

FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	April Results		April Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	3.7	1.1	1,263.3	1,262.7	(0.6)	0.0
Nonreimb. Exp. before Dep./OPEB	(5.2)	(1.0)	2,066.7	2,029.2	37.5	1.8
Net Cash Deficit*	(30.1)	(22.8)	(769.1)	(1,059.2)	(290.1)	(37.7)

*Excludes Subsidies and Debt Service

April 2013 **farebox revenue** was \$345.1 million, \$3.7 million (1.1 percent) above budget. Subway revenue was \$1.6 million (0.6 percent) above budget, bus revenue was \$2.2 million (2.8 percent) above budget, and paratransit revenue was \$0.1 million (9.1 percent) below budget. Accrued fare media liability was on budget. Year-to-date farebox revenue was \$0.6 million (less than 0.1 percent) below budget: \$3.6 million (0.4 percent) below on the subway, \$3.8 million (1.3 percent) above on bus, and \$0.8 million (14.2 percent) below on paratransit. The April 2013 non-student **average fare** of \$1.769 increased 14.2¢ from April 2012 due to the March 2013 fare increase; the subway fare increased 14.9¢, the local bus fare increased 11.6¢, and the express bus fare increased 44.4¢.

Total **ridership** in April 2013 of 206.7 million was 0.7 percent (1.5 million trips) above budget. Average weekday ridership in April 2013 was 7.9 million, an increase of 3.2 percent from April 2012, mostly due to the earlier public school spring recess in 2013 that shifted several low ridership days into March. Average weekday ridership for the twelve months ending April 2013 was 7.6 million, an increase of 0.8 percent from the twelve months ending April 2012.

Nonreimbursable expenses before depreciation and OPEB in April exceeded budget by \$5.2 million (1.0 percent). Labor expenses underran by \$3.8 million (1.0 percent), due mainly to health & welfare/OPEB current expense underruns, primarily from lower rates than anticipated. Overtime expenses exceeded budget, primarily due to continued Sandy-related work and additional vacancy coverage requirements. Non-labor expenses overran budget by \$9.0 million (6.2 percent), mostly attributable to the unfavorable timing of professional service and maintenance contract expenses, partly offset by paratransit service contract underruns. Year-to-date, nonreimbursable expenses were less than budget by \$37.5 million (1.8 percent). Labor expenses were below budget by \$15.8 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, continued Sandy-related work, the unfavorable timing of expenses from 2012 and additional vacancy coverage/maintenance requirements. Non-labor expenses were below budget by \$21.7 million (3.8 percent), including underruns in paratransit service contracts, electric power and fuel, and the favorable timing of maintenance contract and other business expenses. Professional service contract expenses were unfavorable, also due to timing.

The **net cash deficit** for April year-to-date was \$1,059.2 million, unfavorable to budget by \$290.1 million (37.7 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

April 2013 Farebox Revenue - (\$ in millions)

	April				April Year-to-Date			
	Budget	Preliminary	Favorable/(Unfavorable)		Budget	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	256.1	257.7	1.6	0.6%	946.0	942.4	(3.6)	(0.4%)
NYCT Bus	79.5	81.7	2.2	2.8%	294.0	297.8	3.8	1.3%
Paratransit	1.5	1.4	(0.1)	(9.1%)	5.8	5.0	(0.8)	(14.2%)
Subtotal	337.1	340.8	3.7	1.1%	1,245.9	1,245.3	(0.6)	(0.0%)
Fare Media Liability	4.4	4.4	0.0	0.0%	17.4	17.4	0.0	0.0%
Total - NYCT	341.5	345.1	3.7	1.1%	1,263.3	1,262.7	(0.6)	(0.0%)
MTA Bus Company	16.7	17.4	0.6	3.8%	61.3	63.2	1.9	3.1%
<i>Total - Regional Bus</i>	<i>96.2</i>	<i>99.1</i>	<i>2.9</i>	<i>3.0%</i>	<i>355.3</i>	<i>361.0</i>	<i>5.7</i>	<i>1.6%</i>

Note: Totals may not add due to rounding.

- NYCT subway and bus revenue were above budget, due in part to higher-than-expected bus ridership.
- For the year-to-date, overruns in March and April mostly offset the revenue loss caused by 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

April Non-Student Average Fare - \$

	NYC Transit				MTA Bus Company			
	2012	Prelim.	Change		2012	Prelim.	Change	
		2013	Amount	Percent		2013	Amount	Percent
Subway	1.706	1.854	0.149	8.7%	1.372	1.488	0.116	8.4%
Local Bus	1.358	1.474	0.116	8.5%	1.372	1.488	0.116	8.4%
Subway & Local Bus	1.611	1.752	0.140	8.7%	1.372	1.488	0.116	8.4%
Express Bus	4.557	5.001	0.444	9.7%	4.538	4.942	0.404	8.9%
Total	1.627	1.769	0.142	8.7%	1.654	1.786	0.131	7.9%

- 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 April average fare of \$1.15 in 2013 was 23¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of April, other operating revenue was less than \$0.1 million (0.1 percent) below budget, as unfavorable paratransit Urban Tax revenue was essentially offset by favorable results in MetroCard surcharge-related revenue and Transit Adjudication Bureau (TAB) fees. Year-to-date, other operating revenue was higher than budget by \$4.8 million (3.8 percent), due mostly to favorable paratransit Urban Tax and MetroCard surcharge-related revenues.

Nonreimbursable Expenses

In the month of April, nonreimbursable expenses before depreciation and OPEB exceeded budget by \$5.2 million (1.0 percent). Year-to-date, expenses were under budget by \$37.5 million (1.8 percent). The major causes of these variances are reviewed below:

Labor expenses in the month were favorable by \$3.8 million (1.0 percent). Health & welfare/OPEB current expenses were favorable by \$8.0 million (9.5 percent), due to lower rates than anticipated. Partly offsetting this favorable result were higher overtime expenses of \$3.7 million (14.4 percent), due largely to continued Sandy-related work and additional vacancy coverage requirements. Other fringe benefits were also higher than budget by \$1.5 million (6.4 percent), due to unfavorable direct overhead credits and higher FICA charges. Year-to-date, labor expenses were less than budget by \$15.8 million (1.1 percent), due largely to favorable health & welfare/OPEB current expenses of \$38.9 million (11.6 percent), caused largely by lower rates. This favorable result was partly offset by higher overtime expenses of \$24.4 million (24.3 percent), resulting mostly from the impacts of adverse weather, continued Sandy-related work, the unfavorable timing of expenses from 2012 and additional vacancy coverage/maintenance requirements.

Non-labor expenses in the month overran budget by \$9.0 million (6.2 percent). Professional service contract expenses were higher by \$7.5 million (80.3 percent), due to the unfavorable timing of bond service and several professional services and office-related account expenses. Maintenance contract expenses were also higher than budget by \$3.6 million (23.3 percent), primarily resulting from the unfavorable timing of auto purchases, tires and tubes, and building-related expenses. Partly offsetting these unfavorable results was an underrun in Paratransit service contract expenses of \$1.7 million (4.9 percent), mostly due to lower completed trips and reduced call center activity. Year-to-date, non-labor expenses were below budget by \$21.7 million (3.8 percent), including the following:

- Paratransit service contracts were under budget by \$14.3 million (10.5 percent), due mainly to lower completed trips, and reduced call center activity and vehicle rehabs.
- Maintenance contract expenses were favorable by \$6.2 million (11.3 percent), primarily from the favorable timing of building-related, uniforms and painting expenses.
- Electric power expenses were less than budget by \$5.3 million (4.6 percent), mostly due to lower prices, partly offset by the unfavorable timing of expenses.
- Other business expenses were under budget by \$3.0 million (12.8 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 \$2.9 million (4.7 percent), mainly caused by lower consumption and the favorable timing of heating fuel expenses, partly offset by higher prices.
- Professional service contract expenses overran budget by \$12.6 million (36.9 percent), primarily from the unfavorable timing of bond service, IT hardware, and several professional services and office-related account expenses.

Depreciation expenses year-to-date were \$4.8 million (1.0 percent) below budget, due mainly to the timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$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 April year-to-date was \$1,059.2 million, unfavorable to budget by \$290.1 million (37.7 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 April was \$194.4 million, \$11.1 million (6.1 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 45,165 full-time paid incumbents at the end of April, a decrease of 32 from March, and an increase of 35 from December 2012 (excluding 199 temporary December active incumbents).

RIDERSHIP RESULTS

April 2013 Ridership vs. Budget - (millions)

	April				April Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Budget	Actual	Amount	Percent	Budget	Actual	Amount	Percent
Subway	146.4	146.4	(0.0)	(0.0%)	560.5	554.2	(6.3)	(1.1%)
NYCT Bus	57.9	59.6	1.7	2.9%	221.8	225.5	3.7	1.7%
Subtotal	204.3	205.9	1.6	0.8%	782.4	779.7	(2.6)	(0.3%)
Paratransit	0.9	0.8	(0.1)	(14.3%)	3.5	3.0	(0.5)	(14.5%)
Total - NYCT	205.3	206.7	1.5	0.7%	785.9	782.8	(3.1)	(0.4%)
MTA Bus Company	10.3	11.0	0.7	7.1%	39.7	41.5	1.8	4.6%
<i>Total - Regional Bus</i>	<i>68.2</i>	<i>70.6</i>	<i>2.4</i>	<i>3.5%</i>	<i>261.5</i>	<i>267.0</i>	<i>5.5</i>	<i>2.1%</i>

Notes: Totals may not add due to rounding.

- Subway ridership was virtually equal to budget, the best performance so far in 2013, while bus ridership continued to run above budget.
- The paratransit ridership underrun was due in part to initiatives to divert riders to more efficient modes.

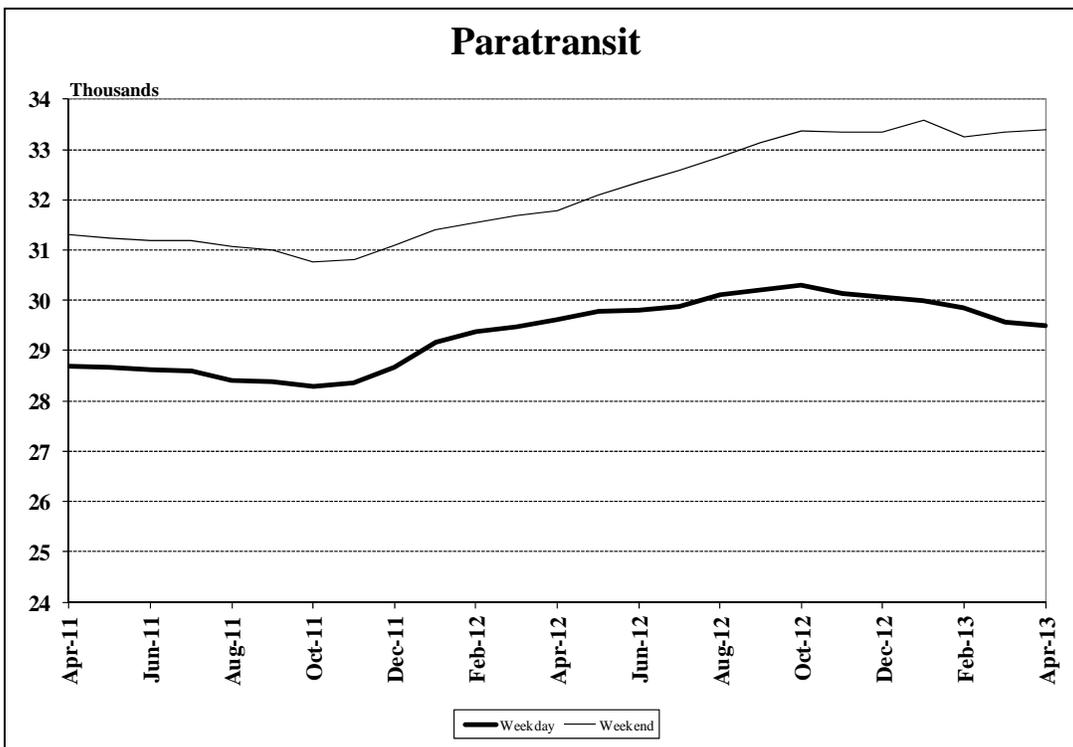
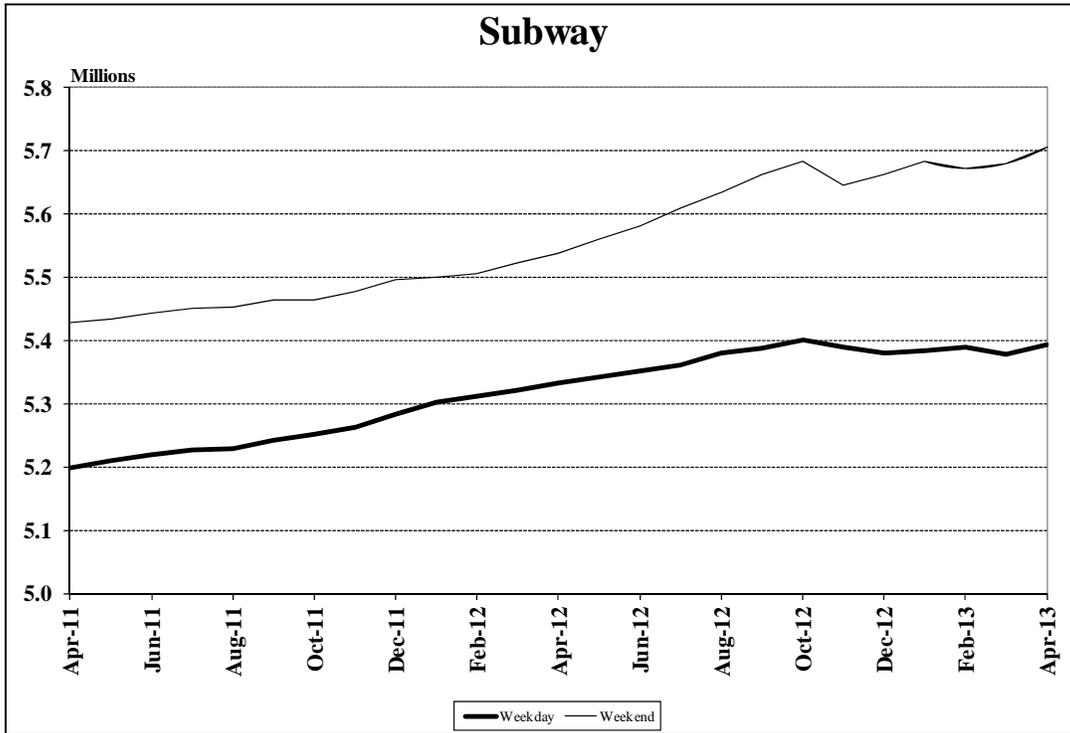
April Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2012	2013	Amount	Percent	2012	2013	Amount	Percent
Subway	5,428	5,590	+162	+3.0%	5,671	5,986	+315	+5.6%
NYCT Local Bus	2,147	2,231	+84	+3.9%	2,308	2,437	+129	+5.6%
NYCT Express Bus	44	45	+0	+1.1%	10	13	+2	+24.3%
Paratransit	31	30	-1	-2.5%	34	35	+1	+1.9%
TOTAL - NYCT	7,649	7,896	+247	+3.2%	8,023	8,470	+447	+5.6%
MTABC Local Bus	365	393	+28	+7.6%	360	393	+33	+9.2%
MTABC Express Bus	35	35	-0	-0.0%	14	15	+0	+1.9%
Total - MTA Bus	400	428	+28	+6.9%	374	408	+34	+9.0%
<i>Total - Regional Bus</i>	<i>2,591</i>	<i>2,704</i>	<i>113</i>	<i>+4.3%</i>	<i>2,692</i>	<i>2,857</i>	<i>165</i>	<i>+6.1%</i>
12-Month Rolling Average								
Subway	5,332	5,393	+61	+1.1%	5,537	5,706	+169	+3.0%
Local Bus	2,128	2,128	+0	+0.0%	2,295	2,309	+14	+0.6%
Express Bus	43	43	-0	-0.0%	9	11	+2	+17.0%
Paratransit	30	30	-0	-0.3%	32	33	+2	+5.1%
TOTAL - NYCT	7,532	7,593	+61	+0.8%	7,873	8,059	+186	+2.4%
MTABC Local Bus	364	370	+6	+1.7%	357	372	+15	+4.3%
MTABC Express Bus	34	34	-0	-1.3%	14	14	-0	-0.3%
Total - MTA Bus	398	404	+6	+1.5%	370	386	+15	+4.1%
<i>Total - Regional Bus</i>	<i>2,569</i>	<i>2,575</i>	<i>6</i>	<i>+0.2%</i>	<i>2,675</i>	<i>2,706</i>	<i>31</i>	<i>+1.1%</i>

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

- The April weekday ridership increases were due mostly to the early timing of the public school spring recess (including Passover and Good Friday) in 2013. Average school day ridership increased 1.0 percent on the subway and decreased 0.1 percent on buses.
- April 2013 weekday subway ridership was the highest of any April in over forty-five years.
- The strong weekend growth was due in part to the early Easter (which fell in March 2013) and better weekend weather in April 2013 than April 2012.
- April 2013 average weekend subway ridership was the highest of any April and second highest of any month in over forty-five years.
- Weekend express bus ridership continued a strong growth trend, helped by the addition of Sunday X17 and weekend X27 service in September 2012.

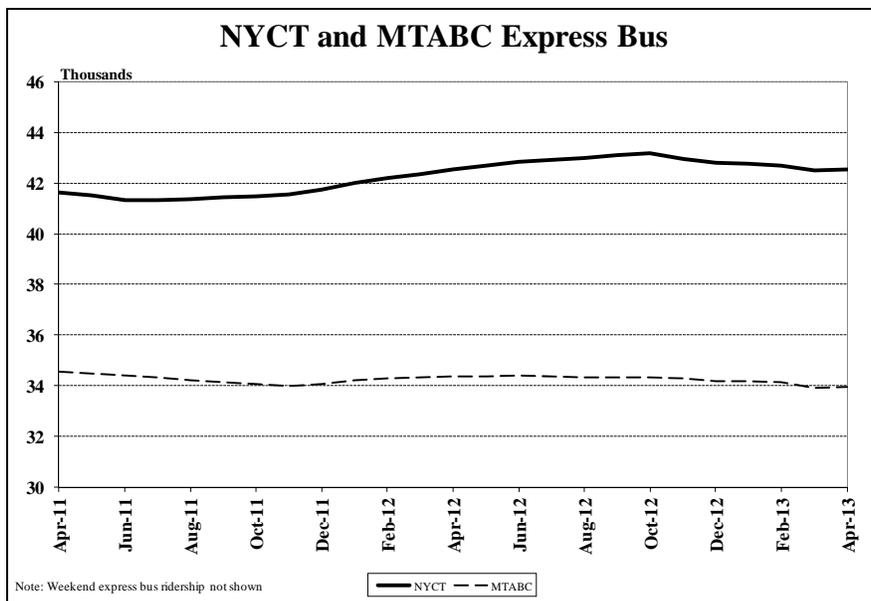
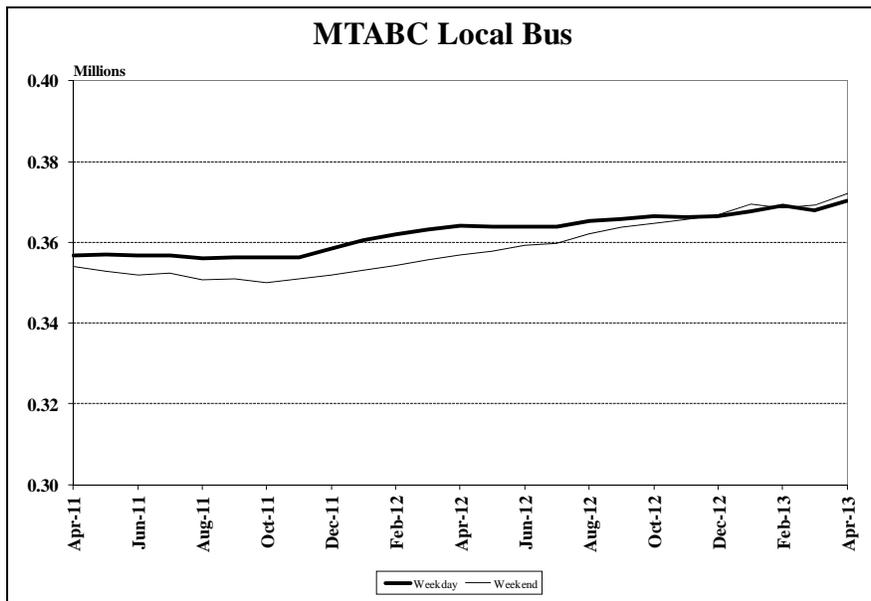
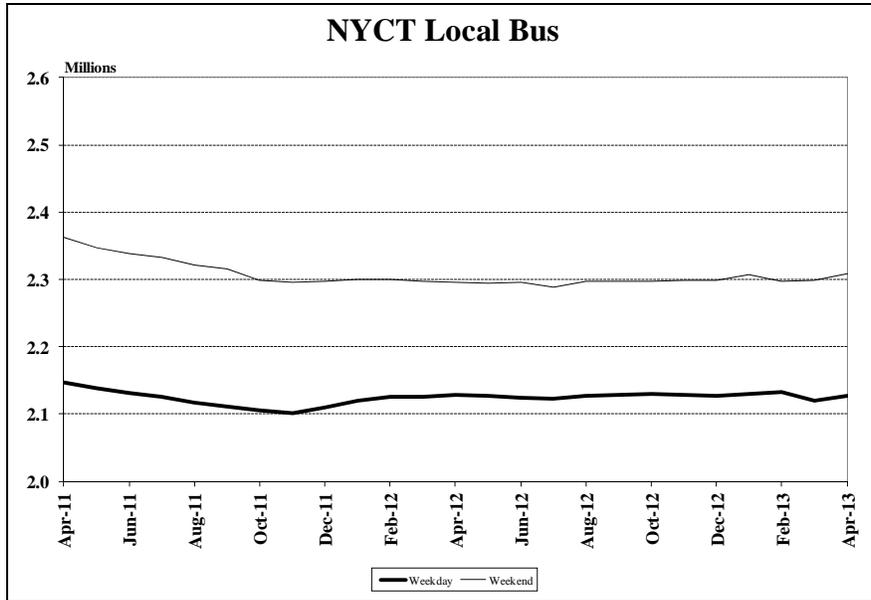
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From April 2012 to April 2013 average weekday ridership results were mixed. Subway and local bus services increased due to the favorable calendar differences discussed earlier in this report, with the largest increase on MTA local buses (up 7.6 percent). The largest decreases were on the Staten Island Ferry (down 7.9 percent) and PATH (down 4.6 percent), both due in part to residual ridership losses from Sandy.

Bridges and Tunnels traffic decreased on weekdays and increased on weekends.

Ridership on Transit Services in the New York Area				
(thousands)				
Transit Service	Apr-12	Preliminary Apr-13	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,428	5,590	+3.0%	+1.1%
NYCT Local Bus	2,147	2,231	+3.9%	+0.0%
NYCT Express Bus	44	45	+1.1%	-0.0%
NYCT Paratransit	31	30	-2.5%	-0.3%
Staten Island Railway	16	16	-1.8%	-4.8%
MTA Local Bus	365	393	+7.6%	+1.7%
MTA Express Bus	35	35	-0.0%	-1.3%
Long Island Rail Road	286	281	-1.8%	-0.8%
Metro-North Railroad	280	279	-0.3%	-0.9%
Staten Island Ferry	68	62	-7.9%	-38.6%
PATH	261	249	-4.6%	-10.0%
<u>Average Weekend</u>				
NYCT Subway	5,671	5,986	+5.6%	+3.0%
NYCT Local Bus	2,308	2,437	+5.6%	+0.6%
NYCT Express Bus	10	13	+24.3%	+17.0%
NYCT Paratransit	34	35	+1.9%	+5.1%
Staten Island Railway	7	6	-20.8%	-11.8%
MTA Local Bus	360	393	+9.2%	+4.3%
MTA Express Bus	14	15	+1.9%	-0.3%
Long Island Rail Road	187	177	-5.6%	+0.3%
Metro-North Railroad	213	207	-2.6%	+0.2%
Staten Island Ferry	92	86	-6.6%	-37.0%
PATH	221	211	-4.2%	-10.4%

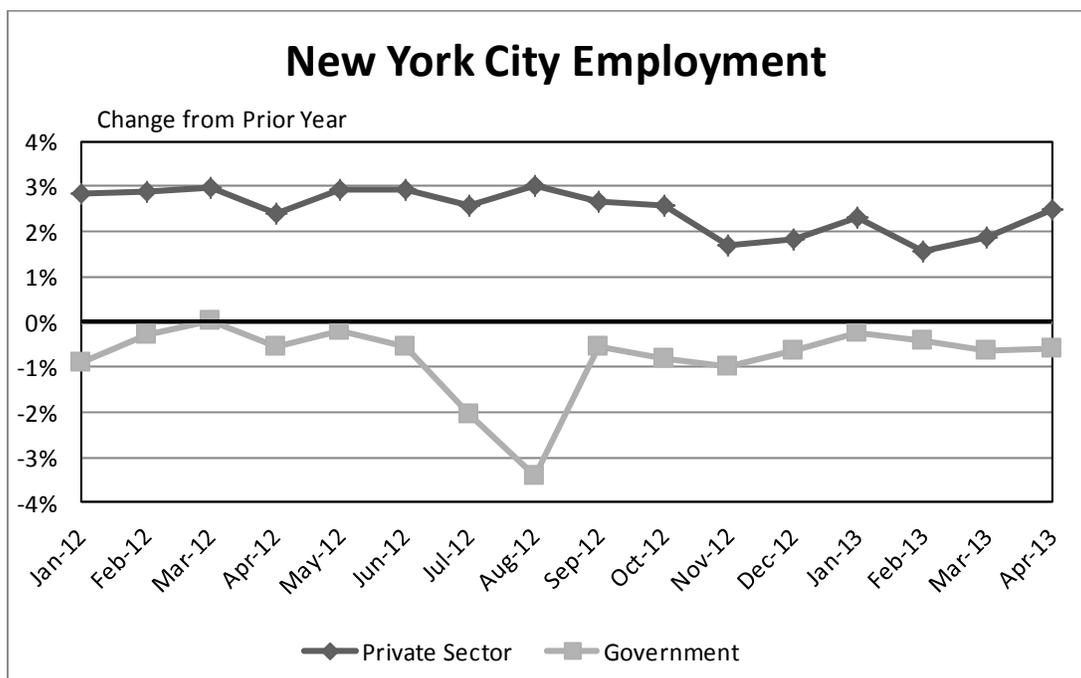
MTA Bridges and Tunnels				
(thousands)				
Average Weekday	809	802	-0.8%	-2.0%
Average Weekend	1,483	1,499	+1.1%	-0.0%

Note: Percentages are based on unrounded data.

Economy

From April 2012 to April 2013, New York City employment increased 2.0 percent (78,900 jobs). Private sector employment increased 2.5 percent (82,100 jobs) and government employment decreased 0.6 percent (3,200 jobs). The sub-sector with the largest absolute and percentage increases was professional/business services (up 30,200 jobs or 5.0 percent). The sub-sector with the largest absolute decrease was financial services (down 4,400 jobs or 1.0 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, private sector employment grew year-over-year in every month since January 2012, while government employment declined over the same period. Although private sector growth appeared to be slowing in late 2012 and early 2013, growth has rebounded over the past two months, closer to the levels seen in early 2012.



MTA NEW YORK CITY TRANSIT
 FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
 ACCRUAL STATEMENT of OPERATIONS by CATEGORY
 April 2013
 (\$ 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	\$256.131	\$257.692	\$1.561	0.6	\$0.000	\$0.000	\$0.000	-	\$256.131	\$257.692	\$1.561	0.6
Bus	79.467	81.704	2.237	2.8	0.000	0.000	0.000	-	79.467	81.704	2.237	2.8
Paratransit	1.542	1.401	(0.141)	(9.1)	0.000	0.000	0.000	-	1.542	1.401	(0.141)	(9.1)
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	341.492	345.149	3.657	1.1	0.000	0.000	0.000	-	341.492	345.149	3.657	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	8.811	8.811	0.000	0.0	0.000	0.000	0.000	-	8.811	8.811	0.000	0.0
Paratransit Reimbursement	13.042	12.379	(0.663)	(5.1)	0.000	0.000	0.000	-	13.042	12.379	(0.663)	(5.1)
Other	11.688	12.307	0.619	5.3	0.000	0.000	0.000	-	11.688	12.307	0.619	5.3
Total Other Operating Revenue	33.541	33.497	(0.044)	(0.1)	0.000	0.000	0.000	-	33.541	33.497	(0.044)	(0.1)
Capital and Other Reimbursements	0.000	0.000	0.000	-	70.595	76.186	5.591	7.9	70.595	76.186	5.591	7.9
Total Revenue	\$375.033	\$378.646	\$3.613	1.0	\$70.595	\$76.186	\$5.591	7.9	\$445.628	\$454.832	\$9.204	2.1
Expenses												
Labor:												
Payroll	234.392	235.538	(1.146)	(0.5)	30.109	26.950	3.159	10.5	264.501	262.488	2.013	0.8
Overtime	25.542	29.225	(3.683)	(14.4)	5.239	11.061	(5.822)	(111.1)	30.781	40.286	(9.505)	(30.9)
Total Salaries & Wages	259.934	264.763	(4.829)	(1.9)	35.348	38.011	(2.663)	(7.5)	295.282	302.774	(7.492)	(2.5)
Health and Welfare	54.854	54.586	0.268	0.5	2.111	2.063	0.048	2.3	56.965	56.649	0.316	0.6
OPEB Current Payment	28.917	21.234	7.683	26.6	0.000	0.000	0.000	-	28.917	21.234	7.683	26.6
Pensions	21.029	21.048	(0.019)	(0.1)	0.112	0.069	0.043	38.4	21.141	21.117	0.024	0.1
Other Fringe Benefits	23.843	25.368	(1.525)	(6.4)	9.278	8.579	0.699	7.5	33.121	33.947	(0.826)	(2.5)
Total Fringe Benefits	128.643	122.236	6.407	5.0	11.501	10.711	0.790	6.9	140.144	132.947	7.197	5.1
Reimbursable Overhead	(15.442)	(17.651)	2.209	14.3	15.442	17.651	(2.209)	(14.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$373.135	\$369.348	\$3.787	1.0	\$62.291	\$66.373	(\$4.082)	(6.6)	\$435.426	\$435.721	(\$0.295)	(0.1)
Non-Labor:												
Electric Power	27.986	27.656	0.330	1.2	0.021	0.048	(0.027)	(128.6)	28.007	27.704	0.303	1.1
Fuel	16.328	15.992	0.336	2.1	0.002	0.001	0.001	50.0	16.330	15.993	0.337	2.1
Insurance	5.102	4.592	0.510	10.0	0.000	0.000	0.000	-	5.102	4.592	0.510	10.0
Claims	7.441	7.441	0.000	0.0	0.000	0.000	0.000	-	7.441	7.441	0.000	0.0
Paratransit Service Contracts	34.585	32.874	1.711	4.9	0.000	0.000	0.000	-	34.585	32.874	1.711	4.9
Mtce. and Other Operating Contracts	15.334	18.910	(3.576)	(23.3)	1.711	2.531	(0.820)	(47.9)	17.045	21.441	(4.396)	(25.8)
Professional Service Contracts	9.341	16.845	(7.504)	(80.3)	1.753	2.040	(0.287)	(16.4)	11.094	18.885	(7.791)	(70.2)
Materials & Supplies	23.319	23.760	(0.441)	(1.9)	4.524	4.953	(0.429)	(9.5)	27.843	28.713	(0.870)	(3.1)
Other Business Expenses	5.419	5.736	(0.317)	(5.8)	0.293	0.240	0.053	18.1	5.712	5.976	(0.264)	(4.6)
Total Non-Labor Expenses	\$144.855	\$153.806	(\$8.951)	(6.2)	\$8.304	\$9.813	(\$1.509)	(18.2)	\$153.159	\$163.619	(\$10.460)	(6.8)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$517.990	\$523.154	(\$5.164)	(1.0)	\$70.595	\$76.186	(\$5.591)	(7.9)	\$588.585	\$599.340	(\$10.755)	(1.8)
Depreciation	121.000	118.105	2.895	2.4	0.000	0.000	0.000	-	121.000	118.105	2.895	2.4
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$638.990	\$641.259	(\$2.269)	(0.4)	\$70.595	\$76.186	(\$5.591)	(7.9)	\$709.585	\$717.445	(\$7.860)	(1.1)
Net Surplus/(Deficit)	(\$263.957)	(\$262.613)	\$1.344	0.5	\$0.000	\$0.000	\$0.000	-	(\$263.957)	(\$262.613)	\$1.344	0.5

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
 FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
 ACCRUAL STATEMENT of OPERATIONS by CATEGORY
 April 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	\$945.998	\$942.421	(\$3.577)	(0.4)	\$0.000	\$0.000	\$0.000	-	\$945.998	\$942.421	(\$3.577)	(0.4)
Bus	294.039	297.849	3.810	1.3	0.000	0.000	0.000	-	294.039	297.849	3.810	1.3
Paratransit	5.825	5.000	(0.825)	(14.2)	0.000	0.000	0.000	-	5.825	5.000	(0.825)	(14.2)
Fare Media Liability	17.408	17.408	0.000	0.0	0.000	0.000	0.000	-	17.408	17.408	0.000	0.0
Total Farebox Revenue	1,263.270	1,262.678	(0.592)	(0.0)	0.000	0.000	0.000	-	1,263.270	1,262.678	(0.592)	(0.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	32.756	32.757	0.001	0.0	0.000	0.000	0.000	-	32.756	32.757	0.001	0.0
Paratransit Reimbursement	52.168	55.056	2.888	5.5	0.000	0.000	0.000	-	52.168	55.056	2.888	5.5
Other	42.516	44.443	1.927	4.5	0.000	0.000	0.000	-	42.516	44.443	1.927	4.5
Total Other Operating Revenue	127.440	132.256	4.816	3.8	0.000	0.000	0.000	-	127.440	132.256	4.816	3.8
Capital and Other Reimbursements	0.000	0.000	0.000	-	274.207	282.984	8.777	3.2	274.207	282.984	8.777	3.2
Total Revenue	\$1,390.710	\$1,394.934	\$4.224	0.3	\$274.207	\$282.984	\$8.777	3.2	\$1,664.917	\$1,677.918	\$13.001	0.8
Expenses												
Labor:												
Payroll	944.999	943.439	1.560	0.2	118.532	106.756	11.776	9.9	1,063.531	1,050.195	13.336	1.3
Overtime	100.545	124.954	(24.409)	(24.3)	20.992	32.483	(11.491)	(54.7)	121.537	157.437	(35.900)	(29.5)
Total Salaries & Wages	1,045.544	1,068.393	(22.849)	(2.2)	139.524	139.239	0.285	0.2	1,185.068	1,207.632	(22.564)	(1.9)
Health and Welfare	219.722	202.889	16.833	7.7	8.499	7.727	0.772	9.1	228.221	210.616	17.605	7.7
OPEB Current Payment	115.830	93.798	22.032	19.0	0.000	0.000	0.000	-	115.830	93.798	22.032	19.0
Pensions	84.115	84.165	(0.050)	(0.1)	0.450	0.284	0.166	36.9	84.565	84.449	0.116	0.1
Other Fringe Benefits	96.254	100.553	(4.299)	(4.5)	36.556	34.558	1.998	5.5	132.810	135.111	(2.301)	(1.7)
Total Fringe Benefits	515.921	481.405	34.516	6.7	45.505	42.569	2.936	6.5	561.426	523.974	37.452	6.7
Reimbursable Overhead	(61.186)	(65.290)	4.104	6.7	61.186	65.290	(4.104)	(6.7)	0.000	0.000	0.000	-
Total Labor Expenses	\$1,500.279	\$1,484.508	\$15.771	1.1	\$246.215	\$247.098	(\$0.883)	(0.4)	\$1,746.494	\$1,731.606	\$14.888	0.9
Non-Labor:												
Electric Power	114.482	109.203	5.279	4.6	0.085	0.089	(0.004)	(4.7)	114.567	109.292	5.275	4.6
Fuel	61.604	58.710	2.894	4.7	0.008	0.006	0.002	25.0	61.612	58.716	2.896	4.7
Insurance	19.304	18.183	1.121	5.8	0.000	0.000	0.000	-	19.304	18.183	1.121	5.8
Claims	29.764	29.764	0.000	0.0	0.000	0.000	0.000	-	29.764	29.764	0.000	0.0
Paratransit Service Contracts	136.654	122.326	14.328	10.5	0.000	0.000	0.000	-	136.654	122.326	14.328	10.5
Mtce. and Other Operating Contracts	55.185	48.963	6.222	11.3	6.996	13.633	(6.637)	(94.9)	62.181	62.596	(0.415)	(0.7)
Professional Service Contracts	34.090	46.676	(12.586)	(36.9)	4.331	5.529	(1.198)	(27.7)	38.421	52.205	(13.784)	(35.9)
Materials & Supplies	92.033	90.559	1.474	1.6	17.391	15.923	1.468	8.4	109.424	106.482	2.942	2.7
Other Business Expenses	23.311	20.329	2.982	12.8	(0.819)	0.706	(1.525)	(186.2)	22.492	21.035	1.457	6.5
Total Non-Labor Expenses	\$566.427	\$544.713	\$21.714	3.8	\$27.992	\$35.886	(\$7.894)	(28.2)	\$594.419	\$580.599	\$13.820	2.3
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	\$2,066.706	\$2,029.221	\$37.485	1.8	\$274.207	\$282.984	(\$8.777)	(3.2)	\$2,340.913	\$2,312.205	\$28.708	1.2
Depreciation	472.000	467.161	4.839	1.0	0.000	0.000	0.000	-	472.000	467.161	4.839	1.0
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	\$2,890.039	\$2,846.051	\$43.988	1.5	\$274.207	\$282.984	(\$8.777)	(3.2)	\$3,164.246	\$3,129.035	\$35.211	1.1
Net Surplus/(Deficit)	(\$1,499.329)	(\$1,451.117)	\$48.212	3.2	\$0.000	\$0.000	\$0.000	-	(\$1,499.329)	(\$1,451.117)	\$48.212	3.2

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
April 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				4.8	3.8	Primarily due to increased paratransit Urban Tax receipts and favorable MetroCard surcharge-related revenues.
Overtime	NR	(3.7)	(14.4)	Mainly due to continued Sandy-related work and additional vacancy coverage requirements	(24.4)	(24.3)	Mainly due to the impacts of adverse weather, continued Sandy-related work, the unfavorable timing from 2012 of the cash-in of "banked" overtime by represented employees, and additional vacancy coverage/maintenance requirements
Health & Welfare (including OPEB current payment)	NR	8.0	9.5	Mostly lower rates than anticipated in the budget	38.9	11.6	Mostly lower rates than anticipated in the budget
Other Fringe Benefits	NR	(1.5)	(6.4)	Unfavorable direct overhead credits and higher FICA charges	(4.3)	(4.5)	Unfavorable direct overhead credits and higher FICA charges
Electric Power	NR				5.3	4.6	Mostly due to lower prices, partly offset by the unfavorable timing of expenses
Fuel	NR				2.9	4.7	Primarily lower consumption and the favorable timing of heating fuel expenses, partly offset by higher prices
Insurance	NR	0.5	10.0	Mostly the favorable timing of payments	1.1	5.8	Mostly the favorable timing of payments
Paratransit Service Contracts	NR	1.7	4.9	Mostly due to lower completed trips and reduced call center activity	14.3	10.5	Mostly due to lower completed trips and reduced call center activity/vehicle rehabs
Maintenance and Other Operating Contracts	NR	(3.6)	(23.3)	Primarily the unfavorable timing of auto purchases, tires and tube expenses, and building-related expenses	6.2	11.3	Primarily the favorable timing of building-related, uniforms and painting expenses
Professional Service Contracts	NR	(7.5)	(80.3)	Mostly the unfavorable timing of bond service and several professional services and office-related account expenses	(12.6)	(36.9)	Mostly the unfavorable timing of bond service, IT hardware and several professional services and office-related account expenses
Other Business Expenses	NR				3.0	12.8	Due mainly to the favorable timing of reimbursable job closing adjustments and underruns in MVM debit/credit card charges and stationery expenses

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Capital and Other Reimbursements	R	5.6	7.9	Reimbursement increase consistent with reimbursable expense increase	8.8	3.2	Reimbursement increase consistent with reimbursable expense increase
Payroll	R	3.2	10.5	Mostly due to capital construction and engineering underruns	11.8	9.9	Mostly due to capital construction and engineering underruns
Overtime	R	(5.8)	over (100.0)	Largely additional work in Subways, specifically for track, infrastructure, power, signals and station environment requirements	(11.5)	(54.7)	Largely additional work in Subways, specifically for track, infrastructure, power, signals and station environment requirements
Other Fringe Benefits	R	0.7	7.5	Primarily underruns in direct overhead expenses, primarily capital construction-related	2.0	5.5	Primarily underruns in direct overhead expenses, primarily capital construction-related
Maintenance and Other Operating Contracts	R	(0.8)	(47.9)	Largely the unfavorable timing of maintenance services, equipment rentals and facility maintenance & repair expenses	(6.6)	(94.9)	Largely the unfavorable timing of maintenance services, equipment rentals and facility maintenance & repair expenses
Professional Service Contracts	R	(0.3)	(16.4)	Mostly the unfavorable timing of data center expenses	(1.2)	(27.7)	Mostly the unfavorable timing of information technology hardware expenses
Materials & Supplies	R	(0.4)	(9.5)	Mostly the unfavorable timing of construction material requirements	1.5	8.4	Mostly the favorable timing of construction material requirements
Other Business Expenses	R				(1.5)	over (100.0)	Mostly the unfavorable timing of reimbursable job closing adjustments

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$347.593	\$351.238	\$3.645	1.0	\$1,273.406	\$1,297.066	\$23.660	1.9
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	6.312	0.000	(6.312)	(100.0)	6.312	15.000	8.688	137.6
Paratransit Reimbursement	2.399	3.812	1.413	58.9	52.096	15.042	(37.054)	(71.1)
Other	3.382	3.774	0.392	11.6	9.292	10.734	1.442	15.5
Total Other Operating Revenue	12.093	7.586	(4.507)	(37.3)	67.700	40.776	(26.924)	(39.8)
Capital and Other Reimbursements	70.595	49.455	(21.140)	(29.9)	274.207	202.681	(71.526)	(26.1)
Total Receipts	\$430.281	\$408.279	(\$22.002)	(5.1)	\$1,615.313	\$1,540.523	(\$74.790)	(4.6)
Expenditures								
Labor:								
Payroll	246.036	238.974	7.062	2.9	1,101.241	1,083.780	17.461	1.6
Overtime	28.711	35.655	(6.944)	(24.2)	125.764	155.568	(29.804)	(23.7)
Total Salaries & Wages	274.747	274.629	0.118	0.0	1,227.005	1,239.348	(12.343)	(1.0)
Health and Welfare	56.965	47.828	9.137	16.0	228.221	245.223	(17.002)	(7.4)
OPEB Current Payment	28.917	21.234	7.683	26.6	115.830	93.798	22.032	19.0
Pensions	21.141	21.109	0.032	0.2	84.565	281.747	(197.182)	(233.2)
Other Fringe Benefits	28.505	30.757	(2.252)	(7.9)	123.705	122.911	0.794	0.6
Total Fringe Benefits	135.528	120.928	14.600	10.8	552.321	743.679	(191.358)	(34.6)
GASB Account	3.834	2.692	1.142	29.8	17.255	12.174	5.081	29.4
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$414.109	\$398.249	\$15.860	3.8	\$1,796.581	\$1,995.201	(\$198.620)	(11.1)
Non-Labor:								
Electric Power	28.007	26.410	1.597	5.7	114.568	104.123	10.445	9.1
Fuel	16.329	17.720	(1.391)	(8.5)	61.611	66.291	(4.680)	(7.6)
Insurance	0.000	5.841	(5.841)	-	13.382	8.321	5.061	37.8
Claims	6.754	12.185	(5.431)	(80.4)	27.016	26.788	0.228	0.8
Paratransit Service Contracts	34.419	27.589	6.830	19.8	135.988	122.754	13.234	9.7
Mtce. and Other Operating Contracts	17.045	20.967	(3.922)	(23.0)	62.181	71.709	(9.528)	(15.3)
Professional Service Contracts	11.094	25.626	(14.532)	(131.0)	36.171	60.268	(24.097)	(66.6)
Materials & Supplies	29.093	30.617	(1.524)	(5.2)	114.423	123.312	(8.889)	(7.8)
Other Business Expenditures	5.712	5.486	0.226	4.0	22.494	20.973	1.521	6.8
Total Non-Labor Expenditures	\$148.453	\$172.441	(\$23.988)	(16.2)	\$587.834	\$604.539	(\$16.705)	(2.8)
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	\$562.562	\$570.690	(\$8.128)	(1.4)	\$2,384.415	\$2,599.740	(\$215.325)	(9.0)
Net Surplus/(Deficit)	(\$132.281)	(\$162.411)	(\$30.130)	(22.8)	(\$769.102)	(\$1,059.217)	(\$290.115)	(37.7)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL CASH BASIS
April 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				23.7	1.9	Primarily due to the favorable timing of the counting and depositing of receipts
Other Operating Receipts	(4.5)	(37.3)	Mainly the unfavorable timing of student fare reimbursements	(26.9)	(39.8)	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	(21.1)	(29.9)	Mostly due to the unfavorable timing of reimbursements	(71.5)	(26.1)	Mostly due to the unfavorable timing of reimbursements
Health & Welfare (including OPEB current payment)	16.8	19.8	Lower rates and the favorable timing of payments			
Pensions				(197.2)	over (100.0)	The unfavorable timing of NYCERS payments
Other Fringe Benefits	(2.3)	(7.9)	Mostly the unfavorable timing of payments			
GASB Account	1.1	29.8	The favorable timing of payments	5.1	29.4	The favorable timing of payments
Electric Power	1.6	5.7	Primarily the favorable timing of payments	10.4	9.1	Mostly the favorable timing of payments and lower prices
Fuel	(1.4)	(8.5)	The unfavorable timing of payments	(4.7)	(7.6)	Mostly the unfavorable timing of payments and higher prices, partly offset by lower consumption and the favorable timing of heating fuel expenses
Insurance	(5.8)	n/a	The unfavorable timing of payments	5.1	37.8	The favorable timing of payments
Claims	(5.4)	(80.4)	The unfavorable timing of claims payouts			
Paratransit Service Contracts	6.8	19.8	Mainly the favorable timing of payments	13.2	9.7	Mostly due to lower completed trips and reduced call center activity and vehicle rehabs, and the favorable timing of expenses
Maintenance Contracts	(3.9)	(23.0)	Primarily the unfavorable timing of auto purchases, tires and tube expenses, and building-related expenses	(9.5)	(15.3)	Mostly the unfavorable timing of payments
Professional Service Contracts	(14.5)	over (100.0)	Mostly the unfavorable timing of bond service and several professional services and office-related account expenses, and the unfavorable timing of payments	(24.1)	(66.6)	Mostly the unfavorable timing of bond service, IT hardware and several professional services and office-related account expenses, and the unfavorable timing of payments
Materials & Supplies	(1.5)	(5.2)	Mainly the unfavorable timing of payments	(8.9)	(7.8)	Mainly the unfavorable timing of payments
Other Business Expenses	0.2	4.0	Due mainly to underruns in MVM debit/credit card charges and stationery expenses	1.5	6.8	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)
April 2013
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$6.101	\$6.089	(\$0.012)	(0.2)	\$10.136	\$34.388	\$24.252	239.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(2.499)	(8.811)	(6.312)	(252.6)	(26.444)	(17.757)	8.687	32.9
Paratransit Reimbursement	(10.643)	(8.567)	2.076	19.5	(0.072)	(40.014)	(39.942)	-
Other	(8.306)	(8.533)	(0.227)	(2.7)	(33.224)	(33.709)	(0.485)	(1.5)
Total Other Operating Revenue	(21.448)	(25.911)	(4.463)	(20.8)	(59.740)	(91.480)	(31.740)	(53.1)
Capital and Other Reimbursements	0.000	(26.731)	(26.731)	-	0.000	(80.303)	(80.303)	-
Total Receipts	(\$15.347)	(\$46.553)	(\$31.206)	(203.3)	(\$49.604)	(\$137.395)	(\$87.791)	(177.0)
Expenditures								
Labor:								
Payroll	18.465	23.514	5.049	27.3	(37.710)	(33.585)	4.125	10.9
Overtime	2.070	4.631	2.561	123.7	(4.227)	1.869	6.096	144.2
Total Salaries & Wages	20.535	28.145	7.610	37.1	(41.937)	(31.716)	10.221	24.4
Health and Welfare	0.000	8.821	8.821	-	0.000	(34.607)	(34.607)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	0.008	0.008	-	0.000	(197.298)	(197.298)	-
Other Fringe Benefits	4.616	3.190	(1.426)	(30.9)	9.105	12.200	3.095	34.0
Total Fringe Benefits	4.616	12.019	7.403	160.4	9.105	(219.705)	(228.810)	-
GASB Account	(3.834)	(2.692)	1.142	29.8	(17.255)	(12.174)	5.081	29.4
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$21.317	\$37.472	\$16.155	75.8	(\$50.087)	(\$263.595)	(\$213.508)	(426.3)
Non-Labor:								
Electric Power	0.000	1.294	1.294	-	(0.001)	5.169	5.170	-
Fuel	0.001	(1.727)	(1.728)	-	0.001	(7.575)	(7.576)	-
Insurance	5.102	(1.249)	(6.351)	(124.5)	5.922	9.862	3.940	66.5
Claims	0.687	(4.744)	(5.431)	(790.5)	2.748	2.976	0.228	8.3
Paratransit Service Contracts	0.166	5.285	5.119	-	0.666	(0.428)	(1.094)	(164.3)
Mtce. and Other Operating Contracts	0.000	0.474	0.474	-	0.000	(9.113)	(9.113)	-
Professional Service Contracts	0.000	(6.741)	(6.741)	-	2.250	(8.063)	(10.313)	(458.4)
Materials & Supplies	(1.250)	(1.904)	(0.654)	(52.3)	(4.999)	(16.830)	(11.831)	(236.7)
Other Business Expenses	0.000	0.490	0.490	-	(0.002)	0.062	0.064	-
Total Non-Labor Expenditures	\$4.706	(\$8.822)	(\$13.528)	(287.5)	\$6.585	(\$23.940)	(\$30.525)	(463.6)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	\$26.023	\$28.650	\$2.627	10.1	(\$43.502)	(\$287.535)	(\$244.033)	(561.0)
Depreciation	121.000	118.105	(2.895)	(2.4)	472.000	467.161	(4.839)	(1.0)
OPEB Account	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	-
Total Expenditures	\$147.023	\$146.755	(\$0.268)	(0.2)	\$779.831	\$529.295	(\$250.536)	(32.1)
Total Cash Conversion Adjustments	\$131.676	\$100.202	(\$31.474)	(23.9)	\$730.227	\$391.900	(\$338.327)	(46.3)

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
April 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	249	(28)	
Office of Management and Budget	39	35	4	
Capital Planning & Budget	31	31	0	
Corporate Communications	249	238	11	
Technology & Information Services	444	437	7	
Non-Departmental	84	-	84	TWU Apprentice Program-none appointed currently
Labor Relations	96	87	9	
Material	234	234	0	
Controller	133	138	(5)	
Total Administration	1,879	1,778	101	
Operations				
Subways Rapid Transit Operations	7,362	7,209	153	Mostly Train Operators, Conductors & Supervisor Pos.
Subways Operations Support	318	327	(9)	
Subways Stations	2,635	2,599	36	
Sub-total Subways	10,315	10,135	180	
Buses	10,394	10,492	(98)	Actuals include Training/Safety, Budget in Bus Maint.(a)
Paratransit	170	195	(25)	
Operations Planning	393	379	14	
Revenue Control	457	433	24	
Total Operations	21,729	21,634	95	
Maintenance				
Subways Operations Support	204	201	3	
Subways Engineering	311	295	16	
Subways Car Equipment	4,183	4,175	8	
Subways Infrastructure	1,334	1,322	12	
Subways Elevator & Escalators	377	342	35	
Subways Stations	3,499	3,458	41	
Subways Track	2,730	2,648	82	Track Workers, Equipment Maintainers, Supervisor Pos.
Subways Power	607	596	11	
Subways Signals	1,392	1,394	(2)	
Subways Electronic Maintenance	1,403	1,350	53	Mainly Comp. Prog Spec, Electronic Equip/Tel. Mtr. Pos.
Sub-total Subways	16,040	15,781	259	
Buses	3,734	3,670	64	Budget Includes Training/Safety,charged to Oper Bus(a)
Revenue Control	137	137	0	
Supply Logistics	556	557	(1)	
System Safety	88	85	3	
Total Maintenance	20,555	20,230	325	
Engineering/Capital				
Capital Program Management	1,218	1,181	37	
Total Engineering/Capital	1,218	1,181	37	
Public Safety				
Security	568	548	20	
Total Public Safety	568	548	20	
Total Positions	45,949	45,371	578	
Non-Reimbursable	41,527	41,341	186	
Reimbursable	4,422	4,030	392	
Total Full-Time	45,789	45,165	624	
Total Full-Time Equivalents	160	206	(46)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	625	562	63	
Professional, Technical, Clerical	1,138	1,192	(54)	
Operational Hourlies	116	24	92	
Total Administration	1,879	1,778	101	
Operations				
Managers/Supervisors	2,508	2,502	6	
Professional, Technical, Clerical	407	452	(45)	
Operational Hourlies	18,814	18,680	134	
Total Operations	21,729	21,634	95	
Maintenance				
Managers/Supervisors	3,741	3,578	163	
Professional, Technical, Clerical	1,029	955	74	
Operational Hourlies	15,785	15,697	88	
Total Maintenance	20,555	20,230	325	
Engineering/Capital				
Managers/Supervisors	272	264	8	
Professional, Technical, Clerical	944	915	29	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,181	37	
Public Safety				
Managers/Supervisors	195	179	16	
Professional, Technical, Clerical	36	29	7	
Operational Hourlies	337	340	(3)	
Total Public Safety	568	548	20	
Total Positions				
Managers/Supervisors	7,341	7,085	256	
Professional, Technical, Clerical	3,554	3,543	11	
Operational Hourlies	35,054	34,743	311	
Total Positions	45,949	45,371	578	

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

	<u>4/30/13</u>	<u>4/30/12</u>
<u>Operating Inventory</u>		
Gross Inventory	\$269.006	\$272.471
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(74.100)	(66.800)
Net Inventory	\$194.406	\$205.171

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

	April						April 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>	341,832	\$10.0	0	\$9.7	0	\$0.3 3.2%	1,334,552	\$39.0	0	\$38.3	0	\$0.7 1.7%
<u>Unscheduled Service</u>	232,714	\$6.9	0	\$5.5	0	\$1.3 19.5%	873,489	\$25.7	0	\$26.6	0	(\$0.9) (3.3%)
Programmatic/Routine Maintenance	232,643	\$7.4	0	\$6.6	0	\$0.9 11.5%	893,712	\$28.5	0	\$31.8	0	(\$3.3) (11.7%)
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	\$2.1	0	(\$1.6) *	42,708	\$2.0	0	\$6.1	0	(4.0) *
<u>Weather Emergencies</u>	847	\$0.0	0	\$5.0	0	(\$5.0) *	77,438	\$2.4	0	\$20.7	0	(\$18.3) *
<u>Safety/Security/Law Enforcement</u>	10,289	\$0.3	0	\$0.3	0	(\$0.0) (5.1%)	41,179	\$1.1	0	\$1.1	0	(\$0.0) (3.4%)
<u>Other</u>	12,679	\$0.5	0	\$0.1	0	\$0.4 77.7%	44,436	\$1.9	0	\$0.4	0	\$1.5 79.6%
Subtotal	841,682	\$25.5	0	\$29.2	841,682	(\$3.7) (14.4%)	3,307,514	\$100.5	0	\$125.0	3,307,514	(\$24.4) (24.3%)
REIMBURSABLE OVERTIME	164,379	\$5.2	0	\$11.1	0	(\$5.8) *	659,649	\$21.0	0	\$32.5	0	(\$11.5) (54.7%)
TOTAL OVERTIME	1,006,061	\$30.8	0	\$40.3	841,682	(\$9.5) (30.9%)	3,967,163	\$121.5	0	\$157.4	3,307,514	(\$35.9) (29.5%)

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%

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

	April			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	0	\$0.3 (8.7%)		0	\$0.7 (2.8%)	Primarily due to Impact of Operating more than budgeted service in buses.
<u>Unscheduled Service</u>	0	\$1.3 (36.3%)	Mainly due to favorable retro accrual adjustments.	0	(\$0.9) 3.5%	Primarily due to 2012 timing of Cash-in of "banked" overtime in January and bus traffic delays, diversions, extra bus trips and favorable retro accrual adjustments
<u>Programmatic/Routine Maintenance</u>	0	\$0.9 (23.1%)	Primarily due to favorable retro accrual adjustments.	0	(\$3.3) 13.6%	Unfavorable variance primarily due to 2012 timing of Cash-in of "banked" overtime in January, continued Subways overtime incurred to address maintenance backlog due to Tropical Storm Sandy, and Buses maintenance efforts to improve fleet reliability, reverse negative MDBF trend and favorable retro accrual adjustments
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	0	(\$1.6) 42.4%	Mainly due to vacancy / absentee coverage in train operators, station cleaners, and bus dispatchers.	0	(\$4.0) 16.6%	Mainly due to vacancy / absentee coverage in train operators, station cleaners, and bus dispatchers.
<u>Weather Emergencies</u>	0	(\$5.0) 135.7%	Primarily due to Tropical Storm Sandy continued requirements.	0	(\$18.3) 75.0%	Primarily due to winter snow storms and Tropical Storm Sandy continued requirements
<u>Safety/Security/Law Enforcement</u>	0	(\$0.0) 0.4%		0	(\$0.0) 0.2%	
<u>Other</u>		\$0.4 (10.3%)		0	\$1.5 (6.0%)	
Subtotal	0	(\$3.7) 38.8%		0	(\$24.4) 68.0%	
REIMBURSABLE OVERTIME	0	(\$5.8) 61.2%	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	(\$11.5) 32.0%	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.
TOTAL OVERTIME	0	(\$9.5)		0	(\$35.9)	

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 extra ordinary 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

April 2013

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.7 million in April, was below budget by less than \$0.1 million (5.8 percent), due mostly to residual ridership losses from Tropical Storm Sandy (Sandy). Year-to-date, operating revenue was \$2.6 million, \$0.2 million (6.1 percent) below budget, due largely to residual ridership losses from Sandy and adverse weather.

Total **ridership** in April 2013 was 365,033 riders, 8.9 percent (35,513 riders) below budget, due mostly to residual losses from Sandy and a service suspension for one weekend from Clifton to St. George. Year-to-date, ridership was 1,389,811 riders, 9.7 percent (148,505 riders) below budget, also due to Sandy and the impact of adverse weather. April 2013 average weekday ridership was 15,519 riders, 1.8 percent (281 riders) lower than April 2012, also due to Sandy. Average weekday ridership for the twelve months ending April 2013 was 15,526 riders, 4.8 percent (784 riders) lower than the previous twelve-month period, again due to Sandy.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were higher than budget in April by \$0.3 million (9.0 percent). Labor expenses overran by \$0.5 million (20.0 percent), mainly from the unfavorable timing of payroll expenses and higher overtime expenses, due mostly to continued Sandy-related requirements. Non-labor expenses were below budget by \$0.2 million (17.1 percent), due primarily to lower electric power prices. Year-to-date, expenses were favorable by \$0.5 million (3.8 percent). Labor expenses were below budget by a net \$0.1 million (1.2 percent), due to the favorable timing of fringe benefit expenses and payroll underruns, mostly offset by higher overtime expenses, due to the impacts of adverse weather and continued Sandy-related and vacancy coverage requirements. Non-labor expenses were under budget by \$0.4 million (10.0 percent), due primarily to energy underruns and the favorable timing of expenses.

Depreciation expenses of \$3.0 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 \$0.8 million of accrued expenses year-to-date, equal to budget.

The **operating cash deficit** (excluding subsidies) year-to-date was \$10.7 million, \$0.9 million (7.8 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.

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 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	0.511	0.471	(0.040)	(7.8)	-	-	-	-	0.511	0.471	(0.040)	(7.8)
Other Operating Revenue	0.227	0.224	(0.003)	(1.3)	-	-	-	-	0.227	0.224	(0.003)	(1.3)
Capital and Other Reimbursements	-	-	-	-	0.139	0.179	0.040	28.8	0.139	0.179	0.040	28.8
Total Revenue	\$ 0.738	\$ 0.695	\$ (0.043)	(5.8)	\$ 0.139	\$ 0.179	\$ 0.040	28.8	\$ 0.877	\$ 0.874	\$ (0.003)	(0.3)
Expenses												
Labor:												
Payroll	1.417	1.697	(0.280)	(19.8)	0.024	0.053	(0.029)	(120.8)	1.441	1.750	(0.309)	(21.4)
Overtime	0.065	0.302	(0.237)	(364.6)	0.058	0.055	0.003	5.2	0.123	0.357	(0.234)	(190.2)
Total Salaries & Wages	\$ 1.482	\$ 1.999	\$ (0.517)	(34.9)	\$ 0.082	\$ 0.108	\$ (0.026)	(31.7)	\$ 1.564	\$ 2.107	\$ (0.543)	(34.7)
Health and Welfare	0.350	0.345	0.005	1.4	0.043	0.025	0.018	41.9	0.393	0.370	0.023	5.9
OPEB Current Portion	0.063	0.051	0.012	19.0	-	-	-	-	0.063	0.051	0.012	19.0
Pensions	0.483	0.483	\$ -	0.0	0.008	0.028	(0.020)	(250.0)	0.491	0.511	(0.020)	(4.1)
Other Fringe Benefits	0.107	0.105	0.002	1.9	0.006	0.018	(0.012)	(200.0)	0.113	0.123	(0.010)	(8.8)
Total Fringe Benefits	\$ 1.003	\$ 0.984	\$ 0.019	1.9	\$ 0.057	\$ 0.071	\$ (0.014)	(24.6)	\$ 1.060	\$ 1.055	\$ 0.005	0.5
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.485	\$ 2.983	\$ (0.498)	(20.0)	\$ 0.139	\$ 0.179	\$ (0.040)	(28.8)	\$ 2.624	\$ 3.162	\$ (0.538)	(20.5)
Non-Labor:												
Electric Power	0.447	0.294	0.153	34.2	-	-	-	-	0.447	0.294	0.153	34.2
Fuel	0.034	0.032	0.002	5.9	-	-	-	-	0.034	0.032	0.002	5.9
Insurance	0.025	0.021	0.004	16.0	-	-	-	-	0.025	0.021	0.004	16.0
Claims	0.023	0.018	0.005	21.7	-	-	-	-	0.023	0.018	0.005	21.7
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.130	0.120	0.010	7.7	-	-	-	-	0.130	0.120	0.010	7.7
Professional Service Contracts	0.035	0.034	0.001	2.9	-	-	-	-	0.035	0.034	0.001	2.9
Materials & Supplies	0.358	0.353	0.005	1.4	-	-	-	-	0.358	0.353	0.005	1.4
Other Business Expenses	0.001	0.001	-	0.0	-	-	-	-	0.001	0.001	-	0.0
Total Non-Labor Expenses	\$ 1.053	\$ 0.873	\$ 0.180	17.1	\$ -	\$ -	\$ -	-	\$ 1.053	\$ 0.873	\$ 0.180	17.1
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.538	\$ 3.856	\$ (0.318)	(9.0)	\$ 0.139	\$ 0.179	\$ (0.040)	(28.8)	\$ 3.677	\$ 4.035	\$ (0.358)	(9.7)
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	\$ 4.479	\$ 4.797	\$ (0.318)	(7.1)	\$ 0.139	\$ 0.179	\$ (0.040)	(28.8)	\$ 4.618	\$ 4.976	\$ (0.358)	(7.8)
Net Surplus/(Deficit)	\$ (3.741)	\$ (4.102)	\$ (0.361)	(9.6)	\$ -	\$ -	\$ -	-	\$ (3.741)	\$ (4.102)	\$ (0.361)	(9.6)

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 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	1.904	1.682	(0.222)	(11.7)	-	-	-	-	1.904	1.682	(0.222)	(11.7)
Other Operating Revenue	0.880	0.932	0.052	5.9	-	-	-	-	0.880	0.932	0.052	5.9
Capital and Other Reimbursements	-	-	-	-	0.550	0.554	0.004	0.7	0.550	0.554	0.004	0.7
Total Revenue	\$ 2.784	\$ 2.614	\$ (0.170)	(6.1)	\$ 0.550	\$ 0.554	\$ 0.004	0.7	\$ 3.334	\$ 3.168	\$ (0.166)	(5.0)
Expenses												
Labor:												
Payroll	5.668	5.482	0.186	3.3	0.095	0.198	(0.103)	(108.4)	5.763	5.680	0.083	1.4
Overtime	0.260	1.068	(0.808)	(310.8)	0.232	0.137	0.095	40.9	0.492	1.205	(0.713)	(144.9)
Total Salaries & Wages	\$ 5.928	\$ 6.550	\$ (0.622)	(10.5)	\$ 0.327	\$ 0.335	\$ (0.008)	(2.4)	\$ 6.255	\$ 6.885	\$ (0.630)	(10.1)
Health and Welfare	1.400	1.100	0.300	21.4	0.169	0.077	0.092	54.4	1.569	1.177	0.392	25.0
OPEB Current Portion	0.252	0.203	0.049	19.4	-	-	-	-	0.252	0.203	0.049	19.4
Pensions	1.932	1.549	0.383	19.8	0.030	0.086	(0.056)	(186.7)	1.962	1.635	0.327	16.7
Other Fringe Benefits	0.428	0.417	0.011	2.6	0.024	0.056	(0.032)	(133.3)	0.452	0.473	(0.021)	(4.6)
Total Fringe Benefits	\$ 4.012	\$ 3.269	\$ 0.743	18.5	\$ 0.223	\$ 0.219	\$ 0.004	1.8	\$ 4.235	\$ 3.488	\$ 0.747	17.6
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 9.940	\$ 9.819	\$ 0.121	1.2	\$ 0.550	\$ 0.554	\$ (0.004)	(0.7)	\$ 10.490	\$ 10.373	\$ 0.117	1.1
Non-Labor:												
Electric Power	1.788	1.506	0.282	15.8	-	-	-	-	1.788	1.506	0.282	15.8
Fuel	0.136	0.117	0.019	14.0	-	-	-	-	0.136	0.117	0.019	14.0
Insurance	0.100	0.078	0.022	22.0	-	-	-	-	0.100	0.078	0.022	22.0
Claims	0.092	0.059	0.033	35.9	-	-	-	-	0.092	0.059	0.033	35.9
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.520	0.452	0.068	13.1	-	-	-	-	0.520	0.452	0.068	13.1
Professional Service Contracts	0.140	0.115	0.025	17.9	-	-	-	-	0.140	0.115	0.025	17.9
Materials & Supplies	1.432	1.462	(0.030)	(2.1)	-	-	-	-	1.432	1.462	(0.030)	(2.1)
Other Business Expenses	0.002	0.002	-	0.0	-	-	-	-	0.002	0.002	-	0.0
Total Non-Labor Expenses	\$ 4.210	\$ 3.791	\$ 0.419	10.0	\$ -	\$ -	\$ -	-	\$ 4.210	\$ 3.791	\$ 0.419	10.0
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 14.150	\$ 13.610	\$ 0.540	3.8	\$ 0.550	\$ 0.554	\$ (0.004)	(0.7)	\$ 14.700	\$ 14.164	\$ 0.536	3.6
Depreciation	3.000	3.000	-	0.0	-	-	-	-	3.000	3.000	-	0.0
Other Post Employment Benefits	0.764	0.764	-	0.0	-	-	-	-	0.764	0.764	-	0.0
Total Expenses	\$ 17.914	\$ 17.374	\$ 0.540	3.0	\$ 0.550	\$ 0.554	\$ (0.004)	(0.7)	\$ 18.464	\$ 17.928	\$ 0.536	2.9
Net Surplus/(Deficit)	\$ (15.130)	\$ (14.760)	\$ 0.370	2.4	\$ -	\$ -	\$ (0.000)	-	\$ (15.130)	\$ (14.760)	\$ 0.370	2.4

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
April 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.	(0.040)	(7.8)	Due mostly to residual ridership losses from Sandy	(0.222)	(11.7)	Due mostly to residual ridership losses from Sandy and the impact of snowstorms
Other Operating Revenue	Non Reimb.				0.052	5.9	Mainly higher advertising revenue
Payroll	Non Reimb.	(0.280)	(19.8)	Mostly timing of expenses	0.186	3.3	Mostly vacancy control savings
Overtime	Non Reimb.	(0.237)	over (100.0)	Mainly continued Sandy-related requirements	(0.808)	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.	0.017	4.1	Favorable timing of expenses/lower rates	0.349	21.1	Favorable timing of expenses/lower rates
Pension	Non Reimb.				0.383	19.8	Favorable timing of expenses
Electric Power	Non Reimb.	0.153	34.2	Largely lower prices	0.282	15.8	Largely lower prices
Fuel	Non Reimb.	0.002	5.9	Partly due to lower consumption	0.019	14.0	Partly due to lower consumption
Insurance	Non Reimb.	0.004	16.0	The favorable timing of interagency payments	0.022	22.0	The favorable timing of interagency payments
Claims	Non Reimb.	0.005	21.7	Timing of third party claims paid	0.033	35.9	Timing of third party claims paid
Maintenance Contracts	Non Reimb.	0.010	7.7	Favorable timing of expenses	0.068	13.1	Favorable timing of expenses
Professional Service Contracts	Non Reimb.				0.025	17.9	Favorable timing of expenses
Capital and Other Reimbursements	Reimb.	0.040	28.8	Timing of Contractor requirements	0.004	0.7	Timing of Contractor requirements
Payroll	Reimb.	(0.029)	over (100.0)	Timing of Contractor requirements	(0.103)	over (100.0)	Timing of Contractor requirements
Overtime	Reimb.	0.003	5.2	Timing of Contractor requirements	0.095	40.9	Timing of Contractor requirements
Health and Welfare	Reimb.	0.018	41.9	Timing of Contractor requirements	0.092	54.4	Timing of Contractor requirements
Pensions	Reimb.	(0.020)	over (100.0)	Timing of Contractor requirements	(0.056)	over (100.0)	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	(0.012)	over (100.0)	Timing of Contractor requirements	(0.032)	over (100.0)	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	0.511	-	(0.511)	(100.0)	1.904	0.522	(1.382)	(72.6)
Other Operating Revenue	0.227	-	(0.227)	(100.0)	0.880	1.431	0.551	62.6
Capital and Other Reimbursements	-	-	-	-	-	0.381	0.381	-
Total Receipts	\$ 0.738	\$ -	\$ (0.738)	(100.0)	\$ 2.784	\$ 2.334	\$ (0.450)	(16.2)
Expenditures								
Labor:								
Payroll	1.330	1.357	(0.027)	(2.0)	5.320	4.936	0.384	7.2
Overtime	0.124	0.302	(0.178)	(143.5)	0.496	1.068	(0.572)	(115.3)
Health and Welfare	0.393	0.275	0.118	30.0	1.570	0.979	0.591	37.6
OPEB Current Portion	0.063	0.035	0.028	44.4	0.252	0.175	0.077	30.6
Pensions	0.491	0.483	0.008	1.6	1.964	2.042	(0.078)	(4.0)
Other Fringe Benefits	0.105	0.060	0.045	42.9	0.420	0.226	0.194	46.2
GASB Account	0.043	-	0.043	100.0	0.172	-	0.172	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.549	\$ 2.512	\$ 0.037	1.5	\$ 10.194	\$ 9.426	\$ 0.768	7.5
Non-Labor:								
Electric Power	0.447	1.214	(0.767)	(171.6)	1.788	1.544	0.244	13.6
Fuel	0.034	0.128	(0.094)	(276.5)	0.136	0.220	(0.084)	(61.8)
Insurance	0.025	0.003	0.022	88.0	0.100	0.008	0.092	92.0
Claims	0.023	-	0.023	100.0	0.092	0.005	0.087	94.6
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.130	0.160	(0.030)	(23.1)	0.520	0.502	0.018	3.5
Professional Service Contracts	0.035	0.067	(0.032)	(91.4)	0.140	0.153	(0.013)	(9.3)
Materials & Supplies	0.358	0.587	(0.229)	(64.0)	1.432	1.194	0.238	16.6
Other Business Expenditures	0.001	-	0.001	100.0	0.002	0.001	0.001	50.0
Total Non-Labor Expenditures	\$ 1.053	\$ 2.159	\$ (1.106)	(105.0)	\$ 4.210	\$ 3.627	\$ 0.583	13.8
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 3.602	\$ 4.671	\$ (1.069)	(29.7)	\$ 14.404	\$ 13.053	\$ 1.351	9.4
Operating Cash Deficit	\$ (2.864)	\$ (4.671)	\$ (1.807)	(63.1)	\$ (11.620)	\$ (10.719)	\$ 0.901	7.8

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

<u>Operating Receipts or Disbursements</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	(0.511)	(100.0%)	Unfavorable timing of cash receipts/settlements with NYCT	(1.382)	(72.6%)	Unfavorable timing of cash receipts/settlements with NYCT
Other Operating Revenue	(0.227)	(100.0%)	Unfavorable timing of fare reimbursements	0.551	62.6%	Mostly favorable timing of fare reimbursements from 2012
Payroll				0.384	7.2%	Mostly vacancy control savings and the favorable timing of payments
Overtime	(0.178)	over (100.0%)	Mainly Sandy-related requirements	(0.572)	over (100.0%)	Mostly the impact of snowstorms, vacancy coverage requirements, and continued Sandy-related requirements
Health and Welfare (including OPEB current payment)	0.146	32.0%	Favorable timing of expenses/lower rates	0.668	36.7%	Favorable timing of expenses/lower rates
Pensions				(0.078)	(4.0%)	Unfavorable timing of payments
Electric Power	(0.767)	over (100.0%)	The unfavorable timing of payments	0.244	13.6%	The favorable timing of payments
Fuel	(0.094)	over (100.0%)	The unfavorable timing of payments	(0.084)	(61.8%)	The unfavorable timing of expenses
Insurance	0.022	88.0%	The favorable timing of payments	0.092	92.0%	The favorable timing of payments
Claims	0.023	100.0%	The favorable timing of payments	0.087	94.6%	The favorable timing of payments
Maintenance Contracts	(0.030)	(23.1%)	The unfavorable timing of payments			
Professional Service Contracts	(0.032)	(91.4%)	The unfavorable timing of payments	(0.013)	(9.3%)	The unfavorable timing of payments
Materials and Supplies	(0.229)	(64.0%)	The unfavorable timing of payments	0.238	16.6%	The favorable timing of payments

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
Variance			Percent	Variance			Percent	
Receipts								
Farebox Revenue	0.000	(0.471)	(0.471)	-	0.000	(1.160)	(1.160)	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	(0.224)	(0.224)	-	0.000	0.499	0.499	-
Capital and Other Reimbursements	(0.139)	(0.179)	(0.040)	(28.8)	(0.550)	(0.173)	0.377	68.5
Total Receipts	(\$0.139)	(\$0.874)	(\$0.735)	(528.8)	(\$0.550)	(\$0.834)	(\$0.284)	(51.6)
Expenditures								
Labor:								
Payroll	0.111	0.393	0.282	254.1	0.443	0.744	0.301	67.9
Overtime	(0.001)	0.055	0.056	5,600.0	(0.004)	0.137	0.141	3,525.0
Health and Welfare	0.000	0.095	0.095	-	(0.001)	0.198	0.199	19,900.0
OPEB Current Portion	0.000	0.016	0.016	-	0.000	0.028	0.028	-
Pensions	0.000	0.028	0.028	-	(0.002)	(0.407)	(0.405)	(20,250.0)
Other Fringe Benefits	0.008	0.063	0.055	687.5	0.032	0.247	0.215	671.9
GASB Account	(0.043)	0.000	0.043	100.0	(0.172)	0.000	0.172	100.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$0.075	\$0.650	\$0.575	766.7	\$0.296	\$0.947	\$0.651	219.9
Non-Labor:								
Electric Power	0.000	(0.920)	(0.920)	-	0.000	(0.038)	(0.038)	-
Fuel	0.000	(0.096)	(0.096)	-	0.000	(0.103)	(0.103)	-
Insurance	0.000	0.018	0.018	-	0.000	0.070	0.070	-
Claims	0.000	0.018	0.018	-	0.000	0.054	0.054	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	(0.040)	(0.040)	-	0.000	(0.050)	(0.050)	-
Professional Service Contracts	0.000	(0.033)	(0.033)	-	0.000	(0.038)	(0.038)	-
Materials & Supplies	0.000	(0.234)	(0.234)	-	0.000	0.268	0.268	-
Other Business Expenditures	0.000	0.001	0.001	-	0.000	0.001	0.001	-
Total Non-Labor Expenditures	\$0.000	(\$1.286)	(\$1.286)	-	\$0.000	\$0.164	\$0.164	-
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	\$0.075	(\$0.636)	(\$0.711)	(948.0)	\$0.296	\$1.111	\$0.815	275.3
Depreciation Adjustment	0.750	0.750	0.000	0.0	3.000	3.000	0.000	0.0
Other Post Employment Benefits	0.191	0.191	0.000	0.0	0.764	0.764	0.000	0.0
Total Expenditures	\$1.016	\$0.305	(\$0.711)	(70.0)	\$4.060	\$4.875	\$0.815	20.1
Total Cash Conversion Adjustments	\$0.877	(\$0.569)	(\$1.446)	(164.9)	\$3.510	\$4.041	\$0.531	15.1

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

<u>Month of April</u>				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.401	0.365	(0.036)	(8.9%)	Residual ridership losses from Sandy and a service suspension for one weekend from Clifton to St. George.
<u>Year to Date</u>				
1.538	1.390	(0.149)	(9.7%)	Residual ridership losses from Sandy

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

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

	Month of April				<u>Explanation</u>
	<u>2012</u>	<u>2013</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.016	(0.000)	(1.8%)	
Average Weekend	0.007	0.006	(0.002)	(20.8%)	Residual ridership losses from Sandy, Service suspension on one weekend from Clifton to St. George
	12-Month Rolling Average				
Average Weekday	0.016	0.016	(0.001)	(4.8%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.008	(0.001)	(11.8%)	Residual ridership losses from Sandy, Service suspension on one weekend from Clifton to St. George

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
April 2013

<u>Function/Departments</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	
Administration				
Executive	14	18	(4)	
General Office	8	7	1	
Purchasing/Stores	6	6	0	
Total Administration	28	31	(3)	
Operations				
Transportation	91	96	(5)	Timing of retirees/replacements
Total Operations	91	96	(5)	
Maintenance				
Mechanical	43	40	3	
Electronics/Electrical	12	9	3	
Power/Signals	26	27	(1)	
Maintenance of Way	46	46	0	
Infrastructure	25	26	(1)	
Total Maintenance	152	148	4	
Total Positions	271	275	(4)	
Non-Reimbursable	268	272	(4)	
Reimbursable	3	3	0	
Total Full-Time	271	275	(4)	
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
April 2013

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	15	1	
Professional, Technical, Clerical	12	16	(4)	
Operational Hourlies	0	0	0	
Total Administration	28	31	(3)	
Operations				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	83	93	(10)	Timing of retirees/replacements
Total Operations	91	96	(5)	
Maintenance				
Managers/Supervisors	7	13	(6)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	142	133	9	
Total Maintenance	152	148	4	
Engineering/Capital				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
Total Engineering/Capital	0	0	0	
Public Safety				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
Total Public Safety	0	0	0	
Total Positions				
Managers/Supervisors	28	30	(2)	
Professional, Technical, Clerical	18	19	(1)	
Operational Hourlies	225	226	(1)	
Total Positions	271	275	(4)	

FINANCIAL AND RIDERSHIP REPORT**April 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 April, \$0.1 million (0.5 percent) below budget. Farebox revenue was \$0.6 million (3.8 percent) above budget, due to higher than budgeted ridership. Other operating revenue was \$0.7 million (32.0 percent) below budget, due to the unfavorable timing of storm-related insurance recoveries. Year-to-date, operating revenue was \$70.4 million, \$0.7 million (0.9 percent) below budget, including a favorable farebox revenue variance of \$1.9 million (3.1 percent) and an unfavorable other operating revenue variance of \$2.6 million (26.2 percent), due largely to the same factors affecting the month.

Total ridership in April was 11.0 million riders, 7.1 percent (0.7 million riders) above budget, and year-to-date, ridership was 41.5 million riders, 4.6 percent (1.8 million riders) above budget. These results were from higher than expected ridership, due in part to Rockaways riders diverted to MTA Bus routes during the A train suspension. April average weekday ridership was 427,967 riders, an increase of 6.9 percent (27,803 riders) from April 2012, due mostly to the early timing of the public school spring recess (including Passover and Good Friday) in 2013. Average weekday ridership for the twelve months ending April 2013 was 404,311 riders, an increase of 1.5 percent (5,875 riders) from the twelve months ending April 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$45.8 million in April, \$0.4 million (0.9 percent) below budget. Labor expenses exceeded budget by \$1.2 million (3.7 percent). Payroll expenses were higher by \$1.3 million (7.2 percent), due mainly to excess personnel and higher miscellaneous costs. Other fringe benefits were also unfavorable by \$0.5 million (18.3 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 partly offset by the favorable timing of \$0.7 million (12.3 percent) of health & welfare/OPEB current expenses. Non-labor expenses were below budget by \$1.6 million (12.6 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 \$0.4 million (20.5 percent) of maintenance contract expenses. Year-to-date, expenses were favorable by \$9.0 million (4.8 percent), including labor expenses, which were higher than budget by \$0.9 million (0.6 percent), and non-labor expenses, which were under by \$9.9 million (19.0 percent). These variances resulted primarily from the same factors affecting the month.

Depreciation expenses year-to-date of \$16.4 million were \$2.3 million (16.3 percent) higher than budget.



FINANCIAL AND RIDERSHIP REPORT (continued)

April 2013

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$18.5 million of accrued expenses year-to-date, \$0.3 million (1.6 percent) below budget.

The operating cash deficit (excluding subsidies) year-to-date was \$76.2 million, \$33.1 million (30.3 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
April 2013
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 16.730	\$ 17.372	\$ 0.642	3.8	\$ -	\$ -	\$ -	-	\$ 16.730	\$ 17.372	\$ 0.642	3.8
Other Operating Income	2.295	1.561	(0.734)	(32.0)	-	-	-	-	2.295	1.561	(0.734)	(32.0)
Capital and Other Reimbursements	-	-	-	-	0.701	0.319	(0.382)	(54.5)	0.701	0.319	(0.382)	(54.5)
Total Revenue	\$ 19.025	\$ 18.933	\$ (0.092)	(0.5)	\$ 0.701	\$ 0.319	\$ (0.382)	(54.5)	\$ 19.726	\$ 19.252	\$ (0.474)	(2.4)
Labor:												
Payroll	\$ 17.524	\$ 18.778	\$ (1.254)	(7.2)	\$ 0.458	\$ 0.214	\$ 0.244	53.3	\$ 17.982	\$ 18.992	\$ (1.010)	(5.6)
Overtime	3.671	3.959	(0.288)	(7.8)	-	-	-	-	3.671	3.959	(0.288)	(7.8)
Health and Welfare	4.139	3.526	0.613	14.8	0.084	0.061	0.023	27.4	4.223	3.587	0.636	15.1
OPEB Current Payment	1.276	1.216	0.060	4.7	-	-	-	-	1.276	1.216	0.060	4.7
Pensions	4.038	3.934	0.104	2.6	0.038	0.030	0.008	21.1	4.076	3.964	0.112	2.7
Other Fringe Benefits	2.559	3.027	(0.468)	(18.3)	0.037	0.014	0.023	62.2	2.596	3.041	(0.445)	(17.1)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 33.207	\$ 34.440	\$ (1.233)	(3.7)	\$ 0.617	\$ 0.319	\$ 0.298	48.3	\$ 33.824	\$ 34.759	\$ (0.935)	(2.8)
Non-Labor:												
Electric Power	\$ 0.097	\$ 0.135	\$ (0.038)	(39.2)	\$ -	\$ -	\$ -	-	\$ 0.097	\$ 0.135	\$ (0.038)	(39.2)
Fuel	3.186	3.093	0.093	2.9	-	-	-	-	3.186	3.093	0.093	2.9
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	1.621	0.418	20.5	0.018	-	0.018	100.0	2.057	1.621	0.436	21.2
Professional Service Contracts	1.329	1.313	0.016	1.2	-	-	-	-	1.329	1.313	0.016	1.2
Materials & Supplies	2.448	2.489	(0.041)	(1.7)	0.066	-	0.066	100.0	2.514	2.489	0.025	1.0
Other Business Expense	0.346	0.391	(0.045)	(13.0)	-	-	-	-	0.346	0.391	(0.045)	(13.0)
Total Non-Labor Expenses	\$ 13.045	\$ 11.396	\$ 1.649	12.6	\$ 0.084	\$ -	\$ 0.084	100.0	\$ 13.129	\$ 11.396	\$ 1.733	13.2
Total Expenses before Non-Cash Liability Adjs.	\$ 46.252	\$ 45.836	\$ 0.416	0.9	\$ 0.701	\$ 0.319	\$ 0.382	54.5	\$ 46.953	\$ 46.155	\$ 0.798	1.7
Depreciation	3.520	4.130	(0.610)	(17.3)	-	-	-	-	3.520	4.130	(0.610)	(17.3)
OPEB Obligation	4.691	4.618	0.073	1.6	-	-	-	-	4.691	4.618	0.073	1.6
Environmental Remediation	-	1.649	(1.649)	-	-	-	-	-	-	1.649	(1.649)	-
Total Expenses	\$ 54.463	\$ 56.233	\$ (1.770)	(3.2)	\$ 0.701	\$ 0.319	\$ 0.382	54.5	\$ 55.164	\$ 56.552	\$ (1.388)	(2.5)
Net Surplus/(Deficit)	\$ (35.438)	\$ (37.300)	\$ (1.862)	(5.3)	\$ -	\$ -	\$ -	-	\$ (35.438)	\$ (37.300)	\$ (1.862)	(5.3)

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 61.259	\$ 63.162	\$ 1.903	3.1	\$ -	\$ -	\$ -	-	\$ 61.259	\$ 63.162	\$ 1.903	3.1
Other Operating Income	9.829	7.252	(2.577)	(26.2)	-	-	-	-	9.829	7.252	(2.577)	(26.2)
Capital and Other Reimbursements	-	-	-	-	2.804	1.930	(0.874)	(31.2)	2.804	1.930	(0.874)	(31.2)
Total Revenue	\$ 71.088	\$ 70.414	\$ (0.674)	(0.9)	\$ 2.804	\$ 1.930	\$ (0.874)	(31.2)	\$ 73.892	\$ 72.344	\$ (1.548)	(2.1)
Expenses												
<i>Labor:</i>												
Payroll	\$ 73.776	\$ 76.819	\$ (3.043)	(4.1)	\$ 1.832	\$ 1.121	\$ 0.711	38.8	\$ 75.608	\$ 77.940	\$ (2.332)	(3.1)
Overtime	14.552	14.793	(0.241)	(1.7)	-	-	-	-	14.552	14.793	(0.241)	(1.7)
Health and Welfare	16.556	14.093	2.463	14.9	0.336	0.267	0.069	20.5	16.892	14.360	2.532	15.0
OPEB Current Payment	5.104	4.864	0.240	4.7	-	-	-	-	5.104	4.864	0.240	4.7
Pensions	16.152	14.637	1.515	9.4	0.152	0.131	0.021	13.8	16.304	14.768	1.536	9.4
Other Fringe Benefits	10.236	12.050	(1.814)	(17.7)	0.148	0.276	(0.128)	(86.2)	10.384	12.326	(1.942)	(18.7)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 136.376	\$ 137.256	\$ (0.880)	(0.6)	\$ 2.468	\$ 1.794	\$ 0.674	27.3	\$ 138.844	\$ 139.050	\$ (0.206)	(0.1)
<i>Non-Labor:</i>												
Electric Power	\$ 0.388	\$ 0.518	\$ (0.130)	(33.4)	\$ -	\$ -	\$ -	-	\$ 0.388	\$ 0.518	\$ (0.130)	(33.4)
Fuel	12.547	11.770	0.777	6.2	-	-	-	-	12.547	11.770	0.777	6.2
Insurance	5.732	0.747	4.985	87.0	-	-	-	-	5.732	0.747	4.985	87.0
Claims	8.668	8.668	-	0.0	-	-	-	-	8.668	8.668	-	0.0
Maintenance and Other Operating Contracts	8.156	4.732	3.424	42.0	0.072	-	0.072	100.0	8.228	4.732	3.496	42.5
Professional Service Contracts	5.316	4.875	0.441	8.3	-	-	-	-	5.316	4.875	0.441	8.3
Materials & Supplies	9.792	9.613	0.179	1.8	0.264	0.135	0.129	48.7	10.056	9.749	0.307	3.1
Other Business Expense	1.384	1.196	0.188	13.6	-	-	-	-	1.384	1.196	0.188	13.6
Total Non-Labor Expenses	\$ 51.983	\$ 42.120	\$ 9.863	19.0	\$ 0.336	\$ 0.135	\$ 0.201	59.7	\$ 52.319	\$ 42.255	\$ 10.064	19.2
Total Expenses before Non-Cash Liability Adjs.	\$ 188.359	\$ 179.376	\$ 8.983	4.8	\$ 2.804	\$ 1.930	\$ 0.874	31.2	\$ 191.163	\$ 181.306	\$ 9.857	5.2
Depreciation	14.080	16.374	(2.294)	(16.3)	-	-	-	-	14.080	16.374	(2.294)	(16.3)
OPEB Obligation	18.764	18.472	0.292	1.6	-	-	-	-	18.764	18.472	0.292	1.6
Environmental Remediation	-	1.649	(1.649)	-	-	-	-	-	-	1.649	(1.649)	-
Total Expenses	\$ 221.203	\$ 215.870	\$ 5.333	2.4	\$ 2.804	\$ 1.930	\$ 0.874	31.2	\$ 224.007	\$ 217.800	\$ 6.207	2.8
Net Surplus/(Deficit)	\$ (150.115)	\$ (145.456)	\$ 4.659	3.1	\$ -	\$ 0.000	\$ 0.000	-	\$ (150.115)	\$ (145.456)	\$ 4.659	3.1

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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	April 2013				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 0.642	3.8	Greater than anticipated ridership levels	\$ 1.903	3.1	Greater than anticipated ridership levels		
Other Operating Revenue	NR	\$ (0.734)	(32.0)	Timing of Tropical Storm Sandy/Irene recoveries and Sr/Student fare reimbursements.	\$ (2.577)	(26.2)	Timing of Tropical Storm Sandy/Irene recoveries and Sr/Student fare reimbursements.		
Capital and Other Reimbursements	R	\$ (0.382)	(54.5)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies	\$ (0.874)	(31.2)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies		
Total Revenue Variance		\$ (0.474)	(2.4)		\$ (1.548)	(2.1)			
Payroll	NR	\$ (1.254)	(7.2)	Mainly due to excess employees and greater than budgeted Miscellaneous base pay.	\$ (3.043)	(4.1)	Mainly due to excess employees and greater than budgeted Miscellaneous base pay.		
Overtime	NR	\$ (0.288)	(7.8)	Residual impact of Tropical Storm Sandy activities and accelerated scheduled operations repairs.	\$ (0.241)	(1.7)	Residual impact of Tropical Storm Sandy activities and accelerated scheduled operations repairs.		
Health and Welfare (including OPEB)	NR	\$ 0.673	12.4	Timing of expenses	\$ 2.703	12.5	Timing of expenses		
Pension	NR	\$ 0.104	2.6	Under accrual of actuals, will be adjusted in May	\$ 1.515	9.4	Under accrual of actuals, will be adjusted in May		
Other Fringe Benefits	NR	\$ (0.468)	(18.3)	Due to the pending re-classification of the workers compensation budget from the insurance category offset by delayed billing of interagency fringe benefits.	\$ (1.814)	(17.7)	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	\$ (0.038)	(39.2)	Higher than anticipated	\$ (0.130)	(33.4)	Higher than anticipated		
Fuel	NR	\$ 0.093	2.9	Favorable rates	\$ 0.777	6.2	Favorable rates		
Insurance	NR	\$ 1.246	87.0	Pending the re-classification of the workers compensation budget to Other Fringe Benefits	\$ 4.985	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	\$ 0.418	20.5	Timing of expenses	\$ 3.424	42.0	Timing of expenses		
Professional Service Contracts	NR	\$ 0.016	1.2	(a)	\$ 0.441	8.3	Timing of expenses		
Materials & Supplies	NR	\$ (0.041)	(1.7)	(a)	\$ 0.179	1.8	(a)		
Other Business Expense	NR	\$ (0.045)	(13.0)	Prior period charges	\$ 0.188	13.6	Timing of expenses		
Depreciation	NR	\$ (0.610)	(17.3)	Non cash expense	\$ (2.294)	(16.3)	Non cash expense		
Other Post Employment Benefits	NR	\$ 0.073	1.6	(a)	\$ 0.292	1.6	Third party re-estimate		
Environmental Remediation		\$ (1.649)	-	Non cash expense unbudgeted	\$ (1.649)	-	Non cash expense unbudgeted		
Payroll	R	\$ 0.244	53.3	Timing of expenses and delayed funding	\$ 0.711	38.8	Timing of expenses and delayed funding		
Health and Welfare	R	\$ 0.023	27.4	} Timing of expenses	\$ 0.069	20.5	} Timing of expenses		
Pension	R	\$ 0.008	21.1		\$ 0.021	13.8			
Other Fringe Benefits	R	\$ 0.023	62.2		\$ (0.128)	(86.2)			
Maintenance and Other Operating Contracts	R	\$ 0.018	*	(a)	\$ 0.072	*	(a)		
Materials & Supplies	R	\$ 0.066	*	(a)	\$ 0.129	*	Timing of expenses		
Total Expense Variance		\$ (1.388)	(2.5)		\$ 6.207	2.8			
Net Variance		\$ (1.862)	(5.3)		\$ 4.659	3.1			

(a) - Variance less than 5%

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

(\$ in millions)

	April 2013				Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ 16.542	\$ 19.302	\$ 2.760	16.7	\$ 62.757	\$ 64.991	\$ 2.234	3.6	
Other Operating Revenue	2.295	1.330	(0.965)	(42.0)	9.829	5.851	(3.978)	(40.5)	
Capital and Other Reimbursements	1.084	0.503	(0.581)	(53.6)	4.336	2.650	(1.686)	(38.9)	
Total Receipts	\$ 19.921	\$ 21.135	\$ 1.214	6.1	\$ 76.922	\$ 73.492	\$ (3.430)	(4.5)	
Expenditures									
<i>Labor:</i>									
Payroll	\$ 17.820	\$ 23.123	\$ (5.303)	(29.8)	\$ 71.280	\$ 68.130	\$ 3.150	4.4	
Overtime	3.287	3.959	(0.672)	(20.4)	13.148	15.215	(2.067)	(15.7)	
Health and Welfare	4.189	3.418	0.771	18.4	16.756	5.252	11.504	68.7	
OPEB Current Payment	1.276	-	1.276	100.0	5.104	-	5.104	100.0	
Pensions	4.061	0.008	4.053	99.8	16.244	11.211	5.033	31.0	
Other Fringe Benefits	2.582	3.648	(1.066)	(41.3)	10.328	11.912	(1.584)	(15.3)	
GASB Account	0.599	-	0.599	100.0	2.396	-	2.396	100.0	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
Total Labor Expenditures	\$ 33.814	\$ 34.156	\$ (0.342)	(1.0)	\$ 135.256	\$ 111.720	\$ 23.536	17.4	
<i>Non-Labor:</i>									
Electric Power	\$ 0.097	\$ 0.135	\$ (0.038)	(39.2)	\$ 0.388	\$ 0.391	\$ (0.003)	(0.6)	
Fuel	3.186	2.537	0.649	20.4	12.547	6.874	5.673	45.2	
Insurance	1.433	-	1.433	100.0	5.732	0.636	5.096	88.9	
Claims	1.833	0.830	1.003	54.7	7.332	10.786	(3.454)	(47.1)	
Maintenance and Other Operating Contracts	2.057	1.041	1.016	49.4	8.228	5.331	2.897	35.2	
Professional Service Contracts	1.329	0.762	0.567	42.7	5.316	2.639	2.677	50.4	
Materials & Supplies	2.515	3.332	(0.817)	(32.5)	10.060	10.604	(0.544)	(5.4)	
Other Business Expenses	0.346	0.174	0.172	49.7	1.384	0.697	0.687	49.6	
Total Non-Labor Expenditures	\$ 12.796	\$ 8.811	\$ 3.985	31.1	\$ 50.987	\$ 37.959	\$ 13.028	25.6	
Other Expenditure Adjustments :									
Other	-	-	-	-	-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 46.610	\$ 42.967	\$ 3.643	7.8	\$ 186.243	\$ 149.679	\$ 36.564	19.6	
Operating Cash Surplus/(Deficit)	\$ (26.689)	\$ (21.832)	\$ 4.857	18.2	\$ (109.321)	\$ (76.187)	\$ 33.134	30.3	

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)

	April 2013			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Operating Receipts or Disbursements						
Farebox Revenue	\$ 2.760	16.7	Higher ridership and prior period receipts	\$ 2.234	3.6	Higher ridership.
Other Operating Revenue	(0.965)	(42.0)	Timing of Tropical Storm Sandy/Irene recoveries and Student fare reimbursements.	(3.978)	(40.5)	Timing of Tropical Storm Sandy/Irene recoveries and Sr/Student fare reimbursements.
Capital and Other Reimbursements	(0.581)	(53.6)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies	(1.686)	(38.9)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies
Total Receipts	\$ 1.214	6.1		\$ (3.430)	(4.5)	
Payroll	\$ (5.303)	(29.8)	Inter-agency payments for 2012 charges and excess employee cost partially offset by unresolved contract agreements	\$ 3.150	4.4	Timing of inter-agency payments and unresolved contract agreements partially offset by excess employees.
Overtime	(0.672)	(20.4)	Residual impact of Tropical Storm Sandy activities and accelerated scheduled operation repair.	(2.067)	(15.7)	Residual impact of Tropical Storm Sandy activities and accelerated scheduled operation repair.
Health and Welfare (including OPEB)	2.047	37.5	Timing of payments	16.608	76.0	Timing of payments
Pension	4.053	99.8	Timing of payments	5.033	31.0	Timing of payments
Other Fringe Benefits	(1.066)	(41.3)	Pending re-classification of the workers compensation budget to Other Fringe Benefits	(1.584)	(15.3)	Pending re-classification of the workers compensation budget to Other Fringe Benefits
GASB	0.599	100.0	Pending revision based on re-estimate	2.396	100.0	Pending revision based on re-estimate
Electric Power	(0.038)	(39.2)	Prior period payments	(0.003)	(0.6)	(a)
Fuel	0.649	20.4	Timing of payments and favorable rates	5.673	45.2	Timing of payments and favorable rates
Insurance	1.433	100.0	Pending re-classification of the workers compensation budget to Other Fringe Benefits	5.096	88.9	Pending re-classification of the workers compensation budget to Other Fringe Benefits
Claims	1.003	54.7	Timing of payments	(3.454)	(47.1)	Large payment for a single claim
Maintenance and Other Operating Contracts	1.016	49.4	Timing of payments	2.897	35.2	Timing of payments
Professional Service Contracts	0.567	42.7	Timing of payments	2.677	50.4	Timing of payments
Materials & Supplies	(0.817)	(32.5)	Payments for 2012 expenses	(0.544)	(5.4)	Payments for 2012 expenses
Other Business Expenditure	0.172	49.7	Timing of payments	0.687	49.6	Timing of payments
Total Expenditures	\$ 3.643	7.8		\$ 36.564	19.6	
Net Cash Variance	\$ 4.857	18.2		\$ 33.134	30.3	

(a) - Variance less than 5%

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

(\$ in millions)

	April 2013				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ (0.188)	\$ 1.930	\$ 2.118	*	\$ 1.498	\$ 1.829	\$ 0.331	22.1
Other Operating Revenue	-	(0.231)	(0.231)	-	-	(1.401)	(1.401)	-
Capital and Other Reimbursements	0.383	0.184	(0.199)	(52.0)	1.532	0.720	(0.812)	(53.0)
Total Receipts	\$ 0.195	\$ 1.883	\$ 1.688	*	\$ 3.030	\$ 1.148	\$ (1.882)	(62.1)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 0.162	\$ (4.131)	\$ (4.293)	*	\$ 4.328	\$ 9.810	\$ 5.482	*
Overtime	0.384	-	(0.384)	(100.0)	1.404	(0.422)	(1.826)	*
Health and Welfare	0.034	0.169	0.135	*	0.136	9.108	8.972	*
OPEB Current Payment	-	1.216	1.216	-	-	4.864	4.864	-
Pensions	0.015	3.956	3.941	*	0.060	3.557	3.497	*
Other Fringe Benefits	0.014	(0.607)	(0.621)	*	0.056	0.414	0.358	*
GASB Account	(0.599)	-	0.599	100.0	(2.396)	-	2.396	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 0.010	\$ 0.603	\$ 0.593	*	\$ 3.588	\$ 27.330	\$ 23.742	*
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ 0.127	\$ 0.127	-
Fuel for Buses and Trains	-	0.556	0.556	-	-	4.895	4.895	-
Insurance	-	0.187	0.187	-	-	0.111	0.111	-
Claims	0.334	1.337	1.003	*	1.336	(2.118)	(3.454)	*
Maintenance and Other Operating Contracts	-	0.580	0.580	-	-	(0.599)	(0.599)	-
Professional Service Contracts	-	0.551	0.551	-	-	2.236	2.236	-
Materials & Supplies	(0.001)	(0.843)	(0.842)	*	(0.004)	(0.855)	(0.851)	*
Other Business Expenditures	-	0.217	0.217	-	-	0.499	0.499	-
Total Non-Labor Expenditures	\$ 0.333	\$ 2.585	\$ 2.252	*	\$ 1.332	\$ 4.297	\$ 2.965	*
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.	\$ 0.343	\$ 3.188	\$ 2.845	*	\$ 4.920	\$ 31.627	\$ 26.707	*
Depreciation Adjustment	3.520	4.130	0.610	17.3	14.080	16.374	2.294	16.3
Other Post Employment Benefits	4.691	4.618	(0.073)	(1.6)	18.764	18.472	(0.292)	(1.6)
Environmental Remediation	-	1.649	1.649	-	-	1.649	1.649	-
Total Expenses/Expenditures	\$ 8.554	\$ 13.585	\$ 5.031	58.8	\$ 37.764	\$ 68.121	\$ 30.357	80.4
Total Cash Conversion Adjustments	\$ 8.749	\$ 15.468	\$ 6.719	76.8	\$ 40.794	\$ 69.270	\$ 28.476	69.8

NOTE: Totals may not add due to rounding

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

	<u>April 2013</u>			<u>April 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	\$ 16.730	\$ 17.372	\$ 0.642	\$ 61.259	\$ 63.162	\$ 1.903
Total Farebox Revenue	\$ 16.730	\$ 17.372	\$ 0.642	\$ 61.259	\$ 63.162	\$ 1.903
Other Revenue	\$ 2.295	\$ 1.561	\$ (0.734)	\$ 9.829	\$ 7.252	\$ (2.577)
Capital & Other	0.701	0.319	(0.382)	2.804	1.930	(0.874)
Total Revenue	\$ 19.726	\$ 19.252	\$ (0.474)	\$ 73.892	\$ 72.344	\$ (1.548)
<u>Ridership</u>						
Fixed Route	10.319	11.048	0.729	39.672	41.512	1.840
Total Ridership	10.319	11.048	0.729	39.672	41.512	1.840

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME / FULL TIME EQUIVALENTS
APRIL 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	12	2	
Technology & Information Services	17	16	1	
Material	19	16	3	
Controller	15	21	(6)	
Office of the President	6	6	-	
System Safety Administration	5	2	3	
Law	24	22	2	
Corporate Communications	2	3	(1)	
Labor Relations	63	-	63	Budget transposed with Non-Departmental / Timing of Training
Strategic Office	8	9	(1)	
Non-Departmental	4	-	4	Budget transposed with Labor Relations
Total Administration	186	119	67	
Operations				
Buses	2,094	2,174	(80)	
Office of the Executive VP	1	1	-	
Safety & Training	21	52	(31)	
Road Operations	117	114	3	
Transportation Support	20	20	-	
Operations Planning	31	30	1	
Revenue Control	21	20	1	
Total Operations	2,305	2,411	(106)	Students in Training
Maintenance				
Buses	732	723	9	
Maintenance Support/CMF	166	161	5	
Facilities	72	40	32	Vacancies Replaced by MOU
Supply Logistics	86	84	2	
Total Maintenance	1,056	1,008	48	
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	3,585	14	
Non-Reimbursable	3,535	3,528	7	
Reimbursable	64	57	7	
Total Full-Time	3,584	3,563	21	
Total Full-Time Equivalents	15	22	(7)	

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

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable)Vari- ance	Explanation of Variances
Administration				
Managers/Supervisors	49	47	2	
Professional, Technical, Clerical	74	72	2	
Operational Hourlies	63	-	63	
Total Administration	186	119	67	Timing of Training Requirements
Operations				
Managers/Supervisors	303	296	7	
Professional, Technical, Clerical	50	57	(7)	
Operational Hourlies	1,952	2,058	(106)	
Total Operations	2,305	2,411	(106)	Students in Training
Maintenance				
Managers/Supervisors	201	193	8	
Professional, Technical, Clerical	14	16	(2)	
Operational Hourlies	841	799	42	
Total Maintenance	1,056	1,008	48	Vacancies Replaced by MOU
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	561	25	
Professional, Technical, Clerical	157	165	(8)	
Operational Hourlies	2,856	2,859	(3)	
Total Baseline Positions	3,599	3,585	14	

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

	April						April 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>	53,935	\$2.3	44,697	\$1.8	9,238	\$0.5	210,591	\$8.9	170,007	\$6.9	40,584	\$2.0
					17.1%	20.0%					19.3%	22.4%
<u>Unscheduled Service</u>	3,757	\$0.2	5,626	\$0.2	(1,870)	(0.1)	15,116	\$0.7	17,426	\$0.8	(2,310)	(0.1)
					-49.8%	-35.4%					-15.3%	-7.2%
<u>Programmatic/Routine Maintenance</u>	14,839	\$0.6	23,068	\$1.0	(8,229)	(0.3)	61,191	\$2.6	73,668	\$3.1	(12,477)	(0.5)
					-55.5%	-53.5%					-20.4%	-19.9%
<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>	12,420	\$0.6	17,448	\$0.7	(5,029)	(0.2)	47,896	\$2.2	61,326	\$2.5	(13,430)	(0.3)
					-40.5%	-29.5%					-28.0%	-15.6%
<u>Weather Emergencies</u>	105	\$0.0	3,816	\$0.2	(3,711)	(0.1)	421	\$0.0	28,280	\$1.3	(27,858)	(1.2)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	224	\$0.0	56	\$0.0	168	0.0	809	\$0.0	193	\$0.0	616	0.0
					75.0%	78.3%					76.2%	78.8%
<u>Other</u>	312	\$0.0	1,218	\$0.1	(906)	(0.0)	1,250	\$0.1	4,213	\$0.2	(2,963)	(0.1)
					*	*					*	*
Subtotal	85,593	\$3.7	95,931	\$4.0	(10,338)	(\$0.3)	337,275	\$14.6	355,112	\$14.8	(17,837)	(\$0.2)
					-12.1%	-7.8%					-5.3%	-1.7%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	85,593	\$3.7	95,931	\$4.0	(10,338)	(\$0.3)	337,275	\$14.6	355,112	\$14.8	(17,837)	(\$0.2)
					-12.1%	-7.8%					-5.3%	-1.7%

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)

	April			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	9,238	\$0.5	Reflects scheduled overtime allocation in hours instead of heads, resulting in an increase in regular and decrease in schedule overtime.	40,584	\$2.0	Reflects scheduled overtime allocation in hours instead of heads, resulting in an increase in regular and decrease in schedule overtime.
	17.1%	20.0%		19.3%	22.4%	
<u>Unscheduled Service</u>	(1,870)	(\$0.1)		(2,310)	(\$0.1)	
	-49.8%	-35.4%		-15.3%	-7.2%	
<u>Programmatic/Routine Maintenance</u>	(8,229)	(\$0.3)	Accelerarated repairs of scheduled operations repair work	(12,477)	(\$0.5)	Accelerarated repairs of scheduled operations repair work
	-55.5%	-53.5%		-20.4%	-19.9%	
<u>Unscheduled Maintenance</u>	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	(5,029)	(\$0.2)	Vacancy and Absentee Coverage for Supervisors	(13,430)	(\$0.3)	Vacancy and Absentee Coverage for Supervisors
	-40.5%	-29.5%		-28.0%	-15.6%	
<u>Weather Emergencies</u>	(3,711)	(\$0.1)	Residual effect of Tropical Storm Sandy activities	(27,858)	(\$1.2)	Residual effect of Tropical Storm Sandy activities and preparation towards February 8th to 11th Winter Storm.
	*	*		*	*	
<u>Safety/Security/Law Enforcement</u>	168	\$0.0		616	\$0.0	
	75.0%	78.3%		76.2%	78.8%	
<u>Other</u>	(906)	(\$0.0)		(2,963)	(\$0.1)	
	*	*		*	*	
Subtotal	(10,338)	(\$0.3)		(17,837)	(\$0.2)	
	-12.1%	-7.8%		-5.3%	-1.7%	
REIMBURSABLE OVERTIME	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	(10,338)	(\$0.3)		(17,837)	(\$0.2)	