16	4	12	0	
28	ES427	3	Jamaica-Van Wyck E	98.1%	96.1%	98.9%	97.5%	25	3	22	0	
29	ES442	4	Jamaica Center E J Z	98.1%	98.9%	98.9%	97.3%	25	7	18	0	
30	ES426	22	21 St-Queensbridge F	98.1%	99.3%	98.7%	99.1%	13	4	9	0	
31	ES412	3	Roosevelt Island F	98.2%	98.2%	99.0%	94.9%	14	3	11	0	
32	ES418	4	Roosevelt Island F	98.2%	99.5%	98.5%	97.7%	22	3	19	0	
33	ES443	4	Jamaica Center E J Z	98.2%	99.6%	99.2%	98.8%	26	6	20	0	
34	ES437	23	Sutphin Blvd-Archer Av-JFK E J Z	98.4%	100.0%	99.5%	97.8%	19	5	14	0	
35	ES423	22	21 St-Queensbridge F	98.4%	98.8%	99.4%	98.9%	13	3	10	0	
36	ES439	4	Jamaica Center E J Z	98.4%	100.0%	99.9%	98.0%	12	7	5	0	
37	ES446	3	Jamaica Center E J Z	98.5%	99.3%	98.8%	98.6%	20	6	14	0	
38	ES419	4	Roosevelt Island F	98.5%	98.4%	98.8%	99.2%	18	3	15	0	
39	ES417	4	Roosevelt Island F	98.7%	96.4%	99.4%	98.8%	22	3	19	0	
40	ES414	4	Roosevelt Island F	98.8%	100.0%	98.6%	96.3%	16	3	13	0	
41	ES424	22	21 St-Queensbridge F	99.1%	100.0%	100.0%	97.7%	9	3	6	0	
42	ES444	4	Jamaica Center E J Z	99.2%	99.7%	100.0%	96.4%	13	5	8	0	
43	ES415	3	Roosevelt Island F	99.2%	100.0%	99.4%	89.2%	6	3	3	0	
44	ES416	16	Roosevelt Island F	99.3%	100.0%	100.0%	99.2%	5	3	2	0	
	44	10.5	Escalator Subtotal:	95.5%	96.3%	96.0%	95.2%	977	207	770	0	
*Note the number of entrapments are included in the non scheduled outage count.												

2012 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL131	161 St-Yankee Stadium 4 B D	2	The entrapments on 11/27/12 & 12/5/12 were a result of the car not leveling properly at the lower landing when traveling in the down direction. The hydraulic control valve and the hydraulic fluid was replaced. The elevator was tested and returned to service.
EL136	Pelham Pkwy 2 5	1	The entrapment on 11/5/12 was a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock contacts and release roller assembly were replaced. The car was tested and returned to service.
EL138	Pelham Pkwy 2 5	1	The entrapment on 12/4/12 was caused by a defective bearing in the upper landing door operator linkage assembly. The bearing was replaced; the car was tested and returned to service.
EL183	Gun Hill Rd 2 5	4	The entrapment on 11/19/12 was caused by a defective hoist-way limit switch. The limit switch was replaced; the machine was tested and returned to service. The entrapment on 11/29/12 was a result of debris in the lower landing hatch door saddle that prevented the door from closing completely. The saddle was cleaned and the machine was placed back into service. The two entrapments that occurred on 12/18/12 were a result of the lower landing release roller assembly being out of adjustment. The release rollers were adjusted; the machine was tested and returned to service.
MANHATTAN			
EL104	191 St 1	3	The entrapment on 10/14/12 was a result of the motor drive registering a fault that stops the machine. The drive unit was re-set the machine was tested and placed back into service. The entrapment on 11/23/12 was caused by two defective control relay coils. The relays were replaced, the machine was tested and returned to service. The entrapment on 12/08/12 was a result of the motor drive registering a fault that stops the machine. The drive unit was re-set the machine was tested and placed back into service.
EL105	191 St 1	1	The entrapment on 12/14/12 was a result of a defective tachometer motor and wheel. The tachometer motor and wheel were replaced. The car operation was tested and was placed back into service.
EL106	191 St 1	2	The entrapment on 11/4/12 was caused by worn electrical contacts in two control relays. The relays were replaced; the car was tested and returned to service. The entrapment on 12/6/12 was a result of dirty electrical contacts in the interlock circuit. The contacts were cleaned and the locator guide shoes were replaced. The machine was tested and returned to service.
EL107	181 St 1	1	The entrapment on 11/21/12 was a result of defective hoist motor field coils. The field coils and tachometer were replaced; the operation was tested and the machine was returned to service.
EL109	181 St 1	1	The entrapment on 11/03/12 was caused by a blown fuse in the door operator circuit. The fuse was replaced; the operation of the doors was tested and the machine was placed back in service.
EL111	168 St 1	1	The entrapment on 10/19/12 was caused by worn electrical contacts in three control relays. The relays were replaced; the car was tested and returned to service.

2012 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL112	168 St ①	2	The entrapment on 11/5/12 was a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock assembly was adjusted; the car was tested and returned to service. The entrapment on 11/11/12 was a result of the car not leveling properly. The leveling field was adjusted; the machine was tested and returned to service.
EL116	190 St ①	1	The entrapment on 10/12/12 was a result of the compensation sheave safety switch tripping and stopping the car. The safety switch was re-set and adjusted; the car was tested and returned to service.
EL119	181 St ①	2	The two entrapments that occurred on 12/21/12 & 12/22/12 were caused by a defective resistor in the motor field coil circuit. The resistor was replaced; the machine was tested and returned to service.
EL120	190 St ①	2	The entrapment on 11/5/12 was a result of the emergency hatch switch not making proper contact. The switch was adjusted; the machine was tested and returned to service. The entrapment on 11/27/12 was caused by a defective door zone control relay. The relay was replaced the machine was tested and placed back into service.
EL124	175 St ①	1	The entrapment on 11/10/12 was a result of the upper landing hatch door release roller assembly not being adjusted properly. The release rollers were adjusted; the machine was tested and returned to service.
EL126	125 St ④⑤⑥	1	The entrapment on 11/1/12 was caused by a broken release roller at the upper landing. The release roller was replaced and the assembly was tightened; the hatch door saddles were cleaned; the machine was tested and returned to service.
EL139	168 St ①①③	1	The entrapment on 12/27/12 was a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock assembly was adjusted; the car was tested and returned to service.
EL145	96th St ②③①	1	The entrapment on 11/8/12 was caused by a piece of rubber stuck in the upper landing hatch door saddle which prevented the doors from closing completely. The debris was removed; the machine was tested and returned to service.
EL180	135 St ②③	1	The entrapment on 10/12/12 was caused by a loose connection on the top of car "stop switch". The loose wire was tightened; the machine was tested and returned to service.
EL201	51 St ⑥	1	The entrapment on 12/11/12 was caused by a water bottle that was jammed between the lower landing hatch and car doors which prevented the doors from closing completely. The water bottle was removed; the machine was tested and returned to service.
EL215	34 St-Penn Station ②③	1	The entrapment on 11/10/12 was a result of the car not leveling when traveling in the down direction. The down leveling (control valve) was adjusted; the machine was tested and returned to service.
EL218	14 St-Union Sq ①	2	The two entrapments that occurred on 11/13/12 & 11/16/12 were a result of the car not leveling properly due to a defective hydraulic control valve. The valve was replaced; the machine was tested and returned to service.
EL220	14 St-Union Sq ①③④	1	The entrapment on 12/26/12 was a result of the car over-shooting the landing while traveling in the up direction. The hydraulic control valve was flushed and up leveling was adjusted; the machine was tested and returned to service.

2012 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL223	14 St A C E	1	The entrapment on 10/27/12 was a result of the car guide shoes being out of adjustment. The guide shoes and car doors were adjusted; the machine was tested and returned to service.
EL224	8 Av L	2	The entrapment on 11/26/12 was a result of the middle level release roller assembly being out of adjustment. The release roller assembly was adjusted; the machine was tested and returned to service. MOW Control operator # 18 reported passengers were entrapped on 12/3/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL234	47-50 Sts-Rockefeller Center B D F M	1	The entrapment on 10/14/12 was a result of the motor drive (soft starter) registering a fault that stops the machine. The drive unit was re-set the machine was tested and placed back into service.
EL235	47-50 Sts-Rockefeller Center B D F M	1	The entrapment on 11/7/12 was a result of the door restrictor not being adjusted properly. The restrictor was adjusted; the machine was tested and returned to service.
EL237	66 St-Lincoln Center 1	1	The entrapment on 10/2/12 was caused by a defective door operator control board. The control board was replaced; the machine was tested and returned to service.
EL279	59th St-Columbus Circle A B C D 1	1	The entrapment on 11/21/12 was caused by the lower landing hatch door interlock contacts not making a proper connection. The interlock was adjusted; the machine was tested and returned to service.
EL330	Bleecker St D F B M 6	1	The entrapment on 12/18/12 was caused by worn guide shoes on the leveling unit selector tape. The guide shoes were replaced; the machine was tested and returned to service.
EL331	Bleecker St D F B M 6	1	The entrapment on 10/22/12 was a result of a loose connection on the governor switch. The loose wire was tightened; the machine was tested and returned to service.
EL332	Bleecker St D F B M 6	1	The entrapment on 11/26/12 was caused by the activation of the governor switch. The governor switch was re-set; the machine was tested and returned to service.
EL333	West 4 St A B C D E F M	1	The entrapment on 11/12/12 was caused by a defective lower landing hatch door interlock assembly. The interlock was replaced; the machine was tested and returned to service.
EL334	West 4 St A B C D E F M	4	The four entrapments were a result of debris in the hatch door and card door saddles; which prevented the doors from closing completely. The saddles were cleaned; the machine was tested and returned to service.

2012 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
BROOKLYN			
EL310	Clark St ②③	3	MOW Control operator # 86 reported passengers were entrapped on 11/17/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered. The entrapments on 11/26/12 & 11/27/12 were caused by intermittent door operational problems. The hatch door interlocks and release roller assemblies at both landings were adjusted and the car door clutch was replaced. The machine was tested and returned to service.
EL311	Clark St ②③	1	The entrapment on 11/24/12 was caused by defective contacts in the upper landing hatch door interlock circuit. The contacts were replaced; the machine was tested and returned to service.
EL312	Clark St ②③	1	The entrapment on 11/21/12 was a result of a defective power supply. The power supply and a defective control circuit board was replaced; the machine was tested and returned to service.
EL320	Church Av ②⑤	2	The entrapment on 11/14/12 was a result of debris in the door saddles preventing the doors from closing completely. The saddles were cleaned; the machine was tested and returned to service. MOW Control operator # 37 reported passengers were entrapped on 11/21/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL323	Crown Hts-Utica Av ③④	1	The entrapment on 12/28/12 was caused by the car door riding off of the guide track and becoming jammed at the lower landing. The car door was repaired; the hanger rollers and door operator belt were replaced. The machine was tested and returned to service.
EL339	Franklin Av ④⑤	1	The entrapment on 11/01/12 was a result of a defective door close relay. The door close relay and the door operator control board were replaced. The machine was tested and returned to service.
EL340	Franklin Av ④⑤	1	The entrapment on 11/18/12 was caused by a defective top of car "stop switch". The stop switch was repaired; the machine was tested and returned to service.
EL341	Euclid Av ①③	1	The entrapment on 11/28/12 was a result of worn hatch and car door gibes on the upper landing. The gibes were replaced; the machine was tested and returned to service.
EL376	Bay Parkway ①	1	The entrapment on 12/24/12 was a result of the car door gate switch contacts not making a proper connection. The gate switch was adjusted; the car was tested and returned to service.
EL382	Prospect Park ①③⑤	5	The five entrapments were a result of the door operator fuse blowing; due to a problem with the door restrictor intermittently preventing the doors from opening freely. The door restrictor was adjusted; the machine was tested and returned to service.
EL391	Marcy Av ①③⑤	1	The entrapment on 12/14/12 was caused by the upper landing hatch door interlock contacts not making a proper connection. The interlock was adjusted; the machine was tested and returned to service.

2012 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL394	Flushing Av J M	3	The entrapment on 10/25/12 was a result of a loose connection in the emergency stop button circuit. Repairs were made to a splice in the top of car junction box; the machine was tested and returned to service. The entrapment on 11/1/12 was a result of the car not leveling properly while traveling in the up direction. The hydraulic control valve was adjusted; the machine was tested and returned to service. MOW Control operator # 54 reported passengers were entrapped on 11/20/12 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL398	Myrtle-Wyckoff Aves M	1	The entrapment on 12/3/12 was a result of the car door gate switch contacts not making a proper connection. The gate switch was adjusted; the car was tested and returned to service.
EL708	Jay St A C F R	1	The entrapment on 12/29/12 was caused by a candy and gum stuck in the hatch door saddle which prevented the doors from closing completely. The debris was removed; the machine was tested and returned to service.
EL760	Kings Highway B Q	1	The entrapment on 11/29/12 was a result of debris in the lower landing hatch door saddle that prevent the door from closing completely. The saddled was cleaned; the machine was tested and returned to service.
QUEENS			
EL405	21 St-Queensbridge F	1	The entrapment on 12/8/12 was a result of debris in the upper landing hatch door and card door saddles; which prevented the doors from closing completely. The saddles were cleaned; the machine was tested and returned to service.
EL426	Junction Blvd 7	1	The entrapment on 10/23/12 was a result of debris in the door saddles preventing the doors from closing completely. The saddles were cleaned; the machine was tested and returned to service.
EL427	Junction Blvd 7	1	The entrapment on 10/16/12 was a result of debris in the upper landing hatch door saddle; which prevented the doors from closing completely. The saddle was cleaned; the machine was tested and returned to service.
EL447	CitiCorp/Court Square 7 E G	1	The entrapment on 11/08/12 was a result of the door hanger track separating from the wall, due to a loose bolt. The loose bolt was secured; the machine was tested and returned to service.

2012 4TH QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
MANHATTAN			
EL119	181 St A	73.3%	This elevator was out of service from 12/9/12 thru 12/19/12 to replace worn counterweight sheave bearings. In addition the hoist ropes and generator were also replaced. The machine was tested and returned to service.
BROOKLYN			
EL760	Kings Highway B C	79.1%	This elevator was out of service from 10/26/12 thru 11/14/12 to allow the contractor to perform a warranty repair by replacing the drive motor which failed prematurely.
EL701	Coney Island-Stillwell Av D F N Q	84.1%	This elevator was out of service on two separate occasions from 11/10/12 thru 11/14/12 and 11/30/12 thru 12/10/12 due to a loss of utility (Consolidated Edison) power.
EL702	Coney Island-Stillwell Av D F N Q	84.3%	This elevator was out of service on two separate occasions from 11/10/12 thru 11/14/12 and 11/30/12 thru 12/10/12 due to a loss of utility (Consolidated Edison) power.
QUEENS			
EL432	Jamaica-179 St F	83.2%	This elevator was out of service from 10/13/12 thru 10/28/12 to replace the problematic low profile hydraulic door operators that are manufactured by Atlantic Tech. Incorporated. The front and rear door operator units were replaced with motorized units manufactured by G.A.L. Incorporated

2012 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES

Equip #	Station Name:	Station / Line	# of Inspections (10/1/12 to 12/31/12)	# of Inspections Found Out of Service
EL200X	34 St - Herald Square	6th Avenue	276	2
EL203X	Lexington Av - 53 St	Queens Blvd	276	5
EL207X	50 Street	8th Avenue	276	0
EL208X	50 Street	8th Avenue	276	72
EL231X	Times Square - 42 St	Broadway / 7th Avenue	276	0
EL268X	49th Street (Uptown)	Broadway	276	0
EL276X	59 St - Columbus Circle	8th Avenue	276	223
EL287X	42nd St - Bryant Park	6th Avenue	276	67
EL288X	42nd St - Port Authority Bus Terminal	8th Avenue	276	0
EL289X	42nd St - Port Authority Bus Terminal	8th Avenue	276	0
EL290X	42nd St - Port Authority Bus Terminal	8th Avenue	276	52
EL291X	42nd St - Port Authority Bus Terminal	8th Avenue	276	1
EL300X	Atlantic Avenue	LIRR	276	3
EL415X	61 St - Woodside	Flushing	276	27
EL416X	61 St - Woodside	Flushing	276	9
EL417X	61 St - Woodside	Flushing	276	3
EL418X	61 St - Woodside	Flushing	276	0
EL419X	61 St - Woodside	Flushing	276	7
EL445X	Court Square	Flushing	276	5
EL448X	Sutphin Blvd - Archer Av JFK	ARC	276	4
EL449X	Sutphin Blvd - Archer Av JFK	ARC	276	0
EL450X	Sutphin Blvd - Archer Av JFK	ARC	276	4
EL490X	Howard Beach - JFK Airport	Rockaway	276	153
EL491X	Howard Beach - JFK Airport	Rockaway	276	155
EL492X	Howard Beach - JFK Airport	Rockaway	276	151
EL493X	Howard Beach - JFK Airport	Rockaway	276	155
EL494X	Howard Beach - JFK Airport	Rockaway	276	32
EL495X	Howard Beach - JFK Airport	Rockaway	276	33
EL700X	Atlantic Avenue	Eastern Parkway	276	8
EL728X	Fulton Street	Lexington Avenue	276	8
ES250X	59 St - Columbus Circle	8th Avenue	276	10
ES251X	59 St - Columbus Circle	8th Avenue	276	7
ES253X	Lexington Av - 53 St	Queens Blvd	276	4
ES254X	Lexington Av - 53 St	Queens Blvd	276	142
ES257X	14 St - Union Square	Lexington Avenue	276	50

2012 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES

Equip #	Station Name:	Station / Line	# of Inspections (10/1/12 to 12/31/12)	# of Inspections Found Out of Service
ES258X	14 St - Union Square	Lexington Avenue	276	84
ES261X	Times Square - 42 St	Broadway / 7th Avenue	276	50
ES262X	Times Square - 42 St	Broadway / 7th Avenue	276	45
ES263X	50 Street	8th Avenue	276	70
ES264X	50 Street	8th Avenue	276	176
ES265X	Court Square	Crosstown	276	20
ES266X	Court Square	Crosstown	276	19
ES267X	Times Square - 42 St	Broadway / 7th Avenue	276	197
ES268X	Times Square - 42 St	Broadway / 7th Avenue	276	174
ES358X	Atlantic Avenue	Eastern Parkway	276	34
ES359X	Atlantic Avenue	Eastern Parkway	276	5
ES376X	Fulton St	Nassau Loop BMT	276	0
ES377X	Fulton St	Nassau Loop BMT	276	0
ES378X	Wall St	Clark Street	276	22
ES379X	Wall St	Clark Street	276	20
ES380X	Cortlandt St	Broadway	276	2
ES432X	Sutphin Blvd - Archer Av JFK	ARC	276	6
ES433X	Sutphin Blvd - Archer Av JFK	ARC	276	5
ES461X	Court Square	Flushing	276	26
ES462X	Court Square	Flushing	276	54
ES496X	Howard Beach - JFK Airport	Rockaway	276	25
ES497X	Howard Beach - JFK Airport	Rockaway	276	9
ES498X	Howard Beach - JFK Airport	Rockaway	276	151
ES499X	Howard Beach - JFK Airport	Rockaway	276	50
ES600X	Lexington Av - 53 St	Queens Blvd	276	34
ES606X	42nd St - Port Authority Bus Terminal	8th Avenue	276	24
ES607X	42nd St - Port Authority Bus Terminal	8th Avenue	276	21
ES608X	Grand Central - 42nd St	Lexington Avenue	276	59
ES609X	Grand Central - 42nd St	Lexington Avenue	276	69
ES610X	Grand Central - 42nd St	Lexington Avenue	276	15
65			17,940	2,858

2012 4TH QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES104	Gun Hill Rd ②⑤	84.4%	This escalator was out of service from 12/8/12 thru 12/16/12 to replace worn left and right side handrail drive chains and drive sheave traction bands. In addition the right side handrail was replaced and the pressure rollers were adjusted.
MANHATTAN			
ES351	Whitehall St ⑧	79.9%	This escalator was out of service from 10/30/12 thru 12/10/12 due to damage caused by flooding associated with hurricane Sandy. The escalator safety switches; truss wiring; controller components and machine brakes were dried, cleaned or replaced. The unit was tested and returned to service.
ES343	Bowling Green ④⑤	83.1%	This escalator was out of service on two separate occasions from 10/29/12 thru 11/7/12 and 11/22/12 thru 11/30/12 due to a loss of utility (Consolidated Edison) power.
BROOKLYN			
ES357	Jay St ①③④⑤⑧	69.4%	This escalator has been out of service from 12/17/12 thru 12/31/12 due to reoccurring warranty repair work associated with the step counter brackets bending and damaging the up thrust
QUEENS			
ES421	21 St-Queensbridge ⑥	63.1%	This escalator was out of service from 10/13/12 thru 11/15/12 to replace defective head shaft bearings; step chain, steps and repair damaged main drive shaft brackets.
ES457	Flushing-Main St ⑦	79.2%	This escalator was out of service from 12/8/12 thru 12/13/12 to replace the right side handrail. The machine was out of service again on two separate occasions between 12/21/12 and 12/26/12 to replace the hydraulic emergency brake; the brake sensors and step speed sensors.

Elevator	2009 - 4th Quarter	2010 - 1st Quarter	2010 - 2nd Quarter	2010 - 3rd Quarter	2010 - 4th Quarter	2011 - 1st Quarter	2011 - 2nd Quarter	2011 - 3rd Quarter	2011 - 4th Quarter	2012 - 1st Quarter	2012 - 2nd Quarter	2012 - 3rd Quarter	2012 - 4th Quarter
24 Hour	96.3%	96.7%	96.8%	97.2%	96.8%	96.9%	95.3%	95.6%	97.0%	98.1%	97.8%	97.4%	97.5%
AM Peak	96.9%	97.3%	97.4%	97.7%	97.1%	97.2%	95.9%	96.2%	97.8%	98.7%	98.6%	98.2%	98.2%
PM Peak	96.8%	97.2%	96.9%	97.3%	96.9%	97.2%	95.7%	96.0%	97.5%	98.7%	98.2%	97.9%	98.0%
MTBF(Hrs)	408	351	315	317	381	372	404	358	378	458	421	385	404
Goal	97.1%	97.1%	97.1%	97.1%	97.1%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%
Escalator	2009 - 4th Quarter	2010 - 1st Quarter	2010 - 2nd Quarter	2010 - 3rd Quarter	2010 - 4th Quarter	2011 - 1st Quarter	2011 - 2nd Quarter	2011 - 3rd Quarter	2011 - 4th Quarter	2012 - 1st Quarter	2012 - 2nd Quarter	2012 - 3rd Quarter	2012 - 4th Quarter
24 Hour	93.2%	94.9%	92.8%	91.6%	91.7%	92.4%	92.8%	93.1%	96.1%	96.2%	96.1%	96.5%	96.0%
AM Peak	93.6%	94.9%	92.5%	91.1%	91.4%	92.1%	92.9%	93.0%	96.5%	96.7%	97.5%	97.8%	97.2%
PM Peak	93.4%	94.9%	92.9%	91.6%	91.7%	92.6%	93.5%	93.8%	96.7%	96.9%	96.4%	97.0%	96.4%
MTBF(Hrs)	180	148	140	118	128	134	148	140	147	128	97	104	105
Goal	96.0%	96.0%	96.0%	96.0%	96.0%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%

STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU FOURTH QUARTER

Key indicators for the fourth quarter ending December 31, 2012 and for the year are reflected on the attached chart. Statistical highlights are shown below:

- Summons issuance decreased by 8.6 percent in the fourth quarter of 2012 compared to the same period in 2011. For the year, issuance declined by 1.8 percent from 113,200 to 111,200 summonses in 2012.
- TAB received a total of 88,600 payments in 2012, a decrease of 4.7 percent from the 93,000 summonses issued in 2011. For the fourth quarter, TAB witnessed a decline in payments of 11.5 percent from 19,000 to 16,900.
- Total revenue for the year fell by 2.5 percent from \$8,544,000 in 2011 to \$8,334,000 in 2012. The average of payments received and the yields per notice of violations were substantially flat, with the average payment increasing slightly from \$93.00 to \$94.00 and average yield declining from \$76.00 to \$75.00.
- TAB's expenses decreased by 1.9 percent in 2012 as compared to 2011. TAB revenues exceeded expenses by \$157,000 in the fourth quarter of 2012 and by \$3,117,000 for the year, the latter representing a slight decline from the \$3,232,000 by which revenues had exceeded expenses in 2011.

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

INDICATOR	ANNUAL TOTALS			
	4th QTR 2012	4th QTR 2011	Y-T-D 2012	Y-T-D 2011
ISSUANCE DATA				
Violations Issued	23,500	25,700	111,200	113,200
% With Telephone Data	63%	65%	65%	67%
% With Employer Data	25%	25%	25%	24%
PAYMENT DATA				
Number of Payments	16,900	19,100	88,600	93,000
Regular	16,400	18,000	75,500	77,700
State Tax Refund	500	1,100	13,100	15,300
Amount Paid	\$1,502,700	\$1,710,000	\$8,364,500	\$8,635,700
Regular	\$1,462,500	\$1,616,600	\$6,763,100	\$6,866,800
State Tax Refund	\$40,200	\$93,400	\$1,601,400	\$1,768,900
Average Payment	\$89.00	\$89.00	\$94.00	\$93.00
Yield per NOV	\$64.00	\$67.00	\$75.00	\$76.00
REVENUE/EXPENSE DATA				
Revenue	\$1,487,600	\$1,684,000	\$8,333,800	\$8,544,200
Expenses	\$1,330,500	\$1,384,400	\$5,216,100	\$5,312,700
ADJUDICATIONS				
Total Cases Adjudicated	5,600	7,523	26,844	29,830
Admin Dismissals	492	578	2,366	2,629
Hearings	5,108	6,945	24,478	27,201

2012 YEAR-END TRANSIT COMMITTEE MEETING

8.77

**DATA AS OF
DECEMBER 31, 2012**

2012 YEAR-END EEO REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

WORKFORCE UTILIZATION ANALYSIS* AS OF DECEMBER 31, 2012

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	25%	15%	No	12%	35%	Yes	6%	10%	Yes	5%	14%	Yes	0%	0%	Yes	0%	0%	Yes	1%	1%	Yes
Professionals	36%	36%	Yes	11%	33%	Yes	7%	8%	Yes	8%	26%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Technicians	36%	44%	Yes	11%	48%	Yes	10%	9%	No	12%	15%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Protective Services	14%	21%	Yes	35%	59%	Yes	17%	16%	No	4%	7%	Yes	0%	0%	Yes	0%	0%	Yes	3%	1%	No
Paraprofessionals	52%	52%	Yes	13%	62%	Yes	10%	20%	Yes	4%	4%	Yes	0%	0%	Yes	0%	0%	Yes	2%	0%	No
Administrative Support	57%	43%	No	22%	59%	Yes	20%	14%	No	7%	14%	Yes	0%	0%	Yes	0%	0%	Yes	3%	1%	No
Skilled Craft	13%	5%	No	25%	42%	Yes	14%	12%	No	10%	13%	Yes	0%	0%	Yes	0%	0%	Yes	2%	1%	No
Service Maintenance	19%	18%	No	28%	57%	Yes	30%	20%	No	3%	5%	Yes	0%	0%	Yes	0%	0%	Yes	3%	1%	No

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

* NYC Transit has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing NYC Transit's December 31, 2012 workforce percentages for females and minorities to 80% of the females and minorities available within the relevant labor market based on the U.S. Census.

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

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2012 YEAR-END EEO REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

NEW HIRES AS OF DECEMBER 31, 2012

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	68	15	22%	17	25%	5	7%	5	7%	0	0%	0	0%	0	0%
Professionals	89	27	30%	16	18%	6	7%	22	25%	0	0%	0	0%	6	7%
Technicians	4	0	0%	0	0%	1	25%	1	25%	0	0%	0	0%	0	0%
Protective Services	19	4	21%	9	47%	6	32%	1	5%	0	0%	0	0%	0	0%
Paraprofessionals	3	2	67%	3	100%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	352	164	47%	155	44%	56	16%	71	20%	0	0%	0	0%	4	1%
Skilled Craft	692	12	2%	201	29%	92	13%	120	17%	1	0%	0	0%	17	2%
Service Maintenance	1,540	363	24%	889	58%	313	20%	131	9%	0	0%	1	0%	24	2%
Total	2,767	587	21%	1,290	47%	479	17%	351	13%	1	0%	1	0%	51	2%

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

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

2012 YEAR-END EEO REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

EEO AND TITLE VI COMPLAINTS AS OF DECEMBER 31, 2012

8.81

Category	Race	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other ¹	Total Issues ²	Total Cases	Status (# Open)
EEO	75	39	38	50	27	30	15	77	351	215	173
External Complaints	40	2	20	47	19	24	10	44	206	118	101
Internal Complaints	35	37	18	3	8	6	5	33	145	97	72

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	11	2	6	19	19	10

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

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

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

Report



SPECIAL REPORTS AND PRESENTATIONS: EEO & DIVERSITY REPORT

Year-end report to the Committee providing data on key EEO and Human Resources indicators relating to MTA Bus' Equal Employment Opportunity and Diversity efforts.

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

4th Quarter 2012 EEO Report

AGENCY NAME: MTA Bus Company

WORKFORCE UTILIZATION ANALYSIS AS OF DECEMBER 31, 2012

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOP			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	18.0%	10.2%	No	14.0%	28.4%	Yes	11.0%	12.5%	Yes	3.0%	4.4%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	2.7%	Yes
Professionals	34.0%	47.5%	Yes	10.0%	25.3%	Yes	5.0%	11.0%	Yes	5.0%	21.2%	Yes	0.1%	0.0%	No	0.0%	0.0%	Yes	2.0%	4.0%	Yes
Technicians	24.0%	58.0%	Yes	7.0%	5.3%	No	6.0%	15.8%	Yes	14.0%	21.1%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	0.0%	No
Protective Services	15.0%	16.7%	Yes	33.0%	50.0%	Yes	15.0%	0.0%	No	3.0%	0.0%	No	0.0%	0.0%	Yes	0.0%	0.0%	Yes	3.0%	16.7%	Yes
Paraprofessionals	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes
Administrative Support	60.0%	52.8%	No	21.0%	30.3%	Yes	19.0%	12.4%	No	7.0%	5.6%	No	0.0%	0.0%	Yes	0.0%	0.0%	Yes	3.0%	6.7%	Yes
Skilled Craft	2.0%	0.7%	No	21.0%	27.5%	Yes	25.0%	12.4%	No	6.0%	8.7%	Yes	0.0%	0.2%	Yes	0.0%	1.5%	Yes	6.0%	3.7%	No
Service Maintenance	10.0%	12.3%	Yes	26.0%	50.3%	Yes	26.0%	20.5%	No	7.0%	4.6%	No	0.0%	0.0%	Yes	0.0%	0.2%	Yes	2.0%	2.9%	Yes

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

4th Quarter 2012 EEO Report

AGENCY NAME: MTA Bus Company

NEW HIRES AS OF DECEMBER 31, 2012

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	29	2	6.9%	5	17.2%	3	10.3%	0	0.0%	0	0.0%	0	0.0%	3	10.3%
Professionals	19	9	47.4%	4	21.1%	2	10.5%	2	10.5%	0	0.0%	0	0.0%	1	5.3%
Technicians	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	5	1	20.0%	2	40.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%	1	20.0%
Skilled Craft	29	0	0.0%	11	37.9%	1	3.4%	3	10.3%	0	0.0%	0	0.0%	0	0.0%
Service Maintenance	340	52	15.3%	178	52.4%	82	24.1%	41	12.1%	0	0.0%	0	0.0%	10	2.9%
Total	423	64	15.1%	200	47.3%	89	21.0%	46	10.9%	0	0.0%	0	0.0%	15	3.5%

¹ Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

² Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

4th Quarter 2012 EEO Report

AGENCY NAME: MTA Bus Company

EEO AND TITLE VI COMPLAINTS

AS OF December 31, 2012

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ¹	Total Issues	Total Cases	Status (# Open)
EEO	12	4	0	0	0	3	0	0	19	19	11
External Complaints	2	3	0	0	0	1	0	0	6	6	3
Internal Complaints	10	1	0	0	0	2	0	0	13	13	8

Category	Race	National Origin	Color	Total Issues ²	Total Cases	Status (# Open)
Title VI	6	5	1	12	7	1

¹ "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

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

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 - March 2013

(data thru January 2013; \$s in million)

	Budget	Expenditures
Construction	\$ 943.7	\$ 722.3
Design	105.3	104.1
Construction Management	130.0	85.8
Real Estate	220.9	205.8
Total	\$ 1,400.0	\$ 1,118.0

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone*	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i>	\$ 133.6	\$ 130.0	\$ 3.7	\$ 122.3	Aug-2009	Jul-2009	Mar-2013	Mar-2013	Jun-2013
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	210.3	192.8	17.6	97.6	Jan-2011	Aug-2010	Jun-2014	Jun-2014	Jun-2014
4G: Corbin Building Restoration <i>Judlau Contracting</i>	67.5	66.2	1.3	57.8	Mar-2010	Feb-2010	Dec-2012	Jun-2014	Mar-2013
R to E Connector	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD	TBD

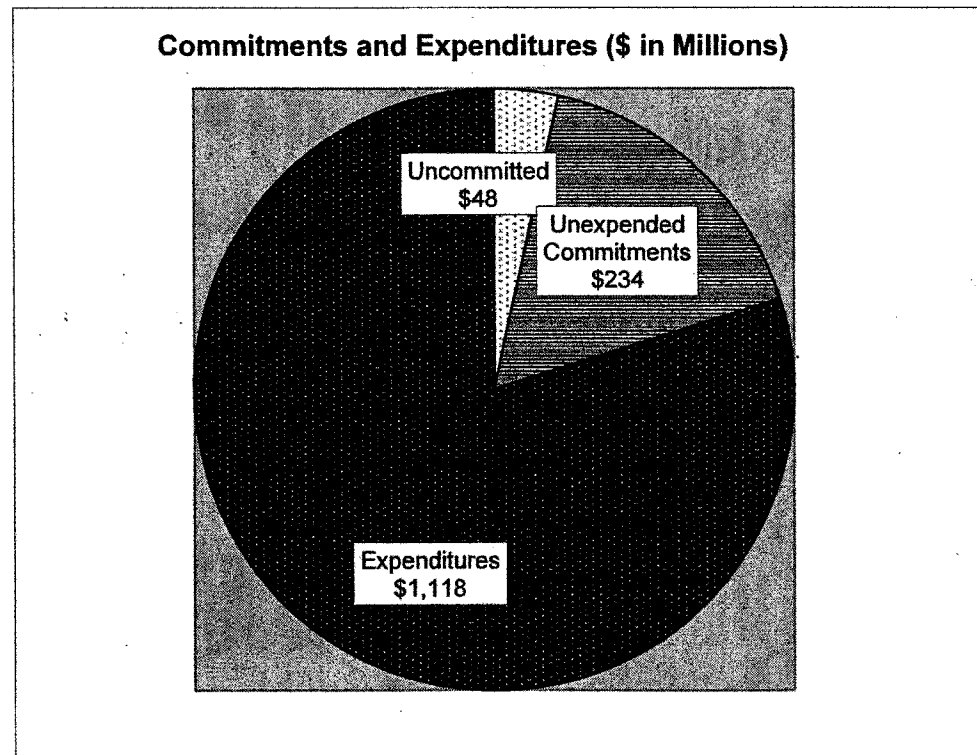
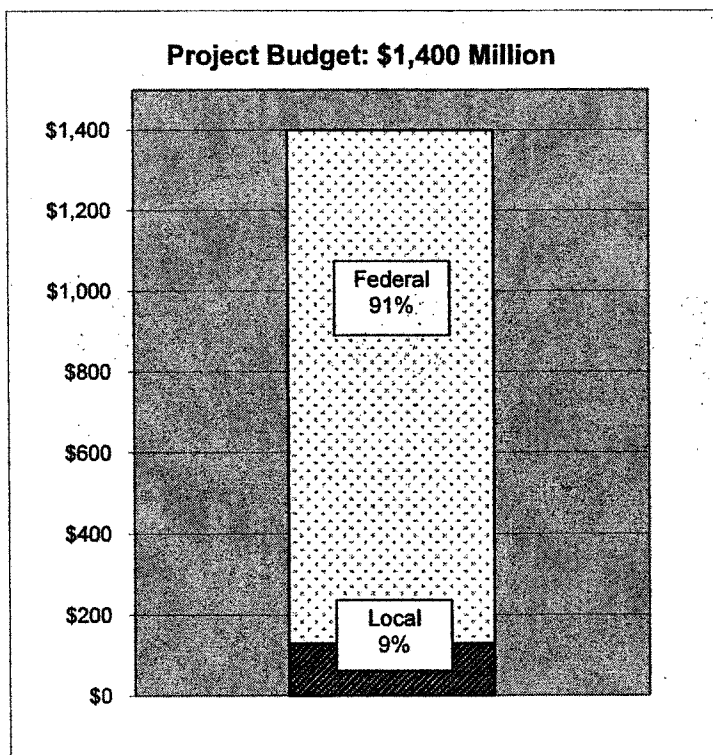
* Customer Benefit Milestone represents the latest projected dates.

Fulton Center Status

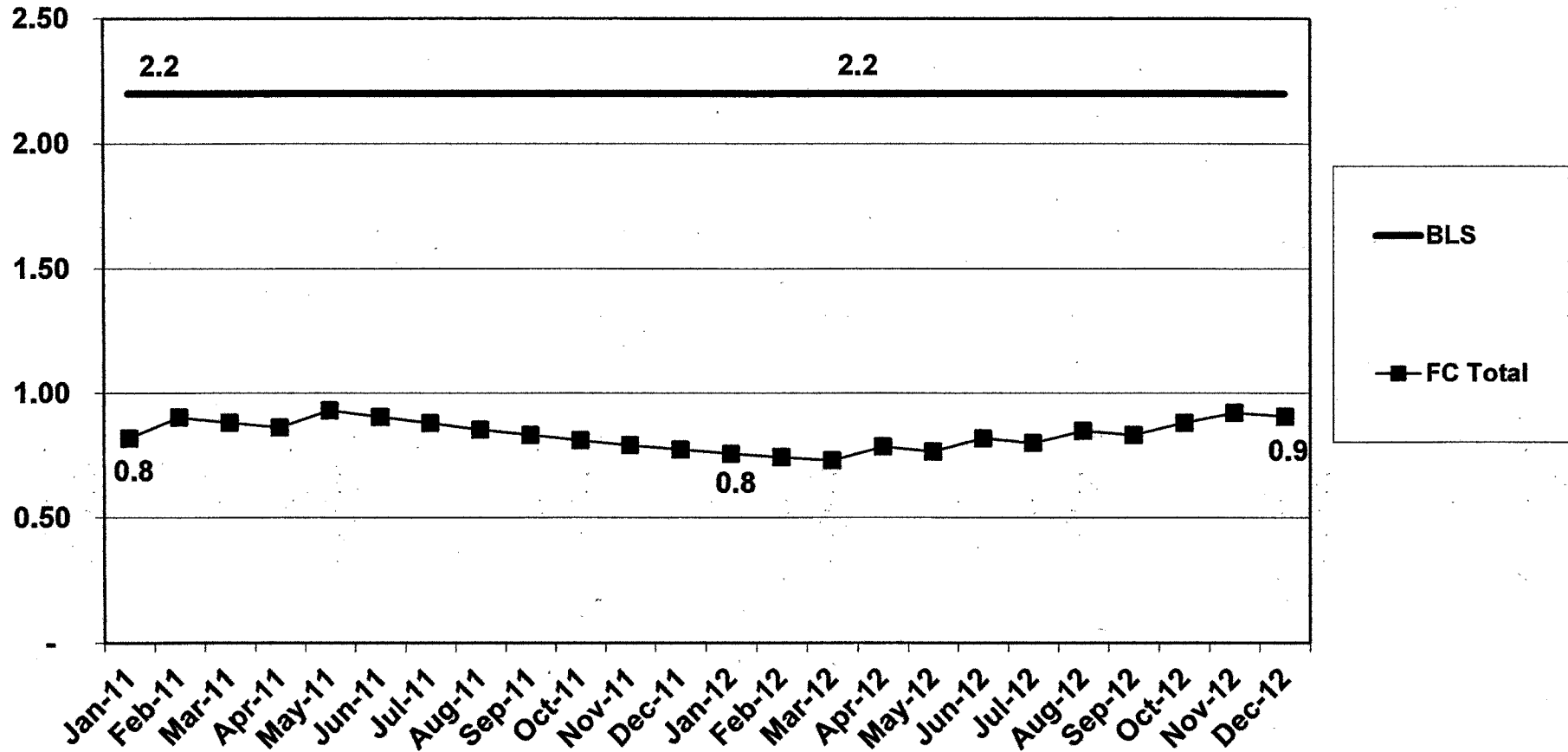
Report to the Transit Committee - March 2013

(data thru January 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	\$ 929	\$ 27	\$ 823
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	295
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,352	\$ 48	\$ 1,118



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



Note:

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

7 Line Extension Active and Future Construction Contracts

Report to the Transit Committee - March 2013

(data thru January 2013; \$s in million)

	Budget	Expenditures
Final Design	\$ 114.0	\$ 108.7
Construction	1,870.9	1,474.6
Construction Management	40.0	23.4
Subway Project Reserve	75.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,606.7
HYDC-Funded Non-Subway Work [†]	266.0	184.6
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 1,791.3
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 1,844.3

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Site J (Main Entrance to 34th St Station and Vent Building) Excavation and Core & Shell <i>Yonkers Contracting</i>	127.8	120.0	7.8	113.9	Oct-2010	Dec-2012	May-2013
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	518.1	24.3	210.4	Aug-2011	Jun-2014	Jun-2014
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes ^{††} <i>John P. Picone Inc.</i>	92.3	84.1	8.2	1.6	Sep-2012	Apr-2016	Apr-2016

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

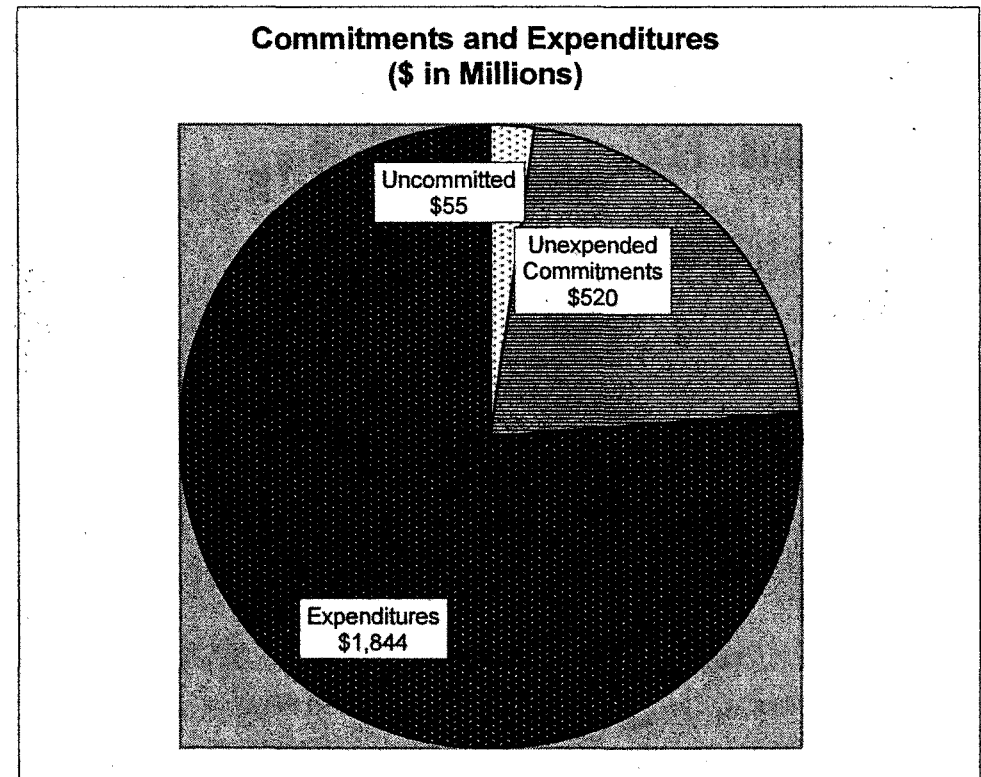
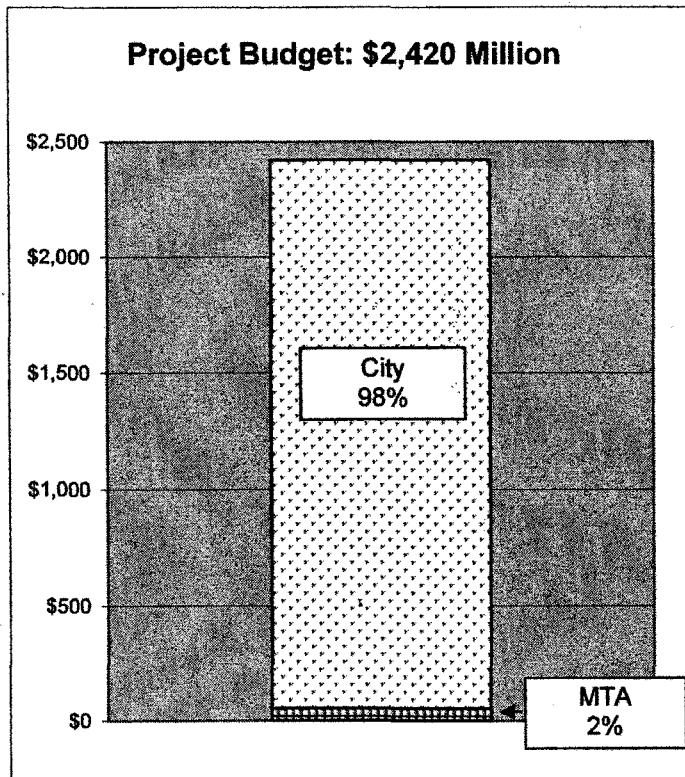
^{††} The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

7 Line Extension Status

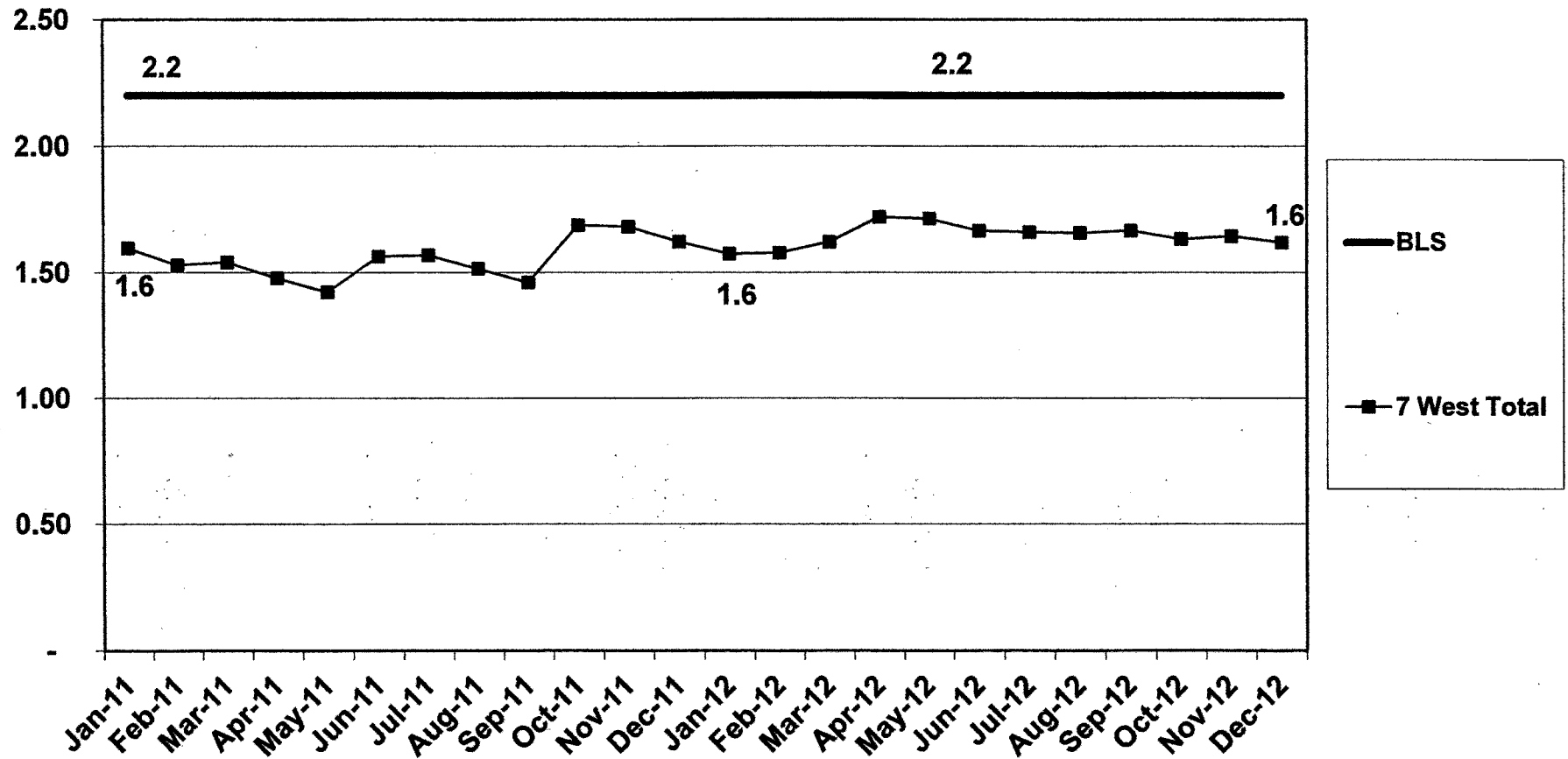
Report to the Transit Committee - March 2013
(data thru January 2013)

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	2,312	2,312	55	1,791
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,312	\$ 2,365	\$ 55	\$ 1,844

* MTA funding was for preliminary engineering and environmental review work.



Lost Time Injury Rate 7 Line Extension Project, 2011-2012 vs. US BLS National Standard for Heavy & Civil Construction



Note:

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

Second Ave Subway (Ph I) Active & Future Construction Contracts

Report to the Transit Committee - March 2013

(data thru January 2013; \$s in million)

	Budget	Expenditures
Construction	\$ 3,503.0	\$ 1,355.2
Design	475.5	436.0
Construction Management	191.0	82.0
Real Estate	281.5	194.3
Total	\$ 4,451.0	\$ 2,067.6

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

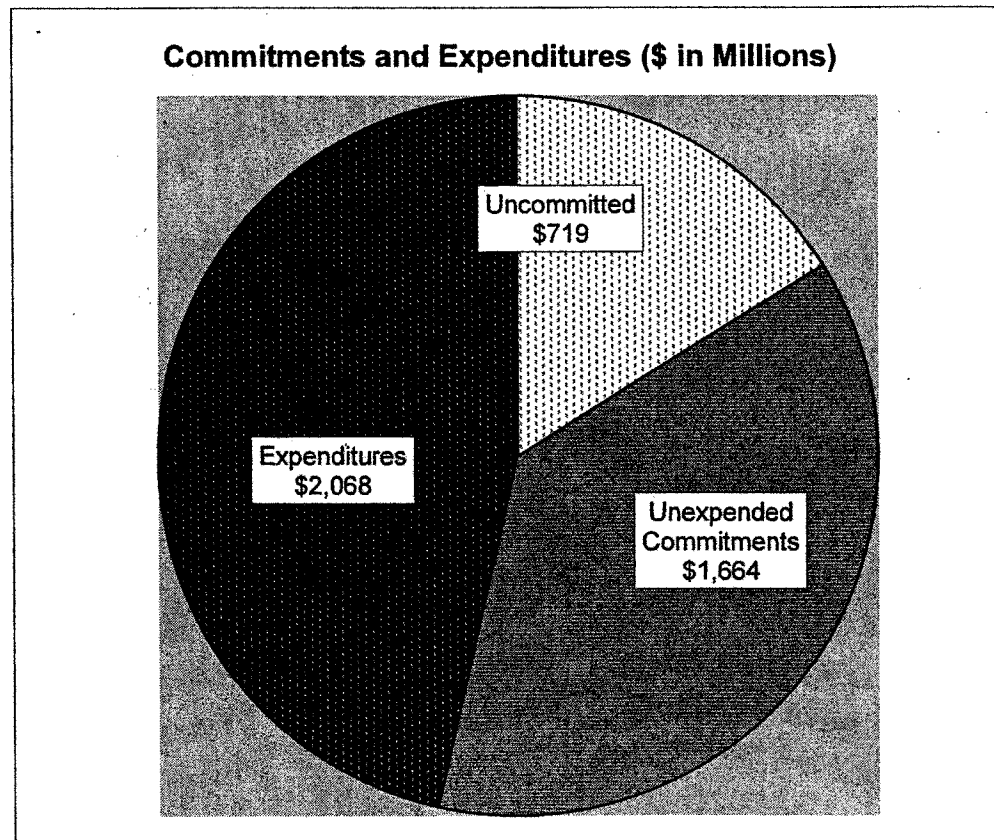
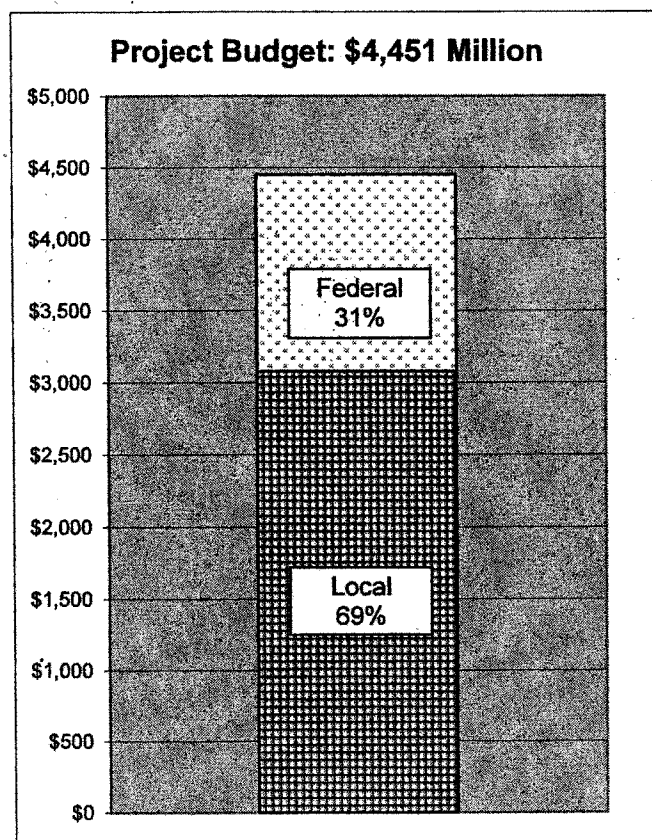
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
96th St Station Structure <i>EE Cruz & Tully, JV</i>	369.1	361.0	8.1	299.8	Feb-2009	May-2009	Jan-2013	Jul-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	451.3	18.2	276.7	Jun-2010	Oct-2010	Oct-2013	Jan-2014
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	179.3	6.0	55.6	Jul-2010	Jan-2011	May-2014	Oct-2014
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	303.8	28.3	111.1	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	11.4	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	340.8	324.6	16.2	9.5	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	Dec-2015	Dec-2015
86th St Station Finishes	<i>In Procurement</i>				Oct-2013	May-2013	N/A	May-2016

Second Avenue Subway (Phase 1) Status

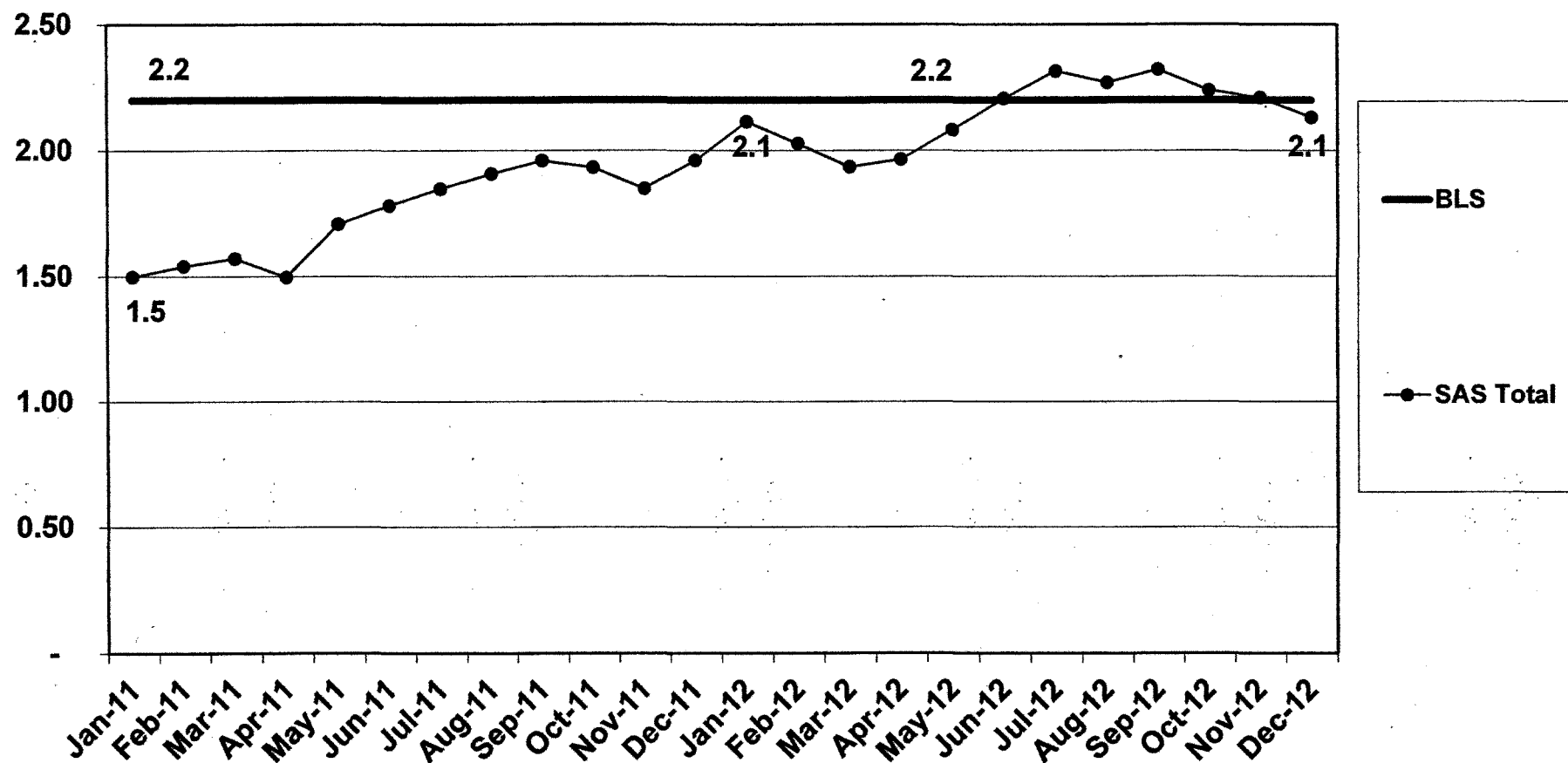
Report to the Transit Committee - March 2013

(data thru January 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	\$ 1,049	\$ 1	\$ 995
2005-2009	1,914	846	1,068	758	1,779	135	974
2010-2014	1,487	1,487	-	-	904	583	98
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 3,732	\$ 719	\$ 2,068



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)