



## FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for June 2013 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	June Results		June Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
<b>Total Farebox Revenue</b>	<b>2.9</b>	<b>0.9</b>	<b>1,951.9</b>	<b>1,954.8</b>	<b>2.9</b>	<b>0.2</b>
<b>Nonreimb. Exp. before Dep./OPEB</b>	<b>20.6</b>	<b>3.8</b>	<b>3,079.4</b>	<b>3,058.8</b>	<b>20.6</b>	<b>0.7</b>
<b>Net Cash Deficit*</b>	<b>(47.4)</b>	<b>(56.3)</b>	<b>(1,117.2)</b>	<b>(1,164.6)</b>	<b>(47.4)</b>	<b>(4.2)</b>

\*Excludes Subsidies and Debt Service

June 2013 **farebox revenue** was \$339.3 million, \$2.9 million (0.9 percent) above forecast. Subway revenue was \$2.7 million (1.1 percent) above forecast, bus revenue was \$0.4 million (0.5 percent) above forecast, and paratransit revenue was \$0.2 million (12.8 percent) below forecast. Accrued fare media liability was equal to the forecast. Since the forecast includes actual results through May, year-to-date dollar variances were the same as for the month of June. The June 2013 non-student **average fare** of \$1.778 increased 14.4¢ from June 2012 due to the March 2013 fare increase; the subway fare increased 15.1¢, the local bus fare increased 11.9¢, and the express bus fare increased 46.2¢.

Total **ridership** in June 2013 of 197.0 million was 0.4 percent (0.7 million trips) above forecast. Average weekday ridership in June 2013 was 7.7 million, an increase of 0.6 percent from June 2012. Average weekday ridership for the twelve months ending June 2013 was 7.6 million, an increase of 0.7 percent from the twelve months ending June 2012.

**Nonreimbursable expenses** before depreciation and OPEB in June were below forecast by \$20.6 million (3.8 percent):

- **Labor expenses** were less than forecast by \$24.0 million (6.1 percent), due largely to favorable health & welfare/OPEB current rates, vacancies, lower earned employee separation payments, favorable reimbursable overhead credits resulting mainly from higher reimbursable labor costs, and the favorable timing of pension expenses.
- **Non-labor expenses** exceeded forecast by \$3.4 million (2.3 percent), including overruns in: maintenance contracts (mostly unfavorable timing of expenses); electric power expenses (mainly from the unfavorable timing of expenses, partly offset by lower consumption) and materials & supplies (largely the unfavorable timing of expenses, partly offset by increased scrap/surplus sales). Favorable results included: paratransit service contracts (mostly lower completed trips); other business expenses (lower stationery costs, other credits/underruns) and fuel expenses (lower consumption and prices).

Since the forecast includes actual results through May, year-to-date dollar expense variances were the same as for the month of June.

The **net cash deficit** for June was \$131.6 million, unfavorable to forecast by \$47.4 million (56.3 percent), due mostly to the unfavorable timing of capital and senior citizen fare reimbursements.

## FINANCIAL RESULTS

### Farebox Revenue

**June 2013 Farebox Revenue - (\$ in millions)**

	June				June Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	252.3	255.0	2.7	1.1%	1,460.3	1,463.0	2.7	0.2%
NYCT Bus	78.1	78.5	0.4	0.5%	457.5	457.9	0.4	0.1%
Paratransit	1.6	1.4	(0.2)	(12.8%)	8.0	7.8	(0.2)	(2.5%)
Subtotal	332.0	334.9	2.9	0.9%	1,925.8	1,928.7	2.9	0.2%
Fare Media Liability	4.4	4.4	0.0	0.0%	26.1	26.1	0.0	0.0%
<b>Total - NYCT</b>	<b>336.3</b>	<b>339.3</b>	<b>2.9</b>	<b>0.9%</b>	<b>1,951.9</b>	<b>1,954.8</b>	<b>2.9</b>	<b>0.2%</b>
MTA Bus Company	16.2	16.4	0.2	1.1%	96.8	97.0	0.2	0.2%
<i>Total - Regional Bus</i>	<i>94.4</i>	<i>95.0</i>	<i>0.6</i>	<i>0.6%</i>	<i>554.4</i>	<i>555.0</i>	<i>0.6</i>	<i>0.1%</i>

Note: Totals may not add due to rounding.

- Paratransit revenue was well below forecast, due in part to initiatives that diverted riders to more efficient modes.
- Since the forecast includes actual results through May, year-to-date dollar variances were the same as for the month of June.

### Average Fare

**June Non-Student Average Fare - (in \$)**

	NYC Transit				MTA Bus Company			
	Prelim.		Change		Prelim.		Change	
	2012	2013	Amount	Percent	2012	2013	Amount	Percent
Subway	1.715	1.866	0.151	8.8%				
Local Bus	1.356	1.475	0.119	8.8%	1.372	1.493	0.121	8.8%
Subway & Local Bus	1.618	1.761	0.143	8.9%	1.372	1.493	0.121	8.8%
Express Bus	4.550	5.012	0.462	10.2%	4.549	4.940	0.391	8.6%
<b>Total</b>	<b>1.633</b>	<b>1.778</b>	<b>0.144</b>	<b>8.8%</b>	<b>1.649</b>	<b>1.769</b>	<b>0.120</b>	<b>7.3%</b>

- 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 June average fare of \$1.15 in 2013 was 22¢ lower than the average fare of \$1.37 in 1996.

### Other Operating Revenue

In the month of June, other operating revenues were below forecast by \$0.9 million (2.8 percent), mostly due to lower paratransit Urban Tax revenue than anticipated in the forecast. Year-to-date dollar variances were the same as the month of June.

## Nonreimbursable Expenses

In June, nonreimbursable expenses before depreciation and OPEB were below forecast by \$20.6 million (3.8 percent). Since the forecast includes actual results through May, June year-to-date dollar expense variances were the same as the month of June. The major causes of the favorable June variance from forecast are reviewed below:

*Labor* expenses in the month of June were favorable to forecast by \$24.0 million (6.1 percent), including the following:

- Health & welfare/OPEB current expenses were below forecast by \$10.0 million (9.5 percent), due mainly to lower rates.
- Payroll expenses underran by \$8.0 million (3.4 percent), due largely to vacancies and lower earned employee separation payments.
- Reimbursable overhead credits were favorable by \$5.5 million (36.3 percent), resulting mainly from higher reimbursable labor costs.
- Pension expenses were lower by \$1.5 million (7.1 percent), mostly from the favorable timing of MaBSTOA plan expenses.
- Overtime expenses exceeded forecast by \$1.1 million (3.9 percent), due primarily to residual Sandy requirements, additional bus unscheduled service, vacancy coverage requirements and adverse weather, partly offset by subway track underruns.

*Non-labor* expenses were above forecast in June by \$3.4 million (2.3 percent), including the following:

- Maintenance contract expenses were unfavorable by \$5.0 million (26.3 percent), primarily from the unfavorable timing of non-vehicle maintenance & repair requirements, partly offset by the favorable timing of auto purchases, building-related expenses, and revenue vehicle maintenance & repair requirements.
- Electric power expenses were above forecast by \$2.3 million (9.6 percent), due to the unfavorable timing of expenses, partly offset by lower consumption.
- Materials and supplies expenses exceeded forecast by \$2.1 million (7.9 percent), represented mostly by the unfavorable timing of vehicle maintenance requirements, partly offset by increased scrap/surplus sales and favorable inventory adjustments.
- Paratransit service contracts were below forecast by \$3.1 million (9.1 percent), due mainly to lower completed trips.
- Other business expenses were less than forecast by \$1.1 million (16.1 percent), due largely to underruns in stationery expenses and various credits/other expense underruns.
- Fuel expenses were favorable by \$1.0 million (7.0 percent), mainly caused by consumption and prices.

- Insurance expenses were under forecast by \$0.5 million (9.8 percent), due to the favorable timing of interagency payments.
- Professional service contract expenses underran forecast by \$0.3 million (4.1 percent), largely due to the favorable timing of IT hardware and several professional service account expenses, partly offset by the unfavorable timing of data center and bond service expenses.

Depreciation expenses were below forecast in June by \$6.9 million (5.5 percent), due to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$339.1 million of accrued expenses in the month, \$26.5 million (7.3 percent) lower than forecast, based on current actuarial information.

### **Net Cash Deficit**

The net cash deficit for June was \$131.6 million, unfavorable to forecast by \$47.4 million (56.3 percent), due mostly to the unfavorable timing of capital and senior citizen fare reimbursements, and health & welfare/OPEB current payments.

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

Inventory at the end of June was \$204.2 million, \$20.9 million (11.4 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 requirements.

### **Incumbents**

There were 45,299 full-time paid incumbents at the end of June, 67 less than in May (excluding 194 temporary paid incumbents), and an increase of 169 from December 2012 (excluding 199 temporary December paid incumbents).

## RIDERSHIP RESULTS

### June 2013 Ridership vs. Forecast - (millions)

	June				June Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	140.4	141.3	0.8	0.6%	845.2	846.0	0.8	0.1%
NYCT Bus	55.1	55.0	(0.1)	(0.1%)	340.7	340.6	(0.1)	(0.0%)
Subtotal	195.5	196.3	0.8	0.4%	1,185.9	1,186.7	0.8	0.1%
Paratransit	0.8	0.8	(0.1)	(8.5%)	4.7	4.6	(0.1)	(1.5%)
<b>Total - NYCT</b>	<b>196.3</b>	<b>197.0</b>	<b>0.7</b>	<b>0.4%</b>	<b>1,190.6</b>	<b>1,191.3</b>	<b>0.7</b>	<b>0.1%</b>
MTA Bus Company	9.9	10.0	0.1	0.9%	62.7	62.8	0.1	0.1%
<i>Total - Regional Bus</i>	<i>65.0</i>	<i>65.0</i>	<i>0.0</i>	<i>0.0%</i>	<i>403.4</i>	<i>403.4</i>	<i>0.0</i>	<i>0.0%</i>

Notes: Totals may not add due to rounding.

- Paratransit ridership underperformed the forecast due in part to initiatives that diverted riders to more efficient modes.
- Since the forecast includes actual results through May, year-to-date absolute variances were the same as for the month of June.

### June Average Weekday and Weekend Ridership vs. Prior Year

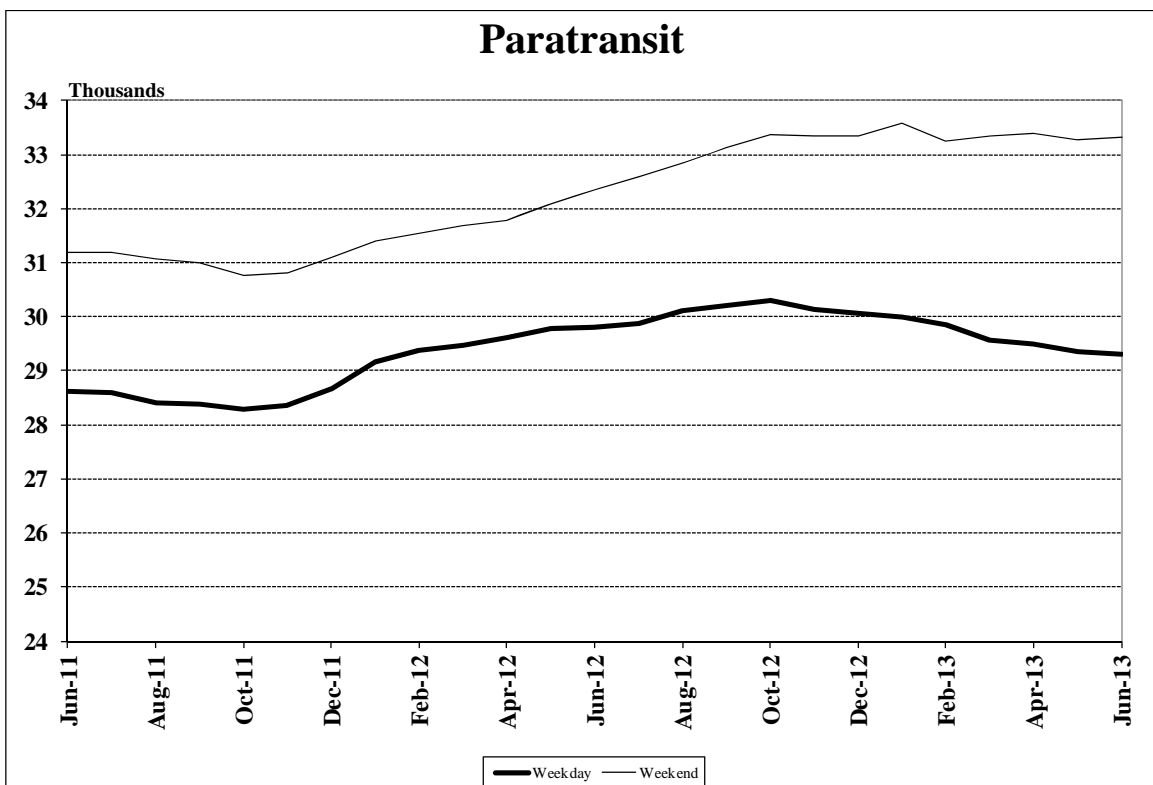
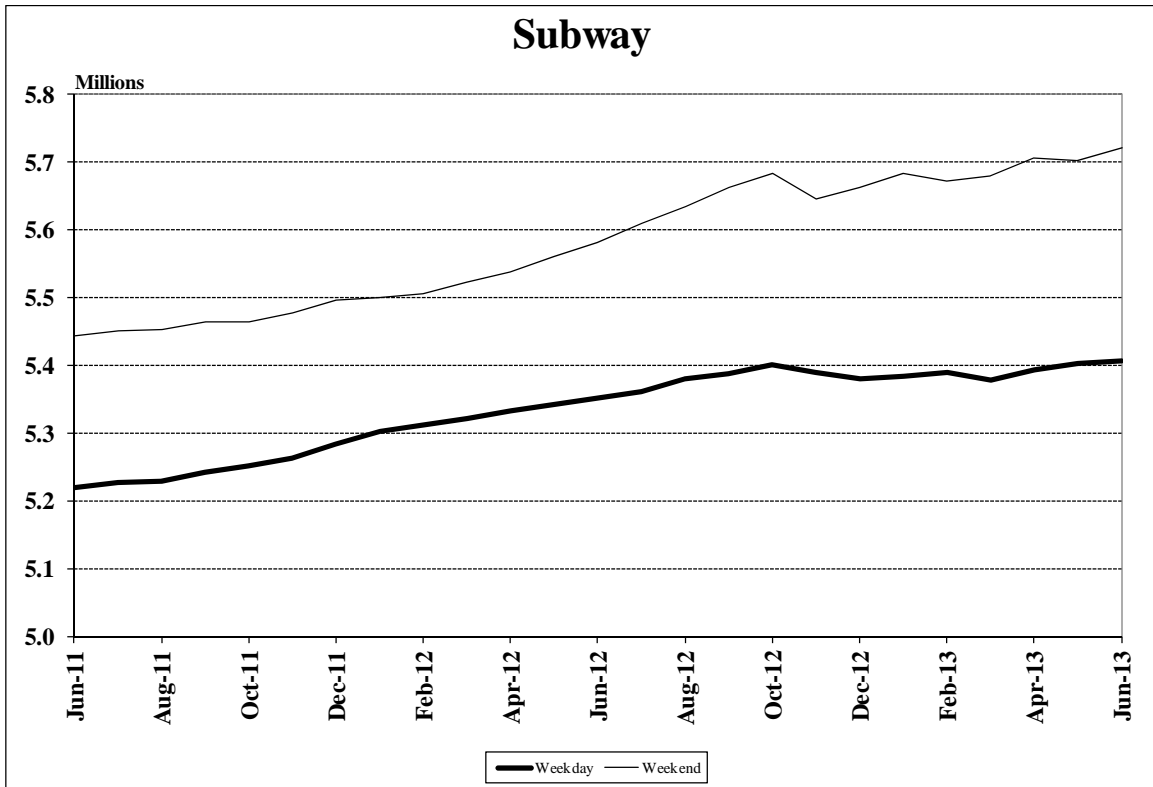
<b>Month</b>	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2012	2013	Amount	Percent	2012	2013	Amount	Percent
Subway	5,475	5,528	+53	+1.0%	5,935	6,098	+163	+2.8%
NYCT Local Bus	2,108	2,099	-9	-0.4%	2,388	2,415	+27	+1.1%
NYCT Express Bus	44	43	-1	-2.2%	11	14	+2	+21.2%
Paratransit	30	30	-1	-1.7%	35	36	+0	+0.2%
<b>TOTAL - NYCT</b>	<b>7,657</b>	<b>7,700</b>	<b>+43</b>	<b>+0.6%</b>	<b>8,369</b>	<b>8,562</b>	<b>+193</b>	<b>+2.3%</b>
MTABC Local Bus	361	365	+5	+1.3%	383	394	+12	+3.0%
MTABC Express Bus	35	33	-2	-5.3%	14	13	-1	-7.7%
Total - MTA Bus	396	398	+3	+0.7%	397	407	+11	+2.7%
<i>Total - Regional Bus</i>	<i>2,547</i>	<i>2,540</i>	<i>-7</i>	<i>-0.3%</i>	<i>2,796</i>	<i>2,836</i>	<i>40</i>	<i>+1.4%</i>
<b>12-Month Rolling Average</b>								
Subway	5,352	5,407	+55	+1.0%	5,582	5,721	+139	+2.5%
Local Bus	2,124	2,126	+2	+0.1%	2,295	2,305	+10	+0.4%
Express Bus	43	42	-0	-1.1%	10	11	+2	+16.6%
Paratransit	30	29	-1	-1.7%	32	33	+1	+3.0%
<b>TOTAL - NYCT</b>	<b>7,549</b>	<b>7,604</b>	<b>+55</b>	<b>+0.7%</b>	<b>7,919</b>	<b>8,070</b>	<b>+151</b>	<b>+1.9%</b>
MTABC Local Bus	364	372	+8	+2.3%	359	373	+14	+3.9%
MTABC Express Bus	34	34	-1	-2.1%	14	13	-0	-2.0%
Total - MTA Bus	398	406	+8	+1.9%	373	387	+14	+3.7%
<i>Total - Regional Bus</i>	<i>2,565</i>	<i>2,574</i>	<i>9</i>	<i>+0.3%</i>	<i>2,678</i>	<i>2,703</i>	<i>25</i>	<i>+0.9%</i>

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

- June 2013 average weekday subway ridership was the highest of any June in over forty-five years.
- June 2013 average weekend subway and total NYCT ridership were both the highest of any month in over forty-five years. June 9, 2013, the day of the Puerto Rican Day Parade, had the highest subway ridership of any Sunday since daily records began in 1985.
- Weekend NYCT express bus ridership continued a strong growth trend, helped by the addition of Sunday X17 and weekend X27 service in September 2012.

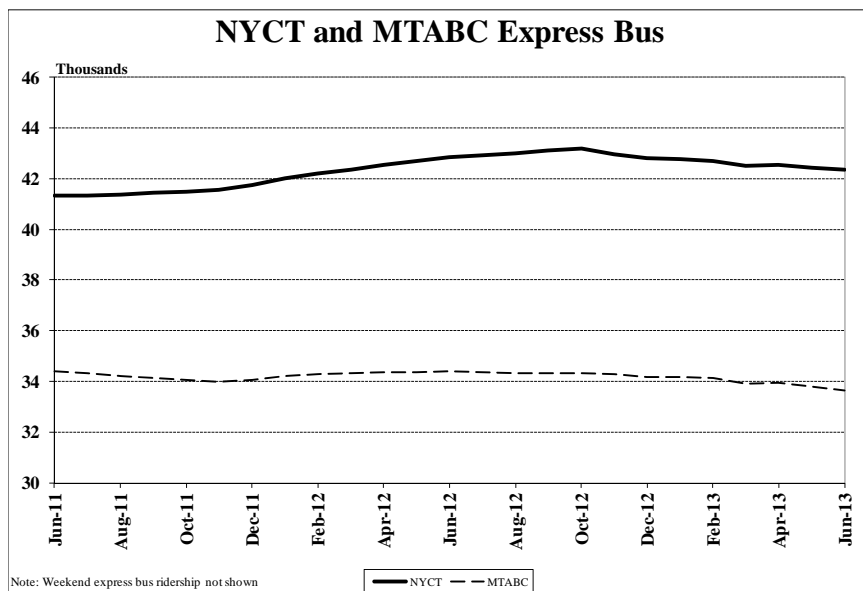
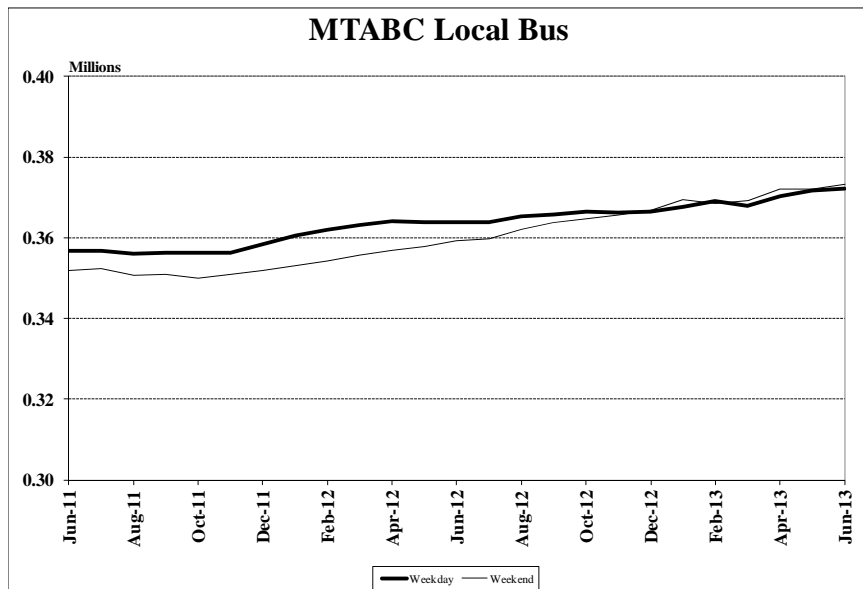
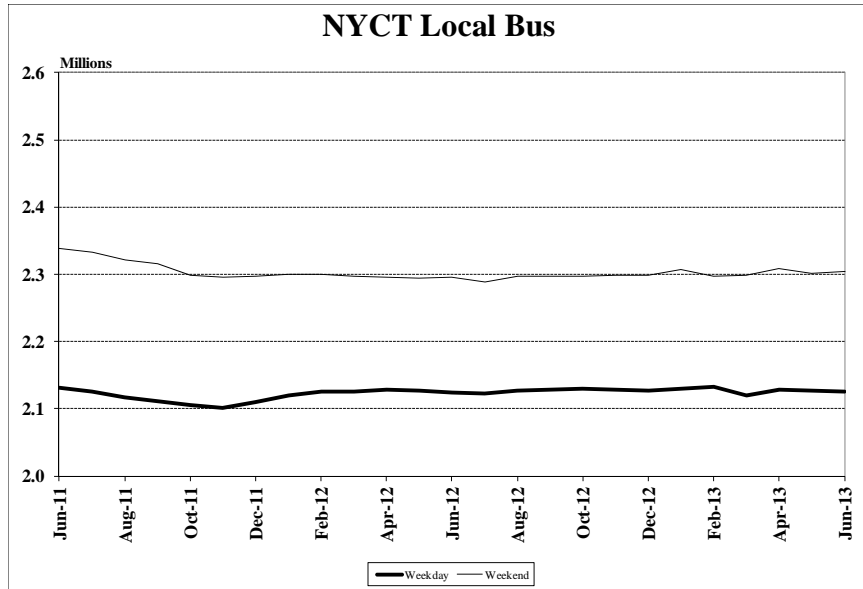
# Average Weekday and Weekend Ridership

12-Month Rolling Averages



# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



## Ridership on New York Area Transit Services

The average weekday ridership changes from June 2012 to June 2013 were mixed. The largest increases were on MTA Local Buses (up 1.3 percent) and the subway (up 1.0 percent). The largest decrease was on the Staten Island Railway (down 7.0 percent), continuing a very negative trend that began with service disruptions caused by Sandy and has continued since normal service was restored.

Bridges and Tunnels traffic decreased on both weekdays and weekends.

<b>Ridership on Transit Services in the New York Area</b> (thousands)				
<b>Transit Service</b>	<b>Jun-12</b>	<b>Preliminary Jun-13</b>	<b>Percent Change</b>	<b>12-Month Rolling Average Percent Change</b>
<u>Average Weekday</u>				
NYCT Subway	5,475	5,528	+1.0%	+1.0%
NYCT Local Bus	2,108	2,099	-0.4%	+0.1%
NYCT Express Bus	44	43	-2.2%	-1.1%
NYCT Paratransit	30	30	-1.7%	-1.7%
Staten Island Railway	16	15	-7.0%	-5.8%
MTA Local Bus	361	365	+1.3%	+2.3%
MTA Express Bus	35	33	-5.3%	-2.1%
Long Island Rail Road	300	302	+0.7%	-1.4%
Metro-North Railroad	290	292	+0.5%	-1.2%
Staten Island Ferry	72	68	-5.1%	-39.4%
PATH	265	252	-4.7%	-3.4%
<u>Average Weekend</u>				
NYCT Subway	5,935	6,098	+2.8%	+2.5%
NYCT Local Bus	2,388	2,415	+1.1%	+0.4%
NYCT Express Bus	11	14	+21.2%	+16.6%
NYCT Paratransit	35	36	+0.2%	+3.0%
Staten Island Railway	9	9	-9.5%	-12.9%
MTA Local Bus	383	394	+3.0%	+3.9%
MTA Express Bus	14	13	-7.7%	-2.0%
Long Island Rail Road	201	200	-0.6%	-0.5%
Metro-North Railroad	225	226	+0.0%	-0.3%
Staten Island Ferry	100	102	+1.7%	-37.6%
PATH	232	220	-5.2%	-14.0%

<b>MTA Bridges and Tunnels</b> (thousands)				
Average Weekday	854	838	-1.8%	-2.1%
Average Weekend	1,623	1,591	-2.0%	-0.6%

Note: Percentages are based on unrounded data.



## Economy

From June 2012 to June 2013, New York City employment increased 1.9 percent (75,600 jobs). Private sector employment increased 2.3 percent (78,400 jobs), while there was a small decrease of 0.5 percent (2,800 jobs) in government employment. The sub-sector with the largest absolute increase was educational/health services (up 33,400 jobs or 4.3 percent). The sub-sector with the largest percentage increase was construction (up 5.7 percent or 6,600 jobs). The sub-sector with the largest absolute and percentage decreases was information (down 5,300 jobs or 3.0 percent).

The chart below shows the year-over-year change in private sector and government employment since January 2012. Private sector growth has declined somewhat compared to early 2012, but has averaged 2.1 percent for year-to-date 2013. The trend in government employment remains negative, with an average 0.5 percent decline in each month of 2013.

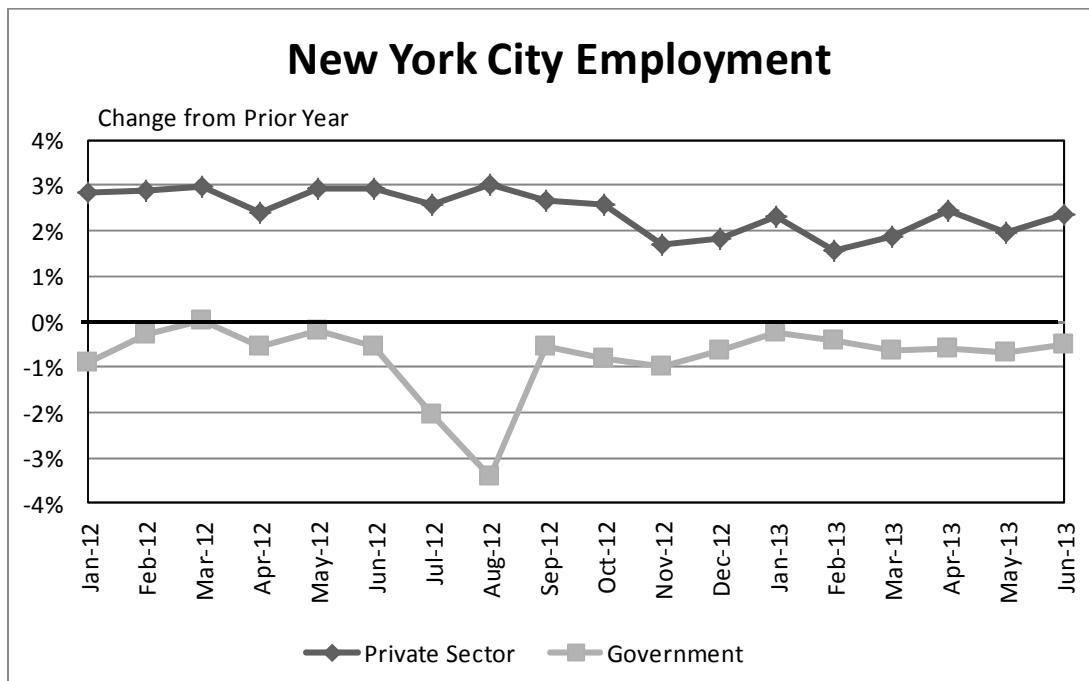


Table 1

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2013**  
**(\$ in millions)**

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$252.311	\$255.023	\$2.712	1.1	\$0.000	\$0.000	\$0.000	-	\$252.311	\$255.023	\$2.712	1.1
Bus	78.117	78.541	0.424	0.5	0.000	0.000	0.000	-	78.117	78.541	0.424	0.5
Paratransit	1.551	1.352	(0.199)	(12.8)	0.000	0.000	0.000	-	1.551	1.352	(0.199)	(12.8)
Fare Media Liability	4.352	4.352	0.000	0.0	0.000	0.000	0.000	-	4.352	4.352	0.000	0.0
Total Farebox Revenue	336.331	339.268	2.937	0.9	0.000	0.000	0.000	-	336.331	339.268	2.937	0.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	6.081	6.081	0.000	0.0	0.000	0.000	0.000	-	6.081	6.081	0.000	0.0
Paratransit Reimbursement	13.408	12.627	(0.781)	(5.8)	0.000	0.000	0.000	-	13.408	12.627	(0.781)	(5.8)
Other	11.958	11.862	(0.096)	(0.8)	0.000	0.000	0.000	-	11.958	11.862	(0.096)	(0.8)
Total Other Operating Revenue	31.447	30.570	(0.877)	(2.8)	0.000	0.000	0.000	-	31.447	30.570	(0.877)	(2.8)
Capital and Other Reimbursements	0.000	0.000	0.000	-	71.985	88.752	16.767	23.3	71.985	88.752	16.767	23.3
<b>Total Revenue</b>	<b>\$367.778</b>	<b>\$369.838</b>	<b>\$2.060</b>	<b>0.6</b>	<b>\$71.985</b>	<b>\$88.752</b>	<b>\$16.767</b>	<b>23.3</b>	<b>\$439.763</b>	<b>\$458.590</b>	<b>\$18.827</b>	<b>4.3</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	231.663	223.684	7.979	3.4	29.609	31.673	(2.064)	(7.0)	261.272	255.357	5.915	2.3
Overtime	27.432	28.510	(1.078)	(3.9)	5.376	10.431	(5.055)	(94.0)	32.808	38.941	(6.133)	(18.7)
Total Salaries & Wages	259.095	252.194	6.901	2.7	34.985	42.104	(7.119)	(20.3)	294.080	294.298	(0.218)	(0.1)
Health and Welfare	67.862	56.571	11.291	16.6	2.048	1.822	0.226	11.0	69.910	58.393	11.517	16.5
OPEB Current Payment	37.694	38.990	(1.296)	(3.4)	0.000	0.000	0.000	-	37.694	38.990	(1.296)	(3.4)
Pensions	21.583	20.049	1.534	7.1	2.874	3.040	(0.166)	(5.8)	24.457	23.089	1.368	5.6
Other Fringe Benefits	24.164	24.077	0.087	0.4	9.223	10.744	(1.521)	(16.5)	33.387	34.821	(1.434)	(4.3)
Total Fringe Benefits	151.303	139.687	11.616	7.7	14.145	15.606	(1.461)	(10.3)	165.448	155.293	10.155	6.1
Reimbursable Overhead	(15.225)	(20.752)	5.527	36.3	15.225	20.752	(5.527)	(36.3)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$395.173</b>	<b>\$371.129</b>	<b>\$24.044</b>	<b>6.1</b>	<b>\$64.355</b>	<b>\$78.462</b>	<b>(\$14.107)</b>	<b>(21.9)</b>	<b>\$459.528</b>	<b>\$449.591</b>	<b>\$9.937</b>	<b>2.2</b>
<b>Non-Labor:</b>												
Electric Power	24.578	26.926	(2.348)	(9.6)	0.021	0.026	(0.005)	(23.8)	24.599	26.952	(2.353)	(9.6)
Fuel	14.655	13.628	1.027	7.0	0.002	0.002	0.000	0.0	14.657	13.630	1.027	7.0
Insurance	4.869	4.394	0.475	9.8	0.000	0.000	0.000	-	4.869	4.394	0.475	9.8
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	33.935	30.844	3.091	9.1	0.000	0.000	0.000	-	33.935	30.844	3.091	9.1
Mtce. and Other Operating Contracts	19.134	24.163	(5.029)	(26.3)	1.732	2.762	(1.030)	(59.5)	20.866	26.925	(6.059)	(29.0)
Professional Service Contracts	8.300	7.959	0.341	4.1	1.561	3.816	(2.255)	(144.5)	9.861	11.775	(1.914)	(19.4)
Materials & Supplies	27.187	29.325	(2.138)	(7.9)	5.157	4.221	0.936	18.2	32.344	33.546	(1.202)	(3.7)
Other Business Expenses	7.057	5.919	1.138	16.1	(0.843)	(0.537)	(0.306)	(36.3)	6.214	5.382	0.832	13.4
<b>Total Non-Labor Expenses</b>	<b>\$147.156</b>	<b>\$150.599</b>	<b>(\$3.443)</b>	<b>(2.3)</b>	<b>\$7.630</b>	<b>\$10.290</b>	<b>(\$2.660)</b>	<b>(34.9)</b>	<b>\$154.786</b>	<b>\$160.889</b>	<b>(\$6.103)</b>	<b>(3.9)</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$542.329</b>	<b>\$521.728</b>	<b>\$20.601</b>	<b>3.8</b>	<b>\$71.985</b>	<b>\$88.752</b>	<b>(\$16.767)</b>	<b>(23.3)</b>	<b>\$614.314</b>	<b>\$610.480</b>	<b>\$3.834</b>	<b>0.6</b>
Depreciation	125.000	118.141	6.859	5.5	0.000	0.000	0.000	-	125.000	118.141	6.859	5.5
OPEB Account	365.600	339.071	26.529	7.3	0.000	0.000	0.000	-	365.600	339.071	26.529	7.3
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$1,032.929</b>	<b>\$978.940</b>	<b>\$53.989</b>	<b>5.2</b>	<b>\$71.985</b>	<b>\$88.752</b>	<b>(\$16.767)</b>	<b>(23.3)</b>	<b>\$1,104.914</b>	<b>\$1,067.692</b>	<b>\$37.222</b>	<b>3.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$665.151)</b>	<b>(\$609.102)</b>	<b>\$56.049</b>	<b>8.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$665.151)</b>	<b>(\$609.102)</b>	<b>\$56.049</b>	<b>8.4</b>

NOTE: Totals may not add due to rounding.

Table 2

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
June 2013 Year-to-Date  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$1,460.291	\$1,463.003	\$2.712	0.2	\$0.000	\$0.000	\$0.000	-	\$1,460.291	\$1,463.003	\$2.712	0.2
Bus	457.506	457.930	0.424	0.1	0.000	0.000	0.000	-	457.506	457.930	0.424	0.1
Paratransit	7.988	7.789	(0.199)	(2.5)	0.000	0.000	0.000	-	7.988	7.789	(0.199)	(2.5)
Fare Media Liability	26.112	26.112	0.000	0.0	0.000	0.000	0.000	-	26.112	26.112	0.000	0.0
Total Farebox Revenue	1,951.897	1,954.834	2.937	0.2	0.000	0.000	0.000	-	1,951.897	1,954.834	2.937	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	48.279	48.279	0.000	0.0	0.000	0.000	0.000	-	48.279	48.279	0.000	0.0
Paratransit Reimbursement	81.349	80.568	(0.781)	(1.0)	0.000	0.000	0.000	-	81.349	80.568	(0.781)	(1.0)
Other	183.346	183.250	(0.096)	(0.1)	0.000	0.000	0.000	-	183.346	183.250	(0.096)	(0.1)
Total Other Operating Revenue	312.974	312.097	(0.877)	(0.3)	0.000	0.000	0.000	-	312.974	312.097	(0.877)	(0.3)
Capital and Other Reimbursements	0.000	0.000	0.000	-	433.025	449.792	16.767	3.9	433.025	449.792	16.767	3.9
<b>Total Revenue</b>	<b>\$2,264.871</b>	<b>\$2,266.931</b>	<b>\$2.060</b>	<b>0.1</b>	<b>\$433.025</b>	<b>\$449.792</b>	<b>\$16.767</b>	<b>3.9</b>	<b>\$2,697.896</b>	<b>\$2,716.723</b>	<b>\$18.827</b>	<b>0.7</b>
<b>Expenses</b>												
Labor:												
Payroll	1,422.804	1,414.825	7.979	0.6	166.830	168.894	(2.064)	(1.2)	1,589.634	1,583.719	5.915	0.4
Overtime	183.989	185.067	(1.078)	(0.6)	46.980	52.035	(5.055)	(10.8)	230.969	237.102	(6.133)	(2.7)
Total Salaries & Wages	1,606.793	1,599.892	6.901	0.4	213.810	220.929	(7.119)	(3.3)	1,820.603	1,820.821	(0.218)	(0.0)
Health and Welfare	317.706	306.415	11.291	3.6	11.869	11.643	0.226	1.9	329.575	318.058	11.517	3.5
OPEB Current Payment	154.418	155.714	(1.296)	(0.8)	0.000	0.000	0.000	-	154.418	155.714	(1.296)	(0.8)
Pensions	126.774	125.240	1.534	1.2	3.239	3.405	(0.166)	(5.1)	130.013	128.645	1.368	1.1
Other Fringe Benefits	149.185	149.098	0.087	0.1	54.210	55.731	(1.521)	(2.8)	203.395	204.829	(1.434)	(0.7)
Total Fringe Benefits	748.083	736.467	11.616	1.6	69.318	70.779	(1.461)	(2.1)	817.401	807.246	10.155	1.2
Reimbursable Overhead	(97.086)	(102.613)	5.527	5.7	97.086	102.613	(5.527)	(5.7)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$2,257.790</b>	<b>\$2,233.746</b>	<b>\$24.044</b>	<b>1.1</b>	<b>\$380.214</b>	<b>\$394.321</b>	<b>(\$14.107)</b>	<b>(3.7)</b>	<b>\$2,638.004</b>	<b>\$2,628.067</b>	<b>\$9.937</b>	<b>0.4</b>
Non-Labor:												
Electric Power	155.330	157.678	(2.348)	(1.5)	0.131	0.136	(0.005)	(3.8)	155.461	157.814	(2.353)	(1.5)
Fuel	83.913	82.886	1.027	1.2	0.010	0.010	0.000	0.0	83.923	82.896	1.027	1.2
Insurance	27.111	26.636	0.475	1.8	0.000	0.000	0.000	-	27.111	26.636	0.475	1.8
Claims	44.646	44.646	0.000	0.0	0.000	0.000	0.000	-	44.646	44.646	0.000	0.0
Paratransit Service Contracts	183.658	180.567	3.091	1.7	0.000	0.000	0.000	-	183.658	180.567	3.091	1.7
Mtce. and Other Operating Contracts	85.775	90.804	(5.029)	(5.9)	18.886	19.916	(1.030)	(5.5)	104.661	110.720	(6.059)	(5.8)
Professional Service Contracts	69.557	69.216	0.341	0.5	7.976	10.231	(2.255)	(28.3)	77.533	79.447	(1.914)	(2.5)
Materials & Supplies	140.997	143.135	(2.138)	(1.5)	25.663	24.727	0.936	3.6	166.660	167.862	(1.202)	(0.7)
Other Business Expenses	30.606	29.468	1.138	3.7	0.145	0.451	(0.306)	(211.0)	30.751	29.919	0.832	2.7
<b>Total Non-Labor Expenses</b>	<b>\$821.593</b>	<b>\$825.036</b>	<b>(\$3.443)</b>	<b>(0.4)</b>	<b>\$52.811</b>	<b>\$55.471</b>	<b>(\$2.660)</b>	<b>(5.0)</b>	<b>\$874.404</b>	<b>\$880.507</b>	<b>(\$6.103)</b>	<b>(0.7)</b>
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$3,079.383</b>	<b>\$3,058.782</b>	<b>\$20.601</b>	<b>0.7</b>	<b>\$433.025</b>	<b>\$449.792</b>	<b>(\$16.767)</b>	<b>(3.9)</b>	<b>\$3,512.408</b>	<b>\$3,508.574</b>	<b>\$3.834</b>	<b>0.1</b>
Depreciation	710.145	703.286	6.859	1.0	0.000	0.000	0.000	-	710.145	703.286	6.859	1.0
OPEB Account	715.269	688.740	26.529	3.7	0.000	0.000	0.000	-	715.269	688.740	26.529	3.7
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$4,504.797</b>	<b>\$4,450.808</b>	<b>\$53.989</b>	<b>1.2</b>	<b>\$433.025</b>	<b>\$449.792</b>	<b>(\$16.767)</b>	<b>(3.9)</b>	<b>\$4,937.822</b>	<b>\$4,900.600</b>	<b>\$37.222</b>	<b>0.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$2,239.926)</b>	<b>(\$2,183.877)</b>	<b>\$56.049</b>	<b>2.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$2,239.926)</b>	<b>(\$2,183.877)</b>	<b>\$56.049</b>	<b>2.5</b>

NOTE: Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**June 2013**  
**(\$ in millions)**

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	NR	(0.9)	(2.8)	Primarily due to lower paratransit urban tax revenue than projected in the forecast			
Payroll	NR	8.0	3.4	Mostly due to vacancies and lower employee earned separation payments			
Overtime	NR	(1.1)	(3.9)	Mainly due to residual Sandy requirements, additional bus unscheduled service, vacancy coverage requirements and adverse weather, partly offset by subway track underruns			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Health & Welfare (including OPEB current payment)	NR	10.0	9.5	Mostly lower rates			
Pension	NR	1.5	7.1	The favorable timing of MaBSTOA pension expenses			
Reimbursable Overhead	NR	5.5	36.3	Favorable overhead credits, resulting mostly from higher reimbursable labor costs			
Electric Power	NR	(2.3)	(9.6)	Mainly the unfavorable timing of expenses, partly offset by lower consumption			
Fuel	NR	1.0	7.0	Primarily due to lower consumption and prices			
Insurance	NR	0.5	9.8	Mostly the favorable timing of payments			
Paratransit Service Contracts	NR	3.1	9.1	Mostly due to lower completed trips			
Maintenance and Other Operating Contracts	NR	(5.0)	(26.3)	Primarily the unfavorable timing of non-vehicle maintenance and repair requirements, partly offset by the favorable timing of auto purchases, building-related expenses and revenue vehicle maintenance and repair requirements			

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**June 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
		\$	%		\$	%	
Professional Service Contracts	NR	0.3	4.1	Mostly due to the favorable timing of IT hardware and several professional service account expenses, partly offset by the unfavorable timing of data center and bond service expenses			
Materials & Supplies	NR	(2.1)	(7.9)	Mainly due to the unfavorable timing of vehicle maintenance requirements, partly offset by increased scrap/surplus sales and favorable inventory adjustments			
Other Business Expenses	NR	1.1	16.1	Due largely to underruns in stationery expenses and various account credits/other expense underruns			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Depreciation	NR	6.9	5.5	Due to the favorable timing of assets reaching beneficial use			
OPEB Long-Term Account	NR	26.5	7.3	Lower accrued expenses due to updated actuarial information			
Capital and Other Reimbursements	R	16.8	23.3	Reimbursement increase consistent with reimbursable expense increase			
Payroll	R	(2.1)	(7.0)	Mainly additional work in subways, specifically in track, infrastructure and signals requirements			
Overtime	R	(5.1)	(94.0)	Largely additional work in Subways, specifically for track, operations, power, station environment, infrastructure, and signals requirements			
Health & Welfare	R	0.2	11.0	Lower rates			
Pension	R	(0.2)	(5.8)	The unfavorable timing of expenses			

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**June 2013**  
**(\$ in millions)**

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Fringe Benefits	R	(1.5)	(16.5)	Primarily higher direct overhead expenses, resulting from increased reimbursable labor expenses			
Maintenance and Other Operating Contracts	R	(1.0)	(59.5)	Largely the unfavorable timing of building-related, operating contract and maintenance services costs			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Professional Service Contracts	R	(2.3)	over (100.0)	Mostly the unfavorable timing of data center, EDP maintenance & repair and IT hardware expenses			
Materials & Supplies	R	0.9	18.2	Mainly the favorable timing of non-vehicle maintenance requirements			
Other Business Expenses	R	(0.3)	(36.3)	Largely the unfavorable timing of travel and various miscellaneous expenses			

Table 4

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**CASH RECEIPTS and EXPENDITURES**  
**June 2013**  
**(\$ in millions)**

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$336.523	\$326.689	(\$9.834)	(2.9)	\$1,992.390	\$1,982.556	(\$9.834)	(0.5)
Vehicle Toll Revenue								
<b><u>Other Operating Revenue:</u></b>								
Fare Reimbursement	43.766	30.000	(13.766)	(31.5)	65.079	51.313	(13.766)	(21.2)
Paratransit Reimbursement	2.700	2.271	(0.429)	(15.9)	93.528	93.099	(0.429)	(0.5)
Other	3.722	3.453	(0.269)	(7.2)	133.102	132.833	(0.269)	(0.2)
Total Other Operating Revenue	50.188	35.724	(14.464)	(28.8)	291.709	277.245	(14.464)	(5.0)
Capital and Other Reimbursements	81.985	65.460	(16.525)	(20.2)	361.681	345.156	(16.525)	(4.6)
<b>Total Receipts</b>	<b>\$468.696</b>	<b>\$427.873</b>	<b>(\$40.823)</b>	<b>(8.7)</b>	<b>\$2,645.780</b>	<b>\$2,604.957</b>	<b>(\$40.823)</b>	<b>(1.5)</b>
<b><u>Expenditures</u></b>								
<b>Labor:</b>								
Payroll	240.249	237.867	2.382	1.0	1,581.467	1,579.085	2.382	0.2
Overtime	30.451	35.404	(4.953)	(16.3)	221.145	226.098	(4.953)	(2.2)
Total Salaries & Wages	270.700	273.271	(2.571)	(0.9)	1,802.612	1,805.183	(2.571)	(0.1)
Health and Welfare	42.551	46.050	(3.499)	(8.2)	363.918	367.417	(3.499)	(1.0)
OPEB Current Payment	28.607	38.990	(10.383)	(36.3)	145.331	155.714	(10.383)	(7.1)
Pensions	24.457	23.022	1.435	5.9	327.312	325.877	1.435	0.4
Other Fringe Benefits	27.831	32.474	(4.643)	(16.7)	180.918	185.561	(4.643)	(2.6)
Total Fringe Benefits	123.446	140.536	(17.090)	(13.8)	1,017.479	1,034.569	(17.090)	(1.7)
GASB Account	16.874	2.736	14.138	83.8	31.787	17.649	14.138	44.5
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$411.020</b>	<b>\$416.543</b>	<b>(\$5.523)</b>	<b>(1.3)</b>	<b>\$2,851.878</b>	<b>\$2,857.401</b>	<b>(\$5.523)</b>	<b>(0.2)</b>
<b>Non-Labor:</b>								
Electric Power	24.599	23.503	1.096	4.5	152.594	151.498	1.096	0.7
Fuel	7.415	8.228	(0.813)	(11.0)	93.544	94.357	(0.813)	(0.9)
Insurance	(1.002)	0.000	(1.002)	(100.0)	19.519	20.521	(1.002)	(5.1)
Claims	6.720	12.103	(5.383)	(80.1)	40.724	46.107	(5.383)	(13.2)
Paratransit Service Contracts	33.205	34.015	(0.810)	(2.4)	186.043	186.853	(0.810)	(0.4)
Mtce. and Other Operating Contracts	21.934	19.231	2.703	12.3	112.947	110.244	2.703	2.4
Professional Service Contracts	7.611	14.117	(6.506)	(85.5)	81.704	88.210	(6.506)	(8.0)
Materials & Supplies	35.658	23.534	12.124	34.0	190.059	177.935	12.124	6.4
Other Business Expenditures	5.691	8.167	(2.476)	(43.5)	33.952	36.428	(2.476)	(7.3)
<b>Total Non-Labor Expenditures</b>	<b>\$141.831</b>	<b>\$142.898</b>	<b>(\$1.067)</b>	<b>(0.8)</b>	<b>\$911.086</b>	<b>\$912.153</b>	<b>(\$1.067)</b>	<b>(0.1)</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$552.851</b>	<b>\$559.441</b>	<b>(\$6.590)</b>	<b>(1.2)</b>	<b>\$3,762.964</b>	<b>\$3,769.554</b>	<b>(\$6.590)</b>	<b>(0.2)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$84.155)</b>	<b>(\$131.568)</b>	<b>(\$47.413)</b>	<b>(56.3)</b>	<b>(\$1,117.184)</b>	<b>(\$1,164.597)</b>	<b>(\$47.413)</b>	<b>(4.2)</b>

NOTE: Totals may not add due to rounding.

Table 5

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**  
**June 2013**  
**(\$ in millions)**

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Operating Receipts	(14.5)	(28.8)	Due largely to the unfavorable timing of receipt of senior citizen fare reimbursements	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES		
Capital and Other Reimbursements	(16.5)	(20.2)	Mostly the unfavorable timing of reimbursements			
Health & Welfare (including OPEB current payment)	(13.9)	(19.5)	Mainly the unfavorable timing of payments			
Other Fringe Benefits	(4.6)	(16.7)	Mostly the unfavorable timing of payments			
GASB Account	14.1	83.8	The favorable timing of payments			
Electric Power	1.1	4.5	Mostly the favorable timing of payments, partly offset by higher expenses			
Fuel	(0.8)	(11.0)	The unfavorable timing of interagency payments, partly offset by lower expenses			
Insurance	(1.0)	(100.0)	The unfavorable timing of payments			
Claims	(5.4)	(80.1)	The unfavorable timing of claims payouts			
Maintenance Contracts	2.7	12.3	Primarily the favorable timing of payments, partly offset by the unfavorable timing of expenses			
Professional Service Contracts	(6.5)	(85.5)	Mostly due to the unfavorable timing of payments			
Materials & Supplies	12.1	34.0	Mainly the favorable timing of payments			
Other Business Expenses	(2.5)	(43.5)	Largely due to the unfavorable timing of payments			



Table 6

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**June 2013**  
**(\$ in millions)**

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$0.192	(\$12.579)	(\$12.771)	-	\$40.493	\$27.722	(\$12.771)	(31.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	37.685	23.919	(13.766)	(36.5)	16.800	3.034	(13.766)	(81.9)
Paratransit Reimbursement	(10.708)	(10.356)	0.352	3.3	12.179	12.531	0.352	2.9
Other	(8.236)	(8.409)	(0.173)	(2.1)	(50.244)	(50.417)	(0.173)	(0.3)
<b>Total Other Operating Revenue</b>	<b>18.741</b>	<b>5.154</b>	<b>(13.587)</b>	<b>(72.5)</b>	<b>(21.265)</b>	<b>(34.852)</b>	<b>(13.587)</b>	<b>(63.9)</b>
Capital and Other Reimbursements	10.000	(23.292)	(33.292)	(332.9)	(71.344)	(104.636)	(33.292)	(46.7)
<b>Total Receipts</b>	<b>\$28.933</b>	<b>(\$30.717)</b>	<b>(\$59.650)</b>	<b>(206.2)</b>	<b>(\$52.116)</b>	<b>(\$111.766)</b>	<b>(\$59.650)</b>	<b>(114.5)</b>
<b><u>Expenditures</u></b>								
Labor:								
Payroll	21.023	17.490	(3.533)	(16.8)	8.167	4.634	(3.533)	(43.3)
Overtime	2.357	3.537	1.180	50.1	9.824	11.004	1.180	12.0
Total Salaries & Wages	23.380	21.027	(2.353)	(10.1)	17.991	15.638	(2.353)	(13.1)
Health and Welfare	27.359	12.343	(15.016)	(54.9)	(34.343)	(49.359)	(15.016)	(43.7)
OPEB Current Payment	9.087	0.000	(9.087)	(100.0)	9.087	0.000	(9.087)	(100.0)
Pensions	0.000	0.067	0.067	-	(197.299)	(197.232)	0.067	0.0
Other Fringe Benefits	5.556	2.347	(3.209)	(57.8)	22.477	19.268	(3.209)	(14.3)
Total Fringe Benefits	42.002	14.757	(27.245)	(64.9)	(200.078)	(227.323)	(27.245)	(13.6)
GASB Account	(16.874)	(2.736)	14.138	83.8	(31.787)	(17.649)	14.138	44.5
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$48.508</b>	<b>\$33.048</b>	<b>(\$15.460)</b>	<b>(31.9)</b>	<b>(\$213.874)</b>	<b>(\$229.334)</b>	<b>(\$15.460)</b>	<b>(7.2)</b>
Non-Labor:								
Electric Power	0.000	3.449	3.449	-	2.867	6.316	3.449	120.3
Fuel	7.242	5.402	(1.840)	(25.4)	(9.621)	(11.461)	(1.840)	(19.1)
Insurance	5.871	4.394	(1.477)	(25.2)	7.592	6.115	(1.477)	(19.5)
Claims	0.721	(4.662)	(5.383)	(746.6)	3.922	(1.461)	(5.383)	(137.3)
Paratransit Service Contracts	0.730	(3.171)	(3.901)	(534.4)	(2.385)	(6.286)	(3.901)	(163.6)
Mtce. and Other Operating Contracts	(1.068)	7.694	8.762	820.4	(8.286)	0.476	8.762	105.7
Professional Service Contracts	2.250	(2.342)	(4.592)	(204.1)	(4.171)	(8.763)	(4.592)	(110.1)
Materials & Supplies	(3.314)	10.012	13.326	402.1	(23.399)	(10.073)	13.326	57.0
Other Business Expenses	0.523	(2.785)	(3.308)	(632.5)	(3.201)	(6.509)	(3.308)	(103.3)
<b>Total Non-Labor Expenditures</b>	<b>\$12.955</b>	<b>\$17.991</b>	<b>\$5.036</b>	<b>38.9</b>	<b>(\$36.682)</b>	<b>(\$31.646)</b>	<b>\$5.036</b>	<b>13.7</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$61.463</b>	<b>\$51.039</b>	<b>(\$10.424)</b>	<b>(17.0)</b>	<b>(\$250.556)</b>	<b>(\$260.980)</b>	<b>(\$10.424)</b>	<b>(4.2)</b>
Depreciation	125.000	118.141	(6.859)	(5.5)	710.145	703.286	(6.859)	(1.0)
OPEB Account	365.600	339.071	(26.529)	(7.3)	715.269	688.740	(26.529)	(3.7)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures</b>	<b>\$552.063</b>	<b>\$508.251</b>	<b>(\$43.812)</b>	<b>(7.9)</b>	<b>\$1,174.858</b>	<b>\$1,131.046</b>	<b>(\$43.812)</b>	<b>(3.7)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$580.996</b>	<b>\$477.534</b>	<b>(\$103.462)</b>	<b>(17.8)</b>	<b>\$1,122.742</b>	<b>\$1,019.280</b>	<b>(\$103.462)</b>	<b>(9.2)</b>

NOTE: Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**TOTAL POSITIONS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**June 2013**

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
<b>Administration:</b>				
Office of the President	57	40	17	
Law	265	259	6	
Office of the EVP	39	39	0	
Human Resources	226	248	(22)	
Office of Management and Budget	39	36	3	
Capital Planning & Budget	31	31	0	
Corporate Communications	251	237	14	
Technology & Information Services	447	432	15	
Non-Departmental	84	-	84	TWU Apprentice Program-none appointed currently
Labor Relations	96	88	8	
Materiel	240	237	3	
Controller	137	141	(4)	
<b>Total Administration</b>	<b>1,912</b>	<b>1,788</b>	<b>124</b>	
<b>Operations</b>				
Subways Rapid Transit Operations	7,312	7,311	1	
Subways Operations Support	317	325	(8)	
Subways Stations	2,611	2,612	(1)	
<b>Sub-total Subways</b>	<b>10,240</b>	<b>10,248</b>	<b>(8)</b>	
Buses	10,498	10,400	98	Actuals include Training/Safety, Budget in Bus Maint.(a)
Paratransit	209	191	18	
Operations Planning	416	401	15	
Revenue Control	460	430	30	
<b>Total Operations</b>	<b>21,823</b>	<b>21,670</b>	<b>153</b>	
<b>Maintenance</b>				
Subways Operations Support	205	208	(3)	
Subways Engineering	311	298	13	
Subways Car Equipment	4,208	4,206	2	
Subways Infrastructure	1,365	1,348	17	
Subways Elevator & Escalators	381	358	23	
Subways Stations	3,514	3,445	69	Mainly Maintenance Hourly and Supervisor Positions
Subways Track	2,730	2,682	48	
Subways Power	585	598	(13)	
Subways Signals	1,436	1,416	20	
Subways Electronic Maintenance	1,420	1,356	64	Mainly PTE's and Hourly Positions
<b>Sub-total Subways</b>	<b>16,155</b>	<b>15,915</b>	<b>240</b>	
Buses	3,747	3,650	97	Budget Includes Training/Safety, charged to Oper Bus (a)
Revenue Control	137	137	0	
Supply Logistics	561	558	3	
System Safety	88	87	1	
<b>Total Maintenance</b>	<b>20,688</b>	<b>20,347</b>	<b>341</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,218	1,187	31	
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,187</b>	<b>31</b>	
<b>Public Safety</b>				
Security	569	557	12	
<b>Total Public Safety</b>	<b>569</b>	<b>557</b>	<b>12</b>	
<b>Total Positions</b>	<b>46,210</b>	<b>45,549</b>	<b>661</b>	
Non-Reimbursable	41,726	40,656	1,070	
Reimbursable	4,484	4,893	(409)	
Total Full-Time	46,036	45,299	737	
Total Full-Time Equivalents	174	250	(76)	

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**TOTAL POSITIONS by FUNCTION and OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
June 2013

<b>FUNCTION/OCCUPATION</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Fav./Unfav)</b>	<b>Explanation</b>
<b>Administration:</b>				
Managers/Supervisors	646	568	78	
Professional, Technical, Clerical	1,150	1,196	(46)	
Operational Hourlies	116	24	92	
<b>Total Administration</b>	<b>1,912</b>	<b>1,788</b>	<b>124</b>	
<b>Operations</b>				
Managers/Supervisors	2,508	2,488	20	
Professional, Technical, Clerical	447	448	(1)	
Operational Hourlies	18,868	18,734	134	
<b>Total Operations</b>	<b>21,823</b>	<b>21,670</b>	<b>153</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,773	3,619	154	
Professional, Technical, Clerical	1,051	959	92	
Operational Hourlies	15,864	15,769	95	
<b>Total Maintenance</b>	<b>20,688</b>	<b>20,347</b>	<b>341</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	272	262	10	
Professional, Technical, Clerical	944	923	21	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,187</b>	<b>31</b>	
<b>Public Safety</b>				
Managers/Supervisors	196	190	6	
Professional, Technical, Clerical	36	32	4	
Operational Hourlies	337	335	2	
<b>Total Public Safety</b>	<b>569</b>	<b>557</b>	<b>12</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,395	7,127	268	
Professional, Technical, Clerical	3,628	3,558	70	
Operational Hourlies	35,187	34,864	323	
<b>Total Positions</b>	<b>46,210</b>	<b>45,549</b>	<b>661</b>	

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

	<u>6/30/13</u>	<u>6/30/12</u>
<b><u>Operating Inventory</u></b>		
Gross Inventory	\$279.199	\$272.880
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(74.500)	(66.900)
<b>Net Inventory</b>	<b>\$204.199</b>	<b>\$205.480</b>

**MTA New York City Transit**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	June						June Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	309,808	\$9.5	0	\$9.3	0	\$0.2 2.2%	1,884,722	\$57.9	0	\$57.7	0	\$0.2 .4%
<u>Unscheduled Service</u>	198,630	\$6.1	0	\$6.0	0	\$0.1 2.4%	1,327,794	\$40.8	0	\$40.6	0	\$0.1 .4%
Programmatic/Routine Maintenance	274,872	\$8.4	0	\$6.8	0	\$1.7 19.6%	1,617,841	\$49.7	0	\$48.0	0	\$1.7 3.3%
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>	36,963	\$1.1	0	\$2.7	0	(\$1.5) *	267,226	\$8.2	0	\$9.7	0	(\$1.5) *
<u>Weather Emergencies</u>	44,705	\$1.4	0	\$3.4	0	(\$2.0) *	808,801	\$24.8	0	\$26.8	0	(\$2.0) *
<u>Safety/Security/Law Enforcement</u>	8,957	\$0.3	0	\$0.2	0	\$0.1 30.8%	52,859	\$1.6	0	\$1.5	0	\$0.1 5.2%
<u>Other</u>	19,509	\$0.6	0	\$0.2	0	\$0.4 60.4%	33,266	\$1.0	0	\$0.7	0	\$0.4 35.4%
Subtotal	893,444	\$27.4	0	\$28.5	893,444	(\$1.1) (3.9%)	5,992,510	\$184.0	0	\$185.1	5,992,510	(\$1.1) (0.6%)
<b>REIMBURSABLE OVERTIME</b>	168,974	\$5.4	0	\$10.4	0	(\$5.1) *	1,477,426	\$47.0	0	\$52.1	0	(\$5.1) (10.8%)
<b>TOTAL OVERTIME</b>	<b>1,062,418</b>	<b>\$32.8</b>	<b>0</b>	<b>\$38.9</b>	<b>893,444</b>	<b>(\$6.1)</b> <b>(18.7%)</b>	<b>7,469,935</b>	<b>\$231.0</b>	<b>0</b>	<b>\$237.1</b>	<b>5,992,510</b>	<b>(\$6.1)</b> <b>(2.7%)</b>

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**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	June			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	0	\$0.2 (19.5%)		0	\$0.2 (19.5%)	
<u>Unscheduled Service</u>	0	\$0.1 (13.6%)		0	\$0.1 (13.6%)	
<u>Programmatic/Routine Maintenance</u>	0	\$1.7 (153.2%)	Primarily due to extra reimbursable period in June which resulted in favorable non-reimbursable, unfavorable reimbursable charges, particularly in Subways Track.	0	\$1.7 (153.2%)	Primarily due to extra reimbursable period in June which resulted in favorable non-reimbursable, unfavorable reimbursable charges, particularly in Subways Track.
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	0	(\$1.5) 141.6%	Mainly due to vacancy / absentee coverage in train operators, conductors, and bus operators.	0	(\$1.5) 141.6%	Mainly due to vacancy / absentee coverage in train operators, conductors, and bus operators.
<u>Weather Emergencies</u>	0	(\$2.0) 186.1%	Primarily due to Tropical Storm Sandy continued requirements, heavy rains and hot weather resulting in more Buses roadcalls.	0	(\$2.0) 186.1%	Primarily due to Tropical Storm Sandy continued requirements, heavy rains and hot weather resulting in more Buses roadcalls.
<u>Safety/Security/Law Enforcement</u>	0	\$0.1 -7.9%		0	\$0.1 -7.9%	
<u>Other</u>		\$0.4 (33.5%)		0	\$0.4 (33.5%)	
<b>Subtotal</b>	0	(\$1.1) 17.6%		0	(\$1.1) 17.6%	
<b>REIMBURSABLE OVERTIME</b>	0	(\$5.1) 82.4%	Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability and greater than anticipated shuttle services support in buses.	0	(\$5.1) 82.4%	Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability and greater than anticipated shuttle services support in buses.
<b>TOTAL OVERTIME</b>	<b>0</b>	<b>(\$6.1)</b>		<b>0</b>	<b>(\$6.1)</b>	

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**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance 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

#### June 2013

(All data are preliminary and subject to audit)

In the month of June, **operating revenues** were \$0.6 million, less than \$0.1 million (7.5 percent) below the Mid-Year Forecast (forecast), due mostly to the unfavorable timing of advertising revenue and student fare reimbursements. Inasmuch as the forecast includes actual results through May, the June year-to-date results represent the same dollar variances from forecast as the month.

Total **ridership** in June 2013 was 348,496 riders, 0.7 percent (2,496 riders) below forecast. June 2013 average weekday ridership was 15,287 riders, 7.0 percent (1,148 riders) lower than June 2012. Average weekday ridership for the twelve months ending June 2013 was 15,336 riders, 5.8 percent (936 riders) lower than the previous twelve-month period.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were lower than forecast in June by \$1.6 million (39.5 percent). Labor expenses underran by \$0.3 million (13.3 percent), mainly from the favorable timing of expenses and favorable accrual adjustments. Non-labor expenses were less than forecast by \$1.2 million (88.7 percent), due primarily to the timing of materials & supplies expenses and accrual adjustments, mostly impacting energy-related accounts. Again, year-to-date dollar variances versus forecast are the same as the month variances as actual results through May are included in the forecast.

Depreciation expenses were \$0.7 million (92.8 percent) favorable to the forecast, due to retroactive expense adjustments recognizing the retirements of some assets.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$0.1 million of accrued expenses in the month.

The **operating cash deficit** (excluding subsidies) in the month was \$2.8 million, \$0.3 million (9.1 percent) favorable to forecast.



Table 1

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2013**  
**(\$ in millions)**

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.460	0.473	0.013	2.8	-	-	-	-	0.460	0.473	0.013	2.8
Other Operating Revenue	0.192	0.130	(0.062)	(32.3)	-	-	-	-	0.192	0.130	(0.062)	(32.3)
Capital and Other Reimbursements	-	-	-	-	0.152	0.564	0.412	271.1	0.152	0.564	0.412	271.1
<b>Total Revenue</b>	<b>\$ 0.652</b>	<b>\$ 0.603</b>	<b>\$ (0.049)</b>	<b>(7.5)</b>	<b>\$ 0.152</b>	<b>\$ 0.564</b>	<b>\$ 0.412</b>	<b>271.1</b>	<b>\$ 0.804</b>	<b>\$ 1.167</b>	<b>\$ 0.363</b>	<b>45.1</b>
<b>Expenses</b>												
Labor:												
Payroll	1.354	1.314	0.040	3.0	0.009	(0.066)	0.075	833.3	1.363	1.248	0.115	8.4
Overtime	0.100	0.032	0.068	68.0	0.080	0.048	0.032	40.0	0.180	0.080	0.100	55.6
<b>Total Salaries &amp; Wages</b>	<b>\$ 1.454</b>	<b>\$ 1.346</b>	<b>\$ 0.108</b>	<b>7.4</b>	<b>\$ 0.089</b>	<b>\$ (0.018)</b>	<b>\$ 0.107</b>	<b>120.2</b>	<b>\$ 1.543</b>	<b>\$ 1.328</b>	<b>\$ 0.215</b>	<b>13.9</b>
Health and Welfare	0.370	0.037	0.333	90.0	0.060	(0.092)	0.152	253.3	0.430	(0.055)	0.485	112.8
OPEB Current Portion	0.082	0.137	(0.055)	(67.1)	-	-	-	-	0.082	0.137	(0.055)	(67.1)
Pensions	0.512	0.718	(0.206)	(40.2)	0.001	(0.090)	0.091	9,100.0	0.513	0.628	(0.115)	(22.4)
Other Fringe Benefits	0.163	-	0.163	100.0	0.002	0.163	(0.161)	(8,050.0)	0.165	0.163	0.002	1.2
<b>Total Fringe Benefits</b>	<b>\$ 1.127</b>	<b>\$ 0.892</b>	<b>\$ 0.235</b>	<b>20.9</b>	<b>\$ 0.063</b>	<b>\$ (0.019)</b>	<b>\$ 0.082</b>	<b>130.2</b>	<b>\$ 1.190</b>	<b>\$ 0.873</b>	<b>\$ 0.317</b>	<b>26.6</b>
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 2.581</b>	<b>\$ 2.238</b>	<b>\$ 0.343</b>	<b>13.3</b>	<b>\$ 0.152</b>	<b>\$ (0.037)</b>	<b>\$ 0.189</b>	<b>124.3</b>	<b>\$ 2.733</b>	<b>\$ 2.201</b>	<b>\$ 0.532</b>	<b>19.5</b>
Non-Labor:												
Electric Power	0.469	0.066	0.403	85.9	-	-	-	-	0.469	0.066	0.403	85.9
Fuel	0.034	(0.149)	0.183	538.2	-	-	-	-	0.034	(0.149)	0.183	538.2
Insurance	0.022	0.091	(0.069)	(313.6)	-	-	-	-	0.022	0.091	(0.069)	(313.6)
Claims	-	(0.068)	0.068	-	-	-	-	-	-	(0.068)	0.068	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.143	1.235	(1.092)	(763.6)	-	-	-	-	0.143	1.235	(1.092)	(763.6)
Professional Service Contracts	0.039	0.242	(0.203)	(520.5)	-	-	-	-	0.039	0.242	(0.203)	(520.5)
Materials & Supplies	0.668	(1.314)	1.982	296.7	-	0.601	(0.601)	-	0.668	(0.713)	1.381	206.7
Other Business Expenses	-	0.053	(0.053)	-	-	-	-	-	-	0.053	(0.053)	-
<b>Total Non-Labor Expenses</b>	<b>\$ 1.375</b>	<b>\$ 0.156</b>	<b>\$ 1.219</b>	<b>88.7</b>	<b>\$ -</b>	<b>\$ 0.601</b>	<b>\$ (0.601)</b>	<b>-</b>	<b>\$ 1.375</b>	<b>\$ 0.757</b>	<b>\$ 0.618</b>	<b>44.9</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 3.956</b>	<b>\$ 2.394</b>	<b>\$ 1.562</b>	<b>39.5</b>	<b>\$ 0.152</b>	<b>\$ 0.564</b>	<b>\$ (0.412)</b>	<b>(271.1)</b>	<b>\$ 4.108</b>	<b>\$ 2.958</b>	<b>\$ 1.150</b>	<b>28.0</b>
Depreciation	0.750	0.054	0.696	92.8	-	-	-	-	0.750	0.054	0.696	92.8
Other Post Employment Benefits	0.192	0.116	0.076	39.6	-	-	-	-	0.192	0.116	0.076	39.6
<b>Total Expenses</b>	<b>\$ 4.898</b>	<b>\$ 2.564</b>	<b>\$ 2.334</b>	<b>47.7</b>	<b>\$ 0.152</b>	<b>\$ 0.564</b>	<b>\$ (0.412)</b>	<b>(271.1)</b>	<b>\$ 5.050</b>	<b>\$ 3.128</b>	<b>\$ 1.922</b>	<b>38.1</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (4.246)</b>	<b>\$ (1.961)</b>	<b>\$ 2.285</b>	<b>53.8</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (4.246)</b>	<b>\$ (1.961)</b>	<b>\$ 2.285</b>	<b>53.8</b>

Table 2

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2013 Year-to-Date**  
**(\$ in millions)**

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	2.628	2.641	0.013	0.5	-	-	-	-	2.628	2.641	0.013	0.5
Other Operating Revenue	1.368	1.306	(0.062)	(4.5)	-	-	-	-	1.368	1.306	(0.062)	(4.5)
Capital and Other Reimbursements	-	-	-	-	0.759	1.171	0.412	54.3	0.759	1.171	0.412	54.3
<b>Total Revenue</b>	<b>\$ 3.996</b>	<b>\$ 3.947</b>	<b>\$ (0.049)</b>	<b>(1.2)</b>	<b>\$ 0.759</b>	<b>\$ 1.171</b>	<b>\$ 0.412</b>	<b>54.3</b>	<b>\$ 4.755</b>	<b>\$ 5.118</b>	<b>\$ 0.363</b>	<b>7.6</b>
<b>Expenses</b>												
Labor:												
Payroll	7.957	7.917	0.040	0.5	0.230	0.155	0.075	32.6	8.187	8.072	0.115	1.4
Overtime	1.350	1.282	0.068	5.0	0.226	0.194	0.032	14.2	1.576	1.476	0.100	6.3
<b>Total Salaries &amp; Wages</b>	<b>\$ 9.307</b>	<b>\$ 9.199</b>	<b>\$ 0.108</b>	<b>1.2</b>	<b>\$ 0.456</b>	<b>\$ 0.349</b>	<b>\$ 0.107</b>	<b>23.5</b>	<b>\$ 9.763</b>	<b>\$ 9.548</b>	<b>\$ 0.215</b>	<b>2.2</b>
Health and Welfare	1.815	1.482	0.333	18.3	0.152	-	0.152	100.0	1.967	1.482	0.485	24.7
OPEB Current Portion	0.341	0.396	(0.055)	(16.1)	-	-	-	-	0.341	0.396	(0.055)	(16.1)
Pensions	2.544	2.750	(0.206)	(8.1)	0.091	-	0.091	100.0	2.635	2.750	(0.115)	(4.4)
Other Fringe Benefits	0.673	0.510	0.163	24.2	0.060	0.221	(0.161)	(268.3)	0.733	0.731	0.002	0.3
<b>Total Fringe Benefits</b>	<b>\$ 5.373</b>	<b>\$ 5.138</b>	<b>\$ 0.235</b>	<b>4.4</b>	<b>\$ 0.303</b>	<b>\$ 0.221</b>	<b>\$ 0.082</b>	<b>27.1</b>	<b>\$ 5.676</b>	<b>\$ 5.359</b>	<b>\$ 0.317</b>	<b>5.6</b>
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 14.680</b>	<b>\$ 14.337</b>	<b>\$ 0.343</b>	<b>2.3</b>	<b>\$ 0.759</b>	<b>\$ 0.570</b>	<b>\$ 0.189</b>	<b>24.9</b>	<b>\$ 15.439</b>	<b>\$ 14.907</b>	<b>\$ 0.532</b>	<b>3.4</b>
Non-Labor:												
Electric Power	2.295	1.892	0.403	17.6	-	-	-	-	2.295	1.892	0.403	17.6
Fuel	0.183	-	0.183	100.0	-	-	-	-	0.183	-	0.183	100.0
Insurance	0.124	0.193	(0.069)	(55.6)	-	-	-	-	0.124	0.193	(0.069)	(55.6)
Claims	0.080	0.012	0.068	85.0	-	-	-	-	0.080	0.012	0.068	85.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.720	1.812	(1.092)	(151.7)	-	-	-	-	0.720	1.812	(1.092)	(151.7)
Professional Service Contracts	0.188	0.391	(0.203)	(108.0)	-	-	-	-	0.188	0.391	(0.203)	(108.0)
Materials & Supplies	2.487	0.505	1.982	79.7	-	0.601	(0.601)	-	2.487	1.106	1.381	55.5
Other Business Expenses	0.003	0.056	(0.053)	(1,766.7)	-	-	-	-	0.003	0.056	(0.053)	(1,766.7)
<b>Total Non-Labor Expenses</b>	<b>\$ 6.080</b>	<b>\$ 4.861</b>	<b>\$ 1.219</b>	<b>20.0</b>	<b>\$ -</b>	<b>\$ 0.601</b>	<b>\$ (0.601)</b>	<b>-</b>	<b>\$ 6.080</b>	<b>\$ 5.462</b>	<b>\$ 0.618</b>	<b>10.2</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 20.760</b>	<b>\$ 19.198</b>	<b>\$ 1.562</b>	<b>7.5</b>	<b>\$ 0.759</b>	<b>\$ 1.171</b>	<b>\$ (0.412)</b>	<b>(54.3)</b>	<b>\$ 21.519</b>	<b>\$ 20.369</b>	<b>\$ 1.150</b>	<b>5.3</b>
Depreciation	4.500	3.804	0.696	15.5	-	-	-	-	4.500	3.804	0.696	15.5
Other Post Employment Benefits	1.147	1.071	0.076	6.6	-	-	-	-	1.147	1.071	0.076	6.6
<b>Total Expenses</b>	<b>\$ 26.407</b>	<b>\$ 24.073</b>	<b>\$ 2.334</b>	<b>8.8</b>	<b>\$ 0.759</b>	<b>\$ 1.171</b>	<b>\$ (0.412)</b>	<b>(54.3)</b>	<b>\$ 27.166</b>	<b>\$ 25.244</b>	<b>\$ 1.922</b>	<b>7.1</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (22.411)</b>	<b>\$ (20.126)</b>	<b>\$ 2.285</b>	<b>10.2</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (22.411)</b>	<b>\$ (20.126)</b>	<b>\$ 2.285</b>	<b>10.2</b>

Table 3

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**June 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>	
Other Operating Revenue	Non Reimb.	(0.062)	(32.3)	Mostly due to the unfavorable timing of advertising revenue and student fare reimbursements			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Overtime	Non Reimb.	0.068	68.0	Mainly the favorable timing of expenses			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.278	61.5	Largely year-to-date accrual adjustments			
Pension	Non Reimb.	(0.206)	(40.2)	Primarily the unfavorable timing of expenses			
Electric Power	Non Reimb.	0.403	85.9	Largely accrual adjustments			
Fuel	Non Reimb.	0.183	over 100.0	Mostly accrual adjustments			
Insurance	Non Reimb.	(0.069)	over (100.0)	Catch-up of expenses			
Maintenance Contracts	Non Reimb.	(1.092)	over (100.0)	Classification transfer of the purchases of non-revenue vehicles forecasted in Materials & Supplies			
Professional Service Contracts	Non Reimb.	(0.203)	over (100.0)	Catch-up of expenses			
Materials & Supplies	Non-Reimb.	1.982	over 100.0	Mostly classification transfer of non-revenue vehicles to Maintenance Contracts and the favorable timing of expenses			
Capital and Other Reimbursements	Reimb.	0.412	over 100.0	Reimbursement provision for Capital Project expense requirements			
Payroll	Reimb.	0.075	over 100.0	Accrual adjustments			
Overtime	Reimb.	0.032	40.0	Timing of Contractor requirements			
Health and Welfare	Reimb.	0.152	over 100.0	Accrual adjustments			
Other Fringe Benefits	Reimb.	(0.161)	over (100.0)	Reflects mostly reimbursable overhead expense adjustments			
Materials & Supplies	Reimb.	(0.601)	n/a	Material requirements for Signals and St. George station projects			

Table 4

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**CASH RECEIPTS and EXPENDITURES**  
**June 2013**  
**(\$ in millions)**

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	0.398	0.485	0.087	21.9	2.597	2.684	0.087	3.4
Other Operating Revenue	0.479	-	(0.479)	(100.0)	1.922	1.443	(0.479)	(24.9)
Capital and Other Reimbursements	0.220	-	(0.220)	(100.0)	0.996	0.776	(0.220)	(22.1)
<b>Total Receipts</b>	<b>\$ 1.097</b>	<b>\$ 0.485</b>	<b>\$ (0.612)</b>	<b>(55.8)</b>	<b>\$ 5.515</b>	<b>\$ 4.903</b>	<b>\$ (0.612)</b>	<b>(11.1)</b>
<b><u>Expenditures</u></b>								
Labor:								
Payroll	1.436	1.521	(0.085)	(5.9)	7.715	7.800	(0.085)	(1.1)
Overtime	0.177	0.264	(0.087)	(49.2)	1.427	1.514	(0.087)	(6.1)
Health and Welfare	0.465	0.283	0.182	39.1	1.754	1.572	0.182	10.4
OPEB Current Portion	0.088	0.001	0.087	98.9	0.300	0.213	0.087	29.0
Pensions	0.455	0.483	(0.028)	(6.2)	2.980	3.008	(0.028)	(0.9)
Other Fringe Benefits	0.201	-	0.201	100.0	0.517	0.316	0.201	38.9
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 2.822</b>	<b>\$ 2.552</b>	<b>\$ 0.270</b>	<b>9.6</b>	<b>\$ 14.693</b>	<b>\$ 14.423</b>	<b>\$ 0.270</b>	<b>1.8</b>
Non-Labor:								
Electric Power	0.451	0.571	(0.120)	(26.6)	2.403	2.523	(0.120)	(5.0)
Fuel	0.020	0.017	0.003	15.0	0.263	0.260	0.003	1.1
Insurance	0.034	0.001	0.033	97.1	0.062	0.029	0.033	53.2
Claims	0.009	-	0.009	100.0	0.026	0.017	0.009	34.6
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.201	0.024	0.177	88.1	0.777	0.600	0.177	22.8
Professional Service Contracts	0.058	0.010	0.048	82.8	0.293	0.245	0.048	16.4
Materials & Supplies	0.560	0.090	0.470	83.9	2.779	2.309	0.470	16.9
Other Business Expenditures	0.001	-	0.001	100.0	0.002	0.001	0.001	50.0
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.334</b>	<b>\$ 0.713</b>	<b>\$ 0.621</b>	<b>46.6</b>	<b>\$ 6.605</b>	<b>\$ 5.984</b>	<b>\$ 0.621</b>	<b>9.4</b>
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 4.156</b>	<b>\$ 3.265</b>	<b>\$ 0.891</b>	<b>21.4</b>	<b>\$ 21.298</b>	<b>\$ 20.407</b>	<b>\$ 0.891</b>	<b>4.2</b>
<b>Operating Cash Deficit</b>	<b>\$ (3.059)</b>	<b>\$ (2.780)</b>	<b>\$ 0.279</b>	<b>9.1</b>	<b>\$ (15.783)</b>	<b>\$ (15.504)</b>	<b>\$ 0.279</b>	<b>1.8</b>

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**  
**June 2013**  
**(\$ in millions)**

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>
	<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Revenue	0.087	21.9%	Favorable timing of cash receipts/settlements with NYCT			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Other Operating Revenue	(0.479)	(100.0%)	Unfavorable timing of fare reimbursements and advertising receipts			
Capital Reimbursements	(0.220)	(100.0%)	Mostly unfavorable timing of reimbursements			
Payroll	(0.085)	(5.9%)	Unfavorable timing of payments			
Overtime	(0.087)	(49.2%)	Unfavorable timing of payments			
Health and Welfare (including OPEB current payment)	0.269	48.6%	Favorable timing of payments			
Electric Power	(0.120)	(26.6%)	Unfavorable timing of payments			
Maintenance Contracts	0.177	88.1%	The favorable timing of payments			
Materials and Supplies	0.470	83.9%	The favorable timing of payments			

Table 6

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**June 2013**  
**(\$ in millions)**

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	(0.062)	0.012	0.074	119.4	(0.031)	0.043	0.074	238.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.287	(0.130)	(0.417)	(145.3)	0.554	0.137	(0.417)	(75.3)
Capital and Other Reimbursements	0.068	(0.564)	(0.632)	(929.4)	0.237	(0.395)	(0.632)	(266.7)
<b>Total Receipts</b>	<b>\$0.293</b>	<b>(\$0.682)</b>	<b>(\$0.975)</b>	<b>(332.8)</b>	<b>\$0.760</b>	<b>(\$0.215)</b>	<b>(\$0.975)</b>	<b>(128.3)</b>
<b><u>Expenditures</u></b>								
Labor:								
Payroll	(0.073)	(0.273)	(0.200)	(274.0)	0.472	0.272	(0.200)	(42.4)
Overtime	0.003	(0.184)	(0.187)	(6,233.3)	0.149	(0.038)	(0.187)	(125.5)
Health and Welfare	(0.035)	(0.338)	(0.303)	(865.7)	0.213	(0.090)	(0.303)	(142.3)
OPEB Current Portion	(0.006)	0.136	0.142	2,366.7	0.041	0.183	0.142	346.3
Pensions	0.058	0.145	0.087	150.0	(0.345)	(0.258)	0.087	25.2
Other Fringe Benefits	(0.036)	0.163	0.199	552.8	0.216	0.415	0.199	92.1
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$0.089)</b>	<b>(\$0.351)</b>	<b>(\$0.262)</b>	<b>(294.4)</b>	<b>\$0.746</b>	<b>\$0.484</b>	<b>(\$0.262)</b>	<b>(35.1)</b>
Non-Labor:								
Electric Power	0.018	(0.505)	(0.523)	(2,905.6)	(0.108)	(0.631)	(0.523)	(484.3)
Fuel	0.014	(0.166)	(0.180)	(1,285.7)	(0.080)	(0.260)	(0.180)	(225.0)
Insurance	(0.012)	0.090	0.102	850.0	0.062	0.164	0.102	164.5
Claims	(0.009)	(0.068)	(0.059)	(655.6)	0.054	(0.005)	(0.059)	(109.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	(0.058)	1.211	1.269	-	(0.057)	1.212	1.269	2,226.3
Professional Service Contracts	(0.019)	0.232	0.251	1,321.1	(0.105)	0.146	0.251	239.0
Materials & Supplies	0.108	(0.803)	(0.911)	(843.5)	(0.292)	(1.203)	(0.911)	(312.0)
Other Business Expenditures	(0.001)	0.053	0.054	-	0.001	0.055	0.054	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.041</b>	<b>\$0.044</b>	<b>\$0.003</b>	<b>-</b>	<b>(\$0.525)</b>	<b>(\$0.522)</b>	<b>\$0.003</b>	<b>-</b>
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses</b>								
<b>before Depreciation and OPEB</b>	<b>(\$0.048)</b>	<b>(\$0.307)</b>	<b>(\$0.259)</b>	<b>(539.6)</b>	<b>\$0.221</b>	<b>(\$0.038)</b>	<b>(\$0.259)</b>	<b>(117.2)</b>
Depreciation Adjustment	0.750	0.054	(0.696)	(92.8)	4.500	3.804	(0.696)	(15.5)
Other Post Employment Benefits	0.192	0.116	(0.076)	(39.6)	1.147	1.071	(0.076)	(6.6)
<b>Total Expenditures</b>	<b>\$0.894</b>	<b>(\$0.137)</b>	<b>(\$1.031)</b>	<b>(115.3)</b>	<b>\$5.868</b>	<b>\$4.837</b>	<b>(\$1.031)</b>	<b>(17.6)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$1.187</b>	<b>(\$0.819)</b>	<b>(\$2.006)</b>	<b>(169.0)</b>	<b>\$6.628</b>	<b>\$4.622</b>	<b>(\$2.006)</b>	<b>(30.3)</b>

**MTA STATEN ISLAND RAILWAY**  
**RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)**  
**2013 MID-YEAR FORECAST VERSUS 2013 PRELIMINARY ACTUAL**  
(in millions)

<b>Month of June</b>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.346	0.348	0.002	0.7%	

<b>Year to Date</b>				
2.117	2.119	0.002	0.1%	

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 June				Explanation
	2012	2013	Variance		
			Amount	Percent	
Average Weekday	0.016	0.015	(0.001)	(7.0%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.009	(0.001)	(9.5%)	Residual ridership losses from Sandy
12-Month Rolling Average					
Average Weekday	0.016	0.015	(0.001)	(5.8%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.008	(0.001)	(12.9%)	Residual ridership losses from Sandy

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



**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**June 2013**

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	14	17	(3)
General Office	8	8	0
Purchasing/Stores	6	6	0
<b>Total Administration</b>	<b>28</b>	<b>31</b>	<b>(3)</b>
<b>Operations</b>			
Transportation	91	97	(6)
<b>Total Operations</b>	<b>91</b>	<b>97</b>	<b>(6)</b>
<b>Maintenance</b>			
Mechanical	43	40	3
Electronics/Electrical	12	9	3
Power/Signals	26	27	(1)
Maintenance of Way	46	46	0
Infrastructure	25	26	(1)
<b>Total Maintenance</b>	<b>152</b>	<b>148</b>	<b>4</b>
<b>Total Positions</b>	<b>271</b>	<b>276</b>	<b>(5)</b>
Non-Reimbursable	268	273	(5)
Reimbursable	3	3	0
Total Full-Time	271	276	(5)
Total Full-Time-Equivalents	0	0	0

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION**  
June 2013

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	16	15	1	
Professional, Technical, Clerical	12	16	(4)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>28</b>	<b>31</b>	<b>(3)</b>	
<b>Operations</b>				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	83	93	(10)	Timing of retirees/replacements
<b>Total Operations</b>	<b>91</b>	<b>97</b>	<b>(6)</b>	
<b>Maintenance</b>				
Managers/Supervisors	7	13	(6)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	142	133	9	
<b>Total Maintenance</b>	<b>152</b>	<b>148</b>	<b>4</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
<b>Total Engineering/Capital</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Public Safety</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
<b>Total Public Safety</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Positions</b>				
Managers/Supervisors	28	30	(2)	
Professional, Technical, Clerical	18	20	(2)	
Operational Hourlies	225	226	(1)	
<b>Total Positions</b>	<b>271</b>	<b>276</b>	<b>(5)</b>	

**FINANCIAL AND RIDERSHIP REPORT****June 2013**

(All data are preliminary and subject to audit)

**Preliminary Actual Results Compared to the Mid-Year Forecast (forecast)**

Operating revenue was \$17.9 million in June, less than \$0.1 million (0.1 percent) below forecast. Farebox revenue was \$0.2 million (1.1 percent) above forecast, due mostly to greater than forecasted ridership. Other operating revenue was \$0.2 million (10.1 percent) below forecast, due to lower senior fare reimbursements. Year-to-date, operating revenue was \$108.0 million, less than \$0.1 million (0.0 percent) below forecast.

Total ridership in June was 10.0 million riders, 0.9 percent (0.1 million riders) above forecast, and year-to-date, ridership was 62.8 million riders, 0.1 percent (0.1 million riders) above forecast. June average weekday ridership was 398,327 riders, an increase of 0.7 percent (2,704 riders) from June 2012. Average weekday ridership for the twelve months ending June 2013 was 405,795 riders, an increase of 1.9 percent (7,513 riders) from the twelve months ending June 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$44.3 million in June, \$1.3 million (2.8 percent) lower than forecast. Labor expenses overran forecast by \$0.6 million (2.0 percent), due to higher overtime expenses caused by residual Sandy requirements, shuttle service requirements in support of the Metro North derailment, the correction of defects identified in inspections, and adverse weather. Non-labor expenses were below forecast by \$1.9 million (14.4 percent), including lower fuel expenses of \$0.7 million (20.3 percent), and a net underrun in maintenance contracts/materials & supplies of \$0.8 million, due mostly to the favorable timing of expenses. Year-to-date, expenses were unfavorable by \$0.5 million (0.2 percent), including labor expenses, which were higher than forecast by \$1.3 million (0.6 percent), and non-labor expenses, which were under by \$0.9 million (1.3 percent). These variances resulted largely from the same factors affecting the month except for additional professional service contract expenses that adversely affected non-labor results.

Depreciation expenses year-to-date of \$24.7 million were \$1.3 million (5.4 percent) higher than forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$30.0 million of accrued expenses year-to-date, \$2.1 million (7.6 percent) higher than forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$145.8 million, \$4.7 million (3.1 percent) below forecast.

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2013**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 16.243	\$ 16.424	\$ 0.181	1.1	\$ -	\$ -	\$ -	-	\$ 16.243	\$ 16.424	\$ 0.181	1.1
Other Operating Income	1.665	1.497	(0.168)	(10.1)	-	-	-	-	1.665	1.497	(0.168)	(10.1)
Capital and Other Reimbursements	-	-	-	-	0.481	0.360	(0.121)	(25.2)	0.481	0.360	(0.121)	(25.2)
<b>Total Revenue</b>	<b>\$ 17.908</b>	<b>\$ 17.921</b>	<b>\$ 0.013</b>	<b>0.1</b>	<b>\$ 0.481</b>	<b>\$ 0.360</b>	<b>\$ (0.121)</b>	<b>(25.2)</b>	<b>\$ 18.389</b>	<b>\$ 18.281</b>	<b>\$ (0.108)</b>	<b>(0.6)</b>
<b>Labor:</b>												
Payroll	\$ 18.913	\$ 18.913	\$ -	0.0	\$ 0.241	\$ 0.241	\$ -	0.0	\$ 19.154	\$ 19.154	\$ -	0.0
Overtime	3.252	3.886	(0.634)	(19.5)	-	-	-	-	3.252	3.886	(0.634)	(19.5)
Health and Welfare	1.853	1.853	-	0.0	0.069	0.069	-	0.0	1.922	1.922	-	0.0
OPEB Current Payment	1.216	1.216	-	0.0	-	-	-	-	1.216	1.216	-	0.0
Pensions	3.934	3.934	-	0.0	0.034	0.034	-	0.0	3.968	3.968	-	0.0
Other Fringe Benefits	3.231	3.231	-	0.0	0.016	0.016	-	0.0	3.247	3.247	-	0.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 32.399</b>	<b>\$ 33.033</b>	<b>\$ (0.634)</b>	<b>(2.0)</b>	<b>\$ 0.360</b>	<b>\$ 0.360</b>	<b>\$ -</b>	<b>0.0</b>	<b>\$ 32.759</b>	<b>\$ 33.393</b>	<b>\$ (0.634)</b>	<b>(1.9)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.074	\$ 0.139	\$ (0.065)	(87.8)	\$ -	\$ -	\$ -	-	\$ 0.074	\$ 0.139	\$ (0.065)	(87.8)
Fuel	3.517	2.805	0.712	20.3	-	-	-	-	3.517	2.805	0.712	20.3
Insurance	0.248	0.187	0.061	24.6	-	-	-	-	0.248	0.187	0.061	24.6
Claims	2.166	2.166	-	0.0	-	-	-	-	2.166	2.166	-	0.0
Maintenance and Other Operating Contracts	2.702	1.281	1.421	52.6	0.037	-	0.037	100.0	2.739	1.281	1.458	53.2
Professional Service Contracts	1.724	1.400	0.324	18.8	-	-	-	-	1.724	1.400	0.324	18.8
Materials & Supplies	2.318	2.904	(0.586)	(25.3)	0.084	-	0.084	100.0	2.402	2.904	(0.502)	(20.9)
Other Business Expense	0.369	0.346	0.023	6.2	-	-	-	-	0.369	0.346	0.023	6.2
<b>Total Non-Labor Expenses</b>	<b>\$ 13.119</b>	<b>\$ 11.228</b>	<b>\$ 1.890</b>	<b>14.4</b>	<b>\$ 0.121</b>	<b>\$ -</b>	<b>\$ 0.121</b>	<b>100.0</b>	<b>\$ 13.240</b>	<b>\$ 11.228</b>	<b>\$ 2.011</b>	<b>15.2</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 45.518</b>	<b>\$ 44.261</b>	<b>\$ 1.256</b>	<b>2.8</b>	<b>\$ 0.481</b>	<b>\$ 0.360</b>	<b>\$ 0.121</b>	<b>25.2</b>	<b>\$ 45.999</b>	<b>\$ 44.621</b>	<b>\$ 1.377</b>	<b>3.0</b>
Depreciation	\$ 3.520	\$ 4.127	(0.607)	(17.2)	-	-	-	-	3.520	4.127	(0.607)	(17.2)
OPEB Obligation	4.691	6.883	(2.192)	(46.7)	-	-	-	-	4.691	6.883	(2.192)	(46.7)
Environmental Remediation	-	0.003	(0.003)	-	-	-	-	-	-	0.003	(0.003)	-
<b>Total Expenses</b>	<b>\$ 53.729</b>	<b>\$ 55.274</b>	<b>\$ (1.546)</b>	<b>(2.9)</b>	<b>\$ 0.481</b>	<b>\$ 0.360</b>	<b>\$ 0.121</b>	<b>25.2</b>	<b>\$ 54.210</b>	<b>\$ 55.634</b>	<b>\$ (1.425)</b>	<b>(2.6)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (35.821)</b>	<b>\$ (37.353)</b>	<b>\$ (1.533)</b>	<b>(4.3)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (35.821)</b>	<b>\$ (37.353)</b>	<b>\$ (1.533)</b>	<b>(4.3)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2013 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 96.849	\$ 97.030	\$ 0.181	0.2	\$ -	\$ -	\$ -	-	\$ 96.849	\$ 97.030	\$ 0.181	0.2
Other Operating Income	11.095	10.927	(0.168)	(1.5)	-	-	-	-	11.095	10.927	(0.168)	(1.5)
Capital and Other Reimbursements	-	-	-	-	2.944	2.848	(0.096)	(3.3)	2.944	2.848	(0.096)	(3.3)
<b>Total Revenue</b>	<b>\$ 107.944</b>	<b>\$ 107.957</b>	<b>\$ 0.013</b>	<b>0.0</b>	<b>\$ 2.944</b>	<b>\$ 2.848</b>	<b>\$ (0.096)</b>	<b>(3.3)</b>	<b>\$ 110.888</b>	<b>\$ 110.805</b>	<b>\$ (0.083)</b>	<b>(0.1)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 115.788	\$ 115.788	\$ -	0.0	\$ 1.669	\$ 1.670	\$ (0.001)	(0.1)	\$ 117.457	\$ 117.458	\$ (0.001)	(0.0)
Overtime	21.660	22.989	(1.329)	(6.1)	-	-	-	-	21.660	22.989	(1.329)	(6.1)
Health and Welfare	20.564	20.564	-	0.0	0.450	0.450	-	0.0	21.014	21.014	-	0.0
OPEB Current Payment	7.296	7.296	-	0.0	-	-	-	-	7.296	7.296	-	0.0
Pensions	23.042	23.042	-	0.0	0.221	0.221	-	0.0	23.263	23.263	-	0.0
Other Fringe Benefits	18.243	18.243	-	0.0	0.313	0.313	-	0.0	18.556	18.556	-	0.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 206.593</b>	<b>\$ 207.922</b>	<b>\$ (1.329)</b>	<b>(0.6)</b>	<b>\$ 2.653</b>	<b>\$ 2.654</b>	<b>\$ (0.001)</b>	<b>(0.0)</b>	<b>\$ 209.246</b>	<b>\$ 210.576</b>	<b>\$ (1.330)</b>	<b>(0.6)</b>
<i>Non-Labor:</i>												
Electric Power	\$ 0.717	\$ 0.782	\$ (0.065)	(9.1)	\$ -	\$ -	\$ -	-	\$ 0.717	\$ 0.782	\$ (0.065)	(9.1)
Fuel	17.967	17.255	0.712	4.0	-	-	-	-	17.967	17.255	0.712	4.0
Insurance	1.182	1.121	0.061	5.2	-	-	-	-	1.182	1.121	0.061	5.2
Claims	13.001	13.001	(0.000)	(0.0)	-	-	-	-	13.001	13.001	(0.000)	(0.0)
Maintenance and Other Operating Contracts	9.229	7.808	1.421	15.4	(0.002)	-	(0.002)	(100.0)	9.227	7.808	1.419	15.4
Professional Service Contracts	6.919	7.605	(0.686)	(9.9)	-	-	-	-	6.919	7.605	(0.686)	(9.9)
Materials & Supplies	15.620	16.207	(0.587)	(3.8)	0.293	0.194	0.099	33.8	15.913	16.401	(0.488)	(3.1)
Other Business Expense	1.997	1.974	0.023	1.2	-	-	-	-	1.997	1.974	0.023	1.2
<b>Total Non-Labor Expenses</b>	<b>\$ 66.633</b>	<b>\$ 65.754</b>	<b>\$ 0.879</b>	<b>1.3</b>	<b>\$ 0.291</b>	<b>\$ 0.194</b>	<b>\$ 0.097</b>	<b>33.3</b>	<b>\$ 66.924</b>	<b>\$ 65.948</b>	<b>\$ 0.976</b>	<b>1.5</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 273.226</b>	<b>\$ 273.676</b>	<b>\$ (0.450)</b>	<b>(0.2)</b>	<b>\$ 2.944</b>	<b>\$ 2.848</b>	<b>\$ 0.096</b>	<b>3.3</b>	<b>\$ 276.170</b>	<b>\$ 276.524</b>	<b>\$ (0.354)</b>	<b>(0.1)</b>
Depreciation	23.414	24.682	(1.268)	(5.4)	-	-	-	-	23.414	24.682	(1.268)	(5.4)
OPEB Obligation	27.854	29.973	(2.119)	(7.6)	-	-	-	-	27.854	29.973	(2.119)	(7.6)
Environmental Remediation	-	1.652	(1.652)	-	-	-	-	-	-	1.652	(1.652)	-
<b>Total Expenses</b>	<b>\$ 324.494</b>	<b>\$ 329.982</b>	<b>\$ (5.489)</b>	<b>(1.7)</b>	<b>\$ 2.944</b>	<b>\$ 2.848</b>	<b>\$ 0.096</b>	<b>3.3</b>	<b>\$ 327.438</b>	<b>\$ 332.830</b>	<b>\$ (5.392)</b>	<b>(1.6)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (216.550)</b>	<b>\$ (222.026)</b>	<b>\$ (5.475)</b>	<b>(2.5)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (216.550)</b>	<b>\$ (222.026)</b>	<b>\$ (5.475)</b>	<b>(2.5)</b>

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NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	June 2013			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.181	1.1	Greater than anticipated ridership levels and higher average fares	\$ 0.181	0.2	Greater than anticipated ridership levels and higher average fares
Other Operating Revenue	NR	\$ (0.168)	(10.1)	Lower senior fare reimbursements.	\$ (0.168)	(1.5)	Lower senior fare reimbursements.
Capital and Other Reimbursements	R	\$ (0.121)	(25.2)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies	\$ (0.096)	(3.3)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies
<b>Total Revenue Variance</b>		<b>\$ (0.108)</b>	<b>(0.6)</b>		<b>\$ (0.083)</b>	<b>(0.1)</b>	
Payroll	NR	\$ -	-	(a)	\$ -	-	(a)
Overtime	NR	\$ (0.634)	(19.5)	Residual impact of Tropical Storm Sandy activities, shuttle services in support of Metro North derailment and accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to heat wave in late May and June.	\$ (1.329)	(6.1)	Residual impact of Tropical Storm Sandy activities, shuttle services in support of Metro North derailment and accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to heat wave in late May and June.
Health and Welfare (including OPEB)	NR	\$ -	-	(a)	\$ -	-	(a)
Pension	NR	\$ -	-	(a)	\$ -	-	(a)
Other Fringe Benefits	NR	\$ -	-	(a)	\$ -	-	(a)
Electric Power	NR	\$ (0.065)	(87.8)	Higher than anticipated expenses	\$ (0.065)	(9.1)	Higher than anticipated expenses
Fuel	NR	\$ 0.712	20.3	Lower than anticipated expenses	\$ 0.712	4.0	Lower than anticipated expenses
Insurance	NR	\$ 0.061	24.6	(a)	\$ 0.061	5.2	(a)
Claims	NR	\$ -	-	(a)	\$ (0.000)	(0.0)	(a)
Maintenance and Other Operating Contracts	NR	\$ 1.421	52.6	Mainly due to traction motors, and alternator units charged to Material & Supplies, partially offset by prior period expenses.	\$ 1.421	15.4	Mainly due to traction motors, and alternator units charged to Material & Supplies, partially offset by prior period expenses.
Professional Service Contracts	NR	\$ 0.324	18.8	Lower than anticipated expenses	\$ (0.686)	(9.9)	Higher than anticipated expenses
Materials & Supplies	NR	\$ (0.586)	(25.3)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts	\$ (0.587)	(3.8)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts
Other Business Expense	NR	\$ 0.023	6.2	(a)	\$ 0.023	1.2	(a)
Depreciation	NR	\$ (0.607)	(17.2)	Non cash expense	\$ (1.268)	(5.4)	Non cash expense
Other Post Employment Benefits	NR	\$ (2.192)	(46.7)	Non cash expense	\$ (2.119)	(7.6)	Non cash expense
Environmental Remediation		\$ (0.003)	-	Non cash expense unbudgeted	\$ (1.652)	-	Non cash expense unbudgeted
Payroll	R	\$ -	-	(a)	\$ (0.001)	(0.1)	(a)
Health and Welfare	R	\$ -	-	}	\$ -	-	}
Pension	R	\$ -	-		\$ -	-	
Other Fringe Benefits	R	\$ -	-		\$ -	-	
Maintenance and Other Operating Contracts	R	\$ 0.037	*	(a)	\$ (0.002)	*	(a)
Materials & Supplies	R	\$ 0.084	*	(a)	\$ 0.099	*	(a)
<b>Total Expense Variance</b>		<b>\$ (1.425)</b>	<b>(2.6)</b>		<b>\$ (5.393)</b>	<b>(1.6)</b>	
<b>Net Variance</b>		<b>\$ (1.533)</b>	<b>(4.3)</b>		<b>\$ (5.475)</b>	<b>(2.5)</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**

(\$ in millions)

	June 2013					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
<b><u>Receipts</u></b>										
Farebox Revenue	\$ 16.133	\$ 15.342	\$ (0.791)	(4.9)		\$ 97.522	\$ 96.731	\$ (0.791)	(0.8)	
Other Operating Revenue	1.505	3.931	2.426	*		9.084	11.510	2.426	26.7	
Capital and Other Reimbursements	1.936	0.131	(1.805)	(93.2)		4.400	3.682	(0.718)	(16.3)	
<b>Total Receipts</b>	<b>\$ 19.574</b>	<b>\$ 19.404</b>	<b>\$ (0.170)</b>	<b>(0.9)</b>		<b>\$ 111.005</b>	<b>\$ 111.922</b>	<b>\$ 0.917</b>	<b>0.8</b>	
<b><u>Expenditures</u></b>										
<i>Labor:</i>										
Payroll	\$ 19.828	\$ 19.037	\$ 0.791	4.0		\$ 111.174	\$ 110.383	\$ 0.791	0.7	
Overtime	3.024	3.886	(0.862)	(28.5)		22.127	23.411	(1.284)	(5.8)	
Health and Welfare	9.000	8.845	0.155	1.7		15.180	15.025	0.155	1.0	
OPEB Current Payment	3.825	1.216	2.609	68.2		3.825	1.216	2.609	68.2	
Pensions	3.247	4.133	(0.886)	(27.3)		24.746	25.632	(0.886)	(3.6)	
Other Fringe Benefits	5.741	3.174	2.567	44.7		22.005	19.438	2.567	11.7	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
<b>Total Labor Expenditures</b>	<b>\$ 44.665</b>	<b>\$ 40.291</b>	<b>\$ 4.374</b>	<b>9.8</b>		<b>\$ 199.056</b>	<b>\$ 195.105</b>	<b>\$ 3.952</b>	<b>2.0</b>	
<i>Non-Labor:</i>										
Electric Power	\$ 0.092	\$ 1.301	\$ (1.209)	*		\$ 0.608	\$ 1.817	\$ (1.209)	*	
Fuel	5.161	7.657	(2.496)	(48.4)		12.109	14.605	(2.496)	(20.6)	
Insurance	0.059	-	0.059	100.0		0.748	0.689	0.059	7.9	
Claims	2.484	0.531	1.953	78.6		13.673	11.720	1.953	14.3	
Maintenance and Other Operating Contracts	3.874	3.330	0.544	14.0		10.613	10.069	0.544	5.1	
Professional Service Contracts	2.241	1.296	0.945	42.2		6.021	5.076	0.945	15.7	
Materials & Supplies	2.746	3.210	(0.464)	(16.9)		16.919	17.383	(0.464)	(2.7)	
Other Business Expenses	0.617	0.144	0.473	76.7		1.753	1.280	0.473	27.0	
<b>Total Non-Labor Expenditures</b>	<b>\$ 17.274</b>	<b>\$ 17.469</b>	<b>\$ (0.195)</b>	<b>(1.1)</b>		<b>\$ 62.442</b>	<b>\$ 62.637</b>	<b>\$ (0.195)</b>	<b>(0.3)</b>	
<b><u>Other Expenditure Adjustments :</u></b>										
Other	-	-	-	-		-	-	-	-	
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	
<b>Total Expenditures</b>	<b>\$ 61.939</b>	<b>\$ 57.760</b>	<b>\$ 4.179</b>	<b>6.7</b>		<b>\$ 261.499</b>	<b>\$ 257.742</b>	<b>\$ 3.757</b>	<b>1.4</b>	
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (42.365)</b>	<b>\$ (38.356)</b>	<b>\$ 4.009</b>	<b>9.5</b>		<b>\$ (150.494)</b>	<b>\$ (145.819)</b>	<b>\$ 4.674</b>	<b>3.1</b>	

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

	June 2013				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
Operating Receipts or Disbursements	\$	%			\$	%		
Farebox Revenue	\$	(0.791)	(4.9)	Timing of receipts	\$	(0.791)	(0.8)	Timing of receipts
Other Operating Revenue		2.426	*	Receipt of senior citizen fare reimbursements		2.426	26.7	Receipt of senior citizen fare reimbursements
Capital and Other Reimbursements		(1.805)	(93.2)	Timing of reimbursement receipts and vacancies		(0.718)	(16.3)	Timing of reimbursement receipts and vacancies
Total Receipts	\$	(0.170)	(0.9)		\$	0.917	0.8	
Payroll	\$	0.791	4.0	Vacancies and favorable other payroll expenses	\$	0.791	0.7	Vacancies and favorable other payroll expenses
Overtime		(0.862)	(28.5)	Residual impact of Tropical Storm Sandy activities, shuttle services in support of Metro North derailment and accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to heat wave in late May and June.		(1.284)	(5.8)	Residual impact of Tropical Storm Sandy activities, shuttle services in support of Metro North derailment and accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to heat wave in late May and June.
Health and Welfare (including OPEB)		2.764	21.6	Timing of payments		2.764	14.5	Timing of payments
Pension		(0.886)	(27.3)	Prior period payments		(0.886)	(3.6)	Prior period payments
Other Fringe Benefits GASB		2.567 -	44.7 -	Vacancies and timing of Workers' Compensation payments		2.567 -	11.7 -	Vacancies and timing of Workers' Compensation payments
Electric Power		(1.209)	*	Payments for prior periods		(1.209)	*	Payments for prior periods
Fuel		(2.496)	(48.4)	Payments for prior periods		(2.496)	(20.6)	Payments for prior periods
Insurance		0.059	100.0	(a)		0.059	7.9	(a)
Claims		1.953	78.6	Timing of payments		1.953	14.3	Timing of payments
Maintenance and Other Operating Contracts		0.544	14.0	Mainly due to traction motors, and alternator units charged to Material & Supplies, partially offset by prior period expenses.		0.544	5.1	Mainly due to traction motors, and alternator units charged to Material & Supplies, partially offset by prior period expenses.
Professional Service Contracts		0.945	42.2	Timing of payments		0.945	15.7	Timing of payments
Materials & Supplies		(0.464)	(16.9)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts		(0.464)	(2.7)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts
Other Business Expenditure		0.473	76.7	Timing of payments		0.473	27.0	Timing of payments
Total Expenditures	\$	4.179	6.7		\$	3.757	1.4	
Net Cash Variance	\$	4.009	9.5		\$	4.674	3.1	

(a) - Variance less than 5%



**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**

(\$ in millions)

	June 2013				Year-To-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ (0.110)	\$ (1.082)	\$ (0.972)	*	\$ 0.673	\$ (0.299)	\$ (0.972)	*
Other Operating Revenue	(0.160)	2.434	2.594	*	(2.011)	0.583	2.594	*
Capital and Other Reimbursements	1.455	(0.229)	(1.684)	*	1.456	0.834	(0.622)	(42.7)
<b>Total Receipts</b>	<b>\$ 1.185</b>	<b>\$ 1.123</b>	<b>\$ (0.062)</b>	<b>(5.2)</b>	<b>\$ 0.117</b>	<b>\$ 1.118</b>	<b>\$ 1.000</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ (0.674)	\$ 0.117	\$ 0.791	*	\$ 6.284	\$ 7.076	\$ 0.792	12.6
Overtime	0.228	-	(0.228)	(100.0)	(0.467)	(0.422)	0.045	9.6
Health and Welfare	(7.078)	(6.923)	0.155	2.2	5.834	5.989	0.155	2.7
OPEB Current Payment	(2.609)	-	2.609	100.0	3.471	6.080	2.609	75.2
Pensions	0.721	(0.165)	(0.886)	*	(1.483)	(2.369)	(0.886)	(59.7)
Other Fringe Benefits	(2.494)	0.073	2.567	*	(3.449)	(0.882)	2.567	74.4
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ (11.906)</b>	<b>\$ (6.898)</b>	<b>\$ 5.008</b>	<b>42.1</b>	<b>\$ 10.190</b>	<b>\$ 15.471</b>	<b>\$ 5.282</b>	<b>51.8</b>
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ (0.018)	\$ (1.162)	\$ (1.180)	*	\$ 0.109	\$ (1.035)	(1.144)	*
Fuel for Buses and Trains	(1.644)	(4.852)	(3.208)	*	5.858	2.650	(3.208)	(54.8)
Insurance	0.189	0.187	(0.002)	(1.1)	0.434	0.432	(0.002)	(0.5)
Claims	(0.318)	1.635	1.953	*	(0.672)	1.281	1.953	*
Maintenance and Other Operating Contracts	(1.135)	(2.049)	(0.914)	(80.5)	(1.386)	(2.261)	(0.875)	(63.1)
Professional Service Contracts	(0.517)	0.104	0.621	*	0.898	2.529	1.631	*
Materials & Supplies	(0.344)	(0.306)	0.038	11.0	(1.005)	(0.982)	0.024	2.3
Other Business Expenditures	(0.248)	0.202	0.450	*	0.245	0.695	0.450	*
<b>Total Non-Labor Expenditures</b>	<b>\$ (4.034)</b>	<b>\$ (6.241)</b>	<b>\$ (2.242)</b>	<b>(55.6)</b>	<b>\$ 4.482</b>	<b>\$ 3.311</b>	<b>\$ (1.171)</b>	<b>(26.1)</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Gap Closing Expenditures:</b>								
'Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>								
	<b>\$ (15.940)</b>	<b>\$ (13.139)</b>	<b>\$ 2.766</b>	<b>17.3</b>	<b>\$ 14.672</b>	<b>\$ 18.782</b>	<b>\$ 4.110</b>	<b>28.0</b>
Depreciation Adjustment	3.520	4.127	0.607	17.2	23.414	24.682	1.267	5.4
Other Post Employment Benefits	4.691	6.883	2.192	46.7	27.854	29.973	2.119	7.6
Environmental Remediation	-	0.003	0.003	-	-	1.652	1.652	-
<b>Total Expenses/Expenditures</b>	<b>\$ (7.729)</b>	<b>\$ (2.126)</b>	<b>\$ 5.568</b>	<b>72.0</b>	<b>\$ 65.939</b>	<b>\$ 75.089</b>	<b>\$ 9.148</b>	<b>13.9</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$ (6.544)</b>	<b>\$ (1.003)</b>	<b>\$ 5.506</b>	<b>84.1</b>	<b>\$ 66.057</b>	<b>\$ 76.206</b>	<b>\$ 10.148</b>	<b>15.4</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**Utilization**  
(In millions)

	June 2013			June 2013		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 16.243	\$ 16.424	\$ 0.181	\$ 96.849	\$ 97.030	\$ 0.181
<b>Total Farebox Revenue</b>	<b>\$ 16.243</b>	<b>\$ 16.424</b>	<b>\$ 0.181</b>	<b>\$ 96.849</b>	<b>\$ 97.030</b>	<b>\$ 0.181</b>

Other Revenue	\$ 1.665	\$ 1.497	\$ (0.168)	\$ 11.095	\$ 10.927	\$ (0.168)
Capital & Other	0.481	0.360	(0.121)	2.944	2.848	(0.096)
<b>Total Revenue</b>	<b>\$ 18.389</b>	<b>\$ 18.281</b>	<b>\$ (0.108)</b>	<b>\$ 110.888</b>	<b>\$ 110.805</b>	<b>\$ (0.083)</b>

**Ridership**

Fixed Route	9.935	10.023	0.088	62.686	62.774	0.088
<b>Total Ridership</b>	<b>9.935</b>	<b>10.023</b>	<b>0.088</b>	<b>62.686</b>	<b>62.774</b>	<b>0.088</b>

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME / FULL TIME EQUIVALENTS**  
**JUNE 2013**

FUNCTION/DEPARTMENT	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	6	9	(3)	
Office of Management and Budget	14	13	1	
Technology & Information Services	16	17	(1)	
Material	18	15	3	
Controller	15	21	(6)	
Office of the President	6	6	-	
System Safety Administration	5	2	3	
Law	24	23	1	
Corporate Communications	3	3	-	
Labor Relations	4	-	4	
Strategic Office	10	9	1	
Non-Departmental	52	-	52	
<b>Total Administration</b>	<b>176</b>	<b>121</b>	<b>55</b>	Timing of Training
<b>Operations</b>				
Buses	2,139	2,178	(39)	
Office of the Executive VP	1	1	-	
Safety & Training	18	64	(46)	
Road Operations	116	114	2	
Transportation Support	20	20	-	
Operations Planning	32	28	4	
Revenue Control	21	21	-	
<b>Total Operations</b>	<b>2,347</b>	<b>2,426</b>	<b>(79)</b>	Students in Training
<b>Maintenance</b>				
Buses	747	725	22	
Maintenance Support/CMF	166	164	2	
Facilities	72	43	29	
Supply Logistics	90	83	7	Vacancies Replaced by MOU
<b>Total Maintenance</b>	<b>1,075</b>	<b>1,015</b>	<b>60</b>	
Capital Program Management	37	31	6	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>31</b>	<b>6</b>	
Security	16	15	1	
<b>Total Public Safety</b>	<b>16</b>	<b>15</b>	<b>1</b>	
<b>Total Positions</b>	<b>3,651</b>	<b>3,608</b>	<b>44</b>	
Non-Reimbursable	3,587	3,552	36	
Reimbursable	64	56	8	
<b>Total Full-Time</b>	<b>3,636</b>	<b>3,591</b>	<b>46</b>	
Total Full-Time Equivalents	15	17	(2)	

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION**  
**JUNE 2013**

FUNCTION/OCCUPATIONAL GROUP	Mid Year Forecast	Actual	Favorable (Unfavorable)Vari ance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	56	46	10	
Professional, Technical, Clerical	70	75	(5)	
Operational Hourlies	50	-	50	
<b>Total Administration</b>	<b>176</b>	<b>121</b>	<b>55</b>	Timing of Training Requirements
<b>Operations</b>				
Managers/Supervisors	296	295	1	
Professional, Technical, Clerical	51	54	(3)	
Operational Hourlies	2,000	2,077	(77)	
<b>Total Operations</b>	<b>2,347</b>	<b>2,426</b>	<b>(79)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	202	191	11	
Professional, Technical, Clerical	16	16	-	
Operational Hourlies	857	808	49	
<b>Total Maintenance</b>	<b>1,075</b>	<b>1,015</b>	<b>60</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	21	17	4	
Professional, Technical, Clerical	16	14	2	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>31</b>	<b>6</b>	
<b>Public Safety</b>				
Managers/Supervisors	12	8	4	
Professional, Technical, Clerical	4	5	(1)	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>16</b>	<b>15</b>	<b>1</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	587	557	30	
Professional, Technical, Clerical	157	164	(7)	
Operational Hourlies	2,907	2,887	21	
<b>Total Baseline Positions</b>	<b>3,651</b>	<b>3,608</b>	<b>44</b>	

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

	June						June Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	48,225	\$2.0	41,792	\$1.8	6,433	\$0.3	295,141	\$12.4	256,605	\$10.6	38,536	\$1.8
					13.3%	13.3%					13.1%	14.5%
<u>Unscheduled Service</u>	3,884	\$0.2	6,837	\$0.3	(2,953)	(0.1)	24,190	\$1.1	31,334	\$1.3	(7,144)	(0.2)
					-76.0%	-66.3%					-29.5%	-20.9%
<u>Programmatic/Routine Maintenance</u>	9,169	\$0.4	17,253	\$0.8	(8,084)	(0.4)	85,481	\$3.7	113,943	\$4.9	(28,462)	(1.2)
					-88.2%	-94.8%					-33.3%	-34.0%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	13,879	\$0.6	18,673	\$0.8	(4,794)	(0.2)	74,889	\$3.4	100,742	\$4.2	(25,853)	(0.8)
					-34.5%	-27.3%					-34.5%	-23.6%
<u>Weather Emergencies</u>	105	\$0.0	6,223	\$0.3	(6,117)	(0.2)	19,813	\$0.9	38,128	\$1.7	(18,315)	(0.8)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	224	\$0.0	59	\$0.0	165	0.0	1,265	\$0.1	305	\$0.0	960	0.0
					73.8%	77.1%					75.9%	78.7%
<u>Other</u>	312	\$0.0	800	\$0.0	(488)	(0.0)	1,885	\$0.2	5,748	\$0.3	(3,863)	(0.1)
					*	*					*	*
Subtotal	75,798	\$3.3	91,636	\$3.9	(15,838)	(\$0.6)	502,665	\$21.7	546,806	\$23.0	(44,141)	(\$1.3)
					-20.9%	-19.5%					-8.8%	-6.1%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	<b>75,798</b>	<b>\$3.3</b>	<b>91,636</b>	<b>\$3.9</b>	<b>(15,838)</b>	<b>(\$0.6)</b>	<b>502,665</b>	<b>\$21.7</b>	<b>546,806</b>	<b>\$23.0</b>	<b>(44,141)</b>	<b>(\$1.3)</b>
					-20.9%	-19.5%					-8.8%	-6.1%

Totals may not add due to rounding.

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

\* Exceeds 100%

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**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	June			June Year-to-Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	\$	Explanations	Hours	\$	Explanations
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	6,433	\$0.3	Conversion of Extras into Regular runs, resulting in an increase in regular pay and decrease in scheduled overtime.	38,536	\$1.8	Conversion of Extras into Regular runs, resulting in an increase in regular pay and decrease in scheduled overtime.
	13.3%	13.3%		13.1%	14.5%	
<u>Unscheduled Service</u>	(2,953)	(\$0.1)	Metro North Derailment Shuttle service support	(7,144)	(\$0.2)	Metro North Derailment Shuttle service support
	-76.0%	-66.3%		-29.5%	-20.9%	
<u>Programmatic/Routine Maintenance</u>	(8,084)	(\$0.4)	Maintenance work for accelerated completion of defects found on scheduled inspections.	(28,462)	(\$1.2)	Maintenance work for accelerated completion of defects found on scheduled inspections.
	-88.2%	-94.8%		-33.3%	-34.0%	
<u>Unscheduled Maintenance</u>	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	(4,794)	(\$0.2)	Vacancy and Absentee Coverage for Supervisors	(25,853)	(\$0.8)	Vacancy and Absentee Coverage for Supervisors
	-34.5%	-27.3%		-34.5%	-23.6%	
<u>Weather Emergencies</u>	(6,117)	(\$0.2)	Residual effect of Tropical Storm Sandy.	(18,315)	(\$0.8)	Residual effect of Tropical Storm Sandy and preparation/ response for February 8th to 11th Winter Storm.
	*	*		*	*	
<u>Safety/Security/Law Enforcement</u>	165	\$0.0		960	\$0.0	
	73.8%	77.1%		75.9%	78.7%	
<u>Other</u>	(488)	(\$0.0)		(3,863)	(\$0.1)	
	*	*		*	*	
<b>Subtotal</b>	<b>(15,838)</b>	<b>(\$0.6)</b>		<b>(44,141)</b>	<b>(\$1.3)</b>	
	-20.9%	-19.5%		-8.8%	-6.1%	
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<b>TOTAL OVERTIME</b>	<b>(15,838)</b>	<b>(\$0.6)</b>		<b>(44,141)</b>	<b>(\$1.3)</b>	