



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	May Results		May Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Total Farebox Revenue	1.2	0.3	1,615.0	1,615.6	0.6	0.0
Nonreimb. Exp. before Dep./OPEB	22.4	4.2	2,596.9	2,537.1	59.9	2.3
Net Cash Deficit*	154.5	120.4	(897.4)	(1,033.0)	(135.6)	(15.1)

*Excludes Subsidies and Debt Service

May 2013 **farebox revenue** was \$352.9 million, \$1.2 million (0.3 percent) above budget. Subway revenue was \$2.0 million (0.8 percent) above budget, bus revenue was \$0.7 million (0.9 percent) below budget, and paratransit revenue was \$0.1 million (7.7 percent) below budget. Accrued fare media liability was on budget. Year-to-date farebox revenue was \$0.6 million (less than 0.1 percent) above budget: \$1.6 million (0.1 percent) below on the subway, \$3.1 million (0.8 percent) above on bus, and \$0.9 million (12.8 percent) below on paratransit. The May 2013 non-student **average fare** of \$1.775 increased 14.6¢ from May 2012 due to the March 2013 fare increase; the subway fare increased 15.2¢, the local bus fare increased 11.8¢, and the express bus fare increased 47.3¢.

Total **ridership** in May 2013 of 211.5 million was 0.1 percent (0.2 million trips) below budget. Average weekday ridership in May 2013 was 7.9 million, an increase of 1.0 percent from May 2012. Average weekday ridership for the twelve months ending May 2013 was 7.6 million, an increase of 0.8 percent from the twelve months ending May 2012.

Nonreimbursable expenses before depreciation and OPEB in May were below budget by \$22.4 million (4.2 percent). Labor expenses were favorable by \$11.0 million (2.8 percent), due mainly to health & welfare/OPEB current expense underruns, primarily from lower rates. Overtime expenses exceeded budget, primarily due to continued Sandy-related work and additional subways/bus maintenance requirements. Non-labor expenses underran budget by \$11.4 million (8.1 percent), mostly attributable to paratransit service contract and energy underruns, partly offset by higher professional service contract expenses. Year-to-date, nonreimbursable expenses were less than budget by \$59.9 million (2.3 percent). Labor expenses were below budget by \$26.8 million (1.4 percent), again due mostly to health & welfare/OPEB current expense underruns, caused mostly by lower rates, partly offset by higher overtime expenses, represented mainly by continued Sandy-related work, adverse weather, and additional vacancy coverage/maintenance requirements. Non-labor expenses were below budget by \$33.1 million (4.7 percent), including underruns in paratransit service contracts, electric power and fuel, and the favorable timing of maintenance contract and insurance expenses. Professional service contract expenses were unfavorable, partly due to timing.

The **net cash deficit** for May year-to-date was \$1,033.0 million, unfavorable to budget by \$135.6 million (15.1 percent), due mostly to the acceleration of NYCERS pension payments and the unfavorable timing of capital reimbursements, partly offset by the favorable timing of Sandy recovery cost reimbursements.

FINANCIAL RESULTS

Farebox Revenue

May 2013 Farebox Revenue - (\$ in millions)

	May				May Year-to-Date			
	Budget	Preliminary Actual	Favorable/(Unfavorable)		Budget	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	263.6	265.6	2.0	0.8%	1,209.6	1,208.0	(1.6)	(0.1%)
NYCT Bus	82.3	81.5	(0.7)	(0.9%)	376.3	379.4	3.1	0.8%
Paratransit	1.6	1.4	(0.1)	(7.7%)	7.4	6.4	(0.9)	(12.8%)
Subtotal	347.4	348.5	1.2	0.3%	1,593.2	1,593.8	0.6	0.0%
Fare Media Liability	4.4	4.4	0.0	0.0%	21.8	21.8	0.0	0.0%
Total - NYCT	351.7	352.9	1.2	0.3%	1,615.0	1,615.6	0.6	0.0%
MTA Bus Company	17.3	17.4	0.1	0.8%	78.6	80.6	2.0	2.6%
<i>Total - Regional Bus</i>	<i>99.6</i>	<i>99.0</i>	<i>(0.6)</i>	<i>(0.6%)</i>	<i>454.9</i>	<i>460.0</i>	<i>5.1</i>	<i>1.1%</i>

Note: Totals may not add due to rounding.

- NYCT subway revenue was above budget due mostly to higher-than-expected average fares.
- Paratransit revenue continued to underrun the budget, due in part to initiatives that diverted riders to more efficient modes.

Average Fare

May Non-Student Average Fare - \$

	NYC Transit				MTA Bus Company			
	2012	Prelim. 2013	Change		2012	Prelim. 2013	Change	
			Amount	Percent			Amount	Percent
Subway	1.708	1.860	0.152	8.9%				
Local Bus	1.357	1.475	0.118	8.7%	1.370	1.488	0.118	8.6%
Subway & Local Bus	1.613	1.758	0.145	9.0%	1.370	1.488	0.118	8.6%
Express Bus	4.556	5.029	0.473	10.4%	4.539	4.949	0.410	9.0%
Total	1.628	1.775	0.146	9.0%	1.653	1.775	0.122	7.4%

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

Other Operating Revenue

Other operating revenue exceeded budget by \$115.1 million (over 100.0 percent) in May, and \$119.9 million (74.2 percent) year-to-date, due primarily to the favorable timing of receipt of Sandy maintenance recovery cost reimbursements from the FTA. The year-to-date results also benefitted by higher paratransit Urban Tax revenues.

Nonreimbursable Expenses

In the month of May, nonreimbursable expenses before depreciation and OPEB were below budget by \$22.4 million (4.2 percent). Year-to-date, expenses were under budget by \$59.9 million (2.3 percent). The major causes of these variances are reviewed below:

Labor expenses in the month were favorable by \$11.0 million (2.8 percent). Health & welfare/OPEB current expenses were favorable by \$14.0 million (16.7 percent), due to lower rates than anticipated. Payroll results underran by \$2.0 million (0.8 percent). Partly offsetting these favorable results were higher overtime expenses of \$5.9 million (22.8 percent), due largely to continued Sandy-related work and additional subway/bus maintenance requirements. Year-to-date, labor expenses were less than budget by \$26.8 million (1.4 percent), due largely to favorable health & welfare/OPEB current expenses of \$52.9 million (12.6 percent), caused largely by lower rates. Payroll results were favorable by \$3.5 million (0.3 percent). These favorable results were partly offset by higher overtime expenses of \$30.3 million (24.0 percent), resulting mostly from continued Sandy-related work, adverse weather, additional vacancy coverage/maintenance requirements and the unfavorable timing of expenses from 2012.

Non-labor expenses in the month were favorable by \$11.4 million (8.1 percent). Paratransit service contract expenses were below budget by \$7.0 million (20.4 percent), mostly due to lower completed trips and reduced call center activity/vehicle rehabs. Electric power expenses underran by \$4.6 million (17.5 percent), caused mainly by lower prices and the favorable timing of expenses. Fuel expenses were less than budget by \$4.1 million (28.1 percent), due largely to the favorable timing of CNG fuel tax credits, budgeted in June. Other business expenses were favorable by \$2.1 million (39.9 percent), due mainly to non-cash liability account adjustments and the recording of examination fees. Professional service contract expenses were higher by \$5.2 million (55.5 percent), due to the relocation of the new IBM mainframe and data center to 2 Broadway (these costs are now included in the July FP), and the unfavorable timing of Workers' Compensation Board and office-related expenses. Maintenance contract expenses were also higher than budget by \$2.4 million (15.8 percent), primarily resulting from the unfavorable timing of auto purchases and building-related expenses. Year-to-date, non-labor expenses were below budget by \$33.1 million (4.7 percent), including the following:

- Paratransit service contracts were under budget by \$21.3 million (12.5 percent), due mainly to lower completed trips, and reduced call center activity and vehicle rehabs.
- Electric power expenses were less than budget by \$9.8 million (7.0 percent), mostly due to lower prices, partly offset by the unfavorable timing of expenses.
- Fuel expenses were favorable by \$7.0 million (9.2 percent), mainly caused by lower consumption and the favorable timing of CNG fuel tax credits, partly offset by higher prices.
- Other business expenses were under budget by \$5.1 million (17.8 percent), due mainly to the favorable timing of reimbursable job closing adjustments, non-cash liability account adjustments, examination fees and underruns in MVM debit/credit card charges and stationery expenses.
- Maintenance contract expenses were favorable by \$3.8 million (5.4 percent), primarily from the favorable timing of building-related, uniforms and painting expenses, partly offset by the unfavorable timing of auto purchases.

- Insurance expenses were less than budget by \$2.2 million (9.2 percent), due to the favorable timing of interagency payments.
- Professional service contract expenses overran budget by \$17.8 million (40.9 percent), primarily from the relocation of the new IBM mainframe and data center to 2 Broadway (these costs are now included in the July FP), and the unfavorable timing of bond service, Workers' Compensation Board and office-related expenses.

Depreciation expenses year-to-date were \$9.9 million (1.7 percent) below budget, due mainly to the timing of assets reaching beneficial use.

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

Net Cash Deficit

The net cash deficit for May year-to-date was \$1,033.0 million, unfavorable to budget by \$135.6 million (15.1 percent), due mostly to the acceleration of NYCERS pension payments in order to reduce interest costs and the unfavorable timing of capital reimbursements, partly offset by reimbursements received from the FTA of Sandy maintenance recovery costs.

Inventory (see Inventory Note following)

Inventory at the end of May was \$199.3 million, \$16.1 million (8.8 percent) higher than the December 2012 balance of \$183.3 million, due largely to buildups in support of subway car equipment, track replacement and bus maintenance requirements.

Incumbents

Excluding 194 temporary May active incumbents, there were 45,366 full-time paid incumbents at the end of May, an increase of 201 from April, and an increase of 236 from December 2012 (excluding 199 temporary December active incumbents).

RIDERSHIP RESULTS

May 2013 Ridership vs. Budget - (millions)

	May				May Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Budget	Actual	Amount	Percent	Budget	Actual	Amount	Percent
Subway	150.6	150.5	(0.1)	(0.0%)	711.1	704.8	(6.4)	(0.9%)
NYCT Bus	60.1	60.1	(0.0)	(0.1%)	282.0	285.6	3.6	1.3%
Subtotal	210.8	210.6	(0.1)	(0.0%)	993.1	990.4	(2.7)	(0.3%)
Paratransit	0.9	0.8	(0.1)	(14.3%)	4.5	3.8	(0.6)	(14.4%)
Total - NYCT	211.7	211.5	(0.2)	(0.1%)	997.6	994.2	(3.4)	(0.3%)
MTA Bus Company	10.7	11.2	0.5	4.9%	50.4	52.8	2.4	4.7%
<i>Total - Regional Bus</i>	<i>70.9</i>	<i>71.3</i>	<i>0.5</i>	<i>0.7%</i>	<i>332.4</i>	<i>338.4</i>	<i>6.0</i>	<i>1.8%</i>

Notes: Totals may not add due to rounding.

- Subway and bus ridership were virtually equal to budget, while paratransit ridership continued to underrun due in part to initiatives to divert riders to more efficient modes.

May Average Weekday and Weekend Ridership vs. Prior Year

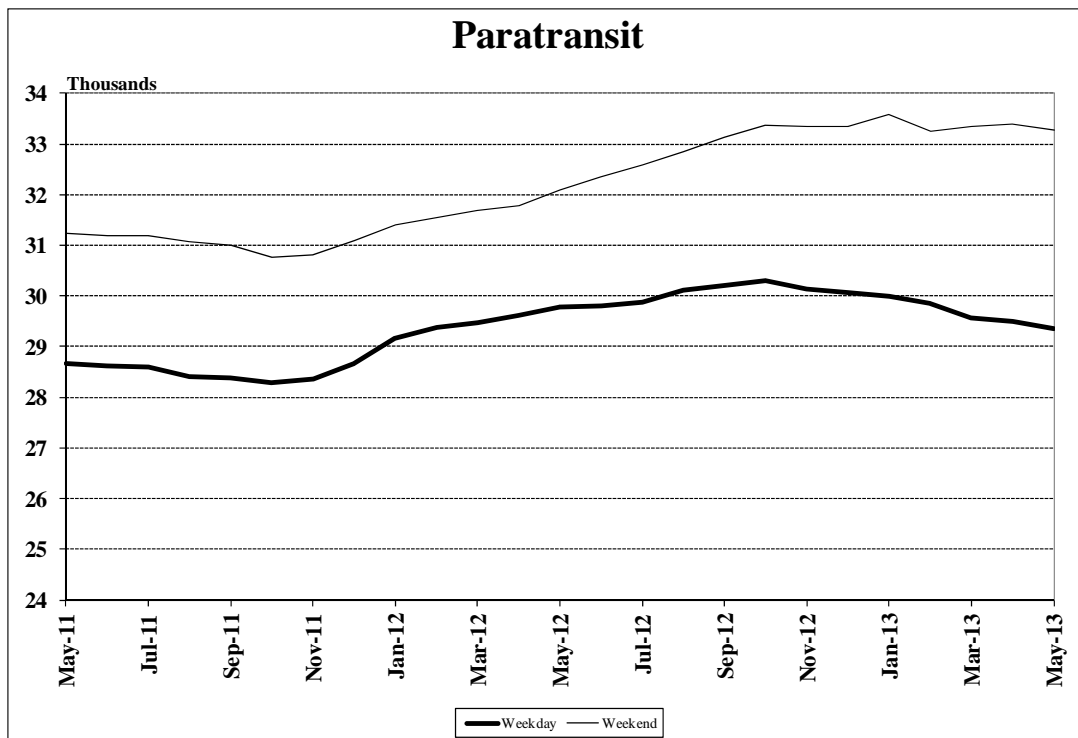
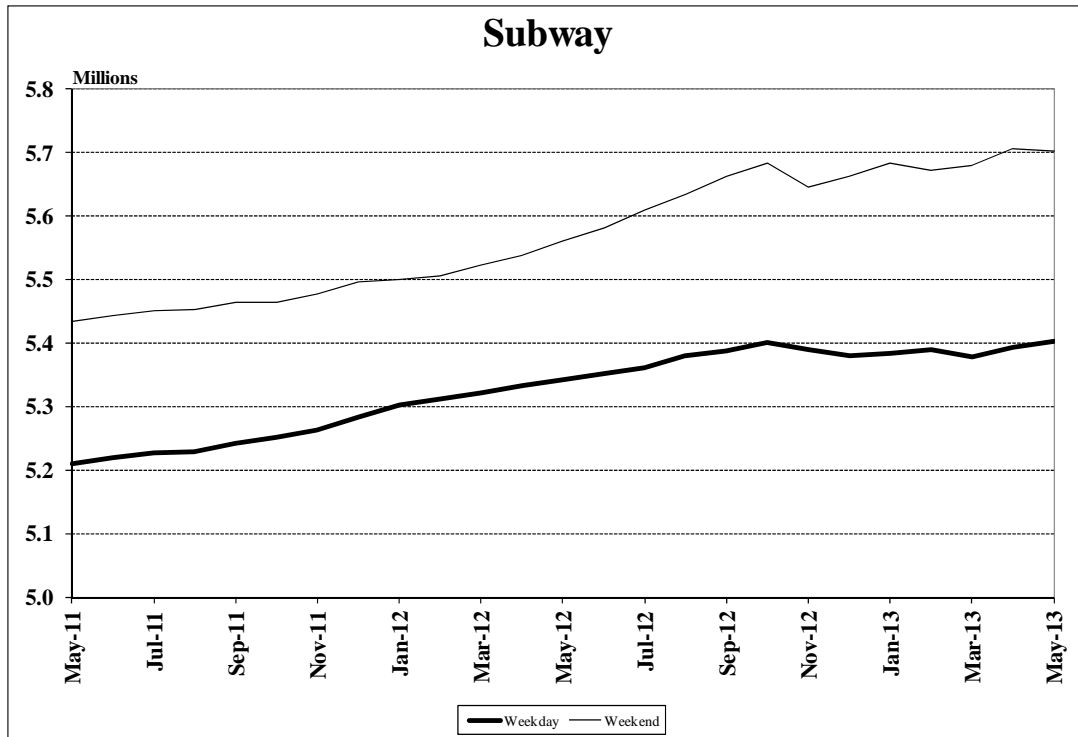
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2012	2013	Amount	Percent	2012	2013	Amount	Percent
Subway	5,558	5,655	+98	+1.8%	5,897	5,853	-45	-0.8%
NYCT Local Bus	2,237	2,219	-18	-0.8%	2,386	2,288	-98	-4.1%
NYCT Express Bus	44	43	-1	-2.7%	10	11	+1	+8.0%
Paratransit	32	30	-2	-5.4%	36	35	-1	-3.9%
TOTAL - NYCT	7,871	7,948	+76	+1.0%	8,330	8,187	-144	-1.7%
MTABC Local Bus	383	398	+15	+3.8%	378	376	-2	-0.5%
MTABC Express Bus	35	34	-1	-4.2%	15	13	-2	-13.0%
Total - MTA Bus	418	432	+13	+3.2%	393	389	-4	-1.0%
<i>Total - Regional Bus</i>	<i>2,700</i>	<i>2,694</i>	<i>-6</i>	<i>-0.2%</i>	<i>2,789</i>	<i>2,688</i>	<i>-101</i>	<i>-3.6%</i>
12-Month Rolling Average								
Subway	5,342	5,402	+60	+1.1%	5,560	5,702	+143	+2.6%
Local Bus	2,127	2,126	-0	-0.0%	2,295	2,301	+7	+0.3%
Express Bus	43	42	-0	-0.6%	9	11	+2	+16.6%
Paratransit	30	29	-0	-1.4%	32	33	+1	+3.7%
TOTAL - NYCT	7,541	7,600	+59	+0.8%	7,896	8,048	+152	+1.9%
MTABC Local Bus	364	372	+8	+2.1%	358	372	+14	+3.9%
MTABC Express Bus	34	34	-1	-1.7%	14	14	-0	-1.6%
Total - MTA Bus	398	405	+7	+1.8%	372	385	+14	+3.7%
<i>Total - Regional Bus</i>	<i>2,568</i>	<i>2,574</i>	<i>7</i>	<i>+0.3%</i>	<i>2,676</i>	<i>2,698</i>	<i>22</i>	<i>+0.8%</i>

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

- May 2013 average weekday subway ridership was the highest of any May and second highest of any month in over forty-five years.
- The weekend subway and bus ridership decreases were due to unfavorable weather differences. In May 2012, less than 0.2 inches of rain fell on weekends and temperatures averaged above normal, both contributing to high ridership. In May 2013, temperatures were cooler and over 1.8 inches of rain fell, including three weekend days with significant daytime rain. Adjusted for these weather differences, ridership would have increased on the subway, with only a very slight decrease on buses.
- Weekend NYCT express bus ridership continued a strong growth trend, helped by the addition of Sunday X17 and weekend X27 service in September 2012.

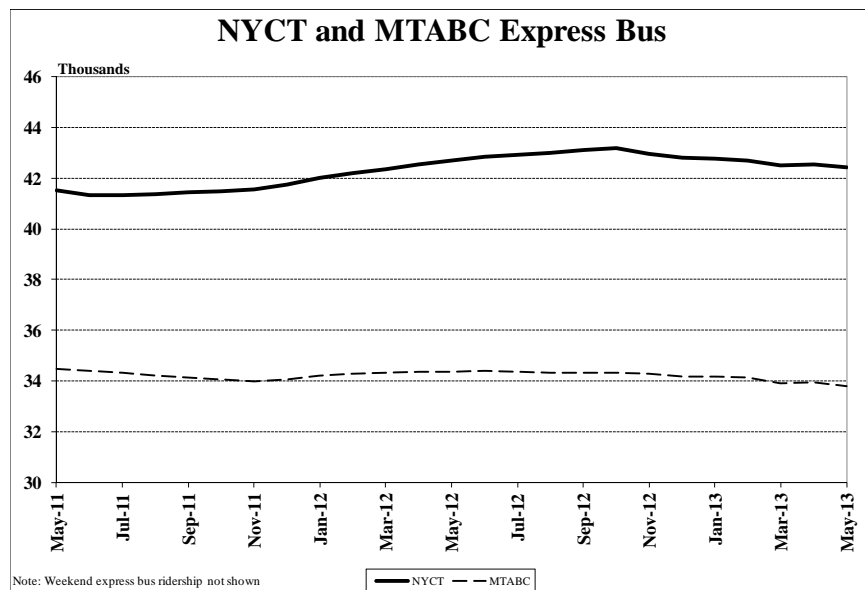
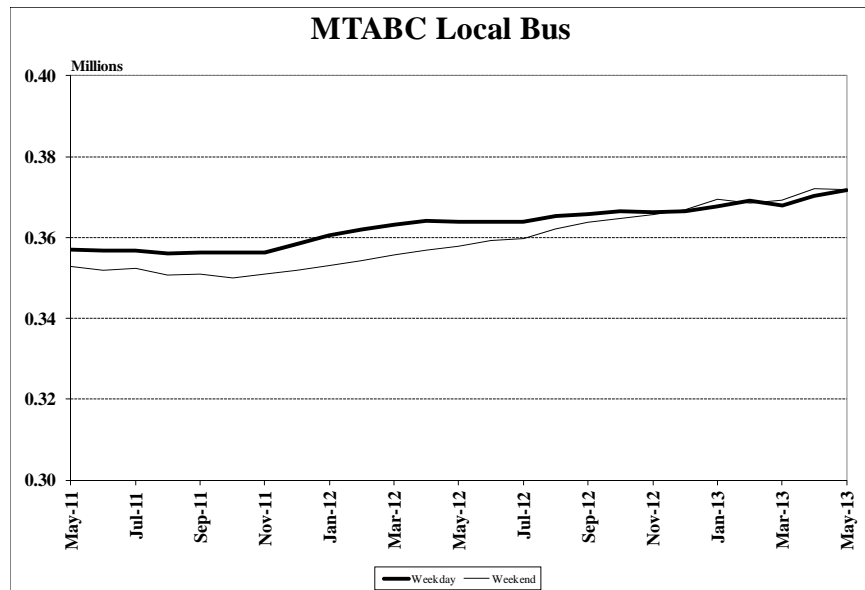
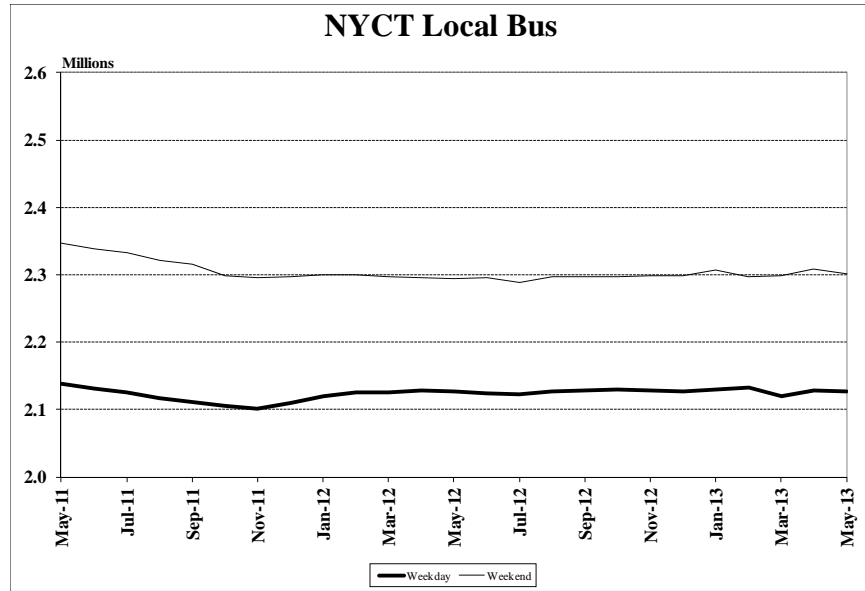
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From May 2012 to May 2013 average weekday ridership increased on the subway and MTA Local Buses and decreased for all other carriers. The largest decrease was on the Staten Island Railway (down 6.3 percent), likely due to residual post-Sandy ridership loss. Weekend ridership decreased on every service except NYCT express buses due at least in part to the unfavorable weekend weather differences discussed earlier.

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

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	May-12	Preliminary May-13	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,558	5,655	+1.8%	+1.1%
NYCT Local Bus	2,237	2,219	-0.8%	-0.0%
NYCT Express Bus	44	43	-2.7%	-0.6%
NYCT Paratransit	32	30	-5.4%	-1.4%
Staten Island Railway	17	16	-6.3%	-5.3%
MTA Local Bus	383	398	+3.8%	+2.1%
MTA Express Bus	35	34	-4.2%	-1.7%
Long Island Rail Road	288	286	-0.7%	-1.0%
Metro-North Railroad	280	279	-0.3%	-1.1%
Staten Island Ferry	67	64	-3.8%	-38.9%
PATH	261	249	-4.6%	-10.5%
<u>Average Weekend</u>				
NYCT Subway	5,897	5,853	-0.8%	+2.6%
NYCT Local Bus	2,386	2,288	-4.1%	+0.3%
NYCT Express Bus	10	11	+8.0%	+16.6%
NYCT Paratransit	36	35	-3.9%	+3.7%
Staten Island Railway	9	8	-14.6%	-12.2%
MTA Local Bus	378	376	-0.5%	+3.9%
MTA Express Bus	15	13	-13.0%	-1.6%
Long Island Rail Road	185	182	-1.7%	+0.1%
Metro-North Railroad	212	209	-1.4%	-0.1%
Staten Island Ferry	95	84	-11.4%	-37.9%
PATH	229	204	-11.0%	-11.8%

MTA Bridges and Tunnels (thousands)				
Average Weekday	832	835	+0.4%	-1.9%
Average Weekend	1,563	1,503	-3.8%	-0.4%

Note: Percentages are based on unrounded data.

Economy

From May 2012 to May 2013, New York City employment increased 1.6 percent (62,400 jobs). Private sector employment increased 2.0 percent (66,100 jobs), partially offset by a decrease of 0.7 percent (3,700 jobs) in government employment. The sub-sectors with the largest absolute increases were professional/business services (up 24,200 jobs or 3.9 percent) and educational/health services (up 21,500 jobs or 2.7 percent). The sub-sector with the largest percentage increase was other services (up 4.9 percent or 8,400 jobs). The sub-sector with the largest absolute decrease was information (down 4,500 jobs or 2.5 percent) and the sub-sector with the largest percentage decrease was manufacturing (down 2.9 percent or 2,200 jobs).

The chart below shows that private sector employment has been growing consistently year-over-year for some time. Although the growth rate fluctuates slightly from month to month, the trend remains positive.

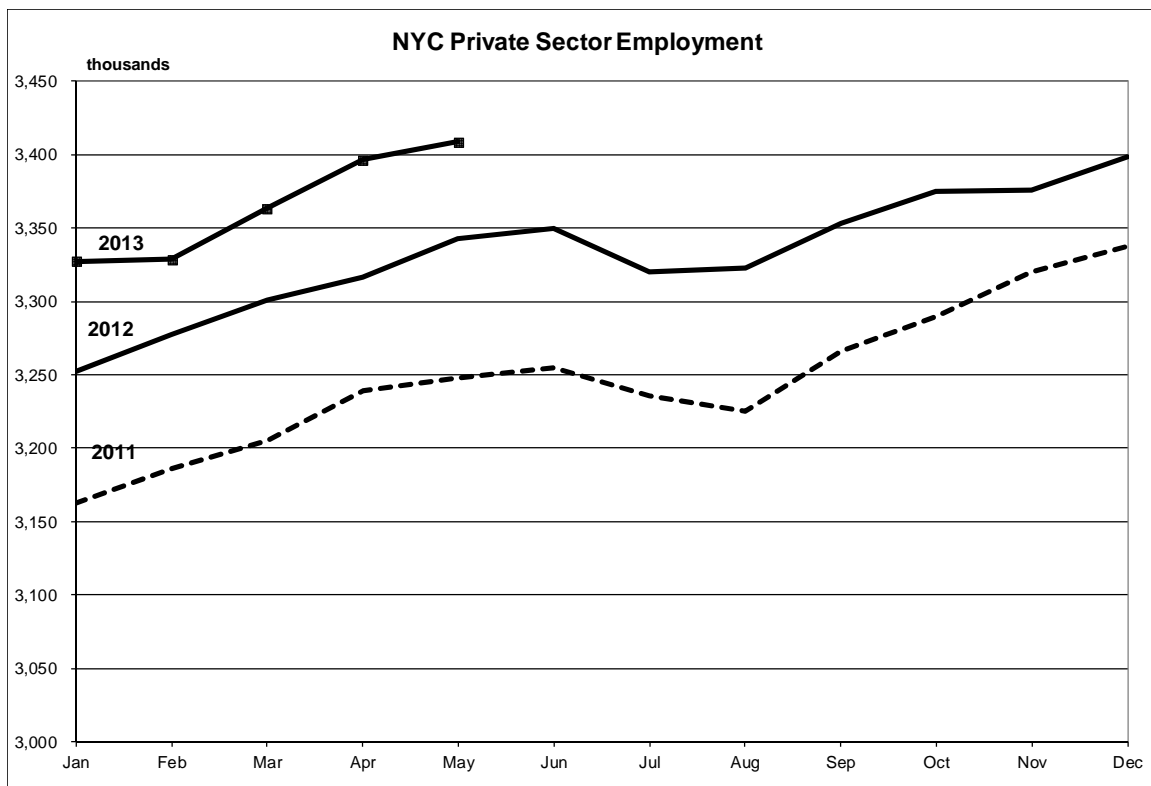


Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$263.562	\$265.559	\$1.997	0.8	\$0.000	\$0.000	\$0.000	-	\$263.562	\$265.559	\$1.997	0.8
Bus	82.256	81.540	(0.716)	(0.9)	0.000	0.000	0.000	-	82.256	81.540	(0.716)	(0.9)
Paratransit	1.557	1.437	(0.120)	(7.7)	0.000	0.000	0.000	-	1.557	1.437	(0.120)	(7.7)
Fare Media Liability	4.352	4.352	0.000	0.0	0.000	0.000	0.000	-	4.352	4.352	0.000	0.0
Total Farebox Revenue	351.727	352.888	1.161	0.3	0.000	0.000	0.000	-	351.727	352.888	1.161	0.3
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	9.441	9.441	0.000	0.0	0.000	0.000	0.000	-	9.441	9.441	0.000	0.0
Paratransit Reimbursement	13.042	12.885	(0.157)	(1.2)	0.000	0.000	0.000	-	13.042	12.885	(0.157)	(1.2)
Other	11.714	126.945	115.231	-	0.000	0.000	0.000	-	11.714	126.945	115.231	-
Total Other Operating Revenue	34.197	149.271	115.074	336.5	0.000	0.000	0.000	-	34.197	149.271	115.074	336.5
Capital and Other Reimbursements	0.000	0.000	0.000	-	72.358	78.056	5.698	7.9	72.358	78.056	5.698	7.9
Total Revenue	\$385.924	\$502.159	\$116.235	30.1	\$72.358	\$78.056	\$5.698	7.9	\$458.282	\$580.215	\$121.933	26.6
Expenses												
Labor:												
Payroll	249.683	247.702	1.981	0.8	31.173	30.465	0.708	2.3	280.856	278.167	2.689	1.0
Overtime	25.741	31.603	(5.862)	(22.8)	5.342	9.121	(3.779)	(70.7)	31.083	40.724	(9.641)	(31.0)
Total Salaries & Wages	275.424	279.305	(3.881)	(1.4)	36.515	39.586	(3.071)	(8.4)	311.939	318.891	(6.952)	(2.2)
Health and Welfare	54.919	46.955	7.964	14.5	2.133	2.094	0.039	1.8	57.052	49.049	8.003	14.0
OPEB Current Payment	28.951	22.926	6.025	20.8	0.000	0.000	0.000	-	28.951	22.926	6.025	20.8
Pensions	21.029	21.026	0.003	0.0	0.112	0.081	0.031	27.7	21.141	21.107	0.034	0.2
Other Fringe Benefits	24.817	24.468	0.349	1.4	9.585	10.429	(0.844)	(8.8)	34.402	34.897	(0.495)	(1.4)
Total Fringe Benefits	129.716	115.375	14.341	11.1	11.830	12.604	(0.774)	(6.5)	141.546	127.979	13.567	9.6
Reimbursable Overhead	(16.035)	(16.571)	0.536	3.3	16.035	16.571	(0.536)	(3.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$389.105	\$378.109	\$10.996	2.8	\$64.380	\$68.761	(\$4.381)	(6.8)	\$453.485	\$446.870	\$6.615	1.5
Non-Labor:												
Electric Power	26.114	21.549	4.565	17.5	0.020	0.021	(0.001)	(5.0)	26.134	21.570	4.564	17.5
Fuel	14.669	10.548	4.121	28.1	0.002	0.002	0.000	0.0	14.671	10.550	4.121	28.1
Insurance	5.186	4.059	1.127	21.7	0.000	0.000	0.000	-	5.186	4.059	1.127	21.7
Claims	7.441	7.441	0.000	0.0	0.000	0.000	0.000	-	7.441	7.441	0.000	0.0
Paratransit Service Contracts	34.398	27.397	7.001	20.4	0.000	0.000	0.000	-	34.398	27.397	7.001	20.4
Mtce. and Other Operating Contracts	15.264	17.678	(2.414)	(15.8)	1.842	3.521	(1.679)	(91.2)	17.106	21.199	(4.093)	(23.9)
Professional Service Contracts	9.378	14.581	(5.203)	(55.5)	1.451	0.886	0.565	38.9	10.829	15.467	(4.638)	(42.8)
Materials & Supplies	23.322	23.251	0.071	0.3	4.370	4.583	(0.213)	(4.9)	27.692	27.834	(0.142)	(0.5)
Other Business Expenses	5.356	3.220	2.136	39.9	0.293	0.282	0.011	3.8	5.649	3.502	2.147	38.0
Total Non-Labor Expenses	\$141.128	\$129.724	\$11.404	8.1	\$7.978	\$9.295	(\$1.317)	(16.5)	\$149.106	\$139.019	\$10.087	6.8
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$530.233	\$507.833	\$22.400	4.2	\$72.358	\$78.056	(\$5.698)	(7.9)	\$602.591	\$585.889	\$16.702	2.8
Depreciation	123.000	117.984	5.016	4.1	0.000	0.000	0.000	-	123.000	117.984	5.016	4.1
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$653.233	\$625.817	\$27.416	4.2	\$72.358	\$78.056	(\$5.698)	(7.9)	\$725.591	\$703.873	\$21.718	3.0
Net Surplus/(Deficit)	(\$267.309)	(\$123.658)	\$143.651	53.7	\$0.000	\$0.000	\$0.000	-	(\$267.309)	(\$123.658)	\$143.651	53.7

NOTE: Totals may not add due to rounding.

Table 2

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

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$1,209.560	\$1,207.980	(\$1.580)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$1,209.560	\$1,207.980	(\$1.580)	(0.1)
Bus	376.295	379.389	3.094	0.8	0.000	0.000	0.000	-	376.295	379.389	3.094	0.8
Paratransit	7.382	6.437	(0.945)	(12.8)	0.000	0.000	0.000	-	7.382	6.437	(0.945)	(12.8)
Fare Media Liability	21.760	21.760	0.000	0.0	0.000	0.000	0.000	-	21.760	21.760	0.000	0.0
Total Farebox Revenue	1,614.997	1,615.566	0.569	0.0	0.000	0.000	0.000	-	1,614.997	1,615.566	0.569	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	42.197	42.198	0.001	0.0	0.000	0.000	0.000	-	42.197	42.198	0.001	0.0
Paratransit Reimbursement	65.210	67.941	2.731	4.2	0.000	0.000	0.000	-	65.210	67.941	2.731	4.2
Other	54.230	171.388	117.158	216.0	0.000	0.000	0.000	-	54.230	171.388	117.158	216.0
Total Other Operating Revenue	161.637	281.527	119.890	74.2	0.000	0.000	0.000	-	161.637	281.527	119.890	74.2
Capital and Other Reimbursements	0.000	0.000	0.000	-	346.565	361.040	14.475	4.2	346.565	361.040	14.475	4.2
Total Revenue	\$1,776.634	\$1,897.093	\$120.459	6.8	\$346.565	\$361.040	\$14.475	4.2	\$2,123.199	\$2,258.133	\$134.934	6.4
Expenses												
Labor:												
Payroll	1,194.682	1,191.141	3.541	0.3	149.706	137.221	12.485	8.3	1,344.388	1,328.362	16.026	1.2
Overtime	126.286	156.557	(30.271)	(24.0)	26.333	41.604	(15.271)	(58.0)	152.619	198.161	(45.542)	(29.8)
Total Salaries & Wages	1,320.968	1,347.698	(26.730)	(2.0)	176.039	178.825	(2.786)	(1.6)	1,497.007	1,526.523	(29.516)	(2.0)
Health and Welfare	274.641	249.844	24.797	9.0	10.631	9.821	0.810	7.6	285.272	259.665	25.607	9.0
OPEB Current Payment	144.781	116.724	28.057	19.4	0.000	0.000	0.000	-	144.781	116.724	28.057	19.4
Pensions	105.143	105.191	(0.048)	(0.0)	0.562	0.365	0.197	35.1	105.705	105.556	0.149	0.1
Other Fringe Benefits	121.072	125.021	(3.949)	(3.3)	46.141	44.987	1.154	2.5	167.213	170.008	(2.795)	(1.7)
Total Fringe Benefits	645.637	596.780	48.857	7.6	57.334	55.173	2.161	3.8	702.971	651.953	51.018	7.3
Reimbursable Overhead	(77.221)	(81.861)	4.640	6.0	77.221	81.861	(4.640)	(6.0)	0.000	0.000	0.000	-
Total Labor Expenses	\$1,889.384	\$1,862.617	\$26.767	1.4	\$310.594	\$315.859	(\$5.265)	(1.7)	\$2,199.978	\$2,178.476	\$21.502	1.0
Non-Labor:												
Electric Power	140.597	130.752	9.845	7.0	0.106	0.110	(0.004)	(3.8)	140.703	130.862	9.841	7.0
Fuel	76.273	69.258	7.015	9.2	0.010	0.008	0.002	20.0	76.283	69.266	7.017	9.2
Insurance	24.490	22.242	2.248	9.2	0.000	0.000	0.000	-	24.490	22.242	2.248	9.2
Claims	37.205	37.205	0.000	0.0	0.000	0.000	0.000	-	37.205	37.205	0.000	0.0
Paratransit Service Contracts	171.051	149.723	21.328	12.5	0.000	0.000	0.000	-	171.051	149.723	21.328	12.5
Mtce. and Other Operating Contracts	70.450	66.641	3.809	5.4	8.838	17.154	(8.316)	(94.1)	79.288	83.795	(4.507)	(5.7)
Professional Service Contracts	43.469	61.257	(17.788)	(40.9)	5.782	6.415	(0.633)	(10.9)	49.251	67.672	(18.421)	(37.4)
Materials & Supplies	115.355	113.810	1.545	1.3	21.760	20.506	1.254	5.8	137.115	134.316	2.799	2.0
Other Business Expenses	28.665	23.549	5.116	17.8	(0.525)	0.988	(1.513)	(288.2)	28.140	24.537	3.603	12.8
Total Non-Labor Expenses	\$707.555	\$674.437	\$33.118	4.7	\$35.971	\$45.181	(\$9.210)	(25.6)	\$743.526	\$719.618	\$23.908	3.2
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$2,596.939	\$2,537.054	\$59.885	2.3	\$346.565	\$361.040	(\$14.475)	(4.2)	\$2,943.504	\$2,898.094	\$45.410	1.5
Depreciation	595.000	585.145	9.855	1.7	0.000	0.000	0.000	-	595.000	585.145	9.855	1.7
OPEB Account	351.333	349.669	1.664	0.5	0.000	0.000	0.000	-	351.333	349.669	1.664	0.5
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$3,543.272	\$3,471.868	\$71.404	2.0	\$346.565	\$361.040	(\$14.475)	(4.2)	\$3,889.837	\$3,832.908	\$56.929	1.5
Net Surplus/(Deficit)	(\$1,766.638)	(\$1,574.775)	\$191.863	10.9	\$0.000	\$0.000	\$0.000	-	(\$1,766.638)	(\$1,574.775)	\$191.863	10.9

NOTE: Totals may not add due to rounding.

Table 3

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	NR	115.1	over 100.0	Due to the favorable timing of receipt of Sandy maintenance recovery cost reimbursements from FTA	119.9	74.2	Primarily due to the favorable timing of receipt of Sandy maintenance recovery cost reimbursements from FTA
Overtime	NR	(5.9)	(22.8)	Mainly due to continued Sandy-related work and additional subway/bus maintenance requirements	(30.3)	(24.0)	Mainly due to continued Sandy-related work, adverse weather, additional vacancy coverage/maintenance requirements, and the unfavorable timing from 2012 of the cash-in of "banked" overtime by represented employees
Health & Welfare (including OPEB current payment)	NR	14.0	16.7	Mostly lower rates than anticipated in the budget	52.9	12.6	Mostly lower rates than anticipated in the budget
Other Fringe Benefits	NR				(3.9)	(3.3)	Unfavorable direct overhead credits and higher FICA charges
Electric Power	NR	4.6	17.5	Mostly due to lower prices and the favorable timing of expenses	9.8	7.0	Mostly due to lower prices, partly offset by the unfavorable timing of expenses
Fuel	NR	4.1	28.1	Primarily due to the favorable timing of CNG fuel tax credits, budgeted in June	7.0	9.2	Primarily due to lower consumption and the favorable timing of CNG fuel tax credits, partly offset by higher prices
Insurance	NR	1.1	21.7	Mostly the favorable timing of payments	2.2	9.2	Mostly the favorable timing of payments
Paratransit Service Contracts	NR	7.0	20.4	Mostly due to lower completed trips and reduced call center activity/vehicle rehabs	21.3	12.5	Mostly due to lower completed trips and reduced call center activity/vehicle rehabs
Maintenance and Other Operating Contracts	NR	(2.4)	(15.8)	Primarily the unfavorable timing of auto purchases and building-related expenses	3.8	5.4	Primarily the favorable timing of building-related, uniforms and painting expenses, partly offset by the unfavorable timing of auto purchases
Professional Service Contracts	NR	(5.2)	(55.5)	Mostly due to the relocation of the new IBM mainframe and data center to 2 Broadway (these costs are now included in the July FP), and the unfavorable timing of Workers' Compensation Board and office-related expenses	(17.8)	(40.9)	Mostly due to the relocation of the new IBM mainframe and data center to 2 Broadway (these costs are now included in the July FP), and the unfavorable timing of bond service, Workers' Compensation Board and office-related expenses

Table 3

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	NR	2.1	39.9	Due largely to non-cash liability account adjustments, resulting in expense credits, and the recording of examination fees	5.1	17.8	Due mainly to the favorable timing of reimbursable job closing adjustments, non-cash liability account adjustments, examination fees and underruns in MVM debit/credit card charges and stationery expenses
Capital and Other Reimbursements	R	5.7	7.9	Reimbursement increase consistent with reimbursable expense increase	14.5	4.2	Reimbursement increase consistent with reimbursable expense increase
Payroll	R				12.5	8.3	Mostly due to capital construction underruns and vacancies
Overtime	R	(3.8)	(70.7)	Largely additional work in Subways, specifically for track, station environment, infrastructure, power, and signals requirements	(15.3)	(58.0)	Largely additional work in Subways, specifically for track, infrastructure, power, signals and station environment requirements
Other Fringe Benefits	R	(0.8)	(8.8)	Primarily higher direct overhead expenses	1.2	2.5	Primarily underruns in direct overhead expenses, primarily capital contruction-related
Maintenance and Other Operating Contracts	R	(1.7)	(91.2)	Largely the unfavorable timing of maintenance services and facility maintenance & repair expenses, and higher rental costs	(8.3)	(94.1)	Largely the unfavorable timing of maintenance services, equipment rentals, auto purchases and facility maintenance & repair expenses
Professional Service Contracts	R	0.6	38.9	Mostly the favorable timing of data center expenses	(0.6)	(10.9)	Mostly the unfavorable timing of information technology hardware expenses
Materials & Supplies	R	(0.2)	(4.9)	Mostly the unfavorable timing of revenue collection equipment purchases	1.3	5.8	Mostly the favorable timing of construction material requirements
Other Business Expenses	R				(1.5)	over (100.0)	Mostly the unfavorable timing of reimbursable job closing adjustments

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$351.136	\$358.801	\$7.665	2.2	\$1,624.542	\$1,655.867	\$31.325	1.9
Vehicle Toll Revenue								
<u>Other Operating Revenue:</u>								
Fare Reimbursement	0.000	6.313	6.313	-	6.312	21.313	15.001	237.7
Paratransit Reimbursement	44.899	75.786	30.887	68.8	96.995	90.828	(6.167)	(6.4)
Other	3.408	118.646	115.238	-	12.700	129.380	116.680	-
Total Other Operating Revenue	48.307	200.745	152.438	315.6	116.007	241.521	125.514	108.2
Capital and Other Reimbursements	72.358	77.015	4.657	6.4	346.565	279.696	(66.869)	(19.3)
Total Receipts	\$471.801	\$636.561	\$164.760	34.9	\$2,087.114	\$2,177.084	\$89.970	4.3
<u>Expenditures</u>								
Labor:								
Payroll	282.041	257.438	24.603	8.7	1,383.283	1,341.218	42.065	3.0
Overtime	31.216	35.126	(3.910)	(12.5)	156.980	190.694	(33.714)	(21.5)
Total Salaries & Wages	313.257	292.564	20.693	6.6	1,540.263	1,531.912	8.351	0.5
Health and Welfare	57.052	76.144	(19.092)	(33.5)	285.273	321.367	(36.094)	(12.7)
OPEB Current Payment	28.951	22.926	6.025	20.8	144.781	116.724	28.057	19.4
Pensions	21.141	21.108	0.033	0.2	105.706	302.855	(197.149)	(186.5)
Other Fringe Benefits	31.434	30.176	1.258	4.0	155.139	153.087	2.052	1.3
Total Fringe Benefits	138.578	150.354	(11.776)	(8.5)	690.899	894.033	(203.134)	(29.4)
GASB Account	3.834	2.739	1.095	28.6	21.090	14.913	6.177	29.3
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$455.669	\$445.657	\$10.012	2.2	\$2,252.252	\$2,440.858	(\$188.606)	(8.4)
Non-Labor:								
Electric Power	26.135	23.872	2.263	8.7	140.702	127.995	12.707	9.0
Fuel	14.671	19.838	(5.167)	(35.2)	76.282	86.129	(9.847)	(12.9)
Insurance	0.157	12.200	(12.043)	-	13.539	20.521	(6.982)	(51.6)
Claims	6.754	7.216	(0.462)	(6.8)	33.770	34.004	(0.234)	(0.7)
Paratransit Service Contracts	34.231	30.084	4.147	12.1	170.218	152.838	17.380	10.2
Mtce. and Other Operating Contracts	17.107	19.304	(2.197)	(12.8)	79.287	91.013	(11.726)	(14.8)
Professional Service Contracts	10.830	13.825	(2.995)	(27.7)	47.001	74.093	(27.092)	(57.6)
Materials & Supplies	28.942	31.089	(2.147)	(7.4)	143.365	154.401	(11.036)	(7.7)
Other Business Expenditures	5.647	7.288	(1.641)	(29.1)	28.142	28.261	(0.119)	(0.4)
Total Non-Labor Expenditures	\$144.474	\$164.716	(\$20.242)	(14.0)	\$732.306	\$769.255	(\$36.949)	(5.0)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$600.143	\$610.373	(\$10.230)	(1.7)	\$2,984.558	\$3,210.113	(\$225.555)	(7.6)
Net Surplus/(Deficit)	(\$128.342)	\$26.188	\$154.530	120.4	(\$897.444)	(\$1,033.029)	(\$135.585)	(15.1)

NOTE: Totals may not add due to rounding.

Table 5

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts				31.3	1.9	Primarily due to the favorable timing of the counting and depositing of receipts
Other Operating Receipts	152.4	over 100.0	Due to the favorable timing of receipt of Sandy maintenance recovery cost reimbursements from FTA and NYC contractual partial reimbursements of paratransit expenses	125.5	over 100.0	Due to the favorable timing of receipt of Sandy maintenance recovery cost reimbursements from FTA and the favorable timing of NYC student fare reimbursements planned for December 2012 but received in January 2013
Capital and Other Reimbursements	4.7	6.4	Mostly to provide for reimbursement of increased reimbursable expenses	(66.9)	(19.3)	Mostly due to the unfavorable timing of reimbursements
Payroll	24.6	8.7	Timing of retro-wage payments	42.1	3.0	Timing of retro-wage payments
Overtime	(3.9)	(12.5)	Overtime overruns, net of the favorable timing of retro-wage payments	(33.7)	(21.5)	Overtime overruns, net of the favorable timing of retro-wage payments
Health & Welfare (including OPEB current payment)	(13.1)	(15.2)	The unfavorable timing of payments, partly offset by lower rates	(8.0)	(0.2)	The unfavorable timing of payments, partly offset by lower rates
Pensions				(197.1)	over (100.0)	The unfavorable timing of NYCERS payments to reduce interest expenses
GASB Account	1.1	28.6	The favorable timing of payments	6.2	29.3	The favorable timing of payments
Electric Power	2.3	8.7	Mostly due to lower prices and the favorable timing of expenses, partly offset by the unfavorable timing of payments	12.7	9.0	Mostly due to lower prices and the favorable timing of payments, partly offset by the unfavorable timing of expenses
Fuel	(5.2)	(35.2)	The unfavorable timing of interagency payments	(9.8)	(12.9)	Mostly the unfavorable timing of interagency payments and higher prices, partly offset by lower consumption and the favorable timing of CNG fuel tax credits
Insurance	(12.0)	over (100.0)	The unfavorable timing of payments	(7.0)	(51.6)	The unfavorable timing of payments
Claims	(0.5)	(6.8)	The unfavorable timing of claims payouts			
Paratransit Service Contracts	4.1	12.1	Lower completed trips and reduced call center activity/vehicle rehabs, partly offset by the unfavorable timing of payments	17.4	10.2	Lower completed trips and reduced call center activity/vehicle rehabs, partly offset by the unfavorable timing of payments
Maintenance Contracts	(2.2)	(12.8)	Primarily the unfavorable timing of expenses, partly offset by the favorable timing of payments	(11.7)	(14.8)	Mostly the unfavorable timing of payments and expenses
Professional Service Contracts	(3.0)	(27.7)	Mostly due to the relocation of the new IBM mainframe and data center to 2 Broadway, and the unfavorable timing of expenses, partly offset by the favorable timing of payments	(27.1)	(57.6)	Mostly due to the relocation of the new IBM mainframe and data center to 2 Broadway, the unfavorable timing of expenses, and the unfavorable timing of payments
Materials & Supplies	(2.1)	(7.4)	Mainly the unfavorable timing of payments	(11.0)	(7.7)	Mainly the unfavorable timing of payments
Other Business Expenses	(1.6)	(29.1)	Largely due to the unfavorable timing of payments, partly offset by examination fees			

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$0.591)	\$5.913	\$6.504	-	\$9.545	\$40.301	\$30.756	322.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(9.441)	(3.128)	6.313	66.9	(35.885)	(20.885)	15.000	41.8
Paratransit Reimbursement	31.857	62.901	31.044	97.4	31.785	22.887	(8.898)	(28.0)
Other	(8.306)	(8.299)	0.007	0.1	(41.530)	(42.008)	(0.478)	(1.2)
Total Other Operating Revenue	14.110	51.474	37.364	264.8	(45.630)	(40.006)	5.624	12.3
Capital and Other Reimbursements	0.000	(1.041)	(1.041)	-	0.000	(81.344)	(81.344)	-
Total Receipts	\$13.519	\$56.346	\$42.827	316.8	(\$36.085)	(\$81.049)	(\$44.964)	(124.6)
Expenditures								
Labor:								
Payroll	(1.185)	20.729	21.914	-	(38.895)	(12.856)	26.039	66.9
Overtime	(0.133)	5.598	5.731	-	(4.361)	7.467	11.828	271.2
Total Salaries & Wages	(1.318)	26.327	27.645	-	(43.256)	(5.389)	37.867	87.5
Health and Welfare	0.000	(27.095)	(27.095)	-	(0.001)	(61.702)	(61.701)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	(0.001)	(0.001)	-	(0.001)	(197.299)	(197.298)	-
Other Fringe Benefits	2.968	4.721	1.753	59.1	12.074	16.921	4.847	40.1
Total Fringe Benefits	2.968	(22.375)	(25.343)	(853.9)	12.072	(242.080)	(254.152)	-
GASB Account	(3.834)	(2.739)	1.095	28.6	(21.090)	(14.913)	6.177	29.3
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$2.184)	\$1.213	\$3.397	155.5	(\$52.274)	(\$262.382)	(\$210.108)	(401.9)
Non-Labor:								
Electric Power	(0.001)	(2.302)	(2.301)	-	0.001	2.867	2.866	-
Fuel	0.000	(9.288)	(9.288)	-	0.001	(16.863)	(16.864)	-
Insurance	5.029	(8.141)	(13.170)	(261.9)	10.951	1.721	(9.230)	(84.3)
Claims	0.687	0.225	(0.462)	(67.2)	3.435	3.201	(0.234)	(6.8)
Paratransit Service Contracts	0.167	(2.687)	(2.854)	-	0.833	(3.115)	(3.948)	(473.9)
Mtce. and Other Operating Contracts	(0.001)	1.895	1.896	-	0.001	(7.218)	(7.219)	-
Professional Service Contracts	(0.001)	1.642	1.643	-	2.250	(6.421)	(8.671)	(385.4)
Materials & Supplies	(1.250)	(3.255)	(2.005)	(160.4)	(6.250)	(20.085)	(13.835)	(221.4)
Other Business Expenses	0.002	(3.786)	(3.788)	-	(0.002)	(3.724)	(3.722)	-
Total Non-Labor Expenditures	\$4.632	(\$25.697)	(\$30.329)	(654.8)	\$11.220	(\$49.637)	(\$60.857)	(542.4)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	\$2.448	(\$24.484)	(\$26.932)	-	(\$41.054)	(\$312.019)	(\$270.965)	(660.0)
Depreciation	123.000	117.984	(5.016)	(4.1)	595.000	585.145	(9.855)	(1.7)
OPEB Account	0.000	0.000	0.000	-	351.333	349.669	(1.664)	(0.5)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$125.448	\$93.500	(\$31.948)	(25.5)	\$905.279	\$622.795	(\$282.484)	(31.2)
Total Cash Conversion Adjustments	\$138.967	\$149.846	\$10.879	7.8	\$869.194	\$541.746	(\$327.448)	(37.7)

NOTE: Totals may not add due to rounding.

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration:				
Office of the President	44	40	4	
Law	265	257	8	
Office of the EVP	39	37	2	
Human Resources	221	249	(28)	
Office of Management and Budget	39	35	4	
Capital Planning & Budget	31	30	1	
Corporate Communications	249	237	12	
Technology & Information Services	444	436	8	
Non-Departmental	84	-	84	TWU Apprentice Program-none appointed currently
Labor Relations	96	88	8	
Materiel	234	233	1	
Controller	133	141	(8)	
Total Administration	1,879	1,783	96	
Operations				
Subways Rapid Transit Operations	7,362	7,323	39	
Subways Operations Support	318	330	(12)	
Subways Stations	2,653	2,641	12	
Sub-total Subways	10,333	10,294	39	
Buses	10,431	10,553	(122)	Actuals include Training/Safety, Budget in Bus Maint.(a)
Paratransit	170	195	(25)	
Operations Planning	393	379	14	
Revenue Control	457	432	25	
Total Operations	21,784	21,853	(69)	
Maintenance				
Subways Operations Support	204	203	1	
Subways Engineering	311	298	13	
Subways Car Equipment	4,183	4,208	(25)	
Subways Infrastructure	1,334	1,344	(10)	
Subways Elevator & Escalators	377	348	29	
Subways Stations	3,511	3,478	33	
Subways Track	2,730	2,665	65	Track Workers, Equipment Maintainers, Supervisor Pos.
Subways Power	591	599	(8)	
Subways Signals	1,392	1,424	(32)	
Subways Electronic Maintenance	1,403	1,362	41	
Sub-total Subways	16,036	15,929	107	
Buses	3,734	3,679	55	Budget Includes Training/Safety,charged to Oper Bus (a)
Revenue Control	137	137	0	
Supply Logistics	556	564	(8)	
System Safety	88	85	3	
Total Maintenance	20,551	20,394	157	
Engineering/Capital				
Capital Program Management	1,218	1,180	38	
Total Engineering/Capital	1,218	1,180	38	
Public Safety				
Security	568	558	10	
Total Public Safety	568	558	10	
Total Positions	46,000	45,768	232	
Non-Reimbursable	41,594	41,462	132	
Reimbursable	4,406	4,306	100	
Total Full-Time	45,840	45,560	280	
Total Full-Time Equivalents	160	208	(48)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./Unfav)	Explanation
Administration:				
Managers/Supervisors	625	567	58	
Professional, Technical, Clerical	1,138	1,192	(54)	
Operational Hourlies	116	24	92	
Total Administration	1,879	1,783	96	
Operations				
Managers/Supervisors	2,508	2,509	(1)	
Professional, Technical, Clerical	407	450	(43)	
Operational Hourlies	18,869	18,894	(25)	
Total Operations	21,784	21,853	(69)	
Maintenance				
Managers/Supervisors	3,739	3,624	115	
Professional, Technical, Clerical	1,029	948	81	
Operational Hourlies	15,783	15,822	(39)	
Total Maintenance	20,551	20,394	157	
Engineering/Capital				
Managers/Supervisors	272	263	9	
Professional, Technical, Clerical	944	915	29	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,180	38	
Public Safety				
Managers/Supervisors	195	191	4	
Professional, Technical, Clerical	36	29	7	
Operational Hourlies	337	338	(1)	
Total Public Safety	568	558	10	
Total Positions				
Managers/Supervisors	7,339	7,154	185	
Professional, Technical, Clerical	3,554	3,534	20	
Operational Hourlies	35,107	35,080	27	
Total Positions	46,000	45,768	232	

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

	<u>5/31/13</u>	<u>5/31/12</u>
<u>Operating Inventory</u>		
Gross Inventory	\$273.740	\$272.165
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(73.900)	(67.400)
Net Inventory	\$199.340	\$204.265

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

	May						May Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	346,312	\$10.1	0	\$10.1	0	\$0.0 0.4%	1,680,864	\$49.1	0	\$48.4	0	\$0.7 1.5%
<u>Unscheduled Service</u>	234,435	\$6.9	0	\$8.2	0	(\$1.3) (18.3%)	1,107,924	\$32.6	0	\$34.7	0	(\$2.1) (6.5%)
Programmatic/Routine Maintenance	233,645	\$7.4	0	\$9.4	0	(\$1.9) (25.8%)	1,127,357	\$36.0	0	\$41.2	0	(\$5.2) (14.5%)
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0 0.0%	0	\$0.0	0	\$0.0	0	\$0.0 0.0%
<u>Vacancy/Absentee Coverage</u>	10,677	\$0.5	0	\$0.9	0	(\$0.4) *	53,385	\$2.5	0	\$7.1	0	(4.5) *
<u>Weather Emergencies</u>	368	\$0.0	0	\$2.8	0	(\$2.8) *	77,806	\$2.4	0	\$23.5	0	(\$21.1) *
<u>Safety/Security/Law Enforcement</u>	10,295	\$0.3	0	\$0.2	0	\$0.1 23.2%	51,474	\$1.4	0	\$1.3	0	\$0.0 1.9%
<u>Other</u>	12,720	\$0.5	0	\$0.0	0	\$0.4 90.8%	57,156	\$2.3	0	\$0.4	0	\$1.9 82.0%
Subtotal	848,452	\$25.7	0	\$31.6	848,452	(\$5.9) (22.8%)	4,155,966	\$126.3	0	\$156.6	4,155,966	(\$30.3) (24.0%)
REIMBURSABLE OVERTIME	167,607	\$5.3	0	\$9.1	0	(\$3.8) *	827,256	\$26.3	0	\$41.6	0	(\$15.3) (58.1%)
TOTAL OVERTIME	1,016,059	\$31.1	0	\$40.8	848,452	(\$9.7) (31.1%)	4,983,222	\$152.6	0	\$198.2	4,155,966	(\$45.6) (29.9%)

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

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

* Exceeds 100%

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

	May			May Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	0	\$0.0 (0.7%)		0	\$0.7 (2.4%)	Primarily due to Impact of operating more than budgeted service in buses.
<u>Unscheduled Service</u>	0	(\$1.3) 21.6%	Mainly due to operating more than budgeted bus service, bus traffic delays, related ramp delays and Subways baseball events coverage	0	(\$2.1) 7.0%	Primarily due to 2012 timing of Cash-in of "banked" overtime in January and bus traffic delays, diversions, extra bus trips and reclassification of non-reimbursable OT to reimbursable
<u>Programmatic/Routine Maintenance</u>	0	(\$1.9) 32.7%	Primarily due to stations maintenance and inspection, testing and maintenance of signal systems and Buses proactive routine maintenance to maintain MDBF gains established at the end of 2012.	0	(\$5.2) 17.2%	Unfavorable variance primarily due to 2012 timing of Cash-in of "banked" overtime in January, continued Subways overtime incurred to address maintenance backlog due to Tropical Storm Sandy, and Buses maintenance efforts to improve fleet reliability, reverse negative MDBF trend and reclassification of non-reimbursable OT to reimbursable
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	0	(\$0.4) 7.5%	Mainly due to vacancy / absentee coverage in train operators, station cleaners, and bus dispatchers.	0	(\$4.5) 15.0%	Mainly due to vacancy / absentee coverage in train operators, station cleaners, and bus dispatchers.
<u>Weather Emergencies</u>	0	(\$2.8) 47.7%	Primarily due to Tropical Storm Sandy continued requirements.	0	(\$21.1) 69.7%	Primarily due to winter snow storms and Tropical Storm Sandy continued requirements
<u>Safety/Security/Law Enforcement</u>	0	\$0.1 -1.1%		0	\$0.0 -0.1%	
<u>Other</u>		\$0.4 (7.6%)		0	\$1.9 (6.3%)	
Subtotal	0	(\$5.9) 60.6%		0	(\$30.3) 66.4%	
	0	(\$3.8) 39.4%	Subways Capital Track Program work is concentrated on the weekend to take advantage of track availability and greater than anticipated shuttle services support in buses.	0	(\$15.3) 33.6%	Subways Capital Track Program work is concentrated on the weekend to take advantage of track availability and greater than anticipated shuttle services support in buses.
REIMBURSABLE OVERTIME						
TOTAL OVERTIME	0	(\$9.7)		0	(\$45.6)	

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

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2013 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL AND RIDERSHIP REPORT

May 2013

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.7 million in May, was below budget by less than \$0.1 million (4.3 percent), due mostly to residual ridership losses from Tropical Storm Sandy (Sandy). Year-to-date, operating revenue was \$3.3 million, \$0.2 million (5.7 percent) below budget, due largely to residual ridership losses from Sandy and adverse weather.

Total **ridership** in May 2013 was 381,055 riders, 7.4 percent (30,400 riders) below budget, due mostly to residual losses from Sandy. Year-to-date, ridership was 1,770,866 riders, 9.2 percent (178,905 riders) below budget, also due to Sandy and the impact of adverse weather. May 2013 average weekday ridership was 15,781 riders, 6.3 percent (1,060 riders) lower than May 2012, also due to Sandy. Average weekday ridership for the twelve months ending May 2013 was 15,432 riders, 5.3 percent (856 riders) lower than the previous twelve-month period, again due to Sandy.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were lower than budget in May by \$0.3 million (9.7 percent). Labor expenses underran by \$0.2 million (8.2 percent), mainly from lower payroll expenses, due to favorable timing and vacancy control savings, partly offset by higher overtime expenses, due mostly to continued Sandy-related requirements. Non-labor expenses were favorable by \$0.1 million (13.1 percent), due primarily to lower electric power prices. Year-to-date, expenses were less than budget by \$0.9 million (5.0 percent). Labor expenses were below budget by a net \$0.3 million (2.6 percent), due to the favorable timing of fringe benefit expenses of \$0.8 million (15.3 percent) and payroll underruns of \$0.5 million (6.8 percent), mostly offset by higher overtime expenses of \$0.9 million (over 100.0 percent), due to the impacts of continued Sandy-related costs, adverse weather, vacancy coverage requirements and timing. Non-labor expenses were under budget by \$0.6 million (10.6 percent), due primarily to energy underruns and the favorable timing of expenses.

Depreciation expenses of \$3.8 million year-to-date were equal to budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$1.0 million of accrued expenses year-to-date, virtually equal to budget.

The **operating cash deficit** (excluding subsidies) year-to-date was \$12.7 million, \$1.5 million (10.7 percent) favorable to budget, due mainly to the favorable timing of capital and student fare reimbursements and expense underruns, primarily in health & welfare/OPEB current expenses (timing/lower rates) and electric power (prices).

Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.526	0.486	(0.040)	(7.6)	-	-	-	-	0.526	0.486	(0.040)	(7.6)
Other Operating Revenue	0.237	0.244	0.007	3.0	-	-	-	-	0.237	0.244	0.007	3.0
Capital and Other Reimbursements	-	-	-	-	0.140	0.053	(0.087)	(62.1)	0.140	0.053	(0.087)	(62.1)
Total Revenue	\$ 0.763	\$ 0.730	\$ (0.033)	(4.3)	\$ 0.140	\$ 0.053	\$ (0.087)	(62.1)	\$ 0.903	\$ 0.783	\$ (0.120)	(13.3)
Expenses												
Labor:												
Payroll	1.417	1.121	0.296	20.9	0.024	0.023	0.001	4.2	1.441	1.144	0.297	20.6
Overtime	0.065	0.182	(0.117)	(180.0)	0.059	0.009	0.050	84.7	0.124	0.191	(0.067)	(54.0)
Total Salaries & Wages	\$ 1.482	\$ 1.303	\$ 0.179	12.1	\$ 0.083	\$ 0.032	\$ 0.051	61.4	\$ 1.565	\$ 1.335	\$ 0.230	14.7
Health and Welfare	0.350	0.345	0.005	1.4	0.043	0.015	0.028	65.1	0.393	0.360	0.033	8.4
OPEB Current Portion	0.063	0.056	0.007	11.1	-	-	-	-	0.063	0.056	0.007	11.1
Pensions	0.483	0.483	\$ -	0.0	0.008	0.004	0.004	50.0	0.491	0.487	0.004	0.8
Other Fringe Benefits	0.107	0.093	0.014	13.1	0.006	0.002	0.004	66.7	0.113	0.095	0.018	15.9
Total Fringe Benefits	\$ 1.003	\$ 0.977	\$ 0.026	2.6	\$ 0.057	\$ 0.021	\$ 0.036	63.2	\$ 1.060	\$ 0.998	\$ 0.062	5.8
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.485	\$ 2.280	\$ 0.205	8.2	\$ 0.140	\$ 0.053	\$ 0.087	62.1	\$ 2.625	\$ 2.333	\$ 0.292	11.1
Non-Labor:												
Electric Power	0.447	0.320	0.127	28.4	-	-	-	-	0.447	0.320	0.127	28.4
Fuel	0.034	0.032	0.002	5.9	-	-	-	-	0.034	0.032	0.002	5.9
Insurance	0.025	0.024	0.001	4.0	-	-	-	-	0.025	0.024	0.001	4.0
Claims	0.023	0.021	0.002	8.7	-	-	-	-	0.023	0.021	0.002	8.7
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.130	0.125	0.005	3.8	-	-	-	-	0.130	0.125	0.005	3.8
Professional Service Contracts	0.035	0.034	0.001	2.9	-	-	-	-	0.035	0.034	0.001	2.9
Materials & Supplies	0.358	0.357	0.001	0.3	-	-	-	-	0.358	0.357	0.001	0.3
Other Business Expenses	-	0.001	(0.001)	-	-	-	-	-	-	0.001	(0.001)	-
Total Non-Labor Expenses	\$ 1.052	\$ 0.914	\$ 0.138	13.1	\$ -	\$ -	\$ -	-	\$ 1.052	\$ 0.914	\$ 0.138	13.1
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.537	\$ 3.194	\$ 0.343	9.7	\$ 0.140	\$ 0.053	\$ 0.087	62.1	\$ 3.677	\$ 3.247	\$ 0.430	11.7
Depreciation	0.750	0.750	-	0.0	-	-	-	-	0.750	0.750	-	0.0
Other Post Employment Benefits	0.192	0.191	0.001	0.5	-	-	-	-	0.192	0.191	0.001	0.5
Total Expenses	\$ 4.479	\$ 4.135	\$ 0.344	7.7	\$ 0.140	\$ 0.053	\$ 0.087	62.1	\$ 4.619	\$ 4.188	\$ 0.431	9.3
Net Surplus/(Deficit)	\$ (3.716)	\$ (3.405)	\$ 0.311	8.4	\$ -	\$ -	\$ -	-	\$ (3.716)	\$ (3.405)	\$ 0.311	8.4

Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	2.430	2.168	(0.262)	(10.8)	-	-	-	-	2.430	2.168	(0.262)	(10.8)
Other Operating Revenue	1.117	1.176	0.059	5.3	-	-	-	-	1.117	1.176	0.059	5.3
Capital and Other Reimbursements	-	-	-	-	0.690	0.607	(0.083)	(12.0)	0.690	0.607	(0.083)	(12.0)
Total Revenue	\$ 3.547	\$ 3.344	\$ (0.203)	(5.7)	\$ 0.690	\$ 0.607	\$ (0.083)	(12.0)	\$ 4.237	\$ 3.951	\$ (0.286)	(6.8)
Expenses												
Labor:												
Payroll	7.085	6.603	0.482	6.8	0.119	0.221	(0.102)	(85.7)	7.204	6.824	0.380	5.3
Overtime	0.325	1.250	(0.925)	(284.6)	0.291	0.146	0.145	49.8	0.616	1.396	(0.780)	(126.6)
Total Salaries & Wages	\$ 7.410	\$ 7.853	\$ (0.443)	(6.0)	\$ 0.410	\$ 0.367	\$ 0.043	10.5	\$ 7.820	\$ 8.220	\$ (0.400)	(5.1)
Health and Welfare	1.750	1.445	0.305	17.4	0.212	0.092	0.120	56.6	1.962	1.537	0.425	21.7
OPEB Current Portion	0.315	0.259	0.056	17.8	-	-	-	-	0.315	0.259	0.056	17.8
Pensions	2.415	2.032	0.383	15.9	0.038	0.090	(0.052)	(136.8)	2.453	2.122	0.331	13.5
Other Fringe Benefits	0.535	0.510	0.025	4.7	0.030	0.058	(0.028)	(93.3)	0.565	0.568	(0.003)	(0.5)
Total Fringe Benefits	\$ 5.015	\$ 4.246	\$ 0.769	15.3	\$ 0.280	\$ 0.240	\$ 0.040	14.3	\$ 5.295	\$ 4.486	\$ 0.809	15.3
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 12.425	\$ 12.099	\$ 0.326	2.6	\$ 0.690	\$ 0.607	\$ 0.083	12.0	\$ 13.115	\$ 12.706	\$ 0.409	3.1
Non-Labor:												
Electric Power	2.235	1.826	0.409	18.3	-	-	-	-	2.235	1.826	0.409	18.3
Fuel	0.170	0.149	0.021	12.4	-	-	-	-	0.170	0.149	0.021	12.4
Insurance	0.125	0.102	0.023	18.4	-	-	-	-	0.125	0.102	0.023	18.4
Claims	0.115	0.080	0.035	30.4	-	-	-	-	0.115	0.080	0.035	30.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.650	0.577	0.073	11.2	-	-	-	-	0.650	0.577	0.073	11.2
Professional Service Contracts	0.175	0.149	0.026	14.9	-	-	-	-	0.175	0.149	0.026	14.9
Materials & Supplies	1.790	1.819	(0.029)	(1.6)	-	-	-	-	1.790	1.819	(0.029)	(1.6)
Other Business Expenses	0.002	0.003	(0.001)	(50.0)	-	-	-	-	0.002	0.003	(0.001)	(50.0)
Total Non-Labor Expenses	\$ 5.262	\$ 4.705	\$ 0.557	10.6	\$ -	\$ -	\$ -	-	\$ 5.262	\$ 4.705	\$ 0.557	10.6
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 17.687	\$ 16.804	\$ 0.883	5.0	\$ 0.690	\$ 0.607	\$ 0.083	12.0	\$ 18.377	\$ 17.411	\$ 0.966	5.3
Depreciation	3.750	3.750	-	0.0	-	-	-	-	3.750	3.750	-	0.0
Other Post Employment Benefits	0.956	0.955	0.001	0.1	-	-	-	-	0.956	0.955	0.001	0.1
Total Expenses	\$ 22.393	\$ 21.509	\$ 0.884	3.9	\$ 0.690	\$ 0.607	\$ 0.083	12.0	\$ 23.083	\$ 22.116	\$ 0.967	4.2
Net Surplus/(Deficit)	\$ (18.846)	\$ (18.165)	\$ 0.681	3.6	\$ -	\$ -	\$ -	-	\$ (18.846)	\$ (18.165)	\$ 0.681	3.6

Table 3

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

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	(0.040)	(7.6)	Due mostly to residual ridership losses from Sandy	(0.262)	(10.8)	Due mostly to residual ridership losses from Sandy and the impact of snowstorms
Other Operating Revenue	Non Reimb.				0.059	5.3	Mainly higher advertising revenue
Payroll	Non Reimb.	0.296	20.9	Mostly timing and vacancy control savings	0.482	6.8	Mostly timing and vacancy control savings
Overtime	Non Reimb.	(0.117)	over (100.0)	Mainly continued Sandy-related requirements	(0.925)	over (100.0)	Mostly continued Sandy-related requirements, the impact of snowstorms, vacancy coverage requirements, and the timing of the reclassification of capital project work to reimbursable expense
Health and Welfare (including OPEB current payment)	Non Reimb.				0.361	17.5	Favorable timing of expenses/lower rates
Pension	Non Reimb.				0.383	15.9	Favorable timing of expenses
Electric Power	Non Reimb.	0.127	28.4	Largely lower prices	0.409	18.3	Largely lower prices
Fuel	Non Reimb.	0.002	5.9	Partly due to lower consumption	0.021	12.4	Partly due to lower consumption
Insurance	Non Reimb.				0.023	18.4	The favorable timing of interagency payments
Claims	Non Reimb.	0.002	8.7	Timing of third party claims paid	0.035	30.4	Timing of third party claims paid
Maintenance Contracts	Non Reimb.				0.073	11.2	Favorable timing of expenses
Professional Service Contracts	Non Reimb.				0.026	14.9	Favorable timing of expenses
Capital and Other Reimbursements	Reimb.	(0.087)	(62.1)	Timing of Contractor requirements	(0.083)	(12.0)	Timing of Contractor requirements
Payroll	Reimb.				(0.102)	(85.7)	Timing of Contractor requirements
Overtime	Reimb.	0.050	84.7	Timing of Contractor requirements	0.145	49.8	Timing of Contractor requirements
Health and Welfare	Reimb.	0.028	65.1	Timing of Contractor requirements	0.120	56.6	Timing of Contractor requirements
Pensions	Reimb.	0.004	50.0	Timing of Contractor requirements	(0.052)	over (100.0)	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	0.004	66.7	Timing of Contractor requirements	(0.028)	(93.3)	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.526	1.677	1.151	218.8	2.430	2.199	(0.231)	(9.5)
Other Operating Revenue	0.237	0.012	(0.225)	(94.9)	1.117	1.443	0.326	29.2
Capital and Other Reimbursements	0.209	0.395	0.186	89.0	0.209	0.776	0.567	271.3
Total Receipts	\$ 0.972	\$ 2.084	\$ 1.112	114.4	\$ 3.756	\$ 4.418	\$ 0.662	17.6
<u>Expenditures</u>								
Labor:								
Payroll	1.330	1.343	(0.013)	(1.0)	6.650	6.279	0.371	5.6
Overtime	0.124	0.182	(0.058)	(46.8)	0.620	1.250	(0.630)	(101.6)
Health and Welfare	0.393	0.310	0.083	21.1	1.963	1.289	0.674	34.3
OPEB Current Portion	0.063	0.037	0.026	41.3	0.315	0.212	0.103	32.7
Pensions	0.491	0.483	0.008	1.6	2.455	2.525	(0.070)	(2.9)
Other Fringe Benefits	0.105	0.090	0.015	14.3	0.525	0.316	0.209	39.8
GASB Account	0.043	-	0.043	100.0	0.215	-	0.215	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.549	\$ 2.445	\$ 0.104	4.1	\$ 12.743	\$ 11.871	\$ 0.872	6.8
Non-Labor:								
Electric Power	0.447	0.408	0.039	8.7	2.235	1.952	0.283	12.7
Fuel	0.034	0.023	0.011	32.4	0.170	0.243	(0.073)	(42.9)
Insurance	0.025	0.020	0.005	20.0	0.125	0.028	0.097	77.6
Claims	0.023	0.012	0.011	47.8	0.115	0.017	0.098	85.2
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.130	0.074	0.056	43.1	0.650	0.576	0.074	11.4
Professional Service Contracts	0.035	0.082	(0.047)	(134.3)	0.175	0.235	(0.060)	(34.3)
Materials & Supplies	0.358	1.025	(0.667)	(186.3)	1.790	2.219	(0.429)	(24.0)
Other Business Expenditures	-	-	-	-	0.002	0.001	0.001	50.0
Total Non-Labor Expenditures	\$ 1.052	\$ 1.644	\$ (0.592)	(56.3)	\$ 5.262	\$ 5.271	\$ (0.009)	(0.2)
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 3.601	\$ 4.089	\$ (0.488)	(13.6)	\$ 18.005	\$ 17.142	\$ 0.863	4.8
Operating Cash Deficit	\$ (2.629)	\$ (2.005)	\$ 0.624	23.7	\$ (14.249)	\$ (12.724)	\$ 1.525	10.7

Table 5

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	1.151	over (100.0%)	Favorable timing of cash receipts/settlements with NYCT	(0.231)	(9.5%)	Unfavorable timing of cash receipts/settlements with NYCT
Other Operating Revenue	(0.225)	(94.9%)	Unfavorable timing of fare reimbursements	0.326	29.2%	Mostly favorable timing of fare reimbursements from 2012
Capital Reimbursements	0.186	89.0%	Mostly favorable timing of reimbursements	0.567	over 100.0%	Mostly favorable timing of reimbursements, including reimbursements originally planned for 2012
Payroll				0.371	5.6%	Mostly timing and vacancy control savings
Overtime	(0.058)	(46.8%)	Mainly continued Sandy-related requirements	(0.630)	over (100.0%)	Mostly continued Sandy-related requirements, adverse weather, and vacancy coverage requirements
Health and Welfare (including OPEB current payment)	0.109	23.9%	Favorable timing of payments/lower rates	0.777	34.1%	Favorable timing of payments/lower rates
Electric Power	0.039	8.7%	Lower prices, partly offset by the unfavorable timing of payments	0.283	12.7%	Lower prices, partly offset by the unfavorable timing of payments
Fuel	0.011	32.4%	The favorable timing of payments	(0.073)	(42.9%)	The unfavorable timing of payments'
Insurance	0.005	20.0%	The favorable timing of inter-agency payments	0.097	77.6%	The favorable timing of inter-agency payments
Claims	0.011	47.8%	The favorable timing of third party claims paid	0.098	85.2%	The favorable timing of third party claims paid
Maintenance Contracts	0.056	43.1%	The favorable timing of payments	0.074	11.4%	The favorable timing of expenses
Professional Service Contracts	(0.047)	over (100.0%)	The unfavorable timing of payments	(0.060)	(34.3%)	The unfavorable timing of payments
Materials and Supplies	(0.667)	over (100.0%)	The unfavorable timing of non-revenue vehicle replacement purchases	(0.429)	(24.0%)	The unfavorable timing of non-revenue vehicle replacement purchases

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.000	1.191	1.191	-	0.000	0.031	0.031	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	(0.232)	(0.232)	-	0.000	0.267	0.267	-
Capital and Other Reimbursements	0.069	0.342	0.273	395.7	(0.481)	0.169	0.650	135.1
Total Receipts	\$0.069	\$1.301	\$1.232	1,785.5	(\$0.481)	\$0.467	\$0.948	197.1
<u>Expenditures</u>								
Labor:								
Payroll	0.111	(0.199)	(0.310)	(279.3)	0.554	0.545	(0.009)	(1.6)
Overtime	0.000	0.009	0.009	-	(0.004)	0.146	0.150	3,750.0
Health and Welfare	0.000	0.050	0.050	-	(0.001)	0.248	0.249	24,900.0
OPEB Current Portion	0.000	0.019	0.019	-	0.000	0.047	0.047	-
Pensions	0.000	0.004	0.004	-	(0.002)	(0.403)	(0.401)	(20,050.0)
Other Fringe Benefits	0.008	0.005	(0.003)	(37.5)	0.040	0.252	0.212	530.0
GASB Account	(0.043)	0.000	0.043	100.0	(0.215)	0.000	0.215	100.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$0.076	(\$0.112)	(\$0.188)	(247.4)	\$0.372	\$0.835	\$0.463	124.5
Non-Labor:								
Electric Power	0.000	(0.088)	(0.088)	-	0.000	(0.126)	(0.126)	-
Fuel	0.000	0.009	0.009	-	0.000	(0.094)	(0.094)	-
Insurance	0.000	0.004	0.004	-	0.000	0.074	0.074	-
Claims	0.000	0.009	0.009	-	0.000	0.063	0.063	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	0.051	0.051	-	0.000	0.001	0.001	-
Professional Service Contracts	0.000	(0.048)	(0.048)	-	0.000	(0.086)	(0.086)	-
Materials & Supplies	0.000	(0.668)	(0.668)	-	0.000	(0.400)	(0.400)	-
Other Business Expenditures	0.000	0.001	0.001	-	0.000	0.002	0.002	-
Total Non-Labor Expenditures	\$0.000	(\$0.730)	(\$0.730)	-	\$0.000	(\$0.566)	(\$0.566)	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses								
before Depreciation and OPEB	\$0.076	(\$0.842)	(\$0.918)	(1,207.9)	\$0.372	\$0.269	(\$0.103)	(27.7)
Depreciation Adjustment	0.750	0.750	0.000	0.0	3.750	3.750	0.000	0.0
Other Post Employment Benefits	0.192	0.191	(0.001)	(0.5)	0.956	0.955	(0.001)	(0.1)
Total Expenditures	\$1.018	\$0.099	(\$0.919)	(90.3)	\$5.078	\$4.974	(\$0.104)	(2.0)
Total Cash Conversion Adjustments	\$1.087	\$1.400	\$0.313	28.8	\$4.597	\$5.441	\$0.844	18.4

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

Month of May				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.411	0.381	(0.030)	(7.4%)	Residual ridership losses from Sandy

Year to Date				
1.950	1.771	(0.179)	(9.2%)	Residual ridership losses from Sandy

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

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

	Month of May				Explanation
	2012	2013	Variance		
			Amount	Percent	
Average Weekday	0.017	0.016	(0.001)	(6.3%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.008	(0.001)	(14.6%)	Residual ridership losses from Sandy and worse weekend weather in 2013 than in 2012
12-Month Rolling Average					
Average Weekday	0.016	0.015	(0.001)	(5.3%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.008	(0.001)	(12.2%)	Residual ridership losses from Sandy

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

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

<u>Function/Departments</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	14	17	(3)
General Office	8	8	0
Purchasing/Stores	6	6	0
Total Administration	28	31	(3)
Operations			
Transportation	91	98	(7)
Total Operations	91	98	(7)
Maintenance			
Mechanical	43	40	3
Electronics/Electrical	12	9	3
Power/Signals	26	27	(1)
Maintenance of Way	46	46	0
Infrastructure	25	26	(1)
Total Maintenance	152	148	4
Total Positions	271	277	(6)
Non-Reimbursable	268	274	(6)
Reimbursable	3	3	0
Total Full-Time	271	277	(6)
Total Full-Time-Equivalents	0	0	0

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

	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	15	1	
Professional, Technical, Clerical	12	16	(4)	
Operational Hourlies	0	0	0	
Total Administration	28	31	(3)	
Operations				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	83	94	(11)	Timing of retirees/replacements
Total Operations	91	98	(7)	
Maintenance				
Managers/Supervisors	7	13	(6)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	142	133	9	
Total Maintenance	152	148	4	
Engineering/Capital				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
Total Engineering/Capital	0	0	0	
Public Safety				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
Total Public Safety	0	0	0	
Total Positions				
Managers/Supervisors	28	30	(2)	
Professional, Technical, Clerical	18	20	(2)	
Operational Hourlies	225	227	(2)	
Total Positions	271	277	(6)	

FINANCIAL AND RIDERSHIP REPORT**May 2013**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$19.6 million in May, \$0.4 million (2.0 percent) below budget. Farebox revenue was \$0.1 million (0.8 percent) above budget, due to higher than budgeted ridership. Other operating revenue was \$0.5 million (20.0 percent) below budget, due to the unfavorable timing of storm-related insurance recoveries and senior fare reimbursements. Year-to-date, operating revenue was \$90.0 million, \$1.1 million (1.2 percent) below budget, including a favorable farebox revenue variance of \$2.0 million (2.6 percent) and an unfavorable other operating revenue variance of \$3.1 million (24.9 percent), due largely to the same factors affecting the month.

Total ridership in May was 11.2 million riders, 4.9 percent (0.5 million riders) above budget, and year-to-date, ridership was 52.8 million riders, 4.7 percent (2.4 million riders) above budget. These results were from higher than expected ridership, due in part to Rockaways riders diverted to MTA Bus routes during the A train suspension. May average weekday ridership was 431,551 riders, an increase of 3.2 percent (13,183 riders) from May 2012. Average weekday ridership for the twelve months ending May 2013 was 405,476 riders, an increase of 1.8 percent (7,125 riders) from the twelve months ending May 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$50.0 million in May, \$2.5 million (5.3 percent) higher than budget. Labor expenses exceeded budget by \$3.2 million (9.3 percent). Payroll expenses overran by \$1.4 million (7.3 percent), due mainly to excess bus operators and higher miscellaneous costs. Overtime was higher by \$0.6 million (15.2 percent), due mostly to continued Sandy-related work and shuttle services in support of the Metro North derailment. Both pension and health & welfare/OPEB current expenses overran by \$0.4 million (10.7 percent and 7.7 percent, respectively), representing prior month accrual corrections. Other fringe benefits were unfavorable by \$0.4 million (15.7 percent), due primarily to the timing of reclassifying the Workers' Compensation budget from the non-labor insurance category, partly offset by delayed interagency billing. Non-labor expenses were below budget by \$0.7 million (5.3 percent), including lower insurance expenses of \$1.2 million (87.0 percent), due largely to the aforementioned timing of reclassifying the Workers' Compensation budget to other fringe benefits, and favorable fuel prices of \$0.6 million (17.4 percent), partly offset by a net overrun in materials & supplies/maintenance contracts of \$1.0 million, due to the unfavorable timing of expenses from 2012. Year-to-date, expenses were favorable by \$6.5 million (2.7 percent), including labor expenses, which were higher than budget by \$4.1 million (2.4 percent), and non-labor expenses, which were under by \$10.6 million (16.2 percent). These variances resulted largely from the same factors affecting the month.

Depreciation expenses year-to-date of \$20.6 million were \$3.0 million (16.8 percent) higher than budget.



FINANCIAL AND RIDERSHIP REPORT (continued)

May 2013

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$23.1 million of accrued expenses year-to-date, \$0.4 million (1.6 percent) below budget.

The operating cash deficit (excluding subsidies) year-to-date was \$129.3 million, \$43.0 million (25.0 percent) below budget, due largely to the favorable timing of health & welfare/OPEB current and fuel payments.

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 17.306	\$ 17.443	\$ 0.137	0.8	\$ -	\$ -	\$ -	-	\$ 17.306	\$ 17.443	\$ 0.137	0.8
Other Operating Income	2.721	2.178	(0.543)	(20.0)	-	-	-	-	2.721	2.178	(0.543)	(20.0)
Capital and Other Reimbursements	-	-	-	-	0.701	0.558	(0.143)	(20.4)	0.701	0.558	(0.143)	(20.4)
Total Revenue	\$ 20.027	\$ 19.621	\$ (0.406)	(2.0)	\$ 0.701	\$ 0.558	\$ (0.143)	(20.4)	\$ 20.728	\$ 20.179	\$ (0.549)	(2.6)
-												
Labor:												
Payroll	\$ 18.684	\$ 20.056	\$ (1.372)	(7.3)	\$ 0.458	\$ 0.308	\$ 0.150	32.8	\$ 19.142	\$ 20.364	\$ (1.222)	(6.4)
Overtime	3.741	4.310	(0.569)	(15.2)	-	-	-	-	3.741	4.310	(0.569)	(15.2)
Health and Welfare	4.139	4.618	(0.479)	(11.6)	0.084	0.114	(0.030)	(35.7)	4.223	4.732	(0.509)	(12.1)
OPEB Current Payment	1.276	1.216	0.060	4.7	-	-	-	-	1.276	1.216	0.060	4.7
Pensions	4.038	4.470	(0.432)	(10.7)	0.038	0.056	(0.018)	(47.4)	4.076	4.526	(0.450)	(11.0)
Other Fringe Benefits	2.559	2.962	(0.403)	(15.7)	0.037	0.021	0.016	43.2	2.596	2.983	(0.387)	(14.9)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 34.437	\$ 37.632	\$ (3.195)	(9.3)	\$ 0.617	\$ 0.499	\$ 0.118	19.1	\$ 35.054	\$ 38.131	\$ (3.077)	(8.8)
Non-Labor:												
Electric Power	\$ 0.097	\$ 0.125	\$ (0.028)	(28.9)	\$ -	\$ -	\$ -	-	\$ 0.097	\$ 0.125	\$ (0.028)	(28.9)
Fuel	3.243	2.680	0.563	17.4	-	-	-	-	3.243	2.680	0.563	17.4
Insurance	1.433	0.187	1.246	87.0	-	-	-	-	1.433	0.187	1.246	87.0
Claims	2.167	2.167	-	0.0	-	-	-	-	2.167	2.167	-	0.0
Maintenance and Other Operating Contracts	2.039	1.795	0.244	12.0	0.018	-	0.018	100.0	2.057	1.795	0.262	12.7
Professional Service Contracts	1.329	1.330	(0.001)	(0.1)	-	-	-	-	1.329	1.330	(0.001)	(0.1)
Materials & Supplies	2.448	3.690	(1.242)	(50.7)	0.066	0.059	0.007	10.6	2.514	3.749	(1.235)	(49.1)
Other Business Expense	0.346	0.432	(0.086)	(24.9)	-	-	-	-	0.346	0.432	(0.086)	(24.9)
Total Non-Labor Expenses	\$ 13.102	\$ 12.406	\$ 0.696	5.3	\$ 0.084	\$ 0.059	\$ 0.025	29.8	\$ 13.186	\$ 12.465	\$ 0.721	5.5
Total Expenses before Non-Cash Liability Adjs.	\$ 47.539	\$ 50.038	\$ (2.499)	(5.3)	\$ 0.701	\$ 0.558	\$ 0.143	20.4	\$ 48.240	\$ 50.596	\$ (2.356)	(4.9)
Depreciation	\$ 3.520	4.181	(0.661)	(18.8)	-	-	-	-	3.520	4.181	(0.661)	(18.8)
OPEB Obligation	4.691	4.618	0.073	1.6	-	-	-	-	4.691	4.618	0.073	1.6
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 55.750	\$ 58.837	\$ (3.087)	(5.5)	\$ 0.701	\$ 0.558	\$ 0.143	20.4	\$ 56.451	\$ 59.395	\$ (2.944)	(5.2)
Net Surplus/(Deficit)	\$ (35.723)	\$ (39.216)	\$ (3.493)	(9.8)	\$ -	\$ -	\$ -	-	\$ (35.723)	\$ (39.216)	\$ (3.493)	(9.8)

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 78.565	\$ 80.605	\$ 2.040	2.6	\$ -	\$ -	\$ -	-	\$ 78.565	\$ 80.605	\$ 2.040	2.6
Other Operating Income	12.550	9.430	(3.120)	(24.9)	-	-	-	-	12.550	9.430	(3.120)	(24.9)
Capital and Other Reimbursements	-	-	-	-	3.505	2.488	(1.017)	(29.0)	3.505	2.488	(1.017)	(29.0)
Total Revenue	\$ 91.115	\$ 90.035	\$ (1.080)	(1.2)	\$ 3.505	\$ 2.488	\$ (1.017)	(29.0)	\$ 94.620	\$ 92.523	\$ (2.097)	(2.2)
Expenses												
<i>Labor:</i>												
Payroll	\$ 92.460	\$ 96.875	\$ (4.415)	(4.8)	\$ 2.290	\$ 1.429	\$ 0.861	37.6	\$ 94.750	\$ 98.304	\$ (3.554)	(3.8)
Overtime	18.293	19.103	(0.810)	(4.4)	-	-	-	-	18.293	19.103	(0.810)	(4.4)
Health and Welfare	20.695	18.711	1.984	9.6	0.420	0.381	0.039	9.3	21.115	19.092	2.023	9.6
OPEB Current Payment	6.380	6.080	0.300	4.7	-	-	-	-	6.380	6.080	0.300	4.7
Pensions	20.190	19.106	1.084	5.4	0.190	0.187	0.003	1.6	20.380	19.293	1.087	5.3
Other Fringe Benefits	12.795	15.012	(2.217)	(17.3)	0.185	0.297	(0.112)	(60.3)	12.980	15.309	(2.329)	(17.9)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 170.813	\$ 174.888	\$ (4.075)	(2.4)	\$ 3.085	\$ 2.293	\$ 0.792	25.7	\$ 173.898	\$ 177.181	\$ (3.283)	(1.9)
<i>Non-Labor:</i>												
Electric Power	\$ 0.485	\$ 0.643	\$ (0.158)	(32.5)	\$ -	\$ -	\$ -	-	\$ 0.485	\$ 0.643	\$ (0.158)	(32.5)
Fuel	15.790	14.450	1.340	8.5	-	-	-	-	15.790	14.450	1.340	8.5
Insurance	7.165	0.934	6.231	87.0	-	-	-	-	7.165	0.934	6.231	87.0
Claims	10.835	10.835	-	0.0	-	-	-	-	10.835	10.835	-	0.0
Maintenance and Other Operating Contracts	10.195	6.527	3.668	36.0	0.090	-	0.090	100.0	10.285	6.527	3.758	36.5
Professional Service Contracts	6.645	6.205	0.440	6.6	-	-	-	-	6.645	6.205	0.440	6.6
Materials & Supplies	12.240	13.303	(1.063)	(8.7)	0.330	0.194	0.136	41.1	12.570	13.498	(0.928)	(7.4)
Other Business Expense	1.730	1.628	0.102	5.9	-	-	-	-	1.730	1.628	0.102	5.9
Total Non-Labor Expenses	\$ 65.085	\$ 54.526	\$ 10.559	16.2	\$ 0.420	\$ 0.194	\$ 0.226	53.7	\$ 65.505	\$ 54.720	\$ 10.785	16.5
Total Expenses before Non-Cash Liability Adjs.	\$ 235.898	\$ 229.413	\$ 6.485	2.7	\$ 3.505	\$ 2.488	\$ 1.017	29.0	\$ 239.403	\$ 231.901	\$ 7.502	3.1
Depreciation	17.600	20.555	(2.955)	(16.8)	-	-	-	-	17.600	20.555	(2.955)	(16.8)
OPEB Obligation	23.455	23.090	0.365	1.6	-	-	-	-	23.455	23.090	0.365	1.6
Environmental Remediation	-	1.649	(1.649)	-	-	-	-	-	-	1.649	(1.649)	-
Total Expenses	\$ 276.953	\$ 274.707	\$ 2.246	0.8	\$ 3.505	\$ 2.488	\$ 1.017	29.0	\$ 280.458	\$ 277.195	\$ 3.263	1.2
Net Surplus/(Deficit)	\$ (185.838)	\$ (184.672)	\$ 1.166	0.6	\$ -	\$ 0.000	\$ 0.000	-	\$ (185.838)	\$ (184.672)	\$ 1.166	0.6

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NOTE: Totals may not add due to rounding

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

Generic Revenue or Expense Category	Nonreimb or Reimb	May 2013			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.137	0.8	Greater than anticipated ridership levels	\$ 2.040	2.6	Greater than anticipated ridership levels
Other Operating Revenue	NR	\$ (0.543)	(20.0)	Timing of Tropical Storm Sandy/Irene recoveries and Senior fare reimbursements.	\$ (3.120)	(24.9)	Timing of Tropical Storm Sandy/Irene recoveries and Senior fare reimbursements.
Capital and Other Reimbursements	R	\$ (0.143)	(20.4)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies	\$ (1.017)	(29.0)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies
Total Revenue Variance		\$ (0.549)	(2.6)		\$ (2.097)	(2.2)	
Payroll	NR	\$ (1.372)	(7.3)	Mainly due to excess bus operators and greater than budgeted Miscellaneous base pay.	\$ (4.415)	(4.8)	Mainly due to excess bus operators and greater than budgeted Miscellaneous base pay.
Overtime	NR	\$ (0.569)	(15.2)	Residual impact of Tropical Storm Sandy activities, shuttle services in support of Metro North derailment and accelerated completion of defects found on scheduled inspections.	\$ (0.810)	(4.4)	Residual impact of Tropical Storm Sandy activities and accelerated completion of defects found on scheduled inspections.
Health and Welfare (including OPEB)	NR	\$ (0.419)	(7.7)	Correction of prior month's under accrual of actual.	\$ 2.284	8.4	Timing of expenses
Pension	NR	\$ (0.432)	(10.7)	Correction of prior month's under accrual of actual.	\$ 1.084	5.4	Under accrual of actual, partially adjusted in May
Other Fringe Benefits	NR	\$ (0.403)	(15.7)	Due to the pending re-classification of the workers compensation budget from the insurance category offset by delayed billing of interagency fringe benefits.	\$ (2.217)	(17.3)	Due to the pending re-classification of the workers compensation budget from the insurance category offset by delayed billing of interagency fringe benefits.
Electric Power	NR	\$ (0.028)	(28.9)	Higher than anticipated expenses	\$ (0.158)	(32.5)	Higher than anticipated expenses
Fuel	NR	\$ 0.563	17.4	Favorable rates	\$ 1.340	8.5	Favorable rates
Insurance	NR	\$ 1.246	87.0	Pending the re-classification of the workers compensation budget to Other Fringe Benefits	\$ 6.231	87.0	Pending the re-classification of the workers compensation budget to Other Fringe Benefits
Claims	NR	\$ -	-	(a)	\$ -	-	(a)
Maintenance and Other Operating Contracts	NR	\$ 0.244	12.0	Mainly due to traction motors, and alternator units charged to Material & supplies, partially offset by prior period expenses.	\$ 3.668	36.0	Timing of expenses
Professional Service Contracts	NR	\$ (0.001)	(0.1)	(a)	\$ 0.440	6.6	Timing of expenses
Materials & Supplies	NR	\$ (1.242)	(50.7)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts	\$ (1.063)	(8.7)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts
Other Business Expense	NR	\$ (0.086)	(24.9)	Prior period charges	\$ 0.102	5.9	Timing of expenses
Depreciation	NR	\$ (0.661)	(18.8)	Non cash expense	\$ (2.955)	(16.8)	Non cash expense
Other Post Employment Benefits	NR	\$ 0.073	1.6	(a)	\$ 0.365	1.6	Non cash expense
Environmental Remediation		\$ -	-	Non cash expense unbudgeted	\$ (1.649)	-	Non cash expense unbudgeted
Payroll	R	\$ 0.150	32.8	Timing of expenses, delayed funding, and vacancies.	\$ 0.861	37.6	Timing of expenses and delayed funding
Health and Welfare	R	\$ (0.030)	(35.7)	Timing of expenses	\$ 0.039	9.3	Timing of expenses
Pension	R	\$ (0.018)	(47.4)		\$ 0.003	1.6	
Other Fringe Benefits	R	\$ 0.016	43.2		\$ (0.112)	(60.3)	
Maintenance and Other Operating Contracts	R	\$ 0.018	*	(a)	\$ 0.090	*	(a)
Materials & Supplies	R	\$ 0.007	*	(a)	\$ 0.136	*	Timing of expenses
Total Expense Variance		\$ (2.944)	(5.2)		\$ 3.263	1.2	
Net Variance		\$ (3.493)	(9.8)		\$ 1.166	0.6	

(a) - Variance less than 5%

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

	May 2013					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Adopted Budget	Actual	Variance	Percent		Adopted Budget	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ 17.111	\$ 16.398	\$ (0.713)	(4.2)	\$	96.410	\$ 100.691	\$ 4.281	4.4	
Other Operating Revenue	2.721	1.728	(0.993)	(36.5)		14.845	8.909	(5.936)	(40.0)	
Capital and Other Reimbursements	1.084	0.901	(0.183)	(16.9)		6.504	4.054	(2.450)	(37.7)	
Total Receipts	\$ 20.916	\$ 19.027	\$ (1.889)	(9.0)	\$	117.759	\$ 113.654	\$ (4.105)	(3.5)	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 26.729	\$ 23.215	\$ 3.514	13.1	\$	115.829	\$ 114.468	\$ 1.361	1.2	
Overtime	4.930	4.310	0.620	12.6		21.365	23.484	(2.119)	(9.9)	
Health and Welfare	4.189	0.930	3.259	77.8		25.134	9.600	15.534	61.8	
OPEB Current Payment	1.276	-	1.276	100.0		7.656	-	7.656	100.0	
Pensions	4.061	10.288	(6.227)	*		24.366	21.507	2.859	11.7	
Other Fringe Benefits	2.582	4.351	(1.769)	(68.5)		15.492	19.911	(4.419)	(28.5)	
GASB Account	0.599	-	0.599	100.0		3.594	-	3.594	100.0	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
Total Labor Expenditures	\$ 44.366	\$ 43.094	\$ 1.272	2.9	\$	213.436	\$ 188.970	\$ 24.466	11.5	
<i>Non-Labor:</i>										
Electric Power	\$ 0.097	\$ 0.125	\$ (0.028)	(28.9)	\$	0.582	\$ 0.651	\$ (0.069)	(11.8)	
Fuel	3.243	0.072	3.171	97.8		18.976	9.483	9.493	50.0	
Insurance	1.433	0.053	1.380	96.3		8.598	0.689	7.909	92.0	
Claims	1.833	0.402	1.431	78.1		10.998	12.018	(1.020)	(9.3)	
Maintenance and Other Operating Contracts	2.057	1.407	0.650	31.6		12.342	7.779	4.563	37.0	
Professional Service Contracts	1.329	1.140	0.189	14.2		7.974	4.541	3.433	43.0	
Materials & Supplies	2.515	3.570	(1.055)	(41.9)		15.090	17.506	(2.416)	(16.0)	
Other Business Expenses	0.346	0.440	(0.094)	(27.2)		2.076	1.311	0.765	36.9	
Total Non-Labor Expenditures	\$ 12.853	\$ 7.209	\$ 5.644	43.9	\$	76.636	\$ 53.979	\$ 22.657	29.6	
<i>Other Expenditure Adjustments :</i>										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$	-	\$ -	\$ -	-	
Total Expenditures	\$ 57.219	\$ 50.303	\$ 6.916	12.1	\$	290.072	\$ 242.949	\$ 47.123	16.2	
Operating Cash Surplus/(Deficit)	\$ (36.303)	\$ (31.276)	\$ 5.027	13.8	\$	(172.313)	\$ (129.295)	\$ 43.018	25.0	

NOTE: Totals may not add due to rounding

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

Operating Receipts or Disbursements	May 2013			Year-To-Date				
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
	\$	%		\$	%			
Farebox Revenue	\$	(0.713)	(4.2)	Timing of receipts	\$	4.281	4.4	Higher ridership.
Other Operating Revenue		(0.993)	(36.5)	Timing of Tropical Storm Sandy/Irene recoveries and Senior fare reimbursements.		(5.936)	(40.0)	Timing of Tropical Storm Sandy/Irene recoveries and Senior/Student fare reimbursements.
Capital and Other Reimbursements		(0.183)	(16.9)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies		(2.450)	(37.7)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies
Total Receipts	\$	(1.889)	(9.0)		\$	(4.105)	(3.5)	
Payroll	\$	3.514	13.1	Expired contract agreements	\$	1.361	1.2	Timing of inter-agency payments and expired contract agreements partially offset by excess employees.
Overtime		0.620	12.6	Less than budgeted		(2.119)	(9.9)	Residual impact of Tropical Storm Sandy activities and accelerated scheduled operation repair.
Health and Welfare (including OPEB)		4.535	83.0	Timing of payments		23.190	70.7	Timing of payments
Pension		(6.227)	*	Prior period payments		2.859	11.7	Timing of payments
Other Fringe Benefits		(1.769)	(68.5)	Pending re-classification of the workers compensation budget to Other Fringe Benefits		(4.419)	(28.5)	Pending re-classification of the workers compensation budget to Other Fringe Benefits
GASB		0.599	100.0	Pending revision based on re-estimate		3.594	100.0	Pending revision based on re-estimate
Electric Power		(0.028)	(28.9)	Higher than anticipated expenses		(0.069)	(11.8)	Higher than anticipated expenses
Fuel		3.171	97.8	Timing of payments and favorable rates		9.493	50.0	Timing of payments and favorable rates
Insurance		1.380	96.3	Pending re-classification of the workers compensation budget to Other Fringe Benefits		7.909	92.0	Pending re-classification of the workers compensation budget to Other Fringe Benefits
Claims		1.431	78.1	Timing of payments		(1.020)	(9.3)	Large payment for a single claim
Maintenance and Other Operating Contracts		0.650	31.6	Timing of payments		4.563	37.0	Timing of payments
Professional Service Contracts		0.189	14.2	Timing of payments		3.433	43.0	Timing of payments
Materials & Supplies		(1.055)	(41.9)	Payments for 2012 expenses		(2.416)	(16.0)	Payments for 2012 expenses
Other Business Expenditure		(0.094)	(27.2)	Timing of payments		0.765	36.9	Timing of payments
Total Expenditures	\$	6.916	12.1		\$	47.123	16.2	
Net Cash Variance	\$	5.027	13.8		\$	43.018	25.0	

(a) - Variance less than 5%

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

(\$ in millions)

	May 2013					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Adopted Budget	Actual	Variance	Percent		Adopted Budget	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ (0.195)	\$ (1.045)	\$ (0.850)	*		\$ 17.845	\$ 20.086	\$ 2.241	12.6	
Other Operating Revenue	-	(0.450)	(0.450)	-		2.295	(0.521)	(2.816)	*	
Capital and Other Reimbursements	0.383	0.343	(0.040)	(10.4)		2.999	1.566	(1.433)	(47.8)	
Total Receipts	\$ 0.188	\$ (1.152)	\$ (1.340)	*		\$ 23.139	\$ 21.131	\$ (2.008)	(8.7)	
Expenditures										
<i>Labor:</i>										
Payroll	\$ (7.587)	\$ (2.851)	\$ 4.736	62.4		\$ (21.079)	\$ (16.164)	\$ 4.915	23.3	
Overtime	(1.189)	-	1.189	100.0		(3.072)	(4.381)	(1.309)	(42.6)	
Health and Welfare	0.034	3.802	3.768	*		(4.019)	9.492	13.511	*	
OPEB Current Payment	-	1.216	1.216	-		(1.276)	6.080	7.356	*	
Pensions	0.015	(5.762)	(5.777)	*		(3.986)	(2.214)	1.772	44.5	
Other Fringe Benefits	0.014	(1.368)	(1.382)	*		(2.512)	(4.602)	(2.090)	(83.2)	
GASB Account	(0.599)	-	0.599	100.0		(3.594)	-	3.594	100.0	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
Total Labor Expenditures	\$ (9.312)	\$ (4.964)	\$ 4.348	46.7		\$ (39.538)	\$ (11.789)	\$ 27.749	70.2	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ -	\$ -	\$ -	-		\$ (0.097)	\$ (0.008)	\$ (0.105)	*	
Fuel for Buses and Trains	-	2.608	2.608	-		(3.186)	4.966	8.152	*	
Insurance	-	0.134	0.134	-		(1.433)	0.245	1.678	*	
Claims	0.334	1.765	1.431	*		(0.163)	(1.183)	(1.020)	*	
Maintenance and Other Operating Contracts	-	0.388	0.388	-		(2.057)	(1.252)	0.805	39.1	
Professional Service Contracts	-	0.190	0.190	-		(1.329)	1.664	2.993	*	
Materials & Supplies	(0.001)	0.179	0.180	*		(2.520)	(4.008)	(1.488)	(59.0)	
Other Business Expenditures	-	(0.008)	(0.008)	-		(0.346)	0.317	0.663	*	
Total Non-Labor Expenditures	\$ 0.333	\$ 5.256	\$ 4.923	*		\$ (11.131)	\$ 0.742	\$ 11.679	*	
Other Expenditure Adjustments:										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Gap Closing Expenditures:										
'Additional Actions for Budget Balance: Expenditures	-	-	-	-		-	-	-	-	
Total Gap Closing Expenditures	-	-	-	-		-	-	-	-	
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ (8.979)	\$ 0.292	\$ 9.271	*		\$ (50.669)	\$ (11.048)	\$ 39.427	77.8	
Depreciation Adjustment	3.520	4.181	0.661	18.8		17.600	20.555	2.955	16.8	
Other Post Employment Benefits	4.691	4.618	(0.073)	(1.6)		23.455	23.090	(0.365)	(1.6)	
Environmental Remediation	-	-	-	-		-	1.649	1.649	-	
Total Expenses/Expenditures	\$ (0.768)	\$ 9.091	\$ 9.859	*		\$ (9.614)	\$ 34.246	\$ 43.666	*	
Total Cash Conversion Adjustments	\$ (0.580)	\$ 7.939	\$ 8.519	*		\$ 13.525	\$ 55.377	\$ 41.658	*	

NOTE: Totals may not add due to rounding

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

	May 2013			May 2013		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.306	\$ 17.443	\$ 0.137	\$ 78.565	\$ 80.605	\$ 2.040
Total Farebox Revenue	\$ 17.306	\$ 17.443	\$ 0.137	\$ 78.565	\$ 80.605	\$ 2.040
Other Revenue	\$ 2.721	\$ 2.178	\$ (0.543)	\$ 12.550	\$ 9.430	\$ (3.120)
Capital & Other	0.701	0.558	(0.143)	3.505	2.488	(1.017)
Total Revenue	\$ 20.728	\$ 20.179	\$ (0.549)	\$ 94.620	\$ 92.523	\$ (2.097)
<u>Ridership</u>						
Fixed Route	10.718	11.239	0.521	50.390	52.751	2.361
Total Ridership	10.718	11.239	0.521	50.390	52.751	2.361

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

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	6	9	(3)	
Office of Management and Budget	14	12	2	
Technology & Information Services	17	16	1	
Material	19	16	3	
Controller	15	21	(6)	
Office of the President	6	6	-	
System Safety Administration	5	2	3	
Law	24	22	2	
Corporate Communications	2	3	(1)	
Labor Relations	63	-	63	Budget transposed with Non-Departmental / Timing of Training
Strategic Office	8	9	(1)	
Non-Departmental	4	-	4	Budget transposed with Labor Relations
Total Administration	186	119	67	
Operations				
Buses	2,094	2,181	(87)	
Office of the Executive VP	1	1	-	
Safety & Training	21	68	(47)	
Road Operations	117	113	4	
Transportation Support	20	20	-	
Operations Planning	31	30	1	
Revenue Control	21	20	1	
Total Operations	2,305	2,433	(128)	Students in Training
Maintenance				
Buses	732	720	12	
Maintenance Support/CMF	166	171	(5)	
Facilities	72	43	29	Vacancies Replaced by MOU
Supply Logistics	86	83	3	
Total Maintenance	1,056	1,017	39	
Capital Program Management	38	32	6	
Total Engineering/Capital	38	32	6	
Security	14	15	(1)	
Total Public Safety	14	15	(1)	
Total Positions	3,599	3,616	(17)	
Non-Reimbursable	3,535	3,559	(24)	
Reimbursable	64	57	7	
Total Full-Time	3,584	3,599	(15)	
Total Full-Time Equivalents	15	17	(2)	

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

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable)Vari- ance	Explanation of Variances
Administration				
Managers/Supervisors	49	47	2	
Professional, Technical, Clerical	74	72	2	
Operational Hourlies	63	-	63	
Total Administration	186	119	67	Timing of Training Requirements
Operations				
Managers/Supervisors	303	286	17	
Professional, Technical, Clerical	50	57	(7)	
Operational Hourlies	1,952	2,090	(138)	
Total Operations	2,305	2,433	(128)	Students in Training
Maintenance				
Managers/Supervisors	201	200	1	
Professional, Technical, Clerical	14	16	(2)	
Operational Hourlies	841	801	40	
Total Maintenance	1,056	1,017	39	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	22	17	5	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
Total Engineering/Capital	38	32	6	
Public Safety				
Managers/Supervisors	11	8	3	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	2	(2)	
Total Public Safety	14	15	(1)	
Total Baseline Positions				
Managers/Supervisors	586	558	28	
Professional, Technical, Clerical	157	165	(8)	
Operational Hourlies	2,856	2,893	(37)	
Total Baseline Positions	3,599	3,616	(17)	

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

	May						May Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	54,371	\$2.3	44,806	\$2.0	9,565 17.6%	\$0.3 15.1%	264,962	\$11.2	214,813	\$8.9	50,149 18.9%	\$2.3 20.9%
<u>Unscheduled Service</u>	3,880	\$0.2	7,071	\$0.3	(3,191) -82.2%	(0.1) -74.9%	18,997	\$0.9	24,497	\$1.0	(5,501) -29.0%	(0.2) -20.3%
<u>Programmatic/Routine Maintenance</u>	15,121	\$0.6	23,022	\$1.0	(7,901) -52.3%	(0.4) -54.3%	76,312	\$3.3	96,690	\$4.1	(20,378) -26.7%	(0.9) -26.7%
<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>	13,114	\$0.6	20,744	\$0.9	(7,630) -58.2%	(0.3) -49.4%	61,009	\$2.7	82,069	\$3.4	(21,060) -34.5%	(0.6) -22.7%
<u>Weather Emergencies</u>	109	\$0.0	3,626	\$0.1	(3,517) *	(0.1) *	530	\$0.0	31,906	\$1.4	(31,376) *	(1.4) *
<u>Safety/Security/Law Enforcement</u>	232	\$0.0	53	\$0.0	178 76.9%	0.0 79.8%	1,041	\$0.0	246	\$0.0	795 76.3%	0.0 79.0%
<u>Other</u>	323	\$0.0	735	\$0.0	(412) *	(0.0) *	1,573	\$0.1	4,948	\$0.3	(3,375) *	(0.1) *
Subtotal	87,149	\$3.7	100,058	\$4.3	(12,908) -14.8%	(\$0.6) -15.2%	424,425	\$18.3	455,170	\$19.1	(30,745) -7.2%	(\$0.8) -4.4%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	87,149	\$3.7	100,058	\$4.3	(12,908) -14.8%	(\$0.6) -15.2%	424,425	\$18.3	455,170	\$19.1	(30,745) -7.2%	(\$0.8) -4.4%

Totals may not add due to rounding.

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

* Exceeds 100%

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

	May			May Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	9,565 17.6%	\$0.3 15.1%	Conversion of Extras into Regular runs, resulting in an increase in regular and decrease in schedule overtime.	50,149 18.9%	\$2.3 20.9%	Conversion of Extras into Regular runs, resulting in an increase in regular and decrease in schedule overtime.
<u>Unscheduled Service</u>	(3,191) -82.2%	(\$0.1) -74.9%	Metro North Derailment Shuttle service support.	(5,501) -29.0%	(\$0.2) -20.3%	Metro North Derailment Shuttle service support.
<u>Programmatic/Routine Maintenance</u>	(7,901) -52.3%	(\$0.4) -54.3%	Maintenance work for accelerated completion of defects found on scheduled inspections.	(20,378) -26.7%	(\$0.9) -26.7%	Maintenance work for accelerated completion of defects found on scheduled inspections.
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(7,630) -58.2%	(\$0.3) -49.4%	Vacancy and Absentee Coverage for Supervisors.	(21,060) -34.5%	(\$0.6) -22.7%	Vacancy and Absentee Coverage for Supervisors.
<u>Weather Emergencies</u>	(3,517) *	(\$0.1) *	Residual effect of Tropical Storm Sandy.	(31,376) *	(\$1.4) *	Residual effect of Tropical Storm Sandy and preparation towards February 8th to 11th Winter Storm.
<u>Safety/Security/Law Enforcement</u>	178 76.9%	\$0.0 79.8%		795 76.3%	\$0.0 79.0%	
<u>Other</u>	(412) *	(\$0.0) *		(3,375) *	(\$0.1) *	
Subtotal	(12,908) -14.8%	(\$0.6) -15.2%		(30,745) -7.2%	(\$0.8) -4.4%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(12,908)	(\$0.6)		(30,745)	(\$0.8)	