



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	March Results		March Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	3.8	1.1	921.8	917.5	(4.2)	(0.5)
Nonreimb. Exp. before Dep./OPEB	27.5	5.3	1,548.7	1,506.1	42.6	2.8
Net Cash Deficit*	(59.9)	(39.3)	(636.8)	(896.8)	(260.0)	(40.8)

*Excludes Subsidies and Debt Service

March 2013 **farebox revenue** was \$337.7 million, \$3.8 million (1.1 percent) above budget. Subway revenue was \$2.3 million (0.9 percent) above budget, bus revenue was \$1.8 million (2.3 percent) above budget, and paratransit revenue was \$0.3 million (17.8 percent) below budget. Accrued fare media liability was on budget. Year-to-date farebox revenue was \$4.2 million (0.5 percent) below budget: \$5.1 million (0.7 percent) below on the subway, \$1.6 million (0.7 percent) above on bus, and \$0.7 million (16.0 percent) below on paratransit. The March 2013 non-student **average fare** of \$1.758 increased 12.7¢ from March 2012 due to the March 2013 fare increase; the subway fare increased 13.5¢, the local bus fare increased 9.7¢, and the express bus fare increased 40.8¢.

Total **ridership** in March 2013 of 201.5 million was 0.2 percent (0.4 million trips) above budget. Average weekday ridership in March 2013 was 7.6 million, a decrease of 2.8 percent from March 2012, mostly due to the early Passover and Good Friday in 2013. Average weekday ridership for the twelve months ending March 2013 was 7.6 million, an increase of 0.7 percent from the twelve months ending March 2012.

Nonreimbursable expenses before depreciation and OPEB in March were below budget by \$27.5 million (5.3 percent). Labor expenses underran by \$8.0 million (2.1 percent), due mainly to health & welfare/OPEB current expense underruns, primarily from lower rates than anticipated. Other fringe benefit and payroll expenses were also below budget. Overtime expenses exceeded budget, primarily due to the impact of snowstorms, continued Sandy-related work and additional maintenance requirements. Non-labor expenses were below budget by \$19.6 million (13.3 percent), mostly attributable to underruns in paratransit service contracts and electric power expenses, and the favorable timing of expenses in several other accounts. Year-to-date, nonreimbursable expenses were less than budget by \$42.6 million (2.8 percent). Labor expenses were below budget by \$12.0 million (1.1 percent), again due mostly to health & welfare/OPEB current expense underruns, caused mostly by lower rates, partly offset by higher overtime expenses, represented mainly by the impact of adverse weather, the unfavorable timing of expenses from 2012 and maintenance requirements. Non-labor expenses were below budget by \$30.7 million (7.3 percent), including underruns in paratransit service contracts and electric power, and the favorable timing of expenses in several other accounts. Professional service contract expenses were unfavorable, also due to timing.

The **net cash deficit** for March year-to-date was \$896.8 million, unfavorable to budget by \$260.0 million (40.8 percent), due mostly to the acceleration of NYCERS pension payments in order to reduce interest costs and the unfavorable timing of reimbursements.

FINANCIAL RESULTS

Farebox Revenue

March 2013 Farebox Revenue - (\$ in millions)

	March				March Year-to-Date			
	Budget	Preliminary Actual	Favorable/(Unfavorable)		Budget	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	250.6	252.9	2.3	0.9%	689.9	684.7	(5.1)	(0.7%)
NYCT Bus	77.4	79.2	1.8	2.3%	214.6	216.1	1.6	0.7%
Paratransit	1.5	1.2	(0.3)	(17.8%)	4.3	3.6	(0.7)	(16.0%)
Subtotal	329.6	333.3	3.8	1.1%	908.7	904.5	(4.2)	(0.5%)
Fare Media Liability	4.4	4.4	0.0	0.0%	13.1	13.1	0.0	0.0%
Total - NYCT	333.9	337.7	3.8	1.1%	921.8	917.5	(4.2)	(0.5%)
MTA Bus Company	16.3	16.7	0.4	2.3%	44.5	45.8	1.3	2.8%
<i>Total - Regional Bus</i>	<i>93.8</i>	<i>95.9</i>	<i>2.2</i>	<i>2.3%</i>	<i>259.1</i>	<i>261.9</i>	<i>2.8</i>	<i>1.1%</i>

Note: Totals may not add due to rounding.

- NYCT subway and bus revenue were above budget, due in part to higher-than-expected average fares after the March 3 fare increase.
- The year-to-date revenue underrun was mostly due to the February 8-9 snowstorm.
- Paratransit revenue continued to underrun the budget due in part to initiatives that diverted riders to more efficient modes.

Average Fare

March Non-Student Average Fare - \$

	NYC Transit				MTA Bus Company			
	2012	Prelim. 2013	Change		2012	Prelim. 2013	Change	
			Amount	Percent			Amount	Percent
Subway	1.709	1.844	0.135	7.9%				
Local Bus	1.366	1.463	0.097	7.1%	1.378	1.468	0.090	6.5%
Subway & Local Bus	1.615	1.741	0.126	7.8%	1.378	1.468	0.090	6.5%
Express Bus	4.552	4.960	0.408	9.0%	4.540	4.941	0.401	8.8%
Total	1.631	1.758	0.127	7.8%	1.661	1.769	0.108	6.5%

- The increases in average fares were mostly due to the March 3, 2013 fare increase.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the March average fare of \$1.14 in 2013 was 24¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of March, other operating revenue exceeded budget by \$2.6 million (8.0 percent), due mostly to higher paratransit Urban Tax revenue, MetroCard surcharges (\$1.00 “green fee” charged for each new card purchased), and Transit Adjudication Bureau (TAB) fees. Year-to-date, other operating revenue was higher than budget by \$4.9 million (5.2 percent), also due to increased paratransit Urban Tax revenue and MetroCard surcharges.

Nonreimbursable Expenses

In the month of March, nonreimbursable expenses before depreciation and OPEB were below budget by \$27.5 million (5.3 percent). Year-to-date, expenses were under budget by \$42.6 million (2.8 percent). The major causes of these variances are reviewed below:

Labor expenses in the month were favorable by \$8.0 million (2.1 percent). Health & welfare/OPEB current expenses were favorable by \$6.8 million (8.1 percent), due to lower rates than anticipated. Other fringe benefits underran by \$3.0 million (12.6 percent), due in part to favorable retroactive direct overhead classification adjustments, offset in reimbursable overhead. Payroll results were also favorable by \$3.5 million (1.5 percent), caused largely by vacancies. Partly offsetting the above favorable results was an increase in overtime expenses of \$5.8 million (22.7 percent), due to the impact of snowstorms, continued Sandy-related work, and additional maintenance requirements. Year-to-date, labor expenses were less than budget by \$12.0 million (1.1 percent), due largely to favorable health & welfare/OPEB current expenses of \$30.9 million (12.3 percent), due mostly to lower rates. These favorable results were partly offset by higher overtime expenses of \$20.7 million (27.6 percent), caused mainly by the impact of adverse weather, the unfavorable timing of expenses from 2012 and additional maintenance requirements, and higher other fringe benefits of \$2.8 million (3.8 percent), mostly from lower direct overhead credits due to reimbursable payroll underruns, and higher FICA charges.

Non-labor expenses in the month underran budget by \$19.6 million (13.3 percent). Electric power expenses were under by \$3.9 million (14.3 percent), mostly due to the favorable timing of expenses and lower prices, partly offset by higher consumption. Materials & supplies were below budget by \$3.9 million (16.4 percent), largely caused by increased scrap sales, favorable inventory adjustments, and the favorable timing of vehicle maintenance material requirements. Paratransit service contract expenses were favorable by \$3.8 million (10.9 percent), mostly due to lower completed trips, partly offset by the unfavorable timing of expenses. Other business expenses were lower by \$2.4 million (31.4 percent), primarily from the favorable timing of reimbursable job closing adjustments and underruns in MVM debit/credit card charges and stationery expenses. Professional service contract expenses were favorable by \$2.2 million (18.8 percent), mainly due to the timing of bond service expenses. Maintenance and other operating contract expenses were under budget by \$1.7 million (11.8 percent), primarily due to the favorable timing of building-related expenses and accrual adjustments. Fuel expenses were less than budget by \$1.2 million (7.8 percent), mainly from lower consumption and the favorable timing of heating fuel expenses, partly offset by higher prices. Year-to-date, non-labor expenses were below budget by \$30.7 million (7.3 percent), including the following:

- Paratransit service contracts were below budget by \$12.6 million (12.4 percent), due mainly to lower completed trips, reduced call center activity and vehicle rehabs, and the favorable timing of expenses.
- Maintenance contract expenses were favorable by \$9.8 million (24.6 percent), primarily from the favorable timing of building-related expenses and accrual adjustments.
- Electric power expenses were less than budget by \$4.9 million (5.7 percent), mostly due to lower prices, partly offset by the unfavorable timing of expenses.
- Other business expenses were under budget by \$3.3 million (18.4 percent), due mainly to the favorable timing of reimbursable job closing adjustments and underruns in MVM debit/credit card charges and stationery expenses.

- Fuel expenses were favorable by \$2.6 million (5.6 percent), mainly caused by the favorable timing of heating fuel expenses and lower consumption, partly offset by higher prices.
- Materials and supplies expenses were favorable by \$1.9 million (2.8 percent), largely due to increased scrap sales and the favorable timing of vehicle maintenance material requirements, partly offset by unfavorable inventory adjustments.
- Professional service contract expenses overran budget by \$5.1 million (20.5 percent), primarily from the unfavorable timing of IT hardware, bond service and Workers' Compensation Board expenses.

Depreciation expenses year-to-date were \$1.9 million (0.6 percent) below budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$349.7 million of accrued expenses year-to-date, \$1.7 million (0.5 percent) lower than budget, based on current actuarial information.

Net Cash Deficit

The net cash deficit for March year-to-date was \$896.8 million, unfavorable to budget by \$260.0 million (40.8 percent), due mostly to the acceleration of NYCERS pension payments in order to reduce interest costs, and the unfavorable timing of NYC paratransit expense reimbursements and capital reimbursements.

Inventory (see Inventory Note following)

Inventory at the end of March was \$196.2 million, \$12.9 million (7.1 percent) higher than the December 2012 balance of \$183.3 million, due largely to buildups in support of subway car equipment, track replacement and bus maintenance requirements.

Incumbents

There were 45,197 full-time paid incumbents at the end of March, an increase of 56 from February, and an increase of 67 from December 2012 (excluding 199 temporary December active incumbents).

RIDERSHIP RESULTS

March 2013 Ridership vs. Budget - (millions)

	March				March Year-to-Date			
	Budget	Preliminary	More/(Less)		Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	144.1	142.9	(1.1)	(0.8%)	414.1	407.8	(6.3)	(1.5%)
NYCT Bus	56.1	57.8	1.7	3.0%	163.9	166.0	2.0	1.2%
Subtotal	200.2	200.7	0.6	0.3%	578.1	573.8	(4.3)	(0.7%)
Paratransit	0.9	0.8	(0.1)	(15.0%)	2.6	2.2	(0.4)	(14.5%)
Total - NYCT	201.1	201.5	0.4	0.2%	580.7	576.0	(4.6)	(0.8%)
MTA Bus Company	10.0	10.5	0.6	5.7%	29.4	30.5	1.1	3.8%
Total - Regional Bus	66.1	68.3	2.3	3.4%	193.3	196.4	3.1	1.6%

Notes: Totals may not add due to rounding.

- Subway ridership was below budget, due in part to continued Sandy-related service disruptions. However, the underrun was the smallest so far in 2013, indicating a positive trend for ridership.
- The paratransit ridership underrun was due in part to initiatives to divert riders to more efficient modes, as well as adverse weather in March 2013.

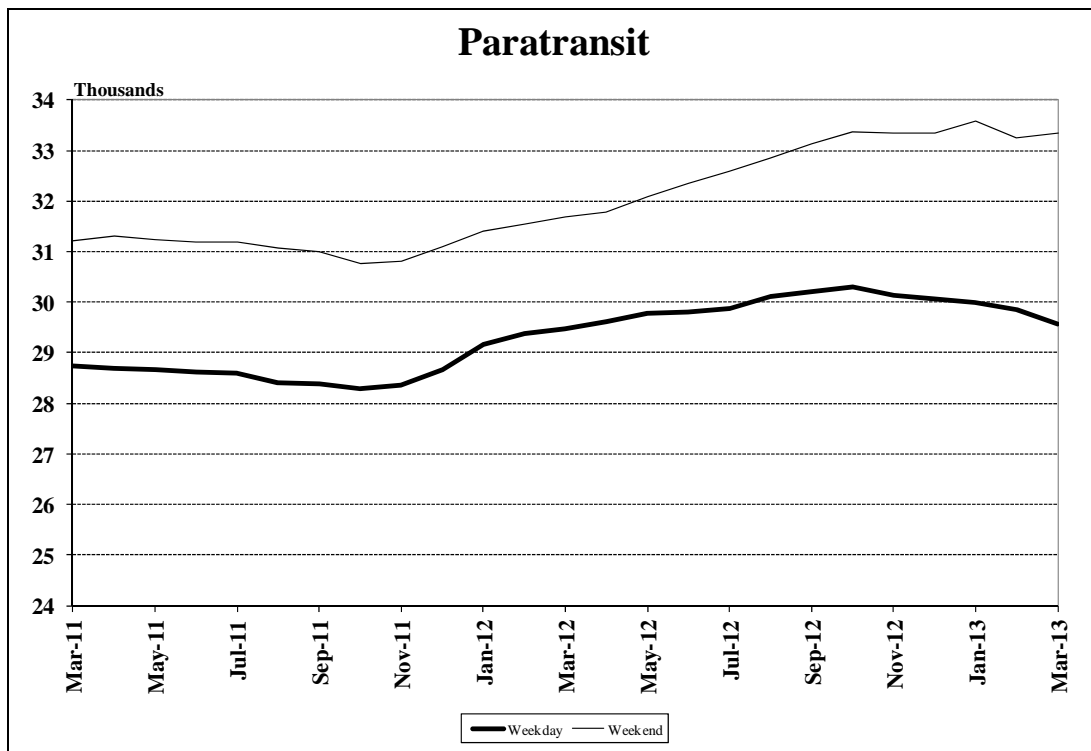
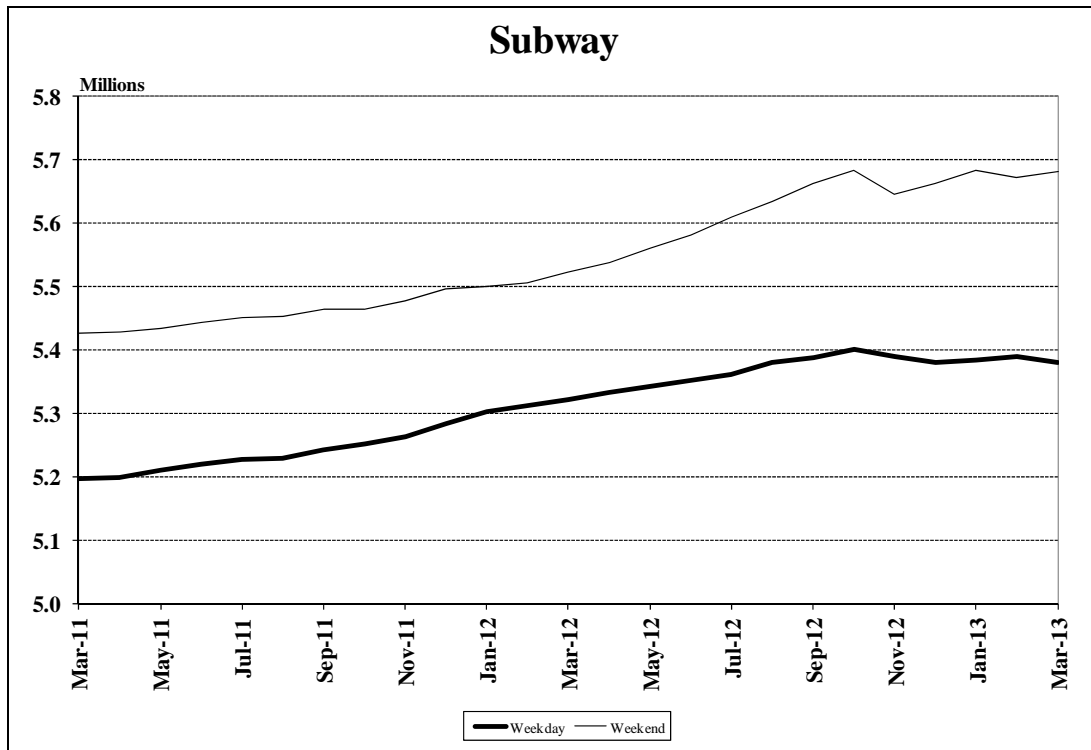
March Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2012	Preliminary	Change		2012	Preliminary	Change	
		2013	Amount	Percent		2013	Amount	Percent
Subway	5,531	5,437	-94	-1.7%	5,630	5,738	+108	+1.9%
NYCT Local Bus	2,257	2,135	-122	-5.4%	2,310	2,342	+32	+1.4%
NYCT Express Bus	45	43	-2	-4.6%	10	12	+2	+16.6%
Paratransit	32	29	-3	-9.9%	34	35	+1	+3.1%
TOTAL - NYCT	7,865	7,643	-222	-2.8%	7,985	8,127	+142	+1.8%
MTABC Local Bus	388	375	-13	-3.4%	362	373	+10	+2.9%
MTABC Express Bus	36	33	-2	-6.5%	14	14	+0	+1.6%
Total - MTA Bus	424	408	-16	-3.7%	376	387	+11	+2.9%
Total - Regional Bus	2,726	2,586	-140	-5.1%	2,697	2,741	44	+1.6%
12-Month Rolling Average								
Subway	5,322	5,380	+59	+1.1%	5,523	5,682	+159	+2.9%
Local Bus	2,126	2,121	-4	-0.2%	2,297	2,300	+3	+0.1%
Express Bus	42	43	+0	+0.3%	9	11	+2	+16.2%
Paratransit	29	30	+0	+0.3%	32	33	+2	+5.3%
TOTAL - NYCT	7,519	7,574	+55	+0.7%	7,861	8,026	+165	+2.1%
MTABC Local Bus	363	368	+5	+1.3%	356	369	+14	+3.8%
MTABC Express Bus	34	34	-0	-1.1%	14	14	-0	-0.6%
Total - MTA Bus	397	402	+4	+1.1%	369	383	+14	+3.7%
Total - Regional Bus	2,565	2,566	0	+0.0%	2,676	2,693	18	+0.7%

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

- The March weekday ridership decreases were due mostly to calendar differences. The first five days of the public school spring recess (including Passover and Good Friday) fell in March 2013, while the entire 2012 spring recess was in April. Average school day ridership increased 0.9 percent on the subway and decreased only 0.9 percent on buses.
- March 2013 weekday ridership was also negatively affected by unfavorable weather (including two weekdays with snow), which contrasted with dry and warm weather in March 2012.
- March 2013 weekend subway ridership was the highest of any March in over forty-five years.

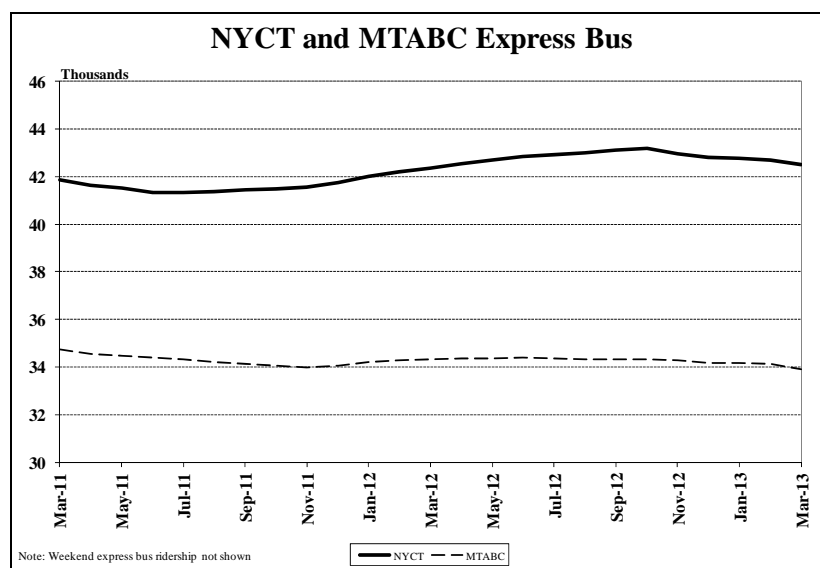
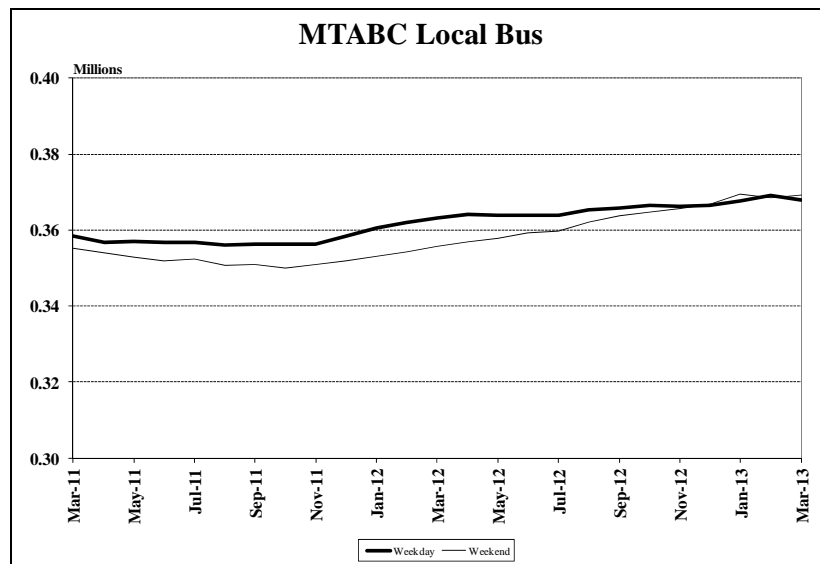
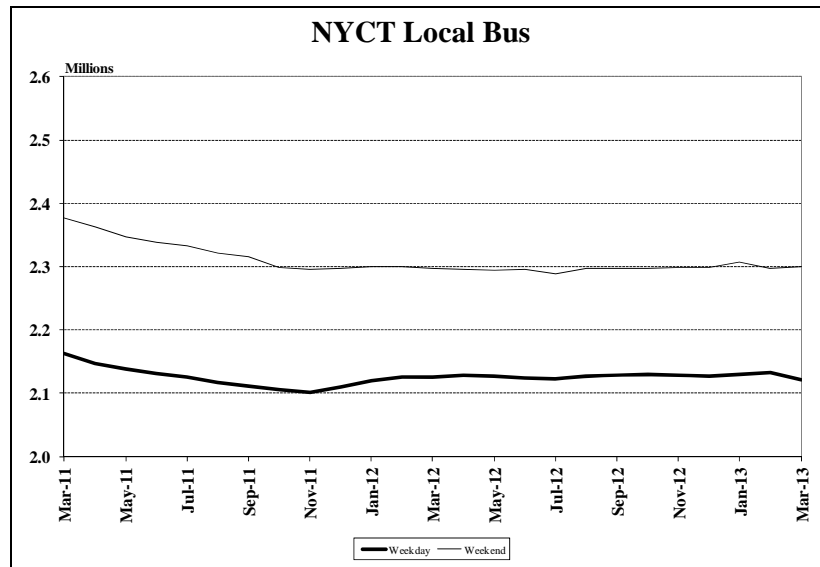
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From March 2012 to March 2013 average weekday ridership decreased on most services, due at least in part to the unfavorable calendar and weather differences discussed earlier in this report. The largest weekday decreases were on Staten Island Railway (down 14.2 percent) and PATH (down 12.7 percent), both due in part to residual ridership losses from Sandy-related service disruptions. There were small weekday ridership increases on Long Island Rail Road (up 0.5 percent) and Metro-North Railroad (up 0.1 percent).

Average weekend ridership increased for all services except Staten Island Railway and PATH.

Bridges and Tunnels traffic decreased on weekdays and was nearly unchanged on weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Mar-12	Preliminary Mar-13	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,531	5,437	-1.7%	+1.1%
NYCT Local Bus	2,257	2,135	-5.4%	-0.2%
NYCT Express Bus	45	43	-4.6%	+0.3%
NYCT Paratransit	32	29	-9.9%	+0.3%
Staten Island Railway	17	15	-14.2%	-4.5%
MTA Local Bus	388	375	-3.4%	+1.3%
MTA Express Bus	36	33	-6.5%	-1.1%
Long Island Rail Road	286	288	+0.5%	-0.4%
Metro-North Railroad	276	276	+0.1%	-0.7%
PATH	270	236	-12.7%	-9.5%
<u>Average Weekend</u>				
NYCT Subway	5,630	5,738	+1.9%	+2.9%
NYCT Local Bus	2,310	2,342	+1.4%	+0.1%
NYCT Express Bus	10	12	+16.6%	+16.2%
NYCT Paratransit	34	35	+3.1%	+5.3%
Staten Island Railway	9	8	-18.4%	-11.5%
MTA Local Bus	362	373	+2.9%	+3.8%
MTA Express Bus	14	14	+1.6%	-0.6%
Long Island Rail Road	179	186	+4.0%	+1.2%
Metro-North Railroad	202	205	+1.5%	+0.8%
PATH	222	198	-10.7%	-9.6%

MTA Bridges and Tunnels (thousands)				
Average Weekday	797	776	-2.7%	-1.9%
Average Weekend	1,419	1,418	-0.0%	-0.0%

Note: Percentages are based on unrounded data.

Economy

From March 2012 to March 2013, New York City employment increased 1.4 percent (54,200 jobs). Private sector employment increased 1.8 percent (57,900 jobs) and government employment decreased 0.7 percent (3,700 jobs). The sub-sectors with the largest absolute and percentage increases were professional/business services (up 22,800 jobs or 3.8 percent) and educational/health services (up 22,700 jobs or 2.9 percent). The sub-sector with the largest absolute decrease was financial services (down 5,800 jobs or 1.3 percent) and the sub-sector with the largest percentage decrease was manufacturing (down 1.8 percent or 1,400 jobs).

As shown in the chart below, total New York City employment has grown year-over-year in each month of the past year, although that growth has slowed somewhat over the past six months. The employment growth has been driven by the private sector, partially offset by small decreases in government employment.

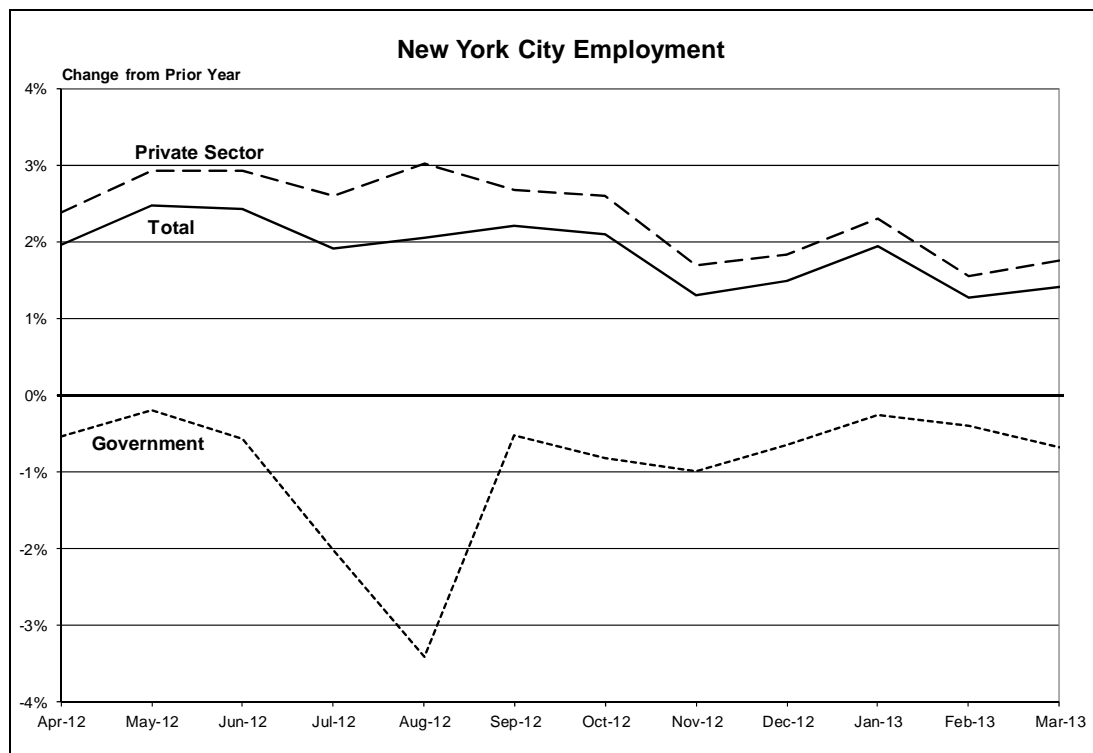


Table 1

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

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$250.649	\$252.906	\$2.257	0.9	\$0.000	\$0.000	\$0.000	-	\$250.649	\$252.906	\$2.257	0.9
Bus	77.418	79.206	1.788	2.3	0.000	0.000	0.000	-	77.418	79.206	1.788	2.3
Paratransit	1.502	1.234	(0.268)	(17.8)	0.000	0.000	0.000	-	1.502	1.234	(0.268)	(17.8)
Fare Media Liability	4.352	4.352	0.000	0.0	0.000	0.000	0.000	-	4.352	4.352	0.000	0.0
Total Farebox Revenue	333.921	337.698	3.777	1.1	0.000	0.000	0.000	-	333.921	337.698	3.777	1.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	7.734	7.735	0.001	0.0	0.000	0.000	0.000	-	7.734	7.735	0.001	0.0
Paratransit Reimbursement	13.042	14.432	1.390	10.7	0.000	0.000	0.000	-	13.042	14.432	1.390	10.7
Other	11.510	12.718	1.208	10.5	0.000	0.000	0.000	-	11.510	12.718	1.208	10.5
Total Other Operating Revenue	32.286	34.885	2.599	8.0	0.000	0.000	0.000	-	32.286	34.885	2.599	8.0
Capital and Other Reimbursements	0.000	0.000	0.000	-	70.096	81.997	11.901	17.0	70.096	81.997	11.901	17.0
Total Revenue	\$366.207	\$372.583	\$6.376	1.7	\$70.096	\$81.997	\$11.901	17.0	\$436.303	\$454.580	\$18.277	4.2
Expenses												
Labor:												
Payroll	235.486	231.941	3.545	1.5	31.328	29.267	2.061	6.6	266.814	261.208	5.606	2.1
Overtime	25.536	31.341	(5.805)	(22.7)	5.186	8.885	(3.699)	(71.3)	30.722	40.226	(9.504)	(30.9)
Total Salaries & Wages	261.022	263.282	(2.260)	(0.9)	36.514	38.152	(1.638)	(4.5)	297.536	301.434	(3.898)	(1.3)
Health and Welfare	54.831	51.058	3.773	6.9	2.111	1.810	0.301	14.3	56.942	52.868	4.074	7.2
OPEB Current Payment	28.905	25.942	2.963	10.3	0.000	0.000	0.000	-	28.905	25.942	2.963	10.3
Pensions	21.029	21.147	(0.118)	(0.6)	0.112	0.073	0.039	34.8	21.141	21.220	(0.079)	(0.4)
Other Fringe Benefits	23.702	20.727	2.975	12.6	9.612	13.009	(3.397)	(35.3)	33.314	33.736	(0.422)	(1.3)
Total Fringe Benefits	128.467	118.874	9.593	7.5	11.835	14.892	(3.057)	(25.8)	140.302	133.766	6.536	4.7
Reimbursable Overhead	(15.944)	(16.590)	0.646	4.1	15.944	16.590	(0.646)	(4.1)	0.000	0.000	0.000	-
Total Labor Expenses	\$373.545	\$365.566	\$7.979	2.1	\$64.293	\$69.634	(\$5.341)	(8.3)	\$437.838	\$435.200	\$2.638	0.6
Non-Labor:												
Electric Power	26.939	23.078	3.861	14.3	0.021	0.021	0.000	0.0	26.960	23.099	3.861	14.3
Fuel	15.756	14.532	1.224	7.8	0.002	0.002	0.000	0.0	15.758	14.534	1.224	7.8
Insurance	5.100	4.531	0.569	11.2	0.000	0.000	0.000	-	5.100	4.531	0.569	11.2
Claims	7.441	7.441	0.000	0.0	0.000	0.000	0.000	-	7.441	7.441	0.000	0.0
Paratransit Service Contracts	35.139	31.315	3.824	10.9	0.000	0.000	0.000	-	35.139	31.315	3.824	10.9
Mtce. and Other Operating Contracts	14.139	12.473	1.666	11.8	1.732	4.186	(2.454)	(141.7)	15.871	16.659	(0.788)	(5.0)
Professional Service Contracts	11.665	9.474	2.191	18.8	1.221	1.948	(0.727)	(59.5)	12.886	11.422	1.464	11.4
Materials & Supplies	23.522	19.672	3.850	16.4	4.521	5.998	(1.477)	(32.7)	28.043	25.670	2.373	8.5
Other Business Expenses	7.596	5.211	2.385	31.4	(1.694)	0.208	(1.902)	(112.3)	5.902	5.419	0.483	8.2
Total Non-Labor Expenses	\$147.297	\$127.727	\$19.570	13.3	\$5.803	\$12.363	(\$6.560)	(113.0)	\$153.100	\$140.090	\$13.010	8.5
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$520.842	\$493.293	\$27.549	5.3	\$70.096	\$81.997	(\$11.901)	(17.0)	\$590.938	\$575.290	\$15.648	2.6
Depreciation	119.000	114.385	4.615	3.9	0.000	0.000	0.000	-	119.000	114.385	4.615	3.9
OPEB Account	351.333	349.669	1.664	0.5	0.000	0.000	0.000	-	351.333	349.669	1.664	0.5
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$991.175	\$957.347	\$33.828	3.4	\$70.096	\$81.997	(\$11.901)	(17.0)	\$1,061.271	\$1,039.344	\$21.927	2.1
Net Surplus/(Deficit)	(\$624.968)	(\$584.764)	\$40.204	6.4	\$0.000	\$0.000	\$0.000	-	(\$624.968)	(\$584.764)	\$40.204	6.4

NOTE: Totals may not add due to rounding.

Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$689.867	\$684.729	(\$5.138)	(0.7)	\$0.000	\$0.000	\$0.000	-	\$689.867	\$684.729	(\$5.138)	(0.7)
Bus	214.572	216.145	1.573	0.7	0.000	0.000	0.000	-	214.572	216.145	1.573	0.7
Paratransit	4.283	3.599	(0.684)	(16.0)	0.000	0.000	0.000	-	4.283	3.599	(0.684)	(16.0)
Fare Media Liability	13.056	13.056	0.000	0.0	0.000	0.000	0.000	-	13.056	13.056	0.000	0.0
Total Farebox Revenue	921.778	917.529	(4.249)	(0.5)	0.000	0.000	0.000	-	921.778	917.529	(4.249)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	23.945	23.946	0.001	0.0	0.000	0.000	0.000	-	23.945	23.946	0.001	0.0
Paratransit Reimbursement	39.126	42.677	3.551	9.1	0.000	0.000	0.000	-	39.126	42.677	3.551	9.1
Other	30.828	32.136	1.308	4.2	0.000	0.000	0.000	-	30.828	32.136	1.308	4.2
Total Other Operating Revenue	93.899	98.759	4.860	5.2	0.000	0.000	0.000	-	93.899	98.759	4.860	5.2
Capital and Other Reimbursements	0.000	0.000	0.000	-	203.612	206.798	3.186	1.6	203.612	206.798	3.186	1.6
Total Revenue	\$1,015.677	\$1,016.288	\$0.611	0.1	\$203.612	\$206.798	\$3.186	1.6	\$1,219.289	\$1,223.086	\$3.797	0.3
Expenses												
Labor:												
Payroll	710.607	707.901	2.706	0.4	88.424	79.806	8.618	9.7	799.031	787.707	11.324	1.4
Overtime	75.003	95.729	(20.726)	(27.6)	15.753	21.422	(5.669)	(36.0)	90.756	117.151	(26.395)	(29.1)
Total Salaries & Wages	785.610	803.630	(18.020)	(2.3)	104.177	101.228	2.949	2.8	889.787	904.858	(15.071)	(1.7)
Health and Welfare	164.869	148.303	16.566	10.0	6.387	5.664	0.723	11.3	171.256	153.967	17.289	10.1
OPEB Current Payment	86.913	72.564	14.349	16.5	0.000	0.000	0.000	-	86.913	72.564	14.349	16.5
Pensions	63.086	63.117	(0.031)	(0.0)	0.337	0.215	0.122	36.2	63.423	63.332	0.091	0.1
Other Fringe Benefits	72.410	75.185	(2.775)	(3.8)	27.279	25.979	1.300	4.8	99.689	101.164	(1.475)	(1.5)
Total Fringe Benefits	387.278	359.169	28.109	7.3	34.003	31.858	2.145	6.3	421.281	391.027	30.254	7.2
Reimbursable Overhead	(45.744)	(47.639)	1.895	4.1	45.744	47.639	(1.895)	(4.1)	0.000	0.000	0.000	-
Total Labor Expenses	\$1,127.144	\$1,115.160	\$11.984	1.1	\$183.924	\$180.725	\$3.199	1.7	\$1,311.068	\$1,295.885	\$15.183	1.2
Non-Labor:												
Electric Power	86.496	81.547	4.949	5.7	0.064	0.041	0.023	35.9	86.560	81.588	4.972	5.7
Fuel	45.276	42.718	2.558	5.6	0.006	0.005	0.001	16.7	45.282	42.723	2.559	5.7
Insurance	14.202	13.591	0.611	4.3	0.000	0.000	0.000	-	14.202	13.591	0.611	4.3
Claims	22.323	22.323	0.000	0.0	0.000	0.000	0.000	-	22.323	22.323	0.000	0.0
Paratransit Service Contracts	102.068	89.452	12.616	12.4	0.000	0.000	0.000	-	102.068	89.452	12.616	12.4
Mtce. and Other Operating Contracts	39.851	30.053	9.798	24.6	5.285	11.102	(5.817)	(110.1)	45.136	41.155	3.981	8.8
Professional Service Contracts	24.749	29.831	(5.082)	(20.5)	2.577	3.489	(0.912)	(35.4)	27.326	33.320	(5.994)	(21.9)
Materials & Supplies	68.713	66.799	1.914	2.8	12.866	10.970	1.896	14.7	81.579	77.769	3.810	4.7
Other Business Expenses	17.894	14.593	3.301	18.4	(1.110)	0.466	(1.576)	(142.0)	16.784	15.059	1.725	10.3
Total Non-Labor Expenses	\$421.572	\$390.907	\$30.665	7.3	\$19.688	\$26.073	(\$6.385)	(32.4)	\$441.260	\$416.980	\$24.280	5.5
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$1,548.716	\$1,506.067	\$42.649	2.8	\$203.612	\$206.798	(\$3.186)	(1.6)	\$1,752.328	\$1,712.865	\$39.463	2.3
Depreciation	351.000	349.056	1.944	0.6	0.000	0.000	0.000	-	351.000	349.056	1.944	0.6
OPEB Account	351.333	349.669	1.664	0.5	0.000	0.000	0.000	-	351.333	349.669	1.664	
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	
Total Expenses	\$2,251.049	\$2,204.792	\$46.257	2.1	\$203.612	\$206.798	(\$3.186)	(1.6)	\$2,454.661	\$2,411.590	\$43.071	1.8
Net Surplus/(Deficit)	(\$1,235.372)	(\$1,188.504)	\$46.868	3.8	\$0.000	\$0.000	\$0.000	-	(\$1,235.372)	(\$1,188.504)	\$46.868	3.8

NOTE: Totals may not add due to rounding.

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	NR	2.6	8.0	Due mostly to higher paratransit Urban Tax receipts, MetroCard surcharge "green" fees and Transit Adjudication Bureau (TAB) fees	4.9	5.2	Primarily due to increased paratransit Urban Tax receipts and higher MetroCard surcharge "green" fees.
Overtime	NR	(5.8)	(22.7)	Mainly due to the impact of snowstorms, continued Sandy-related work, additional maintenance requirements for stations, signals and buses, and vacancy coverage requirements	(20.7)	(27.6)	Mainly due to the impact of snowstorms, the unfavorable timing from 2012 of the cash-in of "banked" overtime by represented employees, continued Sandy-related work and maintenance/vacancy coverage requirements
Health & Welfare (including OPEB current payment)	NR	6.8	8.1	Mostly lower rates than anticipated in the budget	30.9	12.3	Mostly lower rates than anticipated in the budget
Other Fringe Benefits	NR	3.0	12.6	Due in part to favorable retroactive direct overhead classification corrections, offset in reimbursable overhead			
Electric Power	NR	3.9	14.3	Mostly due to the favorable timing of expenses and lower prices, partly offset by higher consumption	4.9	5.7	Mostly due to lower prices, partly offset by the unfavorable timing of expenses
Fuel	NR	1.2	7.8	Primarily due to lower consumption and the favorable timing of heating fuel expenses, partly offset by higher prices	2.6	5.6	Primarily the favorable timing of heating fuel expenses and lower consumption, partly offset by higher prices
Insurance	NR	0.6	11.2	Mostly the favorable timing of payments	0.6	4.3	Mostly the favorable timing of payments
Paratransit Service Contracts	NR	3.8	10.9	Mostly due to lower completed trips, partly offset by the unfavorable timing of expenses	12.6	12.4	Mostly due to lower completed trips and reduced call center activity and vehicle rehabs, and the favorable timing of expenses
Maintenance and Other Operating Contracts	NR	1.7	11.8	Primarily the favorable timing of building-related expenses and accrual adjustments	9.8	24.6	Primarily the favorable timing of building-related expenses and accrual adjustments
Professional Service Contracts	NR	2.2	18.8	Mostly the favorable timing of bond service expenses	(5.1)	(20.5)	Mostly the unfavorable timing of IT hardware, bond service and Workers' Compensation Board expenses
Materials and Supplies	NR	3.9	16.4	Primarily due to increased scrap sales, favorable inventory adjustments, and the favorable timing of vehicle maintenance material requirements	1.9	2.8	Largely due to increased scrap sales and the favorable timing of vehicle maintenance material requirements, partly offset by unfavorable inventory adjustments

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	NR	2.4	31.4	Due mainly to the favorable timing of reimbursable job closing adjustments and underruns in MVM debit/credit card charges and stationery expenses	3.3	18.4	Due mainly to the favorable timing of reimbursable job closing adjustments and underruns in MVM debit/credit card charges and stationery expenses
Capital and Other Reimbursements	R	11.9	17.0	Reimbursement increase consistent with reimbursable expense increase			
Payroll	R	2.1	6.6	Mostly due to capital construction and engineering underruns	8.6	9.7	Mostly due to capital construction and engineering underruns
Overtime	R	(3.7)	(71.3)	Largely due to track-work, infrastructure and station environment requirements	(5.7)	(36.0)	Largely due to track-work, infrastructure, station environment and signals requirements
Health & Welfare	R	0.3	14.3	Mainly the favorable timing of expenses	0.7	11.3	Mainly the favorable timing of expenses
Other Fringe Benefits	R	(3.4)	(35.3)	Due in part to unfavorable retroactive direct overhead classification corrections, offset in reimbursable overhead			
Maintenance and Other Operating Contracts	R	(2.5)	over (100.0)	Largely the unfavorable timing of maintenance services, equipment rentals, facility maintenance & repair and janitorial expenses	(5.8)	over (100.0)	Largely the unfavorable timing of maintenance services, equipment rentals, facility maintenance & repair and janitorial expenses
Professional Service Contracts	R	(0.7)	(59.5)	Mostly the unfavorable timing of information technology hardware expenses	(0.9)	(35.4)	Mostly the unfavorable timing of information technology hardware expenses
Materials & Supplies	R	(1.5)	(32.7)	Mostly the unfavorable timing of non-vehicle material requirements	1.9	14.7	Mostly the favorable timing of non-vehicle material requirements
Other Business Expenses	R	(1.9)	over (100.0)	Mostly the unfavorable timing of reimbursable job closing adjustments	(1.6)	over (100.0)	Mostly the unfavorable timing of reimbursable job closing adjustments

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$337.392	\$329.665	(\$7.727)	(2.3)	\$925.813	\$945.828	\$20.015	2.2
Vehicle Toll Revenue								
<u>Other Operating Revenue:</u>								
Fare Reimbursement	0.000	0.000	0.000	-	0.000	15.000	15.000	-
Paratransit Reimbursement	2.399	1.644	(0.755)	(31.5)	49.697	11.230	(38.467)	(77.4)
Other	3.204	4.145	0.941	29.4	5.910	6.960	1.050	17.8
Total Other Operating Revenue	5.603	5.789	0.186	3.3	55.607	33.190	(22.417)	(40.3)
Capital and Other Reimbursements	70.096	44.228	(25.868)	(36.9)	203.612	153.226	(50.386)	(24.7)
Total Receipts	\$413.091	\$379.682	(\$33.409)	(8.1)	\$1,185.032	\$1,132.244	(\$52.788)	(4.5)
<u>Expenditures</u>								
Labor:								
Payroll	239.678	238.519	1.159	0.5	855.205	844.806	10.399	1.2
Overtime	27.680	34.886	(7.206)	(26.0)	97.053	119.913	(22.860)	(23.6)
Total Salaries & Wages	267.358	273.405	(6.047)	(2.3)	952.258	964.719	(12.461)	(1.3)
Health and Welfare	56.942	77.535	(20.593)	(36.2)	171.256	197.395	(26.139)	(15.3)
OPEB Current Payment	28.905	25.942	2.963	10.3	86.913	72.564	14.349	16.5
Pensions	21.141	21.111	0.030	0.1	63.423	260.638	(197.215)	(311.0)
Other Fringe Benefits	27.969	37.416	(9.447)	(33.8)	95.201	92.154	3.047	3.2
Total Fringe Benefits	134.957	162.004	(27.047)	(20.0)	416.793	622.751	(205.958)	(49.4)
GASB Account	3.834	2.710	1.124	29.3	13.421	9.482	3.939	29.3
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$406.149	\$438.119	(\$31.970)	(7.9)	\$1,382.472	\$1,596.952	(\$214.480)	(15.5)
Non-Labor:								
Electric Power	26.960	26.703	0.257	1.0	86.560	77.713	8.847	10.2
Fuel	15.758	15.728	0.030	0.2	45.282	48.571	(3.289)	(7.3)
Insurance	12.929	0.000	12.929	100.0	13.382	2.480	10.902	81.5
Claims	6.754	9.239	(2.485)	(36.8)	20.262	14.603	5.659	27.9
Paratransit Service Contracts	34.972	34.997	(0.025)	(0.1)	101.568	95.165	6.403	6.3
Mtce. and Other Operating Contracts	15.871	16.835	(0.964)	(6.1)	45.136	50.742	(5.606)	(12.4)
Professional Service Contracts	10.637	9.285	1.352	12.7	25.077	34.642	(9.565)	(38.1)
Materials & Supplies	29.293	35.238	(5.945)	(20.3)	85.330	92.695	(7.365)	(8.6)
Other Business Expenditures	5.901	5.524	0.377	6.4	16.783	15.487	1.296	7.7
Total Non-Labor Expenditures	\$159.075	\$153.549	\$5.526	3.5	\$439.380	\$432.098	\$7.282	1.7
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$565.224	\$591.668	(\$26.444)	(4.7)	\$1,821.852	\$2,029.050	(\$207.198)	(11.4)
Net Surplus/(Deficit)	(\$152.133)	(\$211.986)	(\$59.853)	(39.3)	(\$636.820)	(\$896.806)	(\$259.986)	(40.8)

NOTE: Totals may not add due to rounding.

Table 5

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(7.7)	(2.3)	Primarily due to the unfavorable timing of the counting and depositing of receipts	20.0	2.2	Primarily due to the favorable timing of the counting and depositing of receipts
Other Operating Receipts				(22.4)	(40.3)	Mostly due to the unfavorable timing of NYC reimbursements that partially fund paratransit expenses, partly offset by the favorable timing of NYC student fare reimbursements planned for December 2012 but received in January 2013
Capital and Other Reimbursements	(25.9)	(36.9)	Mostly due to the unfavorable timing of reimbursements	(50.4)	(24.7)	Mostly due to the unfavorable timing of reimbursements
Health & Welfare (including OPEB current payment)	(17.6)	(20.5)	Largely the unfavorable timing of payments, partly offset by lower rates	(11.8)	(4.6)	Largely the unfavorable timing of payments, partly offset by lower rates
Pensions				(197.2)	over (100.0)	The unfavorable timing of NYCERS payments
Other Fringe Benefits	(9.4)	(33.8)	Mostly the unfavorable timing of payments	3.0	3.2	The favorable timing of payments
GASB Account	1.1	29.3	The favorable timing of payments	3.9	29.3	The favorable timing of payments
Electric Power				8.8	10.2	Mostly the favorable timing of payments and lower expenses
Fuel				(3.3)	(7.3)	Mostly the unfavorable timing of payments
Insurance	12.9	100.0	The favorable timing of payments	10.9	81.5	The favorable timing of payments
Claims	(2.5)	(36.8)	The unfavorable timing of claims payouts	5.7	27.9	The favorable timing of claims payouts
Paratransit Service Contracts				6.4	6.3	Mostly due to lower completed trips and reduced call center activity and vehicle rehabs, and the favorable timing of expenses, partly offset by the unfavorable timing of payments
Maintenance Contracts	(1.0)	(6.1)	Mostly the unfavorable timing of expenses	(5.6)	(12.4)	Mostly the unfavorable timing of payments
Professional Service Contracts	1.4	12.7	Mostly the favorable timing of bond service expenses	(9.6)	(38.1)	Mostly the unfavorable timing of IT hardware, bond service and Workers' Compensation Board expenses and the unfavorable timing of payments
Materials & Supplies	(5.9)	(20.3)	Mainly the unfavorable timing of payments	(7.4)	(8.6)	Mainly the unfavorable timing of payments
Other Business Expenses	0.4	6.4	Due mainly to underruns in MVM debit/credit card charges and stationery expenses	1.3	7.7	Due mainly to underruns in MVM debit/credit card charges and stationery expenses

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$3.471	(\$8.033)	(\$11.504)	(331.4)	\$4.035	\$28.299	\$24.264	601.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(7.734)	(7.735)	(0.001)	(0.0)	(23.945)	(8.946)	14.999	62.6
Paratransit Reimbursement	(10.643)	(12.788)	(2.145)	(20.2)	10.571	(31.447)	(42.018)	(397.5)
Other	(8.306)	(8.573)	(0.267)	(3.2)	(24.918)	(25.176)	(0.258)	(1.0)
Total Other Operating Revenue	(26.683)	(29.096)	(2.413)	(9.0)	(38.292)	(65.569)	(27.277)	(71.2)
Capital and Other Reimbursements	0.000	(37.769)	(37.769)	-	0.000	(53.572)	(53.572)	-
Total Receipts	(\$23.212)	(\$74.898)	(\$51.686)	(222.7)	(\$34.257)	(\$90.842)	(\$56.585)	(165.2)
<u>Expenditures</u>								
Labor:								
Payroll	27.136	22.689	(4.447)	(16.4)	(56.174)	(57.099)	(0.925)	(1.6)
Overtime	3.042	5.340	2.298	75.5	(6.297)	(2.762)	3.535	56.1
Total Salaries & Wages	30.178	28.029	(2.149)	(7.1)	(62.471)	(59.861)	2.610	4.2
Health and Welfare	0.000	(24.667)	(24.667)	-	0.000	(43.428)	(43.428)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	0.109	0.109	-	0.000	(197.306)	(197.306)	-
Other Fringe Benefits	5.345	(3.680)	(9.025)	(168.8)	4.488	9.010	4.522	100.8
Total Fringe Benefits	5.345	(28.238)	(33.583)	(628.3)	4.488	(231.724)	(236.212)	-
GASB Account	(3.834)	(2.710)	1.124	29.3	(13.421)	(9.482)	3.939	29.3
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$31.689	(\$2.919)	(\$34.608)	(109.2)	(\$71.404)	(\$301.067)	(\$229.663)	(321.6)
Non-Labor:								
Electric Power	0.000	(3.604)	(3.604)	-	0.000	3.875	3.875	-
Fuel	0.000	(1.194)	(1.194)	-	0.000	(5.848)	(5.848)	-
Insurance	(7.829)	4.531	12.360	157.9	0.820	11.111	10.291	-
Claims	0.687	(1.798)	(2.485)	(361.7)	2.061	7.720	5.659	274.6
Paratransit Service Contracts	0.167	(3.682)	(3.849)	-	0.500	(5.713)	(6.213)	-
Mtce. and Other Operating Contracts	0.000	(0.176)	(0.176)	-	0.000	(9.587)	(9.587)	-
Professional Service Contracts	2.249	2.137	(0.112)	(5.0)	2.249	(1.322)	(3.571)	(158.8)
Materials & Supplies	(1.250)	(9.568)	(1.194)	(95.5)	(3.751)	(14.926)	(11.175)	(297.9)
Other Business Expenses	0.001	(0.105)	(0.106)	-	0.001	(0.428)	(0.429)	-
Total Non-Labor Expenditures	(\$5.975)	(\$13.459)	(\$7.484)	(125.3)	\$1.880	(\$15.118)	(\$16.998)	-
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	\$25.714	(\$16.378)	(\$42.092)	(163.7)	(\$69.524)	(\$316.185)	(\$246.661)	(354.8)
Depreciation	119.000	114.385	(4.615)	(3.9)	351.000	349.056	(1.944)	(0.6)
OPEB Account	351.333	349.669	(1.664)	(0.5)	351.333	349.669	(1.664)	(0.5)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$496.047	\$447.676	(\$48.371)	(9.8)	\$632.809	\$382.540	(\$250.269)	(39.5)
Total Cash Conversion Adjustments	\$472.835	\$372.778	(\$100.057)	(21.2)	\$598.552	\$291.698	(\$306.854)	(51.3)

NOTE: Totals may not add due to rounding.

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav)</u>	<u>Explanation</u>
Administration:				
Office of the President	44	37	7	
Law	265	256	9	
Office of the EVP	39	36	3	
Human Resources	221	247	(26)	
Office of Management and Budget	39	35	4	
Capital Planning & Budget	31	30	1	
Corporate Communications	249	240	9	
Technology & Information Services	444	436	8	
Non-Departmental	84	-	84	TWU Apprentice Program-none appointed currently
Labor Relations	96	89	7	
Materiel	234	233	1	
Controller	133	135	(2)	
Total Administration	1,879	1,774	105	
Operations				
Subways Rapid Transit Operations	7,331	7,250	81	Mostly Train Operators, Conductors & Supervisor Pos.
Subways Operations Support	318	322	(4)	
Subways Stations	2,635	2,614	21	
Sub-total Subways	10,284	10,186	98	
Buses	10,394	10,472	(78)	Actuals include Training/Safety, Budget in Bus Maint.(a)
Paratransit	170	175	(5)	
Operations Planning	393	387	6	
Revenue Control	457	433	24	
Total Operations	21,698	21,653	45	
Maintenance				
Subways Operations Support	204	197	7	
Subways Engineering	312	300	12	
Subways Car Equipment	4,183	4,191	(8)	
Subways Infrastructure	1,334	1,305	29	
Subways Elevator & Escalators	377	344	33	
Subways Stations	3,499	3,465	34	
Subways Track	2,730	2,653	77	Track Workers, Equipment Maintainers, Supervisor Pos.
Subways Power	607	604	3	
Subways Signals	1,392	1,400	(8)	
Subways Electronic Maintenance	1,403	1,348	55	Mainly Comp. Prog Spec, Electronic Equip/Tel. Mtr. Pos.
Sub-total Subways	16,041	15,807	234	
Buses	3,734	3,672	62	Budget Includes Training/Safety,charged to Oper Bus(a)
Revenue Control	137	137	0	
Supply Logistics	556	554	2	
System Safety	88	85	3	
Total Maintenance	20,556	20,255	301	
Engineering/Capital				
Capital Program Management	1,218	1,179	39	
Total Engineering/Capital	1,218	1,179	39	
Public Safety				
Security	568	554	14	
Total Public Safety	568	554	14	
Total Positions	45,919	45,415	504	
Non-Reimbursable	41,527	41,310	217	
Reimbursable	4,392	4,105	287	
Total Full-Time	45,759	45,197	562	
Total Full-Time Equivalents	160	218	(58)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance	Explanation
			Fav./Unfav)	
Administration:				
Managers/Supervisors	625	561	64	
Professional, Technical, Clerical	1,138	1,190	(52)	
Operational Hourlies	116	23	93	
Total Administration	1,879	1,774	105	
Operations				
Managers/Supervisors	2,508	2,485	23	
Professional, Technical, Clerical	407	432	(25)	
Operational Hourlies	18,783	18,736	47	
Total Operations	21,698	21,653	45	
Maintenance				
Managers/Supervisors	3,741	3,581	160	
Professional, Technical, Clerical	1,030	959	71	
Operational Hourlies	15,785	15,715	70	
Total Maintenance	20,556	20,255	301	
Engineering/Capital				
Managers/Supervisors	272	256	16	
Professional, Technical, Clerical	944	921	23	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,179	39	
Public Safety				
Managers/Supervisors	195	181	14	
Professional, Technical, Clerical	36	30	6	
Operational Hourlies	337	343	(6)	
Total Public Safety	568	554	14	
Total Positions				
Managers/Supervisors	7,341	7,064	277	
Professional, Technical, Clerical	3,555	3,532	23	
Operational Hourlies	35,023	34,819	204	
Total Positions	45,919	45,415	504	

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

	<u>3/31/13</u>	<u>3/31/12</u>
<u>Operating Inventory</u>		
Gross Inventory	\$270.800	\$271.289
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(74.100)	(67.000)
Net Inventory	\$196.200	\$203.789

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

	March						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	335,019	\$9.8	0	\$10.2	0	(\$0.4) -4.3%	992,720	\$29.0	0	\$28.6	0	\$0.4 1.2%
<u>Unscheduled Service</u>	221,867	\$6.5	0	\$7.3	0	(\$0.8) (12.1%)	640,775	\$18.9	0	\$21.1	0	(\$2.2) (11.6%)
Programmatic/Routine Maintenance	224,409	\$7.2	0	\$8.5	0	(\$1.3) (18.6%)	661,069	\$21.1	0	\$25.3	0	(\$4.2) (19.8%)
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0 0.0%	0	\$0.0	0	\$0.0	0	\$0.0 0.0%
<u>Vacancy/Absentee Coverage</u>	10,677	\$0.5	0	\$1.3	0	(\$0.8) *	32,031	\$1.5	0	\$4.0	0	(2.5) *
<u>Weather Emergencies</u>	25,781	\$0.8	0	\$3.6	0	(\$2.8) *	76,590	\$2.3	0	\$15.6	0	(\$13.3) *
<u>Safety/Security/Law Enforcement</u>	10,302	\$0.3	0	\$0.3	0	(\$0.1) (19.1%)	30,890	\$0.8	0	\$0.8	0	(\$0.0) (2.9%)
<u>Other</u>	12,880	\$0.5	0	\$0.1	0	\$0.4 79.3%	31,757	\$1.4	0	\$0.3	0	\$1.1 80.3%
Subtotal	840,934	\$25.5	0	\$31.3	840,934	(\$5.8) (22.7%)	2,465,832	\$75.0	0	\$95.7	2,465,832	(\$20.7) (27.6%)
REIMBURSABLE OVERTIME	162,735	\$5.2	0	\$8.9	0	(\$3.7) (71.3%)	495,270	\$15.8	0	\$21.4	0	(\$5.7) (36.0%)
TOTAL OVERTIME	1,003,669	\$30.7	0	\$40.2	840,934	(\$9.5) (30.9%)	2,961,102	\$90.8	0	\$117.2	2,465,832	(\$26.4) (29.1%)

Totals may not add due to rounding. Actual hours not available at this time.

NOTE: Percentages are based on each type of overtime and not on total overtime.

* Exceeds 100%

		March		March Year-to-Date	
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)	
	Hours	\$	Explanations	Hours	\$
NON-REIMBURSABLE OVERTIME					
Scheduled Service	0	(\$0.4) 7.2%		0	\$0.4 (1.7%)
Unscheduled Service	0	(\$0.8) 13.6%	Mainly due to operating more than budgeted service, bus traffic delays and online training in bus depot.	0	(\$2.2) 10.6%
Programmatic/Routine Maintenance	0	(\$1.3) 22.9%	Primarily due to additional stations maintenance and signals' inspection, testing and maintenance and Buses proactive routine maintenance to maintain MDBF gains established at the end of 2012.	0	(\$4.2) 20.1%
Unscheduled Maintenance	0	\$0.0 0.0%		0	\$0.0 0.0%
Vacancy/Absentee Coverage	0	(\$0.8) 14.0%	Mainly due to vacancy / absentee coverage in train operators, station cleaners, and bus dispatchers.	0	(\$2.5) 12.0%
Weather Emergencies	0	(\$2.8) 48.1%	Primarily due to winter snow storms and Tropical Storm Sandy continued requirements	0	(\$13.3) 64.2%
Safety/Security/Law Enforcement	0	(\$0.1) 0.9%		0	(\$0.0) 0.1%
Other		\$0.4 (6.8%)		0	\$1.1 (5.3%)
Subtotal	0	(\$5.8) 61.1%		0	(\$20.7) 78.5%
REIMBURSABLE OVERTIME	0	(\$3.7) 38.9%	Subways Capital Track Program work is concentrated on the weekend to take advantage of track availability and greater than anticipated shuttle services support in buses.	0	(\$5.7) 21.5%
TOTAL OVERTIME	0	(\$9.5)		0	(\$26.4)
Totals may not add due to rounding. Actual hours not available at this time.					
NOTE: Percentages are based on each type of overtime and not on total overtime.					
* Exceeds 100%					

METROPOLITAN TRANSPORTATION AUTHORITY
2013 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL AND RIDERSHIP REPORT

March 2013

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.7 million in March, was below budget by less than \$0.1 million (7.0 percent), due mostly to residual ridership losses from Tropical Storm Sandy (Sandy) and the impact of snowstorms. Year-to-date, operating revenue was \$1.9 million, \$0.1 million (6.2 percent) below budget, due to the same factors that affected the month.

Total **ridership** in March 2013 was 327,234 riders, 14.3 percent (54,679 riders) below budget, due mostly to residual losses from Sandy and the impact of snowstorms. Year-to-date, ridership was 1,024,778 riders, 9.9 percent (112,992 riders) below budget, also due to Sandy and the impact of snowstorms. March 2013 average weekday ridership was 14,530 riders, 14.2 percent (2,404 riders) lower than March 2012, also due to Sandy as well as from worse weather in 2013. Average weekday ridership for the twelve months ending March 2013 was 15,550 riders, 4.5 percent (740 riders) lower than the previous twelve-month period, again due to Sandy and worse weather in 2013.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were higher than budget in March by \$0.1 million (1.7 percent). Labor expenses were favorable by \$0.2 million (7.2 percent), mainly from payroll underruns, due mostly to vacancy control savings and lower health & welfare expenses. These underruns were partly offset by higher overtime expenses, due mostly to the impact of snowstorms, vacancy coverage requirements, and continued Sandy-related requirements. Non-labor expenses exceeded budget by \$0.2 million (22.6 percent), due primarily to higher Sandy-related material requirements, partly offset by energy cost underruns. Year-to-date, expenses were favorable by \$0.9 million (8.1 percent). Labor expenses were below budget by \$0.6 million (8.3 percent), due in part to vacancy control savings, lower health & welfare expenses, and the favorable timing of pension expenses. Overtime expenses were higher than budget, again due to the impact of snowstorms and continued Sandy-related and vacancy coverage requirements. Non-labor expenses were under budget by \$0.2 million (7.6 percent), due primarily to energy underruns and the favorable timing of expenses.

Depreciation expenses of \$2.3 million year-to-date were equal to budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$0.6 million of accrued expenses year-to-date, equal to budget.

The **operating cash deficit** (excluding subsidies) year-to-date was \$6.0 million, \$2.7 million (30.9 percent) favorable to budget, due mainly to the favorable timing of several account payments and student fare reimbursements, partly offset by the unfavorable timing of farebox receipt settlements with NYC Transit.

Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.509	0.454	(0.055)	(10.8)	-	-	-	-	0.509	0.454	(0.055)	(10.8)
Other Operating Revenue	0.192	0.198	0.006	3.1	-	-	-	-	0.192	0.198	0.006	3.1
Capital and Other Reimbursements	-	-	-	-	0.138	0.202	0.064	46.4	0.138	0.202	0.064	46.4
Total Revenue	\$ 0.701	\$ 0.652	\$ (0.049)	(7.0)	\$ 0.138	\$ 0.202	\$ 0.064	46.4	\$ 0.839	\$ 0.854	\$ 0.015	1.8
Expenses												
Labor:												
Payroll	1.417	1.172	0.245	17.3	0.024	0.084	(0.060)	(250.0)	1.441	1.256	0.185	12.8
Overtime	0.065	0.189	(0.124)	(190.8)	0.058	0.038	0.020	34.5	0.123	0.227	(0.104)	(84.6)
Total Salaries & Wages	\$ 1.482	\$ 1.361	\$ 0.121	8.2	\$ 0.082	\$ 0.122	\$ (0.040)	(48.8)	\$ 1.564	\$ 1.483	\$ 0.081	5.2
Health and Welfare	0.350	0.300	0.050	14.3	0.042	0.028	0.014	33.3	0.392	0.328	0.064	16.3
OPEB Current Portion	0.063	0.052	0.011	17.5	-	-	-	-	0.063	0.052	0.011	17.5
Pensions	0.483	0.483	\$ -	0.0	0.008	0.032	(0.024)	(300.0)	0.491	0.515	(0.024)	(4.9)
Other Fringe Benefits	0.107	0.111	(0.004)	(3.7)	0.006	0.020	(0.014)	(233.3)	0.113	0.131	(0.018)	(15.9)
Total Fringe Benefits	\$ 1.003	\$ 0.946	\$ 0.057	5.7	\$ 0.056	\$ 0.080	\$ (0.024)	(42.9)	\$ 1.059	\$ 1.026	\$ 0.033	3.1
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.485	\$ 2.307	\$ 0.178	7.2	\$ 0.138	\$ 0.202	\$ (0.064)	(46.4)	\$ 2.623	\$ 2.509	\$ 0.114	4.3
Non-Labor:												
Electric Power	0.447	0.409	0.038	8.5	-	-	-	-	0.447	0.409	0.038	8.5
Fuel	0.034	0.024	0.010	29.4	-	-	-	-	0.034	0.024	0.010	29.4
Insurance	0.025	0.022	0.003	12.0	-	-	-	-	0.025	0.022	0.003	12.0
Claims	0.023	0.016	0.007	30.4	-	-	-	-	0.023	0.016	0.007	30.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.130	0.102	0.028	21.5	-	-	-	-	0.130	0.102	0.028	21.5
Professional Service Contracts	0.035	0.033	0.002	5.7	-	-	-	-	0.035	0.033	0.002	5.7
Materials & Supplies	0.358	0.684	(0.326)	(91.1)	-	-	-	-	0.358	0.684	(0.326)	(91.1)
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$ 1.052	\$ 1.290	\$ (0.238)	(22.6)	\$ -	\$ -	\$ -	-	\$ 1.052	\$ 1.290	\$ (0.238)	(22.6)
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.537	\$ 3.597	\$ (0.060)	(1.7)	\$ 0.138	\$ 0.202	\$ (0.064)	(46.4)	\$ 3.675	\$ 3.799	\$ (0.124)	(3.4)
Depreciation	0.750	0.750	-	0.0	-	-	-	-	0.750	0.750	-	0.0
Other Post Employment Benefits	0.191	0.191	-	0.0	-	-	-	-	0.191	0.191	-	0.0
Total Expenses	\$ 4.478	\$ 4.538	\$ (0.060)	(1.3)	\$ 0.138	\$ 0.202	\$ (0.064)	(46.4)	\$ 4.616	\$ 4.740	\$ (0.124)	(2.7)
Net Surplus/(Deficit)	\$ (3.777)	\$ (3.886)	\$ (0.109)	(2.9)	\$ -	\$ -	\$ -	-	\$ (3.777)	\$ (3.886)	\$ (0.109)	(2.9)

Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	1.393	1.211	(0.182)	(13.1)	-	-	-	-	1.393	1.211	(0.182)	(13.1)
Other Operating Revenue	0.653	0.708	0.055	8.4	-	-	-	-	0.653	0.708	0.055	8.4
Capital and Other Reimbursements	-	-	-	-	0.411	0.375	(0.036)	(8.8)	0.411	0.375	(0.036)	(8.8)
Total Revenue	\$ 2.046	\$ 1.919	\$ (0.127)	(6.2)	\$ 0.411	\$ 0.375	\$ (0.036)	(8.8)	\$ 2.457	\$ 2.294	\$ (0.163)	(6.6)
Expenses												
Labor:												
Payroll	4.251	3.785	0.466	11.0	0.071	0.145	(0.074)	(104.2)	4.322	3.930	0.392	9.1
Overtime	0.195	0.766	(0.571)	(292.8)	0.174	0.082	0.092	52.9	0.369	0.848	(0.479)	(129.8)
Total Salaries & Wages	\$ 4.446	\$ 4.551	\$ (0.105)	(2.4)	\$ 0.245	\$ 0.227	\$ 0.018	7.3	\$ 4.691	\$ 4.778	\$ (0.087)	(1.9)
Health and Welfare	1.050	0.755	0.295	28.1	0.126	0.052	0.074	58.7	1.176	0.807	0.369	31.4
OPEB Current Portion	0.189	0.152	0.037	19.6	-	-	-	-	0.189	0.152	0.037	19.6
Pensions	1.449	1.066	0.383	26.4	0.022	0.058	(0.036)	(163.6)	1.471	1.124	0.347	23.6
Other Fringe Benefits	0.321	0.312	0.009	2.8	0.018	0.038	(0.020)	(111.1)	0.339	0.350	(0.011)	(3.2)
Total Fringe Benefits	\$ 3.009	\$ 2.285	\$ 0.724	24.1	\$ 0.166	\$ 0.148	\$ 0.018	10.8	\$ 3.175	\$ 2.433	\$ 0.742	23.4
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 7.455	\$ 6.836	\$ 0.619	8.3	\$ 0.411	\$ 0.375	\$ 0.036	8.8	\$ 7.866	\$ 7.211	\$ 0.655	8.3
Non-Labor:												
Electric Power	1.341	1.212	0.129	9.6	-	-	-	-	1.341	1.212	0.129	9.6
Fuel	0.102	0.085	0.017	16.7	-	-	-	-	0.102	0.085	0.017	16.7
Insurance	0.075	0.057	0.018	24.0	-	-	-	-	0.075	0.057	0.018	24.0
Claims	0.069	0.041	0.028	40.6	-	-	-	-	0.069	0.041	0.028	40.6
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.390	0.332	0.058	14.9	-	-	-	-	0.390	0.332	0.058	14.9
Professional Service Contracts	0.105	0.081	0.024	22.9	-	-	-	-	0.105	0.081	0.024	22.9
Materials & Supplies	1.074	1.109	(0.035)	(3.3)	-	-	-	-	1.074	1.109	(0.035)	(3.3)
Other Business Expenses	0.001	0.001	-	0.0	-	-	-	-	0.001	0.001	-	0.0
Total Non-Labor Expenses	\$ 3.157	\$ 2.918	\$ 0.239	7.6	\$ -	\$ -	\$ -	-	\$ 3.157	\$ 2.918	\$ 0.239	7.6
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 10.612	\$ 9.754	\$ 0.858	8.1	\$ 0.411	\$ 0.375	\$ 0.036	8.8	\$ 11.023	\$ 10.129	\$ 0.894	8.1
Depreciation	2.250	2.250	-	0.0	-	-	-	-	2.250	2.250	-	0.0
Other Post Employment Benefits	0.573	0.573	-	0.0	-	-	-	-	0.573	0.573	-	0.0
Total Expenses	\$ 13.435	\$ 12.577	\$ 0.858	6.4	\$ 0.411	\$ 0.375	\$ 0.036	8.8	\$ 13.846	\$ 12.952	\$ 0.894	6.5
Net Surplus/(Deficit)	\$ (11.389)	\$ (10.658)	\$ 0.731	6.4	\$ -	\$ -	\$ -	-	\$ (11.389)	\$ (10.658)	\$ 0.731	6.4

Table 3

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

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	(0.055)	(10.8)	Due mostly to residual ridership losses from Tropical Storm Sandy (Sandy) and the impact of snowstorms	(0.182)	(13.1)	Due mostly to residual ridership losses from Sandy and the impact of snowstorms
Other Operating Revenue	Non Reimb.	0.006	3.1	Mainly higher advertising revenue	0.055	8.4	Mainly higher advertising revenue
Payroll	Non Reimb.	0.245	17.3	Mostly vacancy control savings	0.466	11.0	Mostly vacancy control savings
Overtime	Non Reimb.	(0.124)	over (100.0)	Mostly the impact of snowstorms, vacancy coverage requirements, and continued Sandy-related requirements	(0.571)	over (100.0)	Mostly the impact of snowstorms, vacancy coverage requirements, continued Sandy-related requirements and the timing of the reclassification of capital project work to reimbursable expense
Health and Welfare (including OPEB current payment)	Non Reimb.	0.061	14.8	Favorable timing of expenses/lower rates	0.332	26.8	Favorable timing of expenses/lower rates
Pension	Non Reimb.				0.383	26.4	Favorable timing of expenses
Electric Power	Non Reimb.	0.038	8.5	Largely lower prices	0.129	9.6	Largely lower prices
Fuel	Non Reimb.	0.010	29.4	Partly due to lower consumption	0.017	16.7	Partly due to lower consumption
Insurance	Non Reimb.	0.003	12.0	The favorable timing of interagency payments	0.018	24.0	The favorable timing of interagency payments
Claims	Non Reimb.	0.007	30.4	Timing of third party claims paid	0.028	40.6	Timing of third party claims paid
Maintenance Contracts	Non Reimb.	0.028	21.5	Favorable timing of expenses	0.058	14.9	Favorable timing of expenses
Professional Service Contracts	Non Reimb.				0.024	22.9	Favorable timing of expenses
Materials and Supplies	Non Reimb.	(0.326)	(91.1)	Mostly Sandy-related requirements			
Capital and Other Reimbursements	Reimb.	0.064	46.4	Timing of Contractor requirements	(0.036)	(8.8)	Timing of Contractor requirements
Payroll	Reimb.	(0.060)	over (100.0)	Timing of Contractor requirements	(0.074)	over (100.0)	Timing of Contractor requirements
Overtime	Reimb.	0.020	34.5	Timing of Contractor requirements	0.092	52.9	Timing of Contractor requirements
Health and Welfare	Reimb.	0.014	33.3	Timing of Contractor requirements	0.074	58.7	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.509	-	(0.509)	(100.0)	1.393	0.522	(0.871)	(62.5)
Other Operating Revenue	0.192	0.001	(0.191)	(99.5)	0.653	1.431	0.778	119.1
Capital and Other Reimbursements	-	-	-	-	-	0.381	0.381	-
Total Receipts	\$ 0.701	\$ 0.001	\$ (0.700)	(99.9)	\$ 2.046	\$ 2.334	\$ 0.288	14.1
<u>Expenditures</u>								
Labor:								
Payroll	1.330	1.057	0.273	20.5	3.990	3.579	0.411	10.3
Overtime	0.124	0.189	(0.065)	(52.4)	0.372	0.766	(0.394)	(105.9)
Health and Welfare	0.393	0.255	0.138	35.1	1.177	0.704	0.473	40.2
OPEB Current Portion	0.063	0.045	0.018	28.6	0.189	0.140	0.049	25.9
Pensions	0.491	1.449	(0.958)	(195.1)	1.473	1.559	(0.086)	(5.8)
Other Fringe Benefits	0.105	0.040	0.065	61.9	0.315	0.166	0.149	47.3
GASB Account	0.043	-	0.043	100.0	0.129	-	0.129	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.549	\$ 3.035	\$ (0.486)	(19.1)	\$ 7.645	\$ 6.914	\$ 0.731	9.6
Non-Labor:								
Electric Power	0.447	-	0.447	100.0	1.341	0.330	1.011	75.4
Fuel	0.034	0.069	(0.035)	(102.9)	0.102	0.092	0.010	9.8
Insurance	0.025	-	0.025	100.0	0.075	0.005	0.070	93.3
Claims	0.023	-	0.023	100.0	0.069	0.005	0.064	92.8
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.130	0.207	(0.077)	(59.2)	0.390	0.342	0.048	12.3
Professional Service Contracts	0.035	0.046	(0.011)	(31.4)	0.105	0.086	0.019	18.1
Materials & Supplies	0.358	0.115	0.243	67.9	1.074	0.607	0.467	43.5
Other Business Expenditures	-	-	-	-	0.001	0.001	-	0.0
Total Non-Labor Expenditures	\$ 1.052	\$ 0.437	\$ 0.615	58.5	\$ 3.157	\$ 1.468	\$ 1.689	53.5
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 3.601	\$ 3.472	\$ 0.129	3.6	\$ 10.802	\$ 8.382	\$ 2.420	22.4
Operating Cash Deficit	\$ (2.900)	\$ (3.471)	\$ (0.571)	(19.7)	\$ (8.756)	\$ (6.048)	\$ 2.708	30.9

Table 5

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	(0.509)	(100.0%)	Unfavorable timing of cash receipts/settlements with NYCT	(0.871)	(62.5%)	Unfavorable timing of cash receipts/settlements with NYCT
Other Operating Revenue	(0.191)	(99.5%)	Unfavorable timing of fare reimbursements	0.778	over 100.0%	Favorable timing of fare reimbursements from 2012 and advertising receipts
Payroll	0.273	20.5%	Mostly vacancy control savings	0.411	10.3%	Mostly vacancy control savings
Overtime	(0.065)	(52.4%)	Mostly the impact of snowstorms, vacancy coverage requirements, and continued Sandy-related requirements	(0.394)	over (100.0%)	Mostly the impact of snowstorms, vacancy coverage requirements, and continued Sandy-related requirements
Health and Welfare (including OPEB current payment)	0.156	34.2%	Favorable timing of expenses/lower rates	0.522	38.2%	Favorable timing of expenses/lower rates
Pensions	(0.958)	over (100.0%)	Unfavorable timing of payments	(0.086)	(5.8%)	Unfavorable timing of payments
Electric Power	0.447	100.0%	The favorable timing of payments	1.011	75.4%	The favorable timing of payments
Maintenance Contracts	(0.077)	(59.2%)	The unfavorable timing of payments	0.048	12.3%	The favorable timing of expenses
Materials and Supplies	0.243	67.9%	The favorable timing of payments	0.467	43.5%	The favorable timing of payments

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.000	(0.454)	(0.454)	-	0.000	(0.689)	(0.689)	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	(0.197)	(0.197)	-	0.000	0.723	0.723	-
Capital and Other Reimbursements	(0.138)	(0.202)	(0.064)	(46.4)	(0.411)	0.006	0.417	101.5
Total Receipts	(\$0.138)	(\$0.853)	(\$0.715)	(518.1)	(\$0.411)	\$0.040	\$0.451	109.7
<u>Expenditures</u>								
Labor:								
Payroll	0.111	0.199	0.088	79.3	0.332	0.351	0.019	5.7
Overtime	(0.001)	0.038	0.039	3,900.0	(0.003)	0.082	0.085	2,833.3
Health and Welfare	(0.001)	0.073	0.074	7,400.0	(0.001)	0.103	0.104	10,400.0
OPEB Current Portion	0.000	0.007	0.007	-	0.000	0.012	0.012	-
Pensions	0.000	(0.934)	(0.934)	-	(0.002)	(0.435)	(0.433)	(21,650.0)
Other Fringe Benefits	0.008	0.091	0.083	1,037.5	0.024	0.184	0.160	666.7
GASB Account	(0.043)	0.000	0.043	100.0	(0.129)	0.000	0.129	100.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$0.074	(\$0.526)	(\$0.600)	(810.8)	\$0.221	\$0.297	\$0.076	34.4
Non-Labor:								
Electric Power	0.000	0.409	0.409	-	0.000	0.882	0.882	-
Fuel	0.000	(0.045)	(0.045)	-	0.000	(0.007)	(0.007)	-
Insurance	0.000	0.022	0.022	-	0.000	0.052	0.052	-
Claims	0.000	0.016	0.016	-	0.000	0.036	0.036	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	(0.105)	(0.105)	-	0.000	(0.010)	(0.010)	-
Professional Service Contracts	0.000	(0.013)	(0.013)	-	0.000	(0.005)	(0.005)	-
Materials & Supplies	0.000	0.569	0.569	-	0.000	0.502	0.502	-
Other Business Expenditures	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Non-Labor Expenditures	\$0.000	\$0.853	\$0.853	-	\$0.000	\$1.450	\$1.450	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses								
before Depreciation and OPEB	\$0.074	\$0.327	\$0.253	341.9	\$0.221	\$1.747	\$1.526	690.5
Depreciation Adjustment	0.750	0.750	0.000	0.0	2.250	2.250	0.000	0.0
Other Post Employment Benefits	0.191	0.191	0.000	0.0	0.573	0.573	0.000	0.0
Total Expenditures	\$1.015	\$1.268	\$0.253	24.9	\$3.044	\$4.570	\$1.526	50.1
Total Cash Conversion Adjustments	\$0.877	\$0.415	(\$0.462)	(52.7)	\$2.633	\$4.610	\$1.977	75.1

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

Month of March				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.382	0.327	(0.055)	(14.3%)	Residual ridership losses from Sandy and the impact of snowstorms
Year to Date				
1.138	1.025	(0.113)	(9.9%)	Residual ridership losses from Sandy and the impact of snowstorms

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

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

	Month of March		Variance		<u>Explanation</u>
	<u>2012</u>	<u>2013</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.017	0.015	(0.002)	(14.2%)	Residual ridership losses from Sandy, worse weather in 2013
Average Weekend	0.009	0.008	(0.002)	(18.4%)	Residual ridership losses from Sandy, worse weather in 2013
<u>12-Month Rolling Average</u>					
Average Weekday	0.016	0.016	(0.001)	(4.5%)	Residual ridership losses from Sandy, worse weather in 2013
Average Weekend	0.009	0.008	(0.001)	(11.5%)	Residual ridership losses from Sandy, worse weather in 2013

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

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

<u>Function/Departments</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	14	17	(3)
General Office	8	7	1
Purchasing/Stores	6	6	0
Total Administration	28	30	(2)
Operations			
Transportation	91	96	(5)
Total Operations	91	96	(5)
Maintenance			
Mechanical	43	40	3
Electronics/Electrical	12	9	3
Power/Signals	26	24	2
Maintenance of Way	46	45	1
Infrastructure	25	26	(1)
Total Maintenance	152	144	8
Total Positions	271	270	1
Non-Reimbursable	268	267	1
Reimbursable	3	3	0
Total Full-Time	271	270	1
Total Full-Time-Equivalents	0	0	0

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

	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	15	1	
Professional, Technical, Clerical	12	15	(3)	
Operational Hourlies	0	0	0	
Total Administration	28	30	(2)	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	83	90	(7)	
Total Operations	91	96	(5)	
Maintenance				
Managers/Supervisors	7	13	(6)	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	142	130	12	
Total Maintenance	152	144	8	
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	31	(3)	
Professional, Technical, Clerical	18	19	(1)	
Operational Hourlies	225	220	5	
Total Positions	271	270	1	

FINANCIAL AND RIDERSHIP REPORT**March 2013**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$18.9 million in March, \$0.2 million (1.3 percent) below budget. Farebox revenue was \$0.4 million (2.4 percent) above budget due to higher than budgeted ridership. Other operating revenue was \$0.6 million (22.6 percent) below budget, due to the unfavorable timing of storm-related insurance recoveries. Year-to-date, operating revenues were \$51.5 million, \$0.6 million (1.1 percent) below budget, including a favorable farebox revenue variance of \$1.3 million (2.8 percent) and an unfavorable other operating revenue variance of \$1.8 million (24.5 percent), due largely to the same factors affecting the month.

Total ridership in March was 10.5 million riders, 5.7 percent (0.6 million riders) above budget, and year-to-date, ridership was 30.5 million riders, 3.8 percent (1.1 million riders) above budget. These results were from higher than expected ridership, likely due in part to the improving economy. March average weekday ridership was 408,315 riders, a decrease of 3.7 percent (15,674 riders) from March 2012, mostly due to the early Passover and Good Friday in 2013. Average weekday ridership for the twelve months ending March 2013 was 401,855 riders, an increase of 1.1 percent (4,465 riders) from the twelve months ending March 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$44.5 million in March, \$2.3 million (4.9 percent) below budget. Labor expenses exceeded budget by a net \$0.1 million (0.1 percent). Payroll expenses were higher by \$1.2 million (6.8 percent), due mainly to the residual impact of Sandy. Other fringe benefits was also unfavorable by \$0.4 million (15.5 percent), due primarily to the timing of reclassifying the Workers' Compensation budget from the non-labor insurance category, partly offset by delayed interagency billing. These unfavorable variances were mostly offset by the favorable timing of \$1.0 million (25.3 percent) of pension expenses and \$0.4 million (10.3 percent) of health & welfare expenses. Non-labor expenses were below budget by \$2.3 million (17.8 percent), including lower insurance expenses of \$1.2 million (87.0 percent), due largely to the aforementioned timing of reclassifying the Workers' Compensation budget to other fringe benefits and the favorable timing of \$1.1 million (55.9 percent) of maintenance contract expenses. Year-to-date, expenses were favorable by \$7.5 million (5.3 percent), including labor expenses, which were higher than budget by \$0.7 million (0.6 percent), and non-labor expenses, which were under by \$8.2 million (21.0 percent). These variances resulted primarily from the same factors affecting the month.

Depreciation expenses year-to-date of \$12.2 million were \$1.7 million (15.9 percent) higher than budget.

FINANCIAL AND RIDERSHIP REPORT (continued)

March 2013

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$13.9 million of accrued expenses year-to-date, \$0.2 million (1.6 percent) below budget.

The operating cash deficit (excluding subsidies) year-to-date was \$53.9 million, \$28.7 million (34.7 percent) below budget, due to the favorable timing of payments affecting several accounts, partly offset by the timing of accumulated prior year claims payouts.

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 16.334	\$ 16.718	\$ 0.384	2.4	\$ -	\$ -	\$ -	-	\$ 16.334	\$ 16.718	\$ 0.384	2.4
Other Operating Income	2.783	2.153	(0.630)	(22.6)	-	-	-	-	2.783	2.153	(0.630)	(22.6)
Capital and Other Reimbursements	-	-	-	-	0.701	0.949	0.248	35.4	0.701	0.949	0.248	35.4
Total Revenue	\$ 19.117	\$ 18.871	\$ (0.246)	(1.3)	\$ 0.701	\$ 0.949	\$ 0.248	35.4	\$ 19.818	\$ 19.820	\$ 0.002	0.0
- Labor:												
Payroll	\$ 18.104	\$ 19.343	\$ (1.239)	(6.8)	\$ 0.458	\$ 0.514	\$ (0.056)	(12.2)	\$ 18.562	\$ 19.857	\$ (1.295)	(7.0)
Overtime	3.614	3.537	0.077	2.1	-	-	-	-	3.614	3.537	0.077	2.1
Health and Welfare	4.139	3.712	0.427	10.3	0.084	0.206	(0.122)	*	4.223	3.918	0.305	7.2
OPEB Current Payment	1.276	1.216	0.060	4.7	-	-	-	-	1.276	1.216	0.060	4.7
Pensions	4.038	3.017	1.021	25.3	0.038	0.101	(0.063)	*	4.076	3.118	0.958	23.5
Other Fringe Benefits	2.559	2.955	(0.396)	(15.5)	0.037	0.035	0.002	5.4	2.596	2.990	(0.394)	(15.2)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 33.730	\$ 33.780	\$ (0.050)	(0.1)	\$ 0.617	\$ 0.856	\$ (0.239)	(38.7)	\$ 34.347	\$ 34.636	\$ (0.289)	(0.8)
Non-Labor:												
Electric Power	\$ 0.097	\$ 0.127	\$ (0.030)	(30.9)	\$ -	\$ -	\$ -	-	\$ 0.097	\$ 0.127	\$ (0.030)	(30.9)
Fuel	3.199	2.886	0.313	9.8	-	-	-	-	3.199	2.886	0.313	9.8
Insurance	1.433	0.187	1.246	87.0	-	-	-	-	1.433	0.187	1.246	87.0
Claims	2.167	2.167	-	0.0	-	-	-	-	2.167	2.167	-	0.0
Maintenance and Other Operating Contracts	2.039	0.899	1.140	55.9	0.018	(0.024)	0.042	*	2.057	0.875	1.182	57.5
Professional Service Contracts	1.329	0.875	0.454	34.2	-	-	-	-	1.329	0.875	0.454	34.2
Materials & Supplies	2.448	3.230	(0.782)	(31.9)	0.066	0.117	(0.051)	(77.3)	2.514	3.347	(0.833)	(33.1)
Other Business Expense	0.346	0.364	(0.018)	(5.2)	-	-	-	-	0.346	0.364	(0.018)	(5.2)
Total Non-Labor Expenses	\$ 13.058	\$ 10.735	\$ 2.323	17.8	\$ 0.084	\$ 0.093	\$ (0.009)	(10.7)	\$ 13.142	\$ 10.828	\$ 2.314	17.6
Total Expenses before Non-Cash Liability Adjs.	\$ 46.788	\$ 44.515	\$ 2.273	4.9	\$ 0.701	\$ 0.949	\$ (0.248)	(35.4)	\$ 47.489	\$ 45.464	\$ 2.025	4.3
Depreciation	3.520	3.803	(0.283)	(8.0)	-	-	-	-	3.520	3.803	(0.283)	(8.0)
OPEB Obligation	4.691	4.618	0.073	1.6	-	-	-	-	4.691	4.618	0.073	1.6
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 54.999	\$ 52.936	\$ 2.063	3.8	\$ 0.701	\$ 0.949	\$ (0.248)	(35.4)	\$ 55.700	\$ 53.885	\$ 1.815	3.3
Net Surplus/(Deficit)	\$ (35.882)	\$ (34.065)	\$ 1.817	5.1	\$ -	\$ -	\$ -	-	\$ (35.882)	\$ (34.065)	\$ 1.817	5.1

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 44.529	\$ 45.791	\$ 1.262	2.8	\$ -	\$ -	\$ -	-	\$ 44.529	\$ 45.791	\$ 1.262	2.8
Other Operating Income	7.534	5.691	(1.843)	(24.5)	-	-	-	-	7.534	5.691	(1.843)	(24.5)
Capital and Other Reimbursements	-	-	-	-	2.103	1.587	(0.516)	(24.5)	2.103	1.587	(0.516)	(24.5)
Total Revenue	\$ 52.063	\$ 51.482	\$ (0.581)	(1.1)	\$ 2.103	\$ 1.587	\$ (0.516)	(24.5)	\$ 54.166	\$ 53.069	\$ (1.097)	(2.0)
Expenses												
<i>Labor:</i>												
Payroll	\$ 56.252	\$ 58.541	\$ (2.289)	(4.1)	\$ 1.374	\$ 0.907	\$ 0.467	34.0	\$ 57.626	\$ 59.448	\$ (1.822)	(3.2)
Overtime	10.881	10.834	0.047	0.4	-	-	-	-	10.881	10.834	0.047	0.4
Health and Welfare	12.417	10.907	1.510	12.2	0.252	0.206	0.046	18.3	12.669	11.113	1.556	12.3
OPEB Current Payment	3.828	3.648	0.180	4.7	-	-	-	-	3.828	3.648	0.180	4.7
Pensions	12.114	10.703	1.411	11.6	0.114	0.101	0.013	11.4	12.228	10.804	1.424	11.6
Other Fringe Benefits	7.677	9.194	(1.517)	(19.8)	0.111	0.262	(0.151)	*	7.788	9.456	(1.668)	(21.4)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 103.169	\$ 103.827	\$ (0.658)	(0.6)	\$ 1.851	\$ 1.475	\$ 0.376	20.3	\$ 105.020	\$ 105.302	\$ (0.282)	(0.3)
<i>Non-Labor:</i>												
Electric Power	\$ 0.291	\$ 0.383	\$ (0.092)	(31.4)	\$ -	\$ -	\$ -	-	\$ 0.291	\$ 0.383	\$ (0.092)	(31.4)
Fuel	9.361	8.677	0.684	7.3	-	-	-	-	9.361	8.677	0.684	7.3
Insurance	4.299	0.560	3.739	87.0	-	-	-	-	4.299	0.560	3.739	87.0
Claims	6.501	6.501	-	0.0	-	-	-	-	6.501	6.501	-	0.0
Maintenance and Other Operating Contracts	6.117	3.111	3.006	49.1	0.054	(0.024)	0.078	*	6.171	3.087	3.084	50.0
Professional Service Contracts	3.987	3.602	0.385	9.6	-	-	-	-	3.987	3.602	0.385	9.6
Materials & Supplies	7.344	7.124	0.220	3.0	0.198	0.135	0.063	31.6	7.542	7.260	0.282	3.7
Other Business Expense	1.038	0.805	0.233	22.4	-	-	-	-	1.038	0.805	0.233	22.4
Total Non-Labor Expenses	\$ 38.938	\$ 30.764	\$ 8.174	21.0	\$ 0.252	\$ 0.111	\$ 0.141	55.8	\$ 39.190	\$ 30.875	\$ 8.315	21.2
Total Expenses before Non-Cash Liability Adj.	\$ 142.107	\$ 134.591	\$ 7.516	5.3	\$ 2.103	\$ 1.587	\$ 0.516	24.5	\$ 144.210	\$ 136.178	\$ 8.032	5.6
Depreciation	10.560	12.244	(1.684)	(15.9)	-	-	-	-	10.560	12.244	(1.684)	(15.9)
OPEB Obligation	14.073	13.854	0.219	1.6	-	-	-	-	14.073	13.854	0.219	1.6
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 166.740	\$ 160.688	\$ 6.052	3.6	\$ 2.103	\$ 1.587	\$ 0.516	24.5	\$ 168.843	\$ 162.275	\$ 6.568	3.9
Net Surplus/(Deficit)	\$ (114.677)	\$ (109.206)	\$ 5.471	4.8	\$ -	\$ 0.000	\$ 0.000	-	\$ (114.677)	\$ (109.206)	\$ 5.471	4.8

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NOTE: Totals may not add due to rounding

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

Generic Revenue or Expense Category	Nonreimb or Reimb	March 2013			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.384	2.4	Greater than expected ridership levels	\$ 1.262	2.8	Greater than expected ridership levels
Other Operating Revenue	NR	\$ (0.630)	(22.6)	Timing of Tropical Storm Sandy/Irene recoveries	\$ (1.843)	(24.5)	Timing of Tropical Storm Sandy/Irene recoveries
Capital and Other Reimbursements	R	\$ 0.248	35.4	Timing of expenses	\$ (0.516)	(24.5)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies
Total Revenue Variance		\$ 0.002	0.0		\$ (1.097)	(2.0)	
Payroll	NR	\$ (1.239)	(6.8)	Residual impact of Tropical Storm Sandy activities	\$ (2.289)	(4.1)	Residual impact of Tropical Storm Sandy activities
Overtime	NR	\$ 0.077	2.1	(a)	\$ 0.047	0.4	(a)
Health and Welfare (including OPEB)	NR	\$ 0.487	9.0	Timing of expenses	\$ 1.690	10.4	Timing of expenses
Pension	NR	\$ 1.021	25.3	Under accrual of actuals, will be adjusted in April	\$ 1.411	11.6	Under accrual of actuals, will be adjusted in April
Other Fringe Benefits	NR	\$ (0.396)	(15.5)	Due to the pending re-classification of the workers compensation budget from the insurance category offset by delayed billing of interagency fringe benefits.	\$ (1.517)	(19.8)	Due to the pending re-classification of the workers compensation budget from the insurance category offset by delayed billing of interagency fringe benefits.
Electric Power	NR	\$ (0.030)	(30.9)	Higher than anticipated	\$ (0.092)	(31.4)	Higher than anticipated
Fuel	NR	\$ 0.313	9.8	Favorable rates	\$ 0.684	7.3	Favorable rates
Insurance	NR	\$ 1.246	87.0	Pending the re-classification of the workers compensation budget to Other Fringe Benefits	\$ 3.739	87.0	Pending the re-classification of the workers compensation budget to Other Fringe Benefits
Claims	NR	\$ -	-	(a)	\$ -	-	(a)
Maintenance and Other Operating Contracts	NR	\$ 1.140	55.9	Timing of expenses	\$ 3.006	49.1	Timing of expenses
Professional Service Contracts	NR	\$ 0.454	34.2	Timing of expenses	\$ 0.385	9.6	Timing of expenses
Materials & Supplies	NR	\$ (0.782)	(31.9)	Prior period charges	\$ 0.220	3.0	Timing of expenses
Other Business Expense	NR	\$ (0.018)	(5.2)	Prior period charges	\$ 0.233	22.4	Timing of expenses
Depreciation	NR	\$ (0.283)	(8.0)		\$ (1.684)	(15.9)	
Other Post Employment Benefits	NR	\$ 0.073	1.6	(a)	\$ 0.219	1.6	(a)
Environmental Remediation		\$ -	-		\$ -	-	
Payroll	R	\$ (0.056)	(12.2)	Prior period expenses	\$ 0.467	34.0	Timing of expenses and delayed funding
Health and Welfare	R	\$ (0.122)	*	} Prior period expenses	\$ 0.046	18.3	} Timing of expenses
Pension	R	\$ (0.063)	*		\$ 0.013	11.4	
Other Fringe Benefits	R	\$ 0.002	5.4		\$ (0.151)	*	
Maintenance and Other Operating Contracts	R	\$ 0.042	*	Timing of expenses	\$ 0.078	*	Timing of expenses
Materials & Supplies	R	\$ (0.051)	*	Prior period expenses	\$ 0.063	*	Timing of expenses
Total Expense Variance		\$ 1.815	3.3		\$ 6.568	3.9	
Net Variance		\$ 1.817	5.1		\$ 5.471	4.8	

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	March 2013				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ 16.222	\$ 15.462	\$ (0.760)	(4.7)	\$ 46.215	\$ 45.689	\$ (0.526)	(1.1)
Other Operating Revenue	2.783	3.125	0.342	12.3	7.534	4.521	(3.013)	(40.0)
Capital and Other Reimbursements	1.084	1.156	0.072	6.6	3.252	2.147	(1.105)	(34.0)
Total Receipts	\$ 20.089	\$ 19.743	\$ (0.346)	(1.7)	\$ 57.001	\$ 52.357	\$ (4.644)	(8.1)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 17.820	\$ 15.722	\$ 2.098	11.8	\$ 53.460	\$ 45.007	\$ 8.453	15.8
Overtime	3.287	3.537	(0.250)	(7.6)	9.861	10.834	(0.973)	(9.9)
Health and Welfare	4.189	0.672	3.517	84.0	12.567	1.833	10.734	85.4
OPEB Current Payment	1.276	-	1.276	100.0	3.828	-	3.828	100.0
Pensions	4.061	3.934	0.127	3.1	12.183	11.203	0.980	8.0
Other Fringe Benefits	2.582	3.294	(0.712)	(27.6)	7.746	8.264	(0.518)	(6.7)
GASB Account	0.599	-	0.599	100.0	1.797	-	1.797	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 33.814	\$ 27.159	\$ 6.655	19.7	\$ 101.442	\$ 77.142	\$ 24.300	24.0
<i>Non-Labor:</i>								
Electric Power	\$ 0.097	\$ -	\$ 0.097	100.0	\$ 0.291	\$ 0.256	\$ 0.035	12.2
Fuel	3.199	3.809	(0.610)	(19.1)	9.361	4.337	5.024	53.7
Insurance	1.433	-	1.433	100.0	4.299	0.636	3.663	85.2
Claims	1.833	0.324	1.509	82.3	5.499	9.956	(4.457)	(81.1)
Maintenance and Other Operating Contracts	2.057	1.074	0.983	47.8	6.171	4.290	1.881	30.5
Professional Service Contracts	1.329	1.661	(0.332)	(25.0)	3.987	1.877	2.110	52.9
Materials & Supplies	2.515	2.606	(0.091)	(3.6)	7.545	7.272	0.273	3.6
Other Business Expenses	0.346	0.137	0.209	60.4	1.038	0.523	0.515	49.6
Total Non-Labor Expenditures	\$ 12.809	\$ 9.611	\$ 3.198	25.0	\$ 38.191	\$ 29.148	\$ 9.043	23.7
Other Expenditure Adjustments :								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 46.623	\$ 36.770	\$ 9.853	21.1	\$ 139.633	\$ 106.290	\$ 33.343	23.9
Operating Cash Surplus/(Deficit)	\$ (26.534)	\$ (17.027)	\$ 9.507	35.8	\$ (82.632)	\$ (53.933)	\$ 28.699	34.7

NOTE: Totals may not add due to rounding

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

Operating Receipts or Disbursements	March 2013				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
	\$	%			\$	%		
Farebox Revenue	\$	(0.760)	(4.7)	Timing of receipts	\$	(0.526)	(1.1)	Timing of receipts
Other Operating Revenue		0.342	12.3	Prior period receipts		(3.013)	(40.0)	Timing of receipts
Capital and Other Reimbursements		0.072	6.6	Prior period receipts		(1.105)	(34.0)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies
Total Receipts	\$	(0.346)	(1.7)		\$	(4.644)	(8.1)	
Payroll	\$	2.098	11.8	Timing of inter-agency payments and unresolved contract settlements	\$	8.453	15.8	Timing of inter-agency payments and unresolved contract settlements
Overtime		(0.250)	(7.6)	Pending budget re-allocation		(0.973)	(9.9)	Pending budget re-allocation
Health and Welfare (including OPEB)		4.793	87.7	Timing of payments		14.562	88.8	Timing of payments
Pension		0.127	3.1	Timing of payments		0.980	8.0	Timing of payments
Other Fringe Benefits		(0.712)	(27.6)	Pending re-classification of the workers compensation budget to Other Fringe Benefits		(0.518)	(6.7)	Pending re-classification of the workers compensation budget to Other Fringe Benefits
GASB		0.599	100.0	Timing of payments		1.797	100.0	Timing of payments
Electric Power		0.097	100.0	Timing of payments		0.035	12.2	Timing of payments
Fuel		(0.610)	(19.1)	Prior period payments offset by favorable rates		5.024	53.7	Timing of payments and favorable rates
Insurance		1.433	100.0	Pending re-classification of the workers compensation budget to Other Fringe Benefits		3.663	85.2	Pending re-classification of the workers compensation budget to Other Fringe Benefits
Claims		1.509	82.3	Timing of payments		(4.457)	(81.1)	Large payment for a single claim
Maintenance and Other Operating Contracts		0.983	47.8	Timing of payments		1.881	30.5	Timing of payments
Professional Service Contracts		(0.332)	(25.0)	Payments for prior period expenses		2.110	52.9	Timing of payments
Materials & Supplies		(0.091)	(3.6)	Payments for prior period expenses		0.273	3.6	Timing of payments
Other Business Expenditure		0.209	60.4	Timing of payments		0.515	49.6	Timing of payments
Total Expenditures	\$	9.853	21.1		\$	33.343	23.9	
Net Cash Variance	\$	9.507	35.8		\$	28.699	34.7	

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	March 2013					Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Percent	Adopted Budget	Actual	Favorable (Unfavorable)		Percent
			Variance					Variance		
Receipts										
Farebox Revenue	\$ (0.112)	\$ (1.256)	\$ (1.144)	*		\$ 1.686	\$ (0.102)	\$ (1.788)	*	
Other Operating Revenue	-	0.972	0.972	-		-	(1.170)	(1.170)	-	
Capital and Other Reimbursements	0.383	0.207	(0.176)	(46.0)		1.149	0.560	(0.589)	(51.3)	
Total Receipts	\$ 0.271	\$ (0.077)	\$ (0.348)	*		\$ 2.835	\$ (0.712)	\$ (3.547)	*	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 0.742	\$ 4.135	\$ 3.393	*		\$ 4.166	\$ 14.441	\$ 10.275	*	
Overtime	0.327	-	(0.327)	(100.0)		1.020	-	(1.020)	(100.0)	
Health and Welfare	0.034	3.246	3.212	*		0.102	9.279	9.177	*	
OPEB Current Payment	-	1.216	1.216	-		-	3.648	3.648	-	
Pensions	0.015	(0.816)	(0.831)	*		0.045	(0.399)	(0.444)	*	
Other Fringe Benefits	0.014	(0.304)	(0.318)	*		0.042	1.191	1.149	*	
GASB Account	(0.599)	-	0.599	100.0		(1.797)	-	1.797	100.0	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
Total Labor Expenditures	\$ 0.533	\$ 7.477	\$ 6.944	*		\$ 3.578	\$ 28.160	\$ 24.582	*	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ -	\$ 0.127	\$ 0.127	-		\$ -	\$ 0.127	\$ 0.127	-	
Fuel for Buses and Trains	-	(0.923)	(0.923)	-		-	4.339	4.339	-	
Insurance	-	0.187	0.187	-		-	(0.076)	(0.076)	-	
Claims	0.334	1.843	1.509	*		1.002	(3.455)	(4.457)	*	
Maintenance and Other Operating Contracts	-	(0.199)	(0.199)	-		-	(1.203)	(1.203)	-	
Professional Service Contracts	-	(0.786)	(0.786)	-		-	1.725	1.725	-	
Materials & Supplies	(0.001)	0.741	0.742	*		(0.003)	(0.012)	(0.009)	*	
Other Business Expenditures	-	0.227	0.227	-		-	0.282	0.282	-	
Total Non-Labor Expenditures	\$ 0.333	\$ 1.217	\$ 0.884	*		\$ 0.999	\$ 1.728	\$ 0.729	72.9	
Other Expenditure Adjustments:										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Gap Closing Expenditures:										
'Additional Actions for Budget Balance: Expenditures	-	-	-	-		-	-	-	-	
Total Gap Closing Expenditures	-	-	-	-		-	-	-	-	
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ 0.866	\$ 8.694	\$ 7.828	*		\$ 4.577	\$ 29.888	\$ 25.311	*	
Depreciation Adjustment	3.520	3.803	0.283	8.0		10.560	12.244	1.684	15.9	
Other Post Employment Benefits	4.691	4.618	(0.073)	(1.6)		14.073	13.854	(0.219)	(1.6)	
Environmental Remediation	-	-	-	-		-	-	-	-	
Total Expenses/Expenditures	\$ 9.077	\$ 17.115	\$ 8.038	88.6		\$ 29.210	\$ 55.985	\$ 26.775	91.7	
Total Cash Conversion Adjustments	\$ 9.348	\$ 17.038	\$ 7.690	82.3		\$ 32.045	\$ 55.274	\$ 23.229	72.5	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET
Utilization
(In millions)

	<u>March 2013</u>			<u>Year-to-date as of March 2013</u>		
	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$ 16.334	\$ 16.718	\$ 0.384	\$ 44.529	\$ 45.791	\$ 1.262
Total Farebox Revenue	\$ 16.334	\$ 16.718	\$ 0.384	\$ 44.529	\$ 45.791	\$ 1.262
Other Revenue	\$ 2.783	\$ 2.153	\$ (0.630)	\$ 7.534	\$ 5.691	\$ (1.843)
Capital & Other	0.701	0.949	0.248	2.103	1.587	(0.516)
Total Revenue	\$ 19.818	\$ 19.820	\$ 0.002	\$ 54.166	\$ 53.069	\$ (1.097)
<u>Ridership</u>						
Fixed Route	9.974	10.540	0.566	29.353	30.464	1.111
Total Ridership	9.974	10.540	0.566	29.353	30.464	1.111

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME / FULL TIME EQUIVALENTS
MARCH 2013

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	6	9	(3)	
Office of Management and Budget	14	11	3	
Technology & Information Services	17	16	1	
Material	19	16	3	
Controller	15	21	(6)	
Office of the President	6	6	-	
System Safety Administration	5	2	3	
Law	24	22	2	
Corporate Communications	2	3	(1)	
Labor Relations	63	-	63	Budget transposed with Non-Departmental / Timing of Training requirements
Strategic Office	8	9	(1)	
Non-Departmental	4	-	4	Budget transposed with Labor Relations
Total Administration	186	118	68	
Operations				
Buses	2,094	2,188	(94)	
Office of the Executive VP	1	1	-	
Safety & Training	21	64	(43)	
Road Operations	117	112	5	
Transportation Support	20	19	1	
Operations Planning	31	30	1	
Revenue Control	21	20	1	
Total Operations	2,305	2,434	(129)	Students in Training
Maintenance				
Buses	732	724	8	
Maintenance Support/CMF	166	154	12	
Facilities	72	40	32	
Supply Logistics	86	84	2	
Total Maintenance	1,056	1,002	54	Vacancies replaced by MOU with NYCT
Capital Program Management	38	32	6	
Total Engineering/Capital	38	32	6	
Security	14	15	(1)	
Total Public Safety	14	15	(1)	
Total Positions	3,599	3,601	(2)	
Non-Reimbursable	3,535	3,544	(9)	
Reimbursable	64	57	7	
Total Full-Time	3,584	3,570	14	
Total Full-Time Equivalents	15	31	(16)	

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
MARCH 2013

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable)Vari- ance	Explanation of Variances
Administration				
Managers/Supervisors	49	46	3	
Professional, Technical, Clerical	74	72	2	
Operational Hourlies	63	-	63	
Total Administration	186	118	68	Timing of Training Requirements
Operations				
Managers/Supervisors	303	292	11	
Professional, Technical, Clerical	50	57	(7)	
Operational Hourlies	1,952	2,085	(133)	
Total Operations	2,305	2,434	(129)	Students in Training
Maintenance				
Managers/Supervisors	201	186	15	
Professional, Technical, Clerical	14	16	(2)	
Operational Hourlies	841	800	41	
Total Maintenance	1,056	1,002	54	Vacancies replaced by MOU with NYCT
Engineering/Capital				
Managers/Supervisors	22	17	5	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
Total Engineering/Capital	38	32	6	
Public Safety				
Managers/Supervisors	11	8	3	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	2	(2)	
Total Public Safety	14	15	(1)	
Total Baseline Positions				
Managers/Supervisors	586	549	37	
Professional, Technical, Clerical	157	165	(8)	
Operational Hourlies	2,856	2,887	(31)	
Total Baseline Positions	3,599	3,601	(2)	

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

	March 2013						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	53,897	\$2.3	43,726	\$1.6	10,171 18.9%	\$0.7 31.1%	156,656	\$6.6	125,310	\$5.1	31,347 20.0%	\$1.5 23.2%
<u>Unscheduled Service</u>	3,844	\$0.2	4,623	\$0.2	(780) -20.3%	(0.0) -2.5%	11,359	\$0.5	11,799	\$0.5	(440) -3.9%	0.0 1.4%
<u>Programmatic/Routine Maintenance</u>	12,557	\$0.5	18,944	\$0.8	(6,386) -50.9%	(0.2) -46.2%	46,352	\$2.0	50,600	\$2.1	(4,248) -9.2%	(0.2) -8.9%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%
<u>Vacancy/Absentee Coverage</u>	13,291	\$0.6	16,467	\$0.7	(3,176) -23.9%	(0.1) -12.6%	35,476	\$1.6	43,877	\$1.8	(8,401) -23.7%	(0.2) -10.8%
<u>Weather Emergencies</u>	110	\$0.0	7,311	\$0.3	(7,201) *	(0.3) *	316	\$0.0	24,463	\$1.1	(24,147) *	(1.1) *
<u>Safety/Security/Law Enforcement</u>	232	\$0.0	70	\$0.0	162 69.7%	0.0 73.5%	585	\$0.0	137	\$0.0	448 76.6%	0.0 79.0%
<u>Other</u>	323	\$0.0	1,218	\$0.0	(895) *	(0.0) *	937	\$0.1	2,995	\$0.1	(2,058) *	(0.1) *
Subtotal	84,254	\$3.6	92,360	\$3.5	(8,106) -9.6%	\$0.1 2.1%	251,682	\$10.9	259,181	\$10.8	(7,499) -3.0%	\$0.0 0.4%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	84,254	\$3.6	92,360	\$3.5	(8,106) -9.6%	\$0.1 2.1%	251,682	\$10.9	259,181	\$10.8	(7,499) -3.0%	\$0.0 0.4%

Totals may not add due to rounding.

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

* Exceeds 100%

MTA Bus Company
2012 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	March 2013			March Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	10,171 18.9%	\$0.7 31.1%	Base pay hours in scheduled overtime to be reclassified in the July Plan	31,347 20.0%	\$1.5 23.2%	Base pay hours in scheduled overtime to be reclassified in the July Plan
<u>Unscheduled Service</u>	(780) -20.3%	(\$0.0) -2.5%		(440) -3.9%	\$0.0 1.4%	
<u>Programmatic/Routine Maintenance</u>	(6,386) -50.9%	(\$0.2) -46.2%	Out of scope bus maintenance work.	(4,248) -9.2%	(\$0.2) -8.9%	Out of scope bus maintenance work.
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(3,176) -23.9%	(\$0.1) -12.6%	Vacancy and Absentee Coverage for Supervisors.	(8,401) -23.7%	(\$0.2) -10.8%	Vacancy and Absentee Coverage for Supervisors.
<u>Weather Emergencies</u>	(7,201) *	(\$0.3) *	Residual effect of Tropical Storm Sandy activities	(24,147) *	(\$1.1) *	Residual effect of Tropical Storm Sandy activities and preparation towards February 8th to 11th Winter Storm.
<u>Safety/Security/Law Enforcement</u>	162 69.7%	\$0.0 73.5%		448 76.6%	\$0.0 79.0%	
<u>Other</u>	(895) *	(\$0.0) *		(2,058) *	(\$0.1) *	
Subtotal	(8,106) -9.6%	\$0.1 2.1%		(7,499) -3.0%	\$0.0 0.4%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(8,106)	\$0.1		(7,499)	\$0.0	