



## FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	September Results		September Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
<b>Total Farebox Revenue</b>	<b>7.0</b>	<b>2.1</b>	<b>2,972.0</b>	<b>2,992.4</b>	<b>20.3</b>	<b>0.7</b>
<b>Nonreimb. Exp. before Dep./OPEB</b>	<b>32.0</b>	<b>6.1</b>	<b>5,350.6</b>	<b>5,303.3</b>	<b>47.3</b>	<b>0.9</b>
<b>Net Cash Deficit*</b>	<b>(76.8)</b>	<b>(59.8)</b>	<b>(1,762.4)</b>	<b>(1,897.8)</b>	<b>(135.4)</b>	<b>(7.7)</b>

\*Excludes Subsidies and Debt Service

September 2013 **farebox revenue** was \$345.4 million, \$7.0 million (2.1 percent) above forecast, including a \$4.2 million positive retroactive adjustment to subway and bus revenue. Subway revenue was \$6.4 million (2.5 percent) above forecast, bus revenue was \$0.8 million (1.0 percent) above forecast, and paratransit revenue was \$0.2 million (10.7 percent) below forecast. Year-to-date revenue was \$20.3 million (0.7 percent) above forecast, mostly due to subway revenue, which was \$19.5 million (0.9 percent) above forecast; bus revenue was \$1.5 million (0.2 percent) above forecast and paratransit revenue was \$0.7 million (5.5 percent) below forecast. Accrued fare media liability was equal to the forecast for both the month and year-to-date. The September 2013 non-student **average fare** of \$1.781 increased 14.6¢ from September 2012 due to the March 2013 fare increase; the subway fare increased 15.4¢, the local bus fare increased 11.9¢, and the express bus fare increased 39.4¢.

Total **ridership** in September 2013 of 199.5 million was 0.5 percent (1.0 million trips) above forecast. Average weekday ridership in September 2013 was 7.9 million, an increase of 1.6 percent from September 2012. Average weekday ridership for the twelve months ending September 2013 was 7.6 million, an increase of 0.4 percent from the twelve months ending September 2012.

**Nonreimbursable expenses** before depreciation and OPEB in September were below forecast by \$32.0 million (6.1 percent). Labor expenses were less than forecast by \$16.8 million (4.5 percent), due largely to underruns in health & welfare/OPEB current expenses, payroll and other fringe benefit expenses, and favorable reimbursable overhead credits. These positive results were partly offset by increased overtime expenses. Non-labor expenses were below forecast by \$15.2 million (10.3 percent), due largely to favorable results in maintenance contracts, paratransit service contracts, materials & supplies, insurance and electric power expenses. Fuel expense overruns partly offset these favorable results. Year-to-date, nonreimbursable expenses were \$47.3 million (0.9 percent) below forecast. Labor expenses were lower than forecast by \$35.1 million (0.9 percent), due largely to favorable health & welfare/OPEB current rates, payroll underruns mainly from vacancies, and favorable reimbursable overhead credits, partly offset by higher overtime expenses. Non-labor expenses were \$12.2 million (1.0 percent) under forecast, mostly from favorable results in paratransit service contracts, maintenance contracts and electric power, partly offset by unfavorable results in professional service contracts, fuel and claims.

The **net cash deficit** for September year-to-date was \$1,897.8 million, unfavorable to forecast by \$135.4 million (7.7 percent), due largely to the unfavorable timing of NYC paratransit expense reimbursements and Capital Program reimbursements, and increased claims payouts.

## FINANCIAL RESULTS

### Farebox Revenue

September 2013 Farebox Revenue - (\$ in millions)

	September				September Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	251.7	258.1	6.4	2.5%	2,219.0	2,238.5	19.5	0.9%
NYCT Bus	80.7	81.5	0.8	1.0%	701.3	702.8	1.5	0.2%
Paratransit	1.5	1.4	(0.2)	(10.7%)	12.6	11.9	(0.7)	(5.5%)
Subtotal	334.0	341.1	7.0	2.1%	2,932.9	2,953.2	20.3	0.7%
Fare Media Liability	4.4	4.4	0.0	0.0%	39.2	39.2	0.0	0.0%
<b>Total - NYCT</b>	<b>338.4</b>	<b>345.4</b>	<b>7.0</b>	<b>2.1%</b>	<b>2,972.0</b>	<b>2,992.4</b>	<b>20.3</b>	<b>0.7%</b>
MTA Bus Company	16.6	16.9	0.3	2.1%	147.2	148.6	1.4	0.9%
<i>Total - Regional Bus</i>	<i>97.3</i>	<i>98.5</i>	<i>1.1</i>	<i>1.2%</i>	<i>848.4</i>	<i>851.4</i>	<i>2.9</i>	<i>0.3%</i>

Note: Totals may not add due to rounding.

- September subway and bus revenue includes a positive retroactive adjustment of \$4.2 million resulting from updated average fares for pass rides in July and August 2013.
- Paratransit revenue continued to run below forecast, due in part to initiatives that diverted riders to more efficient modes.

### Average Fare

September Non-Student Average Fare - (in \$)

	NYC Transit				MTA Bus Company			
	Prelim.		Change		Prelim.		Change	
	2012	2013	Amount	Percent	2012	2013	Amount	Percent
Subway	1.716	1.870	0.154	9.0%				
Local Bus	1.365	1.484	0.119	8.7%	1.379	1.490	0.111	8.1%
Subway & Local Bus	1.620	1.765	0.145	8.9%	1.379	1.490	0.111	8.1%
Express Bus	4.573	4.968	0.394	8.6%	4.569	4.947	0.379	8.3%
<b>Total</b>	<b>1.635</b>	<b>1.781</b>	<b>0.146</b>	<b>9.0%</b>	<b>1.634</b>	<b>1.750</b>	<b>0.117</b>	<b>7.1%</b>

- The increases in average fares were mostly due to the March 3, 2013 fare increase.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the September average fare of \$1.16 was 22¢ lower than the average fare of \$1.38 in 1996.

### Other Operating Revenue

Other operating revenues were above forecast by \$0.6 million (2.0 percent) in the month and by \$1.6 million (0.4 percent) year-to-date. These favorable variances were due largely to higher advertising revenues.

## Nonreimbursable Expenses

In September, nonreimbursable expenses before depreciation and OPEB were below forecast by \$32.0 million (6.1 percent). Year-to-date, expenses were \$47.3 million (0.9 percent) less than forecast. The major causes of these variances are reviewed below:

*Labor* expenses in the month of September were favorable to forecast by \$16.8 million (4.5 percent). Health & welfare/OPEB current expenses were below forecast by \$13.1 million (15.7 percent), due mainly to lower rates. Payroll expenses underran by \$6.3 million (2.7 percent), mostly due to vacancies and lower employee earned separation payments. Other fringe benefit expenses were less than forecast by \$1.3 million (5.4 percent), due to FICA underruns and favorable direct overhead credits, partly offset by higher Workers' Compensation costs. Reimbursable overhead credits were favorable by \$1.0 million (6.5 percent), resulting mainly from higher reimbursable overtime costs. Overtime expenses exceeded forecast by \$4.7 million (17.2 percent), due primarily to additional bus unscheduled service and subway/bus maintenance/vacancy coverage requirements. Year-to-date, labor costs were lower than forecast by \$35.1 million (0.9 percent). Health & welfare/OPEB current expenses underran forecast by \$29.4 million (4.0 percent), again due to lower rates. Payroll expenses were favorable by \$14.0 million (0.7 percent), due largely to vacancies and lower employee earned separation payments. Reimbursable overhead credits were favorable by \$7.5 million (5.2 percent), resulting mainly from higher reimbursable overtime costs. Overtime expenses exceeded forecast by \$17.7 million (6.6 percent), due primarily to additional bus unscheduled service, subway/bus maintenance/vacancy coverage requirements, and residual Sandy/adverse weather requirements.

*Non-labor* expenses were below forecast in September by \$15.2 million (10.3 percent). Maintenance contract expenses were under by \$6.6 million (31.1 percent), primarily from underruns in auto purchases, and the timing of painting & building-related expenses, partly offset by the unfavorable timing of maintenance and repair requirements. Paratransit service contract expenses were favorable by \$6.0 million (17.5 percent), due mostly to lower completed trips and call center activity. Materials & supplies expenses were below forecast by 2.4 million (9.7 percent), due largely to the favorable timing of vehicle maintenance and repair expenses, partly offset by unfavorable inventory adjustments. Insurance expenses were under forecast by \$1.6 million (23.4 percent), due to the favorable timing of interagency payments. Electric power expenses were below forecast by \$1.3 million (5.0 percent), due largely to lower consumption and the favorable timing of expenses, partly offset by higher prices. Professional service contract expenses underran by a net \$0.7 million (6.1 percent), mostly from the favorable timing of IT hardware and bond services expenses, partly offset by the unfavorable timing of data center expenses. Fuel expenses were above forecast by \$3.7 million (38.0 percent), primarily from the unfavorable timing of CNG fuel tax credits, higher prices and consumption. Year-to-date, non-labor expenses were \$12.2 million (1.0 percent) under forecast, including the following:

- Paratransit service contracts were below forecast by \$13.3 million (4.7 percent), due mainly to lower completed trips, call center activity and vehicle rehabs.
- Maintenance contract expenses were less than forecast by \$10.5 million (7.3 percent), due primarily to underruns in auto purchases, and the favorable timing of painting & building-related expenses, partly offset by the unfavorable timing of maintenance and repair requirements.
- Electric power expenses were favorable by \$7.3 million (3.2 percent), mainly caused by lower consumption and the favorable timing of expenses, partly offset by higher prices.

- Materials and supplies expenses were under forecast by \$4.6 million (2.1 percent), primarily from favorable retroactive reclassification adjustments, offset in other non-labor accounts, and higher scrap/surplus sales, partly offset by the unfavorable timing of non-vehicle maintenance requirements.
- Professional service contracts were higher than forecast by \$16.5 million (16.3 percent), due largely to the unfavorable timing of data center, bond services and Workers' Compensation Board expenses, and unfavorable retroactive reclassification adjustments, offset in other non-labor accounts.
- Fuel expenses were unfavorable to forecast by \$5.3 million (4.4 percent), due mostly to higher consumption and prices, and the unfavorable timing of expenses.
- Claims (public liability) expenses were higher by \$2.9 million (4.4 percent), due to increased claims payouts.

Depreciation expenses were below forecast year-to-date by \$39.0 million (3.6 percent), due to the write-off at year-end 2012 of assets impaired by Sandy and the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$1,026.9 million of accrued expenses year-to-date, \$54.0 million (5.0 percent) lower than forecast, based on current actuarial information.

### **Net Cash Deficit**

The net cash deficit for September year-to-date was \$1,897.8 million, unfavorable to forecast by \$135.4 million (7.7 percent), due largely to the unfavorable timing of NYC paratransit expense reimbursements and Capital Program reimbursements, and increased claims payouts.

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

Inventory at the end of September was \$210.0 million, \$26.7 million (14.6 percent) higher than the December 2012 balance of \$183.3 million, due largely to buildups related to the impact of Sandy in anticipation of needed repairs and support of subway car equipment and track replacement requirements.

### **Incumbents**

There were 45,354 full-time paid incumbents at the end of September, 38 more than in August and an increase of 224 from December 2012 (excluding 199 temporary December paid incumbents).

## RIDERSHIP RESULTS

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

	September				September Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	140.4	141.6	1.1	0.8%	1,260.3	1,267.1	6.7	0.5%
NYCT Bus	57.2	57.2	(0.1)	(0.1%)	505.8	506.0	0.2	0.0%
Subtotal	197.6	198.7	1.1	0.5%	1,766.1	1,773.1	7.0	0.4%
Paratransit	0.8	0.8	(0.1)	(9.1%)	7.2	6.9	(0.3)	(3.5%)
<b>Total - NYCT</b>	<b>198.5</b>	<b>199.5</b>	<b>1.0</b>	<b>0.5%</b>	<b>1,773.3</b>	<b>1,780.0</b>	<b>6.7</b>	<b>0.4%</b>
MTA Bus Company	10.3	10.5	0.2	2.4%	92.3	93.2	1.0	1.0%
<i>Total - Regional Bus</i>	<i>67.5</i>	<i>67.7</i>	<i>0.2</i>	<i>0.3%</i>	<i>598.1</i>	<i>599.3</i>	<i>1.2</i>	<i>0.2%</i>

Notes: Totals may not add due to rounding.

- Subway ridership continued the positive trend in place since the restoration of services disrupted by Sandy.
- Paratransit ridership continued to underrun the forecast due in part to initiatives that diverted riders to more efficient modes.

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

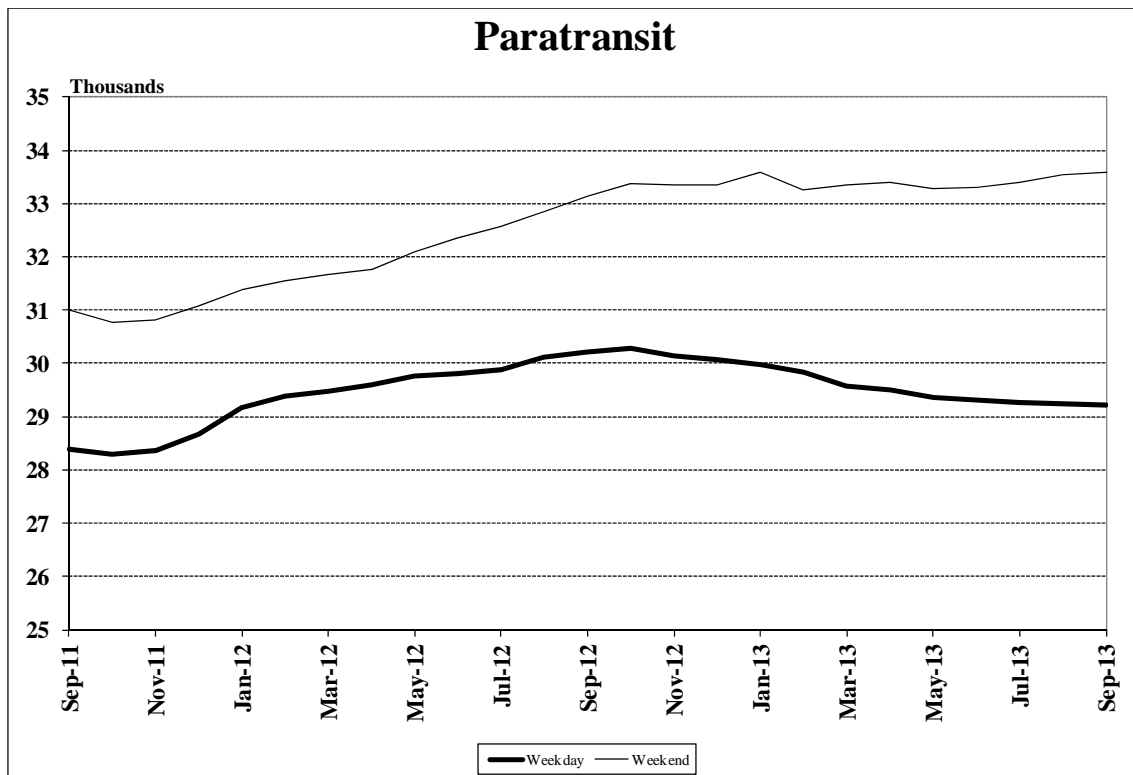
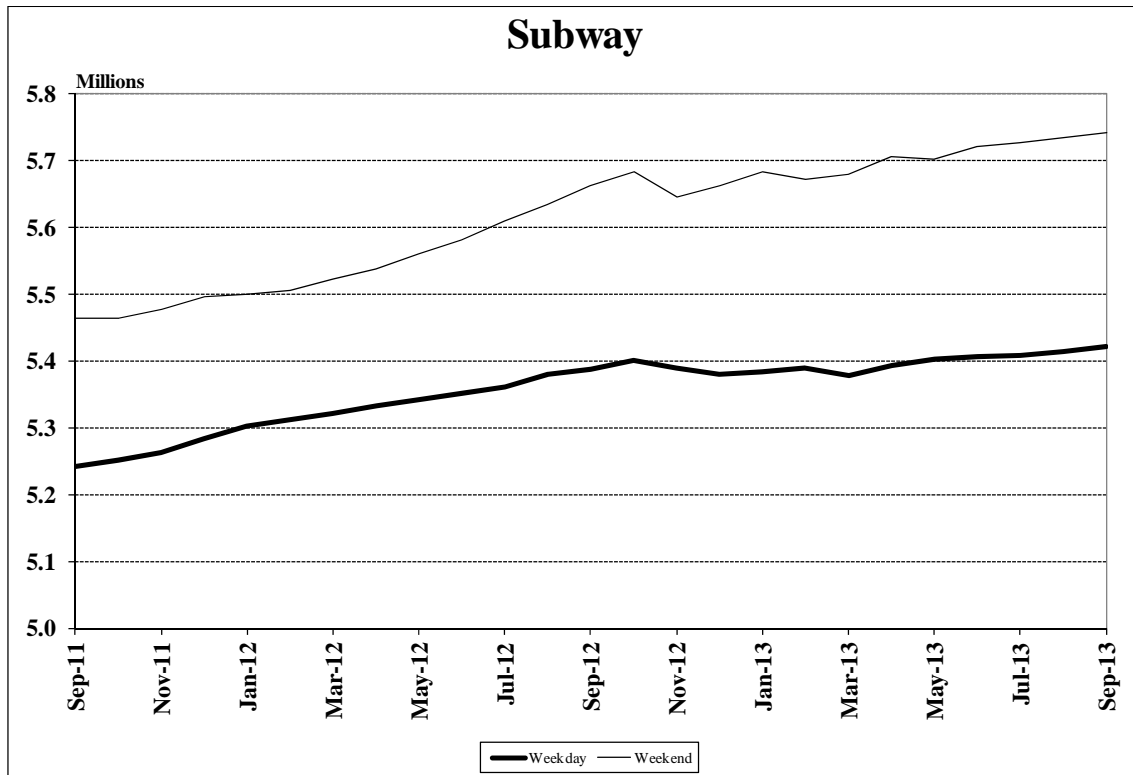
	Average Weekday (thousands)				Average Weekend (thousands)			
Month	Preliminary		Change		Preliminary		Change	
	2012	2013	Amount	Percent	2012	2013	Amount	Percent
Subway	5,527	5,626	+99	+1.8%	5,862	5,957	+94	+1.6%
NYCT Local Bus	2,205	2,228	+23	+1.1%	2,373	2,402	+29	+1.2%
NYCT Express Bus	45	45	-0	-0.5%	11	12	+2	+14.6%
Paratransit	30	30	-0	-1.1%	35	35	+1	+2.2%
TOTAL - NYCT	7,807	7,928	+121	+1.6%	8,281	8,407	+125	+1.5%
MTABC Local Bus	382	393	+12	+3.0%	384	399	+15	+3.8%
MTABC Express Bus	35	33	-2	-6.0%	14	13	-1	-3.9%
Total - MTA Bus	416	426	+9	+2.3%	398	412	+14	+3.6%
Total - Regional Bus	2,666	2,698	32	+1.2%	2,782	2,827	44	+1.6%
12-Month								
Rolling Average								
Subway	5,388	5,422	+34	+0.6%	5,663	5,741	+78	+1.4%
Local Bus	2,128	2,127	-1	-0.1%	2,297	2,312	+15	+0.7%
Express Bus	43	42	-1	-2.2%	10	12	+2	+17.4%
Paratransit	30	29	-1	-3.3%	33	34	+0	+1.3%
TOTAL - NYCT	7,589	7,620	+31	+0.4%	8,003	8,099	+95	+1.2%
MTABC Local Bus	366	374	+8	+2.2%	364	377	+13	+3.6%
MTABC Express Bus	34	33	-1	-3.6%	14	13	-0	-2.3%
Total - MTA Bus	400	407	+7	+1.7%	377	390	+13	+3.4%
Total - Regional Bus	2,571	2,576	5	+0.2%	2,685	2,714	29	+1.1%

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

- September 2013 average weekday subway ridership was the highest of any September in over forty-five years. September 24, 2013 had 5.891 million riders, the third highest ridership on record; six weekdays in the month had over 5.8 million riders.
- September 2013 average weekend subway and total NYCT ridership were both the highest of any September in over forty-five years.
- Weekend NYCT express bus ridership continued a strong growth trend, bolstered by the addition of Sunday X17 and weekend X27 service on September 30, 2012.

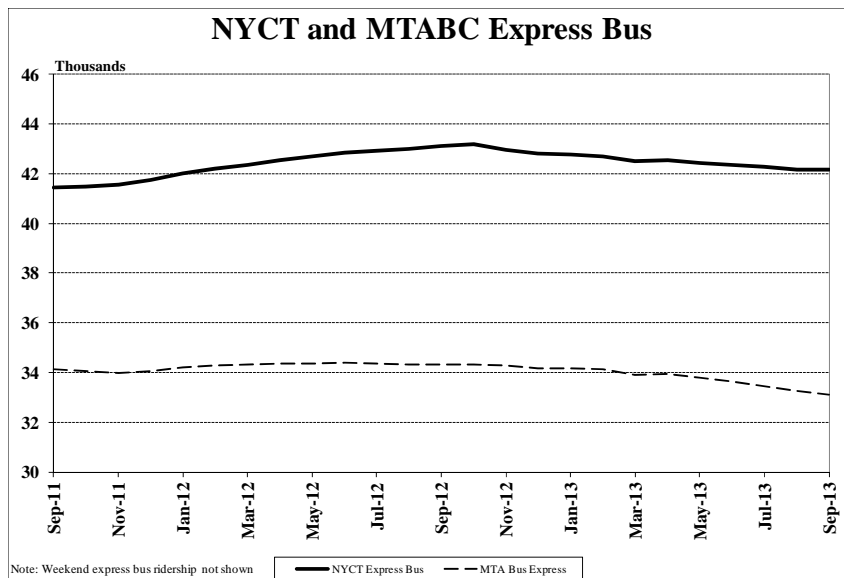
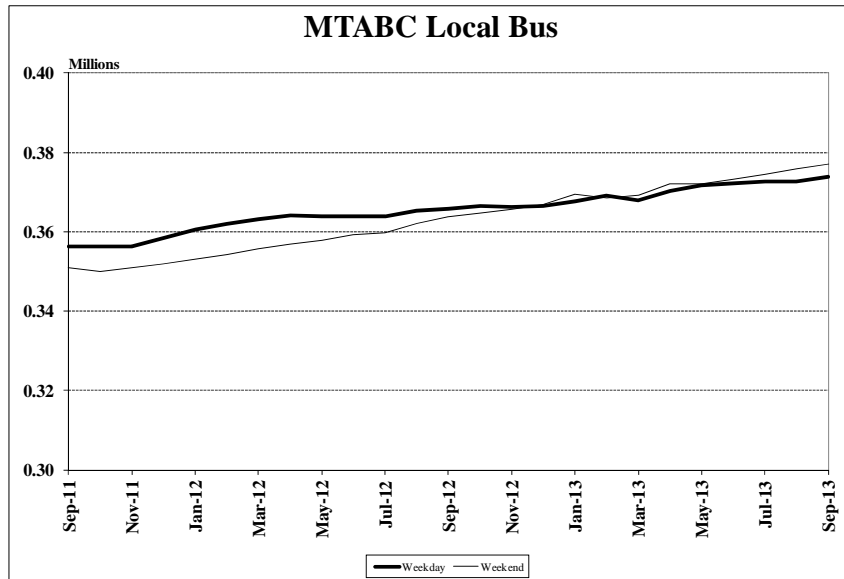
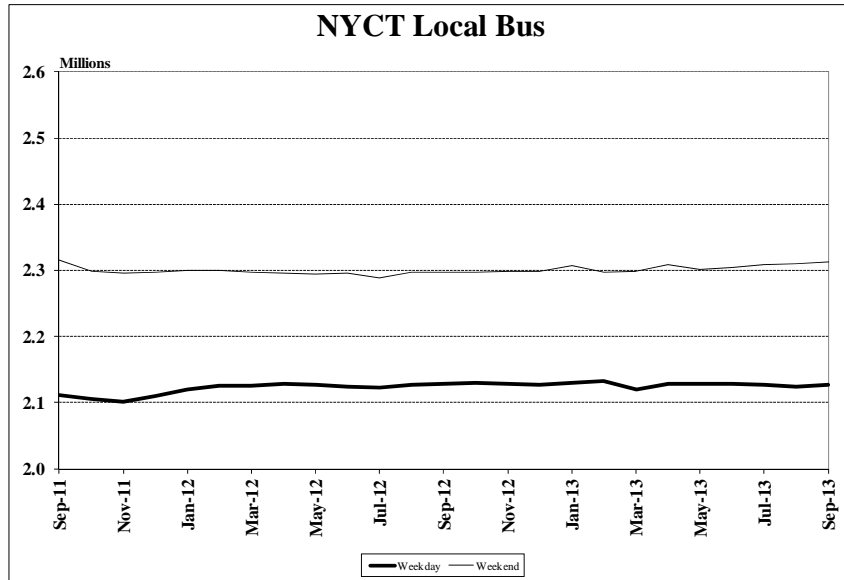
# Average Weekday and Weekend Ridership

12-Month Rolling Averages



# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



## Ridership on New York Area Transit Services

From September 2012 to September 2013, ridership increased on the subway and local buses, but decreased on all other services. The largest increase was on MTA local buses (up 3.0 percent) and the largest decrease was on MTA express buses (down 6.0 percent). Average weekend ridership increased on the subway and bus services (except MTA express buses), but decreased on all other rail services and the Staten Island Ferry.

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

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Sep-12	Preliminary Sep-13	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,527	5,626	+1.8%	+0.6%
NYCT Local Bus	2,205	2,228	+1.1%	-0.1%
NYCT Express Bus	45	45	-0.5%	-2.2%
NYCT Paratransit	30	30	-1.1%	-3.3%
Staten Island Railway	17	16	-5.2%	-7.8%
MTA Local Bus	382	393	+3.0%	+2.2%
MTA Express Bus	35	33	-6.0%	-3.6%
Long Island Rail Road	305	296	-2.8%	-2.7%
Metro-North Railroad	286	282	-1.4%	-2.1%
Staten Island Ferry	69	66	-5.4%	n/a
PATH	267	257	-4.0%	-4.9%
<u>Average Weekend</u>				
NYCT Subway	5,862	5,957	+1.6%	+1.4%
NYCT Local Bus	2,373	2,402	+1.2%	+0.7%
NYCT Express Bus	11	12	+14.6%	+17.4%
NYCT Paratransit	35	35	+2.2%	+1.3%
Staten Island Railway	9	8	-12.3%	-15.6%
MTA Local Bus	384	399	+3.8%	+3.6%
MTA Express Bus	14	13	-3.9%	-2.3%
Long Island Rail Road	193	187	-3.3%	-2.0%
Metro-North Railroad	219	210	-4.1%	-2.0%
Staten Island Ferry	99	96	-3.8%	n/a
PATH	236	221	-6.1%	-17.9%

MTA Bridges and Tunnels (thousands)				
Average Weekday	813	812	-0.1%	-2.0%
Average Weekend	1,532	1,545	+0.9%	-1.7%

Note: Percentages are based on unrounded data.

## Economy

New York City employment data for September is not yet available.



Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$251.737	\$258.139	\$6.402	2.5	\$0.000	\$0.000	\$0.000	-	\$251.737	\$258.139	\$6.402	2.5
Bus	80.736	81.530	0.794	1.0	0.000	0.000	0.000	-	80.736	81.530	0.794	1.0
Paratransit	1.547	1.382	(0.165)	(10.7)	0.000	0.000	0.000	-	1.547	1.382	(0.165)	(10.7)
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	338.372	345.403	7.031	2.1	0.000	0.000	0.000	-	338.372	345.403	7.031	2.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	6.512	6.513	0.001	0.0	0.000	0.000	0.000	-	6.512	6.513	0.001	0.0
Paratransit Reimbursement	13.408	13.534	0.126	0.9	0.000	0.000	0.000	-	13.408	13.534	0.126	0.9
Other	11.958	12.460	0.502	4.2	0.000	0.000	0.000	-	11.958	12.460	0.502	4.2
Total Other Operating Revenue	31.878	32.507	0.629	2.0	0.000	0.000	0.000	-	31.878	32.507	0.629	2.0
Capital and Other Reimbursements	0.000	0.000	0.000	-	72.451	78.816	6.365	8.8	72.451	78.816	6.365	8.8
<b>Total Revenue</b>	<b>\$370.250</b>	<b>\$377.910</b>	<b>\$7.660</b>	<b>2.1</b>	<b>\$72.451</b>	<b>\$78.816</b>	<b>\$6.365</b>	<b>8.8</b>	<b>\$442.701</b>	<b>\$456.726</b>	<b>\$14.025</b>	<b>3.2</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	236.407	230.066	6.341	2.7	31.049	26.929	4.120	13.3	267.456	256.995	10.461	3.9
Overtime	27.333	32.029	(4.696)	(17.2)	5.399	10.075	(4.676)	(86.6)	32.732	42.104	(9.372)	(28.6)
Total Salaries & Wages	263.740	262.095	1.645	0.6	36.448	37.004	(0.556)	(1.5)	300.188	299.099	1.089	0.4
Health and Welfare	53.501	42.308	11.193	20.9	2.309	1.121	1.188	51.5	55.810	43.429	12.381	22.2
OPEB Current Payment	29.718	27.840	1.878	6.3	0.000	0.000	0.000	-	29.718	27.840	1.878	6.3
Pensions	20.466	20.699	(0.233)	(1.1)	0.407	0.411	(0.004)	(1.0)	20.873	21.110	(0.237)	(1.1)
Other Fringe Benefits	24.253	22.934	1.319	5.4	9.535	9.837	(0.302)	(3.2)	33.788	32.771	1.017	3.0
Total Fringe Benefits	127.938	113.781	14.157	11.1	12.251	11.369	0.882	7.2	140.189	125.150	15.039	10.7
Reimbursable Overhead	(15.524)	(16.537)	1.013	6.5	15.524	16.537	(1.013)	(6.5)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$376.154</b>	<b>\$359.339</b>	<b>\$16.815</b>	<b>4.5</b>	<b>\$64.223</b>	<b>\$64.910</b>	<b>(\$0.687)</b>	<b>(1.1)</b>	<b>\$440.377</b>	<b>\$424.249</b>	<b>\$16.128</b>	<b>3.7</b>
<b>Non-Labor:</b>												
Electric Power	26.121	24.826	1.295	5.0	0.020	0.040	(0.020)	(100.0)	26.141	24.866	1.275	4.9
Fuel	9.761	13.470	(3.709)	(38.0)	0.002	0.001	0.001	50.0	9.763	13.471	(3.708)	(38.0)
Insurance	6.725	5.153	1.572	23.4	0.000	0.000	0.000	-	6.725	5.153	1.572	23.4
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	34.029	28.064	5.965	17.5	0.000	0.964	(0.964)	-	34.029	29.028	5.001	14.7
Mtce. and Other Operating Contracts	21.239	14.637	6.602	31.1	0.953	3.898	(2.945)	(309.0)	22.192	18.535	3.657	16.5
Professional Service Contracts	12.126	11.391	0.735	6.1	1.841	3.075	(1.234)	(67.0)	13.967	14.466	(0.499)	(3.6)
Materials & Supplies	25.246	22.809	2.437	9.7	5.026	5.717	(0.691)	(13.7)	30.272	28.526	1.746	5.8
Other Business Expenses	5.373	5.082	0.291	5.4	0.386	0.211	0.175	45.3	5.759	5.293	0.466	8.1
<b>Total Non-Labor Expenses</b>	<b>\$148.061</b>	<b>\$132.873</b>	<b>\$15.188</b>	<b>10.3</b>	<b>\$8.228</b>	<b>\$13.906</b>	<b>(\$5.678)</b>	<b>(69.0)</b>	<b>\$156.289</b>	<b>\$146.779</b>	<b>\$9.510</b>	<b>6.1</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$524.215</b>	<b>\$492.212</b>	<b>\$32.003</b>	<b>6.1</b>	<b>\$72.451</b>	<b>\$78.816</b>	<b>(\$6.365)</b>	<b>(8.8)</b>	<b>\$596.666</b>	<b>\$571.028</b>	<b>\$25.638</b>	<b>4.3</b>
Depreciation	131.000	114.914	16.086	12.3	0.000	0.000	0.000	-	131.000	114.914	16.086	12.3
OPEB Account	365.600	338.129	27.471	7.5	0.000	0.000	0.000	-	365.600	338.129	27.471	7.5
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$1,020.815</b>	<b>\$945.255</b>	<b>\$75.560</b>	<b>7.4</b>	<b>\$72.451</b>	<b>\$78.816</b>	<b>(\$6.365)</b>	<b>(8.8)</b>	<b>\$1,093.266</b>	<b>\$1,024.071</b>	<b>\$69.195</b>	<b>6.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$650.565)</b>	<b>(\$567.345)</b>	<b>\$83.220</b>	<b>12.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$650.565)</b>	<b>(\$567.345)</b>	<b>\$83.220</b>	<b>12.8</b>

NOTE: Totals may not add due to rounding.

Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$2,218.984	\$2,238.484	\$19.500	0.9	\$0.000	\$0.000	\$0.000	-	\$2,218.984	\$2,238.484	\$19.500	0.9
Bus	701.291	702.807	1.516	0.2	0.000	0.000	0.000	-	701.291	702.807	1.516	0.2
Paratransit	12.604	11.909	(0.695)	(5.5)	0.000	0.000	0.000	-	12.604	11.909	(0.695)	(5.5)
Fare Media Liability	39.168	39.168	0.000	0.0	0.000	0.000	0.000	-	39.168	39.168	0.000	0.0
Total Farebox Revenue	2,972.047	2,992.368	20.321	0.7	0.000	0.000	0.000	-	2,972.047	2,992.368	20.321	0.7
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	59.611	59.613	0.002	0.0	0.000	0.000	0.000	-	59.611	59.613	0.002	0.0
Paratransit Reimbursement	121.573	121.680	0.107	0.1	0.000	0.000	0.000	-	121.573	121.680	0.107	0.1
Other	219.220	220.687	1.467	0.7	0.000	0.000	0.000	-	219.220	220.687	1.467	0.7
Total Other Operating Revenue	400.404	401.980	1.576	0.4	0.000	0.000	0.000	-	400.404	401.980	1.576	0.4
Capital and Other Reimbursements	0.000	0.000	0.000	-	675.538	699.169	23.631	3.5	675.538	699.169	23.631	3.5
<b>Total Revenue</b>	<b>\$3,372.451</b>	<b>\$3,394.348</b>	<b>\$21.897</b>	<b>0.6</b>	<b>\$675.538</b>	<b>\$699.169</b>	<b>\$23.631</b>	<b>3.5</b>	<b>\$4,047.989</b>	<b>\$4,093.517</b>	<b>\$45.528</b>	<b>1.1</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	2,151.263	2,137.257	14.006	0.7	260.570	251.027	9.543	3.7	2,411.833	2,388.284	23.549	1.0
Overtime	265.985	283.640	(17.655)	(6.6)	63.316	80.597	(17.281)	(27.3)	329.301	364.237	(34.936)	(10.6)
Total Salaries & Wages	2,417.248	2,420.897	(3.649)	(0.2)	323.886	331.624	(7.738)	(2.4)	2,741.134	2,752.521	(11.387)	(0.4)
Health and Welfare	478.328	452.736	25.592	5.4	18.796	16.774	2.022	10.8	497.124	469.510	27.614	5.6
OPEB Current Payment	243.636	239.818	3.818	1.6	0.000	0.000	0.000	-	243.636	239.818	3.818	1.6
Pensions	873.211	872.406	0.805	0.1	28.425	28.603	(0.178)	(0.6)	901.636	901.009	0.627	0.1
Other Fringe Benefits	224.173	223.054	1.119	0.5	82.883	85.082	(2.199)	(2.7)	307.056	308.136	(1.080)	(0.4)
Total Fringe Benefits	1,819.348	1,788.014	31.334	1.7	130.104	130.459	(0.355)	(0.3)	1,949.452	1,918.473	30.979	1.6
Reimbursable Overhead	(143.794)	(151.255)	7.461	5.2	143.794	151.255	(7.461)	(5.2)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$4,092.802</b>	<b>\$4,057.656</b>	<b>\$35.146</b>	<b>0.9</b>	<b>\$597.784</b>	<b>\$613.338</b>	<b>(\$15.554)</b>	<b>(2.6)</b>	<b>\$4,690.586</b>	<b>\$4,670.994</b>	<b>\$19.592</b>	<b>0.4</b>
<b>Non-Labor:</b>												
Electric Power	232.462	225.122	7.340	3.2	0.192	0.254	(0.062)	(32.3)	232.654	225.376	7.278	3.1
Fuel	119.668	124.962	(5.294)	(4.4)	0.016	0.014	0.002	12.5	119.684	124.976	(5.292)	(4.4)
Insurance	44.286	43.918	0.368	0.8	0.000	0.000	0.000	-	44.286	43.918	0.368	0.8
Claims	66.969	69.910	(2.941)	(4.4)	0.000	0.000	0.000	-	66.969	69.910	(2.941)	(4.4)
Paratransit Service Contracts	285.536	272.243	13.293	4.7	0.000	0.964	(0.964)	-	285.536	273.207	12.329	4.3
Mtce. and Other Operating Contracts	144.666	134.128	10.538	7.3	21.833	28.818	(6.985)	(32.0)	166.499	162.946	3.553	2.1
Professional Service Contracts	101.038	117.546	(16.508)	(16.3)	13.464	16.659	(3.195)	(23.7)	114.502	134.205	(19.703)	(17.2)
Materials & Supplies	216.319	211.712	4.607	2.1	40.972	38.162	2.810	6.9	257.291	249.874	7.417	2.9
Other Business Expenses	46.868	46.098	0.770	1.6	1.277	0.960	0.317	24.8	48.145	47.058	1.087	2.3
<b>Total Non-Labor Expenses</b>	<b>\$1,257.812</b>	<b>\$1,245.639</b>	<b>\$12.173</b>	<b>1.0</b>	<b>\$77.754</b>	<b>\$85.831</b>	<b>(\$8.077)</b>	<b>(10.4)</b>	<b>\$1,335.566</b>	<b>\$1,331.470</b>	<b>\$4.096</b>	<b>0.3</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5,350.614</b>	<b>\$5,303.295</b>	<b>\$47.319</b>	<b>0.9</b>	<b>\$675.538</b>	<b>\$699.169</b>	<b>(\$23.631)</b>	<b>(3.5)</b>	<b>\$6,026.152</b>	<b>\$6,002.464</b>	<b>\$23.688</b>	<b>0.4</b>
Depreciation	1,097.145	1,058.139	39.006	3.6	0.000	0.000	0.000	-	1,097.145	1,058.139	39.006	3.6
OPEB Account	1,080.869	1,026.880	53.989	5.0	0.000	0.000	0.000	-	1,080.869	1,026.880	53.989	5.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$7,528.628</b>	<b>\$7,388.314</b>	<b>\$140.314</b>	<b>1.9</b>	<b>\$675.538</b>	<b>\$699.169</b>	<b>(\$23.631)</b>	<b>(3.5)</b>	<b>\$8,204.166</b>	<b>\$8,087.483</b>	<b>\$116.683</b>	<b>1.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$4,156.177)</b>	<b>(\$3,993.966)</b>	<b>\$162.211</b>	<b>3.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$4,156.177)</b>	<b>(\$3,993.966)</b>	<b>\$162.211</b>	<b>3.9</b>

NOTE: Totals may not add due to rounding.

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

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	NR	0.6	2.0	Primarily due to higher advertising and paratransit urban tax revenues	1.6	0.4	Mostly higher advertising revenue
Payroll	NR	6.3	2.7	Mostly due to vacancies and lower employee earned separation payments	14.0	0.7	Mostly due to vacancies and lower employee earned separation payments
Overtime	NR	(4.7)	(17.2)	Mainly due to additional bus unscheduled service and subway/bus maintenance & vacancy coverage requirements	(17.7)	(6.6)	Mainly due to additional bus unscheduled service, subway/bus maintenance/vacancy coverage requirements, and residual Sandy and adverse weather requirements
Health & Welfare (including OPEB current payment)	NR	13.1	15.7	Mostly lower rates	29.4	4.0	Mostly lower rates
Other Fringe Benefits	NR	1.3	5.4	Largely FICA underruns and favorable direct overhead credits, partly offset by higher Workers' Compensation costs	1.1	0.5	Largely favorable direct overhead credits and FICA underruns, partly offset by higher Workers' Compensation costs
Reimbursable Overhead	NR	1.0	6.5	Favorable overhead credits, resulting mostly from higher reimbursable overtime costs	7.5	5.2	Favorable overhead credits, resulting mostly from higher reimbursable overtime costs
Electric Power	NR	1.3	5.0	Mainly due to lower consumption and the favorable timing of expenses, partly offset by higher prices	7.3	3.2	Mainly due to lower consumption and the favorable timing of expenses, partly offset by higher prices
Fuel	NR	(3.7)	(38.0)	Largely the unfavorable timing of CNG fuel tax credits, higher prices and consumption.	(5.3)	(4.4)	Due mostly to higher consumption and prices, and the unfavorable timing of expenses
Insurance	NR	1.6	23.4	The favorable timing of interagency payments			
Claims	NR				(2.9)	(4.4)	Mostly increased claims payouts
Paratransit Service Contracts	NR	6.0	17.5	Mostly due to lower completed trips and call center activity	13.3	4.7	Mostly due to lower completed trips, call center activity and vehicle rehabs
Maintenance and Other Operating Contracts	NR	6.6	31.1	Primarily underruns in auto purchases, and the favorable timing of vehicle maintenance and repair requirements, and painting expenses	10.5	7.3	Primarily underruns in auto purchases, and the favorable timing of painting & building-related expenses, partly offset by the unfavorable timing of maintenance and repair requirements

Table 3

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

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	NR	0.7	6.1	Mostly due to the favorable timing of IT hardware and bond services expenses, partly offset by the unfavorable timing of data center expenses	(16.5)	(16.3)	Mostly due to the unfavorable timing of data center, bond services, and Workers' Compensation Board expenses, and retroactive reclassification adjustments offset in other non-labor accounts
Materials & Supplies	NR	2.4	9.7	Due largely to the favorable timing of vehicle maintenance and repair expenses, partly offset by unfavorable inventory adjustments	4.6	2.1	Mainly due to favorable retroactive reclassification adjustments and higher scrap/surplus sales, partly offset by the unfavorable timing of non-vehicle maintenance requirements
Other Business Expenses	NR	0.3	5.4	Primarily savings in stationery expenses	0.8	1.6	Primarily savings in stationery expenses
Depreciation	NR	16.1	12.3	Due to the write-off at year-end 2012 of assets impaired by Sandy and the favorable timing of assets reaching beneficial use	39.0	3.6	Due to the write-off at year-end 2012 of assets impaired by Sandy and the favorable timing of assets reaching beneficial use
OPEB Long-Term Account	NR	27.5	7.5	Lower accrued expenses, based on current actuarial information	54.0	5.0	Lower accrued expenses, based on current actuarial information
Capital and Other Reimbursements	R	6.4	8.8	Increase to provide for reimbursement of reimbursable expense increase	23.6	3.5	Increase to provide for reimbursement of reimbursable expense increase
Payroll	R	4.1	13.3	Mainly the favorable timing of engineering and capital construction requirements	9.5	3.7	Mainly the favorable timing of capital construction and engineering requirements
Overtime	R	(4.7)	(86.6)	Largely additional work in Subways, specifically for track, operations, station environment, infrastructure, power and signals requirements	(17.3)	(27.3)	Largely additional work in Subways, specifically for track, infrastructure, power, station environment and operations requirements
Health & Welfare	R	1.2	51.5	Lower rates	2.0	10.8	Lower rates
Other Fringe Benefits	R	(0.3)	(3.2)	Primarily higher direct overhead expenses, resulting from increased reimbursable overtime expenses	(2.2)	(2.7)	Primarily higher direct overhead expenses, resulting from increased reimbursable overtime expenses
Paratransit Service Contracts	R	(1.0)	n/a	Interactive voice response system support costs to enhance riders ability to call into the sytem to locate available trips	(1.0)	n/a	Interactive voice response system support costs to enhance riders ability to call into the sytem to locate available trips

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**September 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
		\$	%		\$	%	
Maintenance and Other Operating Contracts	R	(2.9)	over (100.0)	Largely the unfavorable timing of maintenance services, building-related and operating contract costs	(7.0)	(32.0)	Largely the unfavorable timing of maintenance services, building-related and operating contract costs
Professional Service Contracts	R	(1.2)	(67.0)	Mostly the unfavorable timing of data center and various professional service expenses	(3.2)	(23.7)	Mostly the unfavorable timing of IT hardware, data center and EDP maintenance & repair expenses
Materials & Supplies	R	(0.7)	(13.7)	Mainly the unfavorable timing of non-vehicle maintenance requirements	2.8	6.9	Mainly the favorable timing of non-vehicle maintenance requirements
Other Business Expenses	R	0.2	45.3	Largely the favorable timing of various miscellaneous expenses	0.3	24.8	Largely the favorable timing of various miscellaneous expenses

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$337.202	\$323.888	(\$13.314)	(3.9)	\$3,003.433	\$3,016.348	\$12.915	0.4
Vehicle Toll Revenue								
<b>Other Operating Revenue:</b>								
Fare Reimbursement	0.000	0.000	0.000	-	71.391	71.426	0.035	0.0
Paratransit Reimbursement	56.149	2.866	(53.283)	(94.9)	155.077	101.405	(53.672)	(34.6)
Other	3.722	3.331	(0.391)	(10.5)	144.268	143.570	(0.698)	(0.5)
Total Other Operating Revenue	59.871	6.197	(53.674)	(89.6)	370.736	316.401	(54.335)	(14.7)
Capital and Other Reimbursements	90.451	83.557	(6.894)	(7.6)	658.194	611.995	(46.199)	(7.0)
<b>Total Receipts</b>	<b>\$487.524</b>	<b>\$413.642</b>	<b>(\$73.882)</b>	<b>(15.2)</b>	<b>\$4,032.363</b>	<b>\$3,944.744</b>	<b>(\$87.619)</b>	<b>(2.2)</b>
<b><u>Expenditures</u></b>								
<b>Labor:</b>								
Payroll	246.032	240.620	5.412	2.2	2,434.019	2,434.872	(0.853)	(0.0)
Overtime	30.330	37.589	(7.259)	(23.9)	322.881	333.922	(11.041)	(3.4)
Total Salaries & Wages	276.362	278.209	(1.847)	(0.7)	2,756.900	2,768.794	(11.894)	(0.4)
Health and Welfare	55.810	53.337	2.473	4.4	547.826	553.136	(5.310)	(1.0)
OPEB Current Payment	29.718	27.840	1.878	6.3	243.636	239.818	3.818	1.6
Pensions	79.957	80.197	(0.240)	(0.3)	567.183	566.568	0.615	0.1
Other Fringe Benefits	28.849	29.501	(0.652)	(2.3)	277.707	286.425	(8.718)	(3.1)
Total Fringe Benefits	194.334	190.875	3.459	1.8	1,636.352	1,645.947	(9.595)	(0.6)
GASB Account	5.784	6.098	(0.314)	(5.4)	49.139	49.615	(0.476)	(1.0)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$476.480</b>	<b>\$475.182</b>	<b>\$1.298</b>	<b>0.3</b>	<b>\$4,442.391</b>	<b>\$4,464.356</b>	<b>(\$21.965)</b>	<b>(0.5)</b>
<b>Non-Labor:</b>								
Electric Power	26.141	25.891	0.250	1.0	229.787	230.119	(0.332)	(0.1)
Fuel	5.746	17.021	(11.275)	(196.2)	123.288	132.331	(9.043)	(7.3)
Insurance	1.622	0.000	1.622	100.0	42.210	37.039	5.171	12.3
Claims	6.720	6.151	0.569	8.5	60.884	84.495	(23.611)	(38.8)
Paratransit Service Contracts	33.298	31.752	1.546	4.6	285.729	280.863	4.866	1.7
Mtce. and Other Operating Contracts	23.261	14.180	9.081	39.0	177.992	159.689	18.303	10.3
Professional Service Contracts	11.717	13.143	(1.426)	(12.2)	115.831	131.414	(15.583)	(13.5)
Materials & Supplies	25.684	29.653	(3.969)	(15.5)	266.926	270.044	(3.118)	(1.2)
Other Business Expenditures	5.233	5.859	(0.626)	(12.0)	49.768	52.210	(2.442)	(4.9)
<b>Total Non-Labor Expenditures</b>	<b>\$139.422</b>	<b>\$143.650</b>	<b>(\$4.228)</b>	<b>(3.0)</b>	<b>\$1,352.415</b>	<b>\$1,378.204</b>	<b>(\$25.789)</b>	<b>(1.9)</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$615.902</b>	<b>\$618.832</b>	<b>(\$2.930)</b>	<b>(0.5)</b>	<b>\$5,794.806</b>	<b>\$5,842.560</b>	<b>(\$47.754)</b>	<b>(0.8)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$128.378)</b>	<b>(\$205.190)</b>	<b>(\$76.812)</b>	<b>(59.8)</b>	<b>(\$1,762.443)</b>	<b>(\$1,897.816)</b>	<b>(\$135.373)</b>	<b>(7.7)</b>

NOTE: Totals may not add due to rounding.

Table 5

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

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(13.3)	(3.9)	Mostly due to the unfavorable timing of the counting and depositing of cash	12.9	0.4	Mostly due to increased ridership and the favorable timing of the counting and depositing of cash
Other Operating Receipts	(53.7)	(89.6)	Due to the unfavorable timing of receipt of NYC paratransit partial expense reimbursements	(54.3)	(14.7)	Due to the unfavorable timing of receipt of NYC paratransit partial expense reimbursements
Capital and Other Reimbursements	(6.9)	(7.6)	Mostly the unfavorable timing of reimbursements	(46.2)	(7.0)	Mostly the unfavorable timing of reimbursements
Health & Welfare (including OPEB current payment)	4.4	5.1	Mainly expense underruns due to lower rates, partly offset by the unfavorable timing of payments			
Other Fringe Benefits				(8.7)	(3.1)	Largely the unfavorable timing of payments
GASB Account	(0.3)	(5.4)	The unfavorable timing of payments			
Fuel	(11.3)	over (100.0)	Largely the unfavorable timing of CNG fuel tax credits and fuel payments, higher prices and consumption.	(9.0)	(7.3)	Due mostly to higher consumption and prices, and the unfavorable timing of expenses and payments
Insurance	1.6	100.0	The favorable timing of interagency payments	5.2	12.3	The favorable timing of interagency payments
Claims	0.6	8.5	The favorable timing of claims payouts	(23.6)	(38.8)	Higher claims payouts
Paratransit Service Contracts	1.5	4.6	Mostly due to lower completed trips and call center activity, partly offset by the unfavorable timing of payments	4.9	1.7	Mostly due to lower completed trips, call center activity and vehicle rehabs, partly offset by the unfavorable timing of payments
Maintenance Contracts	9.1	39.0	Primarily underruns in auto purchases, and the favorable timing of vehicle maintenance and repair requirements, painting expenses, and payments	18.3	10.3	Primarily underruns in auto purchases, and the favorable timing of painting & building-related expenses and payments, partly offset by the unfavorable timing of maintenance and repair requirements
Professional Service Contracts	(1.4)	(12.2)	Mostly due to the unfavorable timing of payments	(15.6)	(13.5)	Mostly due to the unfavorable timing of data center, bond services, and Workers' Compensation Board expenses
Materials & Supplies	(4.0)	(15.5)	Mainly the unfavorable timing of payments, partly offset by the favorable timing of vehicle maintenance and repair expenses			
Other Business Expenses	(0.6)	(12.0)	Largely due to the unfavorable timing of payments	(2.4)	(4.9)	Largely due to the unfavorable timing of payments

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	(\$1.170)	(\$21.515)	(\$20.345)	-	\$31.386	\$23.980	(\$7.406)	(23.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(6.512)	(6.513)	(0.001)	(0.0)	11.780	11.813	0.033	0.3
Paratransit Reimbursement	42.741	(10.668)	(53.409)	(125.0)	33.504	(20.275)	(53.779)	(160.5)
Other	(8.236)	(9.129)	(0.893)	(10.8)	(74.952)	(77.117)	(2.165)	(2.9)
<b>Total Other Operating Revenue</b>	<b>27.993</b>	<b>(26.310)</b>	<b>(54.303)</b>	<b>(194.0)</b>	<b>(29.668)</b>	<b>(85.579)</b>	<b>(55.911)</b>	<b>(188.5)</b>
Capital and Other Reimbursements	18.000	4.741	(13.259)	(73.7)	(17.344)	(87.174)	(69.830)	(402.6)
<b>Total Receipts</b>	<b>\$44.823</b>	<b>(\$43.084)</b>	<b>(\$87.907)</b>	<b>(196.1)</b>	<b>(\$15.626)</b>	<b>(\$148.773)</b>	<b>(\$133.147)</b>	<b>(852.1)</b>
<b><u>Expenditures</u></b>								
Labor:								
Payroll	21.424	16.375	(5.049)	(23.6)	(22.186)	(46.588)	(24.402)	(110.0)
Overtime	2.402	4.515	2.113	88.0	6.420	30.315	23.895	372.2
Total Salaries & Wages	23.826	20.890	(2.936)	(12.3)	(15.766)	(16.273)	(0.507)	(3.2)
Health and Welfare	0.000	(9.908)	(9.908)	-	(50.702)	(83.626)	(32.924)	(64.9)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(59.084)	(59.087)	(0.003)	(0.0)	334.453	334.441	(0.012)	(0.0)
Other Fringe Benefits	4.939	3.270	(1.669)	(33.8)	29.349	21.711	(7.638)	(26.0)
Total Fringe Benefits	(54.145)	(65.725)	(11.580)	(21.4)	313.100	272.526	(40.574)	(13.0)
GASB Account	(5.784)	(6.098)	(0.314)	(5.4)	(49.139)	(49.615)	(0.476)	(1.0)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$36.103)</b>	<b>(\$50.933)</b>	<b>(\$14.830)</b>	<b>(41.1)</b>	<b>\$248.195</b>	<b>\$206.638</b>	<b>(\$41.557)</b>	<b>(16.7)</b>
Non-Labor:								
Electric Power	0.000	(1.025)	(1.025)	-	2.867	(4.743)	(7.610)	(265.4)
Fuel	4.017	(3.550)	(7.567)	(188.4)	(3.604)	(7.355)	(3.751)	(104.1)
Insurance	5.103	5.153	0.050	1.0	2.076	6.879	4.803	231.4
Claims	0.721	1.290	0.569	78.9	6.085	(14.585)	(20.670)	(339.7)
Paratransit Service Contracts	0.731	(2.724)	(3.455)	(472.6)	(0.193)	(7.656)	(7.463)	-
Mtce. and Other Operating Contracts	(1.069)	4.355	5.424	507.4	(11.493)	3.257	14.750	128.3
Professional Service Contracts	2.250	1.323	(0.927)	(41.2)	(1.329)	2.791	4.120	310.0
Materials & Supplies	4.588	(1.127)	(5.715)	(124.6)	(9.635)	(20.170)	(10.535)	(109.3)
Other Business Expenses	0.526	(0.566)	(1.092)	(207.6)	(1.623)	(5.152)	(3.529)	(217.4)
<b>Total Non-Labor Expenditures</b>	<b>\$16.867</b>	<b>\$3.129</b>	<b>(\$13.738)</b>	<b>(81.4)</b>	<b>(\$16.849)</b>	<b>(\$46.734)</b>	<b>(\$29.885)</b>	<b>(177.4)</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>(\$19.236)</b>	<b>(\$47.804)</b>	<b>(\$28.568)</b>	<b>(148.5)</b>	<b>\$231.346</b>	<b>\$159.904</b>	<b>(\$71.442)</b>	<b>(30.9)</b>
Depreciation	131.000	114.914	(16.086)	(12.3)	1,097.145	1,058.139	(39.006)	(3.6)
OPEB Account	365.600	338.129	(27.471)	(7.5)	1,080.869	1,026.880	(53.989)	(5.0)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures</b>	<b>\$477.364</b>	<b>\$405.239</b>	<b>(\$72.125)</b>	<b>(15.1)</b>	<b>\$2,409.360</b>	<b>\$2,244.923</b>	<b>(\$164.437)</b>	<b>(6.8)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$522.187</b>	<b>\$362.155</b>	<b>(\$160.032)</b>	<b>(30.6)</b>	<b>\$2,393.734</b>	<b>\$2,096.150</b>	<b>(\$297.584)</b>	<b>(12.4)</b>

NOTE: Totals may not add due to rounding.



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

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
<b>Administration:</b>				
Office of the President	59	42	17	
Law	267	260	7	
Office of the EVP	41	38	3	
Human Resources	230	242	(12)	
Office of Management and Budget	39	36	3	
Capital Planning & Budget	31	29	2	
Corporate Communications	254	228	26	
Technology & Information Services	446	432	14	
Non-Departmental	84	-	84	TWU Apprentice Program-none appointed currently
Labor Relations	96	89	7	
Materiel	252	238	14	
Controller	137	141	(4)	
<b>Total Administration</b>	<b>1,936</b>	<b>1,775</b>	<b>161</b>	
<b>Operations</b>				
Subways Rapid Transit Operations	7,310	7,321	(11)	
Subways Operations Support	317	329	(12)	
Subways Stations	2,611	2,594	17	
<b>Sub-total Subways</b>	<b>10,238</b>	<b>10,244</b>	<b>(6)</b>	
Buses	10,561	10,425	136	Bus Operator vacancies
Paratransit	209	194	15	
Operations Planning	417	382	35	
Revenue Control	461	431	30	
<b>Total Operations</b>	<b>21,886</b>	<b>21,676</b>	<b>210</b>	
<b>Maintenance</b>				
Subways Operations Support	226	215	11	
Subways Engineering	321	314	7	
Subways Car Equipment	4,225	4,180	45	
Subways Infrastructure	1,376	1,374	2	
Subways Elevator & Escalators	381	374	7	
Subways Stations	3,517	3,434	83	Mainly Maintenance Hourly and Supervisor Positions
Subways Track	2,730	2,689	41	
Subways Power	585	590	(5)	
Subways Signals	1,436	1,403	33	
Subways Electronic Maintenance	1,431	1,374	57	Mainly PTE's and Hourly Positions
<b>Sub-total Subways</b>	<b>16,228</b>	<b>15,947</b>	<b>281</b>	
Buses	3,753	3,646	107	Mainly Hourly Positions
Revenue Control	137	137	0	
Supply Logistics	561	556	5	
System Safety	91	89	2	
<b>Total Maintenance</b>	<b>20,770</b>	<b>20,375</b>	<b>395</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,319	1,187	132	Hiring delays for positions added in July FP for Sandy and small business mentoring
<b>Total Engineering/Capital</b>	<b>1,319</b>	<b>1,187</b>	<b>132</b>	
<b>Public Safety</b>				
Security	584	565	19	
<b>Total Public Safety</b>	<b>584</b>	<b>565</b>	<b>19</b>	
<b>Total Positions</b>	<b>46,495</b>	<b>45,578</b>	<b>917</b>	
Non-Reimbursable	41,822	41,537	285	
Reimbursable	4,673	4,041	632	
Total Full-Time	46,330	45,336	994	
Total Full-Time Equivalents	165	242	(77)	

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

<b>FUNCTION/OCCUPATION</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Fav./Unfav)</b>	<b>Explanation</b>
<b>Administration:</b>				
Managers/Supervisors	659	562	97	
Professional, Technical, Clerical	1,162	1,190	(28)	
Operational Hourlies	115	23	92	
<b>Total Administration</b>	<b>1,936</b>	<b>1,775</b>	<b>161</b>	
<b>Operations</b>				
Managers/Supervisors	2,515	2,502	13	
Professional, Technical, Clerical	450	445	5	
Operational Hourlies	18,921	18,729	192	
<b>Total Operations</b>	<b>21,886</b>	<b>21,676</b>	<b>210</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,789	3,643	146	
Professional, Technical, Clerical	1,083	985	98	
Operational Hourlies	15,898	15,747	151	
<b>Total Maintenance</b>	<b>20,770</b>	<b>20,375</b>	<b>395</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	295	271	24	
Professional, Technical, Clerical	1,022	914	108	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,319</b>	<b>1,187</b>	<b>132</b>	
<b>Public Safety</b>				
Managers/Supervisors	210	189	21	
Professional, Technical, Clerical	37	33	4	
Operational Hourlies	337	343	(6)	
<b>Total Public Safety</b>	<b>584</b>	<b>565</b>	<b>19</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,468	7,167	301	
Professional, Technical, Clerical	3,754	3,567	187	
Operational Hourlies	35,273	34,844	429	
<b>Total Positions</b>	<b>46,495</b>	<b>45,578</b>	<b>917</b>	

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

	<u>9/30/13</u>	<u>9/30/12</u>
<b><u>Operating Inventory</u></b>		
Gross Inventory	\$287.975	\$269.365
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(77.500)	(77.000)
<b>Net Inventory</b>	<b>\$209.975</b>	<b>\$191.865</b>

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

	September						September Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	307,809	\$9.5	308,176	\$9.1	(367)	\$0.4 3.9%	2,806,376	\$86.2	2,852,937	\$84.2	(46,561)	\$1.9 2.2%
<u>Unscheduled Service</u>	197,024	\$6.0	243,102	\$7.2	(46,078)	(\$1.2) (19.6%)	1,923,150	\$59.0	2,206,259	\$69.2	(283,109)	(\$10.1) (17.2%)
Programmatic/Routine Maintenance	273,857	\$8.4	343,505	\$10.7	(69,648)	(\$2.3) (27.5%)	2,440,607	\$74.9	2,469,467	\$82.0	(28,861)	(\$7.1) (9.5%)
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0 .0%	0	\$0.0	0	\$0.0	0	\$0.0 .0%
<u>Vacancy/Absentee Coverage</u>	36,963	\$1.1	98,279	\$3.0	(61,316)	(\$1.9) *	378,117	\$11.6	450,939	\$13.8	(72,822)	(\$2.2) (19.3%)
<u>Weather Emergencies</u>	44,854	\$1.4	17,459	\$0.5	27,396	\$0.8 60.2%	942,294	\$28.9	919,475	\$28.8	22,820	\$0.1 .3%
<u>Safety/Security/Law Enforcement</u>	8,960	\$0.3	8,410	\$0.3	549	\$0.0 6.1%	79,718	\$2.4	78,026	\$2.4	1,692	\$0.1 2.1%
<u>Other</u>	20,765	\$0.6	9,693	\$1.1	11,072	(\$0.5) (75.6%)	92,877	\$2.9	98,902	\$3.1	(6,024)	(\$0.3) (9.0%)
Subtotal	890,233	\$27.3	1,028,625	\$32.0	(138,392)	(\$4.6) (17.0%)	8,663,140	\$266.0	9,076,005	\$283.6	(412,865)	(\$17.6) (6.6%)
<b>REIMBURSABLE OVERTIME</b>	169,688	\$5.4	347,664	\$10.1	(177,976)	(\$4.7) (86.8%)	1,987,703	\$63.3	2,453,100	\$80.6	(465,397)	(\$17.3) (27.2%)
<b>TOTAL OVERTIME</b>	<b>1,059,921</b>	<b>\$32.7</b>	<b>1,376,289</b>	<b>\$42.1</b>	<b>(316,368)</b>	<b>(\$9.3) (28.5%)</b>	<b>10,650,843</b>	<b>\$329.3</b>	<b>11,529,105</b>	<b>\$364.2</b>	<b>(878,262)</b>	<b>(\$34.9) (10.6%)</b>

Totals may not add due to rounding

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

\* Exceeds 100%

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

	September			September Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(367)	\$0.4 (7.9%)		(46,561)	\$1.9 (11.0%)	Mainly due to vacancies in operating titles
<u>Unscheduled Service</u>	(46,078)	(\$1.2) 25.5%	Mainly due to traffic, breakdowns, related ramp delays in Department of Buses and special events coverage in Subways normal operations.	(283,109)	(\$10.1) 57.5%	Mainly due to traffic, breakdowns, related ramp delays in Department of Buses and special events coverage in Subways normal operations.
<u>Programmatic/Routine Maintenance</u>	(69,648)	(\$2.3) 49.8%	Mainly due to stations maintenance and inspection, testing and maintenance of signal systems, Buses maintenance repair / rehab on facilities and depot equipment.	(28,861)	(\$7.1) 40.2%	Mainly due to stations maintenance and inspection, testing and maintenance of signal systems, Buses maintenance repair / rehab on facilities and depot equipment.
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(61,316)	(\$1.9) 40.5%	Mainly due to vacancy / absentee coverage in station agents and bus operators.	(72,822)	(\$2.2) 12.7%	Mainly due to vacancy / absentee coverage in train operators, station agents and bus operators.
<u>Weather Emergencies</u>	27,396	\$0.8 (17.8%)		22,820	\$0.1 -0.5%	
<u>Safety/Security/Law Enforcement</u>	549	\$0.0 -0.4%		1,692	\$0.1 -0.3%	
<u>Other</u>		(\$0.5) 10.4%		(6,024)	(\$0.3) 1.5%	
<b>Subtotal</b>	(149,464)	(\$4.6) 49.8%		(412,865)	(\$17.6) 50.6%	
<b>REIMBURSABLE OVERTIME</b>	(177,976)	(\$4.7) 50.2%	Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability and greater than anticipated shuttle services support in buses.	(465,397)	(\$17.3) 49.4%	Significant overtime due to vacancies and offset by favorable payroll results. In addition, Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability and greater than anticipated
<b>TOTAL OVERTIME</b>	<b>(327,440)</b>	<b>(\$9.3)</b>		<b>(878,262)</b>	<b>(\$34.9)</b>	

Totals may not add due to rounding.

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**

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



### FINANCIAL AND RIDERSHIP REPORT

**September 2013**

(All data are preliminary and subject to audit)

In the month of September, **operating revenues** were \$0.7 million, less than \$0.1 million (6.4 percent) above the Mid-Year Forecast (forecast). Year-to-date, operating revenues were \$7.6 million, less than \$0.1 million (0.7 percent) higher than forecast.

Total **ridership** in September 2013 was 367,732 riders, 0.7 percent (2,381 riders) higher than forecast. Year-to-date, total ridership was 3,096,482 riders, 0.3 percent (9,513 riders) above forecast. September 2013 average weekday ridership was 16,400 riders, 5.2 percent (900 riders) lower than September 2012. Average weekday ridership for the twelve months ending September 2013 was 15,041 riders, 7.8 percent (1,272 riders) lower than the previous twelve-month period.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were lower than forecast in September by \$0.1 million (3.0 percent). Labor expenses exceeded forecast by \$0.2 million (6.4 percent), mainly from the unfavorable timing of payroll and health & welfare/OPEB current expenses, and residual Sandy overtime expenses, partly offset by the favorable timing of pension expenses. Non-labor expenses were below forecast by \$0.3 million (19.7 percent), mostly attributable to the favorable timing of materials & supplies expenses. Year-to-date, expenses were below forecast by \$3.9 million (11.6 percent). Labor expenses underran by \$1.2 million (5.0 percent), due mostly to the favorable timing of health & welfare expenses and payroll payments. Non-labor expenses were below forecast by \$2.7 million (26.3 percent), due largely to materials & supplies underruns and favorable electric power expenses due to timing and lower prices.

Depreciation expenses year-to-date were \$1.1 million (16.1 percent) favorable to forecast, due mostly to the write-off at year-end 2012 of assets impaired by Sandy not reflected in the forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$1.3 million of accrued expenses year-to-date, \$0.4 million (24.6 percent) below forecast, due to the timing of expenses.

The **operating cash deficit** (excluding subsidies) year-to-date was \$22.1 million, \$3.9 million (15.1 percent) below forecast, due to the favorable timing of fringe benefit and non-labor payments.

Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.465	0.484	0.019	4.1	-	-	-	-	0.465	0.484	0.019	4.1
Other Operating Revenue	0.202	0.226	0.024	11.9	-	-	-	-	0.202	0.226	0.024	11.9
Capital and Other Reimbursements	-	-	-	-	0.153	-	(0.153)	(100.0)	0.153	-	(0.153)	(100.0)
<b>Total Revenue</b>	<b>\$ 0.667</b>	<b>\$ 0.710</b>	<b>\$ 0.043</b>	<b>6.4</b>	<b>\$ 0.153</b>	<b>\$ -</b>	<b>\$ (0.153)</b>	<b>(100.0)</b>	<b>\$ 0.820</b>	<b>\$ 0.710</b>	<b>\$ (0.110)</b>	<b>(13.4)</b>
<b>Expenses</b>												
Labor:												
Payroll	1.354	1.429	(0.075)	(5.5)	0.009	\$ -	0.009	100.0	1.363	1.429	(0.066)	(4.8)
Overtime	0.100	0.140	(0.040)	(40.0)	0.080	\$ -	0.080	100.0	0.180	0.140	0.040	22.2
<b>Total Salaries &amp; Wages</b>	<b>\$ 1.454</b>	<b>\$ 1.569</b>	<b>\$ (0.115)</b>	<b>(7.9)</b>	<b>\$ 0.089</b>	<b>\$ -</b>	<b>\$ 0.089</b>	<b>100.0</b>	<b>\$ 1.543</b>	<b>\$ 1.569</b>	<b>\$ (0.026)</b>	<b>(1.7)</b>
Health and Welfare	0.370	0.167	0.203	54.9	0.060	\$ -	0.060	100.0	0.430	0.167	0.263	61.2
OPEB Current Portion	0.082	0.390	(0.308)	(375.6)	-	-	-	-	0.082	0.390	(0.308)	(375.6)
Pensions	0.512	0.458	0.054	10.5	0.001	\$ -	0.001	100.0	0.513	0.458	0.055	10.7
Other Fringe Benefits	0.163	0.163	\$ -	0.0	0.003	\$ -	0.003	100.0	0.166	0.163	0.003	1.8
<b>Total Fringe Benefits</b>	<b>\$ 1.127</b>	<b>\$ 1.178</b>	<b>\$ (0.051)</b>	<b>(4.5)</b>	<b>\$ 0.064</b>	<b>\$ -</b>	<b>\$ 0.064</b>	<b>100.0</b>	<b>\$ 1.191</b>	<b>\$ 1.178</b>	<b>\$ 0.013</b>	<b>1.1</b>
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 2.581</b>	<b>\$ 2.747</b>	<b>\$ (0.166)</b>	<b>(6.4)</b>	<b>\$ 0.153</b>	<b>\$ -</b>	<b>\$ 0.153</b>	<b>100.0</b>	<b>\$ 2.734</b>	<b>\$ 2.747</b>	<b>\$ (0.013)</b>	<b>(0.5)</b>
Non-Labor:												
Electric Power	0.469	0.693	(0.224)	(47.8)	-	-	-	-	0.469	0.693	(0.224)	(47.8)
Fuel	0.034	(0.003)	0.037	108.8	-	-	-	-	0.034	(0.003)	0.037	108.8
Insurance	0.099	0.181	(0.082)	(82.8)	-	-	-	-	0.099	0.181	(0.082)	(82.8)
Claims	-	0.002	(0.002)	-	-	-	-	-	-	0.002	(0.002)	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.143	0.081	0.062	43.4	-	-	-	-	0.143	0.081	0.062	43.4
Professional Service Contracts	0.039	0.084	(0.045)	(115.4)	-	-	-	-	0.039	0.084	(0.045)	(115.4)
Materials & Supplies	0.669	0.122	0.547	81.8	-	-	-	-	0.669	0.122	0.547	81.8
Other Business Expenses	-	0.007	(0.007)	-	-	-	-	-	-	0.007	(0.007)	-
<b>Total Non-Labor Expenses</b>	<b>\$ 1.453</b>	<b>\$ 1.167</b>	<b>\$ 0.286</b>	<b>19.7</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 1.453</b>	<b>\$ 1.167</b>	<b>\$ 0.286</b>	<b>19.7</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$ 4.034</b>	<b>\$ 3.914</b>	<b>\$ 0.120</b>	<b>3.0</b>	<b>\$ 0.153</b>	<b>\$ -</b>	<b>\$ 0.153</b>	<b>100.0</b>	<b>\$ 4.187</b>	<b>\$ 3.914</b>	<b>\$ 0.273</b>	<b>6.5</b>
Depreciation	0.750	0.475	0.275	36.7	-	-	-	-	0.750	0.475	0.275	36.7
Other Post Employment Benefits	0.192	0.228	(0.036)	(18.8)	-	-	-	-	0.192	0.228	(0.036)	(18.8)
<b>Total Expenses</b>	<b>\$ 4.976</b>	<b>\$ 4.617</b>	<b>\$ 0.359</b>	<b>7.2</b>	<b>\$ 0.153</b>	<b>\$ -</b>	<b>\$ 0.153</b>	<b>100.0</b>	<b>\$ 5.129</b>	<b>\$ 4.617</b>	<b>\$ 0.512</b>	<b>10.0</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (4.309)</b>	<b>\$ (3.907)</b>	<b>\$ 0.402</b>	<b>9.3</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (4.309)</b>	<b>\$ (3.907)</b>	<b>\$ 0.402</b>	<b>9.3</b>



Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	4.031	4.077	0.046	1.1	-	-	-	-	4.031	4.077	0.046	1.1
Other Operating Revenue	3.493	3.503	0.010	0.3	-	-	-	-	3.493	3.503	0.010	0.3
Capital and Other Reimbursements	-	-	-	-	1.216	1.881	0.665	54.7	1.216	1.881	0.665	54.7
<b>Total Revenue</b>	<b>\$ 7.524</b>	<b>\$ 7.580</b>	<b>\$ 0.056</b>	<b>0.7</b>	<b>\$ 1.216</b>	<b>\$ 1.881</b>	<b>\$ 0.665</b>	<b>54.7</b>	<b>\$ 8.740</b>	<b>\$ 9.461</b>	<b>\$ 0.721</b>	<b>8.2</b>
<b>Expenses</b>												
Labor:												
Payroll	12.746	12.191	0.555	4.4	0.257	0.212	0.045	17.5	13.003	12.403	0.600	4.6
Overtime	1.650	1.746	(0.096)	(5.8)	0.466	0.263	0.203	43.6	2.116	2.009	0.107	5.1
<b>Total Salaries &amp; Wages</b>	<b>\$ 14.396</b>	<b>\$ 13.937</b>	<b>\$ 0.459</b>	<b>3.2</b>	<b>\$ 0.723</b>	<b>\$ 0.475</b>	<b>\$ 0.248</b>	<b>34.3</b>	<b>\$ 15.119</b>	<b>\$ 14.412</b>	<b>\$ 0.707</b>	<b>4.7</b>
Health and Welfare	2.925	2.061	0.864	29.5	0.332	-	0.332	100.0	3.257	2.061	1.196	36.7
OPEB Current Portion	0.587	0.901	(0.314)	(53.5)	-	-	-	-	0.587	0.901	(0.314)	(53.5)
Pensions	4.080	4.125	(0.045)	(1.1)	0.094	-	0.094	100.0	4.174	4.125	0.049	1.2
Other Fringe Benefits	1.162	0.962	0.200	17.2	0.067	0.304	(0.237)	(353.7)	1.229	1.266	(0.037)	(3.0)
<b>Total Fringe Benefits</b>	<b>\$ 8.754</b>	<b>\$ 8.049</b>	<b>\$ 0.705</b>	<b>8.1</b>	<b>\$ 0.493</b>	<b>\$ 0.304</b>	<b>\$ 0.189</b>	<b>38.3</b>	<b>\$ 9.247</b>	<b>\$ 8.353</b>	<b>\$ 0.894</b>	<b>9.7</b>
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 23.150</b>	<b>\$ 21.986</b>	<b>\$ 1.164</b>	<b>5.0</b>	<b>\$ 1.216</b>	<b>\$ 0.779</b>	<b>\$ 0.437</b>	<b>35.9</b>	<b>\$ 24.366</b>	<b>\$ 22.765</b>	<b>\$ 1.601</b>	<b>6.6</b>
Non-Labor:												
Electric Power	3.702	2.998	0.704	19.0	-	-	-	-	3.702	2.998	0.704	19.0
Fuel	0.285	0.191	0.094	33.0	-	-	-	-	0.285	0.191	0.094	33.0
Insurance	0.271	0.487	(0.216)	(79.7)	-	-	-	-	0.271	0.487	(0.216)	(79.7)
Claims	0.080	0.018	0.062	77.5	-	-	-	-	0.080	0.018	0.062	77.5
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.149	2.668	(1.519)	(132.2)	-	-	-	-	1.149	2.668	(1.519)	(132.2)
Professional Service Contracts	0.305	0.627	(0.322)	(105.6)	-	-	-	-	0.305	0.627	(0.322)	(105.6)
Materials & Supplies	4.491	0.485	4.006	89.2	-	1.102	(1.102)	-	4.491	1.587	2.904	64.7
Other Business Expenses	0.004	0.103	(0.099)	(2,475.0)	-	-	-	-	0.004	0.103	(0.099)	(2,475.0)
<b>Total Non-Labor Expenses</b>	<b>\$ 10.287</b>	<b>\$ 7.577</b>	<b>\$ 2.710</b>	<b>26.3</b>	<b>\$ -</b>	<b>\$ 1.102</b>	<b>\$ (1.102)</b>	<b>-</b>	<b>\$ 10.287</b>	<b>\$ 8.679</b>	<b>\$ 1.608</b>	<b>15.6</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 33.437</b>	<b>\$ 29.563</b>	<b>\$ 3.874</b>	<b>11.6</b>	<b>\$ 1.216</b>	<b>\$ 1.881</b>	<b>\$ (0.665)</b>	<b>(54.7)</b>	<b>\$ 34.653</b>	<b>\$ 31.444</b>	<b>\$ 3.209</b>	<b>9.3</b>
Depreciation	6.750	5.660	1.090	16.1	-	-	-	-	6.750	5.660	1.090	16.1
Other Post Employment Benefits	1.723	1.299	0.424	24.6	-	-	-	-	1.723	1.299	0.424	24.6
<b>Total Expenses</b>	<b>\$ 41.910</b>	<b>\$ 36.522</b>	<b>\$ 5.388</b>	<b>12.9</b>	<b>\$ 1.216</b>	<b>\$ 1.881</b>	<b>\$ (0.665)</b>	<b>(54.7)</b>	<b>\$ 43.126</b>	<b>\$ 38.403</b>	<b>\$ 4.723</b>	<b>11.0</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (34.386)</b>	<b>\$ (28.942)</b>	<b>\$ 5.444</b>	<b>15.8</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (34.386)</b>	<b>\$ (28.942)</b>	<b>\$ 5.444</b>	<b>15.8</b>

Table 3

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

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Other Operating Revenue	Non Reimb.	0.024	11.9	Mostly due to the favorable timing of advertising revenue			
Payroll	Non Reimb.	(0.075)	(5.5)	The unfavorable timing of expenses	0.555	4.4	The favorable timing of payments
Overtime	Non Reimb.	(0.040)	(40.0)	Mostly Sandy residual requirements	(0.096)	(5.8)	Mostly residual Sandy requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.105)	(23.2)	The unfavorable timing of expenses	0.550	15.7	Favorable timing of expenses/lower rates
Pension	Non Reimb.	0.054	10.5	Primarily the favorable timing of expenses			
Other Fringe Benefits	Non Reimb.				0.200	17.2	Mostly higher reimbursable overhead credits, based on reimbursable capital project work
Electric Power	Non Reimb.	(0.224)	(47.8)	The unfavorable timing of expenses	0.704	19.0	The favorable timing of expenses/lower prices
Fuel	Non Reimb.	0.037	over 100.0	Lower usage, timing of expenses	0.094	33.0	Lower usage, timing of expenses
Insurance	Non Reimb.	(0.082)	(82.8)	The unfavorable timing of interagency payments	(0.216)	(79.7)	The unfavorable timing of interagency payments
Claims	Non Reimb.				0.062	77.5	The favorable timing of payments to third parties
Maintenance Contracts	Non Reimb.	0.062	43.4	Favorable timing of expenses	(1.519)	over (100.0)	Classification transfer of the purchases of non-revenue vehicles forecasted in Materials & Supplies
Professional Service Contracts	Non Reimb.	(0.045)	over (100.0)	Higher Workers' Compensation Board and other expenses	(0.322)	over (100.0)	Higher Workers' Compensation Board and other expenses
Materials & Supplies	Non-Reimb.	0.547	81.8	Favorable timing of expenses	4.006	89.2	Mostly classification adjustments to transfer non-revenue vehicle purchases to Maintenance Contracts and expenses to reimbursable
Capital and Other Reimbursements	Reimb.	(0.153)	(100.0)	Timing of Contractor requirements	0.665	54.7	Timing of Contractor requirements
Payroll	Reimb.	0.009	100.0	Timing of Contractor requirements	0.045	17.5	Timing of Contractor requirements
Overtime	Reimb.	0.080	100.0	Timing of Contractor requirements	0.203	43.6	Timing of Contractor requirements
Health and Welfare	Reimb.	0.060	100.0	Timing of Contractor requirements	0.332	100.0	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	0.003	100.0	Timing of Contractor requirements	(0.237)	over (100.0)	Timing of Contractor requirements
Materials & Supplies	Reimb.				(1.102)	n/a	Material requirements for capital projects

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	0.398	0.488	0.090	22.6	3.791	4.111	0.320	8.4
Other Operating Revenue	0.479	0.089	(0.390)	(81.4)	3.359	3.487	0.128	3.8
Capital and Other Reimbursements	0.220	-	(0.220)	(100.0)	1.656	0.776	(0.880)	(53.1)
<b>Total Receipts</b>	<b>\$ 1.097</b>	<b>\$ 0.577</b>	<b>\$ (0.520)</b>	<b>(47.4)</b>	<b>\$ 8.806</b>	<b>\$ 8.374</b>	<b>\$ (0.432)</b>	<b>(4.9)</b>
<b><u>Expenditures</u></b>								
Labor:								
Payroll	1.436	1.433	0.003	0.2	12.791	12.612	0.179	1.4
Overtime	0.177	0.129	0.048	27.1	1.958	2.033	(0.075)	(3.8)
Health and Welfare	0.465	0.042	0.423	91.0	3.149	1.671	1.478	46.9
OPEB Current Portion	0.088	0.008	0.080	90.9	0.564	0.327	0.237	42.0
Pensions	0.455	-	0.455	100.0	4.345	3.974	0.371	8.5
Other Fringe Benefits	0.201	0.065	0.136	67.7	1.120	0.496	0.624	55.7
GASB Account	0.250	-	0.250	100.0	0.250	-	0.250	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 3.072</b>	<b>\$ 1.677</b>	<b>\$ 1.395</b>	<b>45.4</b>	<b>\$ 24.177</b>	<b>\$ 21.113</b>	<b>\$ 3.064</b>	<b>12.7</b>
Non-Labor:								
Electric Power	0.451	0.250	0.201	44.6	3.756	3.415	0.341	9.1
Fuel	0.020	0.001	0.019	95.0	0.323	0.349	(0.026)	(8.0)
Insurance	0.109	-	0.109	100.0	0.239	0.300	(0.061)	(25.5)
Claims	0.009	-	0.009	100.0	0.053	0.017	0.036	67.9
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.201	0.143	0.058	28.9	1.380	0.965	0.415	30.1
Professional Service Contracts	0.058	0.054	0.004	6.9	0.467	0.447	0.020	4.3
Materials & Supplies	0.560	0.443	0.117	20.9	4.459	3.886	0.573	12.9
Other Business Expenditures	0.001	0.001	-	0.0	0.004	0.004	-	0.0
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.409</b>	<b>\$ 0.892</b>	<b>\$ 0.517</b>	<b>36.7</b>	<b>\$ 10.681</b>	<b>\$ 9.383</b>	<b>\$ 1.298</b>	<b>12.2</b>
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 4.481</b>	<b>\$ 2.569</b>	<b>\$ 1.912</b>	<b>42.7</b>	<b>\$ 34.858</b>	<b>\$ 30.496</b>	<b>\$ 4.362</b>	<b>12.5</b>
<b>Operating Cash Deficit</b>	<b>\$ (3.384)</b>	<b>\$ (1.992)</b>	<b>\$ 1.392</b>	<b>41.1</b>	<b>\$ (26.052)</b>	<b>\$ (22.122)</b>	<b>\$ 3.930</b>	<b>15.1</b>

Table 5

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

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>
	<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Revenue	0.090	22.6%	Largely favorable timing of cash receipts/settlements with NYCT	0.320	8.4%	Largely favorable timing of cash receipts/settlements with NYCT
Other Operating Revenue	(0.390)	(81.4%)	Mainly the unfavorable timing of fare reimbursements and advertising receipts	0.128	3.8%	Mainly the favorable timing of receipts
Capital Reimbursements	(0.220)	(100.0%)	Mostly the unfavorable timing of reimbursements	(0.880)	(53.1%)	Mostly the unfavorable timing of reimbursements
Payroll				0.179	1.4%	Favorable timing of expenses, partly offset by the unfavorable timing of payments
Overtime	0.048	27.1%	Favorable timing of payments	(0.075)	(3.8%)	Unfavorable timing of payments
Health and Welfare (including OPEB current payment)	0.503	91.0%	Favorable timing of payments	1.715	46.2%	Favorable timing of payments
Other Fringe Benefits	0.136	67.7%	Favorable timing of payments	0.624	55.7%	Favorable timing of payments
Electric Power	0.201	44.6%	The favorable timing of payments, partly offset by the unfavorable timing of expenses	0.341	9.1%	The favorable timing of expenses/lower prices, partly offset by the unfavorable timing of payments
Insurance	0.109	100.0%	The favorable timing of payments			
Maintenance Contracts				0.415	30.1%	The favorable timing of payments
Materials and Supplies				0.573	12.9%	The favorable timing of expenses

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	(0.067)	0.004	0.071	106.0	(0.240)	0.034	0.274	114.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.277	(0.137)	(0.414)	(149.5)	(0.134)	(0.016)	0.118	88.1
Capital and Other Reimbursements	0.067	0.000	(0.067)	(100.0)	0.440	(1.105)	(1.545)	(351.1)
<b>Total Receipts</b>	<b>\$0.277</b>	<b>(\$0.133)</b>	<b>(\$0.410)</b>	<b>(148.0)</b>	<b>\$0.066</b>	<b>(\$1.087)</b>	<b>(\$1.153)</b>	<b>(1,747.0)</b>
<b><u>Expenditures</u></b>								
Labor:								
Payroll	(0.073)	(0.004)	0.069	94.5	0.212	(0.209)	(0.421)	(198.6)
Overtime	0.003	0.011	0.008	266.7	0.158	(0.024)	(0.182)	(115.2)
Health and Welfare	(0.035)	0.125	0.160	457.1	0.108	0.390	0.282	261.1
OPEB Current Portion	(0.006)	0.382	0.388	6,466.7	0.023	0.574	0.551	2,395.7
Pensions	0.058	0.458	0.400	689.7	(0.171)	0.151	0.322	188.3
Other Fringe Benefits	(0.035)	0.098	0.133	380.0	0.109	0.770	0.661	606.4
GASB Account	(0.250)	0.000	0.250	100.0	(0.250)	0.000	0.250	100.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$0.338)</b>	<b>\$1.070</b>	<b>\$1.408</b>	<b>416.6</b>	<b>\$0.189</b>	<b>\$1.652</b>	<b>\$1.463</b>	<b>774.1</b>
Non-Labor:								
Electric Power	0.018	0.443	0.425	2,361.1	(0.054)	(0.417)	(0.363)	(672.2)
Fuel	0.014	(0.004)	(0.018)	(128.6)	(0.038)	(0.158)	(0.120)	(315.8)
Insurance	(0.010)	0.181	0.191	1,910.0	0.032	0.187	0.155	484.4
Claims	(0.009)	0.002	0.011	122.2	0.027	0.001	(0.026)	(96.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	(0.058)	(0.062)	(0.004)	-	(0.231)	1.703	1.934	837.2
Professional Service Contracts	(0.019)	0.030	0.049	257.9	(0.162)	0.180	0.342	211.1
Materials & Supplies	0.109	(0.321)	(0.430)	(394.5)	0.032	(2.299)	(2.331)	(7,284.4)
Other Business Expenditures	(0.001)	0.006	0.007	-	0.000	0.099	0.099	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.044</b>	<b>\$0.275</b>	<b>\$0.231</b>	<b>-</b>	<b>(\$0.394)</b>	<b>(\$0.704)</b>	<b>(\$0.310)</b>	<b>-</b>
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses</b>								
<b>before Depreciation and OPEB</b>	<b>(\$0.294)</b>	<b>\$1.345</b>	<b>\$1.639</b>	<b>557.5</b>	<b>(\$0.205)</b>	<b>\$0.948</b>	<b>\$1.153</b>	<b>562.4</b>
Depreciation Adjustment	0.750	0.475	(0.275)	(36.7)	6.750	5.660	(1.090)	(16.1)
Other Post Employment Benefits	0.192	0.228	0.036	18.8	1.723	1.299	(0.424)	(24.6)
<b>Total Expenditures</b>	<b>\$0.648</b>	<b>\$2.048</b>	<b>\$1.400</b>	<b>216.0</b>	<b>\$8.268</b>	<b>\$7.907</b>	<b>(\$0.361)</b>	<b>(4.4)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.925</b>	<b>\$1.915</b>	<b>\$0.990</b>	<b>107.0</b>	<b>\$8.334</b>	<b>\$6.820</b>	<b>(\$1.514)</b>	<b>(18.2)</b>

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

<b>Month of September</b>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.365	0.368	0.002	0.7%	

<b>Year to Date</b>				
3.087	3.096	0.010	0.3%	

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)**

	<b>Month of September</b>		<b>Variance</b>		<b><u>Explanation</u></b>
	<b><u>2012</u></b>	<b><u>2013</u></b>	<b><u>Amount</u></b>	<b><u>Percent</u></b>	
Average Weekday	0.017	0.016	(0.001)	(5.2%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.008	(0.001)	(12.3%)	Residual ridership losses from Sandy
<b>12-Month Rolling Average</b>					
Average Weekday	0.016	0.015	(0.001)	(7.8%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.007	(0.001)	(15.6%)	Residual ridership losses from Sandy

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

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

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	15	17	(2)
General Office	6	7	(1)
Purchasing/Stores	6	6	0
<b>Total Administration</b>	<b>27</b>	<b>30</b>	<b>(3)</b>
<b>Operations</b>			
Transportation	92	95	(3)
<b>Total Operations</b>	<b>92</b>	<b>95</b>	<b>(3)</b>
<b>Maintenance</b>			
Mechanical	45	40	5
Electronics/Electrical	15	9	6
Power/Signals	26	26	0
Maintenance of Way	46	45	1
Infrastructure	25	26	(1)
<b>Total Maintenance</b>	<b>157</b>	<b>146</b>	<b>11</b>
<b>Total Positions</b>	<b>276</b>	<b>271</b>	<b>5</b>
Non-Reimbursable	273	268	5
Reimbursable	3	3	0
Total Full-Time	276	271	5
Total Full-Time-Equivalents	0	0	0



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

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	16	15	1	
Professional, Technical, Clerical	11	15	(4)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>27</b>	<b>30</b>	<b>(3)</b>	
<b>Operations</b>				
Managers/Supervisors	6	2	4	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	83	91	(8)	Timing of retirees/replacements
<b>Total Operations</b>	<b>92</b>	<b>95</b>	<b>(3)</b>	
<b>Maintenance</b>				
Managers/Supervisors	8	11	(3)	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	146	134	12	
<b>Total Maintenance</b>	<b>157</b>	<b>146</b>	<b>11</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
<b>Total Engineering/Capital</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Public Safety</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
<b>Total Public Safety</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Positions</b>				
Managers/Supervisors	30	28	2	
Professional, Technical, Clerical	17	18	(1)	
Operational Hourlies	229	225	4	
<b>Total Positions</b>	<b>276</b>	<b>271</b>	<b>5</b>	

**FINANCIAL AND RIDERSHIP REPORT****September 2013**

(All data are preliminary and subject to audit)

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

Operating revenue was \$18.6 million in September, \$0.4 million (2.0 percent) above forecast. Farebox revenue exceeded forecast by \$0.3 million (2.1 percent), due mostly to greater than forecasted ridership. Other operating revenue was less than \$0.1 million (1.8 percent) over forecast. Year-to-date, operating revenue was \$163.2 million, \$1.2 million (0.7 percent) higher than forecast, due mostly to increased farebox revenue, from better-than-expected ridership results.

Total ridership in September was 10.5 million riders, 2.4 percent (0.2 million riders) above forecast, and year-to-date, ridership was 93.2 million riders, 1.0 percent (1.0 million riders) above forecast. September average weekday ridership was 425,722 riders, an increase of 2.3 percent (9,458 riders) from September 2012. Average weekday ridership for the twelve months ending September 2013 was 406,840 riders, an increase of 1.7 percent (6,681 riders) from the twelve months ending September 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$45.4 million in September, \$3.2 million (6.6 percent) below forecast. Labor expenses were higher by a net \$0.3 million (0.8 percent). Overtime expenses were unfavorable by \$1.1 million (34.8 percent), due to vacancies, shuttle support for the MNR blackout, and traffic delays. Payroll expenses were also higher by \$1.0 million (5.8 percent), due to reimbursable underruns and misclassifications offset in other fringe benefits. These unfavorable results were partly offset by underruns in other fringe benefits of \$1.4 million (31.7 percent), from the timing of Workers' Compensation payments and the aforementioned misclassifications offset in payroll. Non-labor expenses were below forecast by \$3.5 million (26.3 percent), primarily resulting from the favorable timing of claims payments of \$1.5 million (69.2 percent) and fuel payments of \$0.5 million (13.3 percent), and \$0.7 million of net underruns in maintenance contract/materials & supplies expenses. Year-to-date, expenses underran by \$7.0 million (1.7 percent), including labor expenses, which were above forecast by \$0.5 million (0.2 percent), and non-labor expenses, which were favorable by \$7.6 million (7.1 percent). These variances were caused essentially by the same factors presented above impacting the month results, with the addition of other overtime requirements such as accelerated completion of defects identified on scheduled inspections and weather-related bus and facility-related needs.

Depreciation expenses year-to-date of \$36.8 million were \$2.8 million (8.3 percent) higher than forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$41.6 million of accrued expenses year-to-date, \$0.4 million (0.9 percent) lower than forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$210.6 million, \$50.7 million (19.4 percent) favorable to forecast, due mostly to the timing of payments affecting several accounts.

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 16.604	\$ 16.947	\$ 0.343	2.1	\$ -	\$ -	\$ -	-	\$ 16.604	\$ 16.947	\$ 0.343	2.1
Other Operating Revenue	1.626	1.656	0.030	1.8	-	-	-	-	1.626	1.656	0.030	1.8
Capital and Other Reimbursements	-	-	-	-	0.877	0.590	(0.287)	(32.7)	0.877	0.590	(0.287)	(32.7)
<b>Total Revenue</b>	<b>\$ 18.230</b>	<b>\$ 18.603</b>	<b>\$ 0.373</b>	<b>2.0</b>	<b>\$ 0.877</b>	<b>\$ 0.590</b>	<b>\$ (0.287)</b>	<b>(32.7)</b>	<b>\$ 19.107</b>	<b>\$ 19.193</b>	<b>\$ 0.086</b>	<b>0.5</b>
<b>Labor:</b>												
Payroll	\$ 17.731	\$ 18.763	\$ (1.032)	(5.8)	\$ 0.608	\$ 0.278	\$ 0.330	54.3	\$ 18.339	\$ 19.041	\$ (0.702)	(3.8)
Overtime	3.265	4.401	(1.136)	(34.8)	-	-	-	-	3.265	4.401	(1.136)	(34.8)
Health and Welfare	4.572	3.697	0.875	19.1	0.089	0.130	(0.041)	(46.1)	4.661	3.827	0.834	17.9
OPEB Current Payment	1.795	1.833	(0.038)	(2.1)	-	-	-	-	1.795	1.833	(0.038)	(2.1)
Pensions	3.583	3.934	(0.351)	(9.8)	0.038	0.064	(0.026)	(68.4)	3.621	3.998	(0.377)	(10.4)
Other Fringe Benefits	4.446	3.036	1.410	31.7	0.021	0.020	0.001	4.8	4.467	3.056	1.411	31.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 35.392</b>	<b>\$ 35.664</b>	<b>\$ (0.272)</b>	<b>(0.8)</b>	<b>\$ 0.756</b>	<b>\$ 0.492</b>	<b>\$ 0.264</b>	<b>34.9</b>	<b>\$ 36.148</b>	<b>\$ 36.156</b>	<b>\$ (0.008)</b>	<b>(0.0)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.074	\$ 0.134	\$ (0.060)	(81.1)	\$ -	\$ -	\$ -	-	\$ 0.074	\$ 0.134	\$ (0.060)	(81.1)
Fuel	3.540	3.068	0.472	13.3	-	-	-	-	3.540	3.068	0.472	13.3
Insurance	0.286	0.145	0.141	49.3	-	-	-	-	0.286	0.145	0.141	49.3
Claims	2.166	0.667	1.499	69.2	-	-	-	-	2.166	0.667	1.499	69.2
Maintenance and Other Operating Contracts	2.702	1.273	1.429	52.9	0.037	0.022	0.015	40.5	2.739	1.295	1.444	52.7
Professional Service Contracts	1.724	1.092	0.632	36.7	-	-	-	-	1.724	1.092	0.632	36.7
Materials & Supplies	2.318	3.028	(0.710)	(30.6)	0.084	0.076	0.008	9.5	2.402	3.104	(0.702)	(29.2)
Other Business Expense	0.369	0.300	0.069	18.7	-	-	-	-	0.369	0.300	0.069	18.7
<b>Total Non-Labor Expenses</b>	<b>\$ 13.179</b>	<b>\$ 9.707</b>	<b>\$ 3.472</b>	<b>26.3</b>	<b>\$ 0.121</b>	<b>\$ 0.098</b>	<b>\$ 0.023</b>	<b>19.0</b>	<b>\$ 13.300</b>	<b>\$ 9.805</b>	<b>\$ 3.495</b>	<b>26.3</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 48.571</b>	<b>\$ 45.371</b>	<b>\$ 3.200</b>	<b>6.6</b>	<b>\$ 0.877</b>	<b>\$ 0.590</b>	<b>\$ 0.287</b>	<b>32.7</b>	<b>\$ 49.448</b>	<b>\$ 45.961</b>	<b>\$ 3.487</b>	<b>7.1</b>
Depreciation	\$ 3.520	4.026	(0.506)	(14.4)	\$ -	\$ -	\$ -	-	3.520	4.026	(0.506)	(14.4)
OPEB Obligation	4.691	4.618	0.073	1.6	-	-	-	-	4.691	4.618	0.073	1.6
Environmental Remediation	-	0.084	(0.084)	-	-	-	-	-	-	0.084	(0.084)	-
<b>Total Expenses</b>	<b>\$ 56.782</b>	<b>\$ 54.099</b>	<b>\$ 2.683</b>	<b>4.7</b>	<b>\$ 0.877</b>	<b>\$ 0.590</b>	<b>\$ 0.287</b>	<b>32.7</b>	<b>\$ 57.659</b>	<b>\$ 54.689</b>	<b>\$ 2.970</b>	<b>5.2</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (38.552)</b>	<b>\$ (35.496)</b>	<b>\$ 3.056</b>	<b>7.9</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (38.552)</b>	<b>\$ (35.496)</b>	<b>\$ 3.056</b>	<b>7.9</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**SEPTEMBER 2013 Year-To-Date**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 147.157	\$ 148.551	\$ 1.394	0.9	\$ -	\$ -	\$ -	-	\$ 147.157	\$ 148.551	\$ 1.394	0.9
Other Operating Revenue	14.793	14.613	(0.180)	(1.2)	-	-	-	-	14.793	14.613	(0.180)	(1.2)
Capital and Other Reimbursements	-	-	-	-	5.683	4.544	(1.139)	(20.0)	5.683	4.544	(1.139)	(20.0)
<b>Total Revenue</b>	<b>\$ 161.950</b>	<b>\$ 163.164</b>	<b>\$ 1.214</b>	<b>0.7</b>	<b>\$ 5.683</b>	<b>\$ 4.544</b>	<b>\$ (1.139)</b>	<b>(20.0)</b>	<b>\$ 167.633</b>	<b>\$ 167.708</b>	<b>\$ 0.075</b>	<b>0.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 171.515	\$ 173.517	\$ (2.002)	(1.2)	\$ 3.579	\$ 2.409	\$ 1.170	32.7	\$ 175.094	\$ 175.926	\$ (0.832)	(0.5)
Overtime	31.714	35.786	(4.072)	(12.8)	-	-	-	-	31.714	35.786	(4.072)	(12.8)
Health and Welfare	34.933	33.876	1.057	3.0	0.729	0.733	(0.004)	(0.5)	35.662	34.609	1.053	3.0
OPEB Current Payment	12.938	12.610	0.328	2.5	-	-	-	-	12.938	12.610	0.328	2.5
Pensions	34.303	34.309	(0.006)	(0.0)	0.341	0.392	(0.051)	(15.0)	34.644	34.701	(0.057)	(0.2)
Other Fringe Benefits	32.216	28.042	4.174	13.0	0.381	0.365	0.016	4.2	32.597	28.407	4.190	12.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 317.619</b>	<b>\$ 318.140</b>	<b>\$ (0.521)</b>	<b>(0.2)</b>	<b>\$ 5.030</b>	<b>\$ 3.899</b>	<b>\$ 1.131</b>	<b>22.5</b>	<b>\$ 322.649</b>	<b>\$ 322.039</b>	<b>\$ 0.610</b>	<b>0.2</b>
<i>Non-Labor:</i>												
Electric Power	\$ 0.939	\$ 1.197	\$ (0.258)	(27.5)	\$ -	\$ -	\$ -	-	\$ 0.939	\$ 1.197	\$ (0.258)	(27.5)
Fuel	29.044	26.432	2.612	9.0	-	-	-	-	29.044	26.432	2.612	9.0
Insurance	1.964	1.639	0.325	16.5	-	-	-	-	1.964	1.639	0.325	16.5
Claims	19.500	16.503	2.997	15.4	-	-	-	-	19.500	16.503	2.997	15.4
Maintenance and Other Operating Contracts	17.335	12.440	4.895	28.2	0.109	0.007	0.102	93.6	17.444	12.447	4.997	28.6
Professional Service Contracts	12.091	11.609	0.482	4.0	-	-	-	-	12.091	11.609	0.482	4.0
Materials & Supplies	22.574	26.101	(3.527)	(15.6)	0.544	0.638	(0.094)	(17.3)	23.118	26.739	(3.621)	(15.7)
Other Business Expense	3.104	3.066	0.038	1.2	-	-	-	-	3.104	3.066	0.038	1.2
<b>Total Non-Labor Expenses</b>	<b>\$ 106.552</b>	<b>\$ 98.988</b>	<b>\$ 7.564</b>	<b>7.1</b>	<b>\$ 0.653</b>	<b>\$ 0.645</b>	<b>\$ 0.008</b>	<b>1.2</b>	<b>\$ 107.205</b>	<b>\$ 99.633</b>	<b>\$ 7.572</b>	<b>7.1</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 424.171</b>	<b>\$ 417.128</b>	<b>\$ 7.043</b>	<b>1.7</b>	<b>\$ 5.683</b>	<b>\$ 4.544</b>	<b>\$ 1.139</b>	<b>20.0</b>	<b>\$ 429.854</b>	<b>\$ 421.672</b>	<b>\$ 8.182</b>	<b>1.9</b>
Depreciation	33.974	36.796	(2.821)	(8.3)	-	-	-	-	33.974	36.796	(2.821)	(8.3)
OPEB Obligation	41.927	41.562	0.365	0.9	-	-	-	-	41.927	41.562	0.365	0.9
Environmental Remediation	-	1.736	(1.736)	-	-	-	-	-	-	1.736	(1.736)	-
<b>Total Expenses</b>	<b>\$ 500.072</b>	<b>\$ 497.221</b>	<b>\$ 2.851</b>	<b>0.6</b>	<b>\$ 5.683</b>	<b>\$ 4.544</b>	<b>\$ 1.139</b>	<b>20.0</b>	<b>\$ 505.755</b>	<b>\$ 501.765</b>	<b>\$ 3.990</b>	<b>0.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (338.122)</b>	<b>\$ (334.058)</b>	<b>\$ 4.065</b>	<b>1.2</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (338.122)</b>	<b>\$ (334.058)</b>	<b>\$ 4.065</b>	<b>1.2</b>

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NOTE: Totals may not add due to rounding

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

Generic Revenue or Expense Category	Nonreimb or Reimb	SEPTEMBER 2013			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.343	2.1	Greater than anticipated ridership levels	\$ 1.394	0.9	Greater than anticipated ridership levels
Other Operating Revenue	NR	\$ 0.030	1.8	(a)	\$ (0.180)	(1.2)	Lower New York City student /senior fare reimbursements offset by unbudgeted insurance recoveries.
Capital and Other Reimbursements	R	\$ (0.287)	(32.7)	Timing of reimbursement receipts, delayed funding allocation and vacancies	\$ (1.139)	(20.0)	Timing of reimbursement receipts, delayed funding allocation and vacancies
<b>Total Revenue Variance</b>		<b>\$ 0.086</b>	<b>0.5</b>		<b>\$ 0.075</b>	<b>0.0</b>	
Payroll	NR	\$ (1.032)	(5.8)	Mainly due to reimbursable underruns and interagency fringe benefits	\$ (2.002)	(1.2)	Mainly due to vacation buyback program and reimbursable underruns and interagency benefits
Overtime	NR	\$ (1.136)	(34.8)	Mainly due to vacancies, shuttle service in support of MNRR blackout and traffic delays	\$ (4.072)	(12.8)	Accelerated completion of defects found on scheduled inspections , weather related bus and facility maintenance costs, vacancies, lower employee availability and shuttle service in support of MNRR blackout and traffic delays
Health and Welfare (including OPEB)	NR	\$ 0.837	13.1	Favorable timing of payments	\$ 1.385	2.9	Favorable timing of payments
Pension	NR	\$ (0.351)	(9.8)	Prior period payments	\$ (0.006)	(0.0)	(a)
Other Fringe Benefits	NR	\$ 1.410	31.7	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll	\$ 4.174	13.0	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll
Electric Power	NR	\$ (0.060)	(81.1)	Higher than anticipated expenses	\$ (0.258)	(27.5)	Higher than anticipated expenses
Fuel	NR	\$ 0.472	13.3	Favorable timing of payments	\$ 2.612	9.0	Favorable timing of payments
Insurance	NR	\$ 0.141	49.3	Favorable timing of payments	\$ 0.325	16.5	Favorable timing of payments
Claims	NR	\$ 1.499	69.2	Favorable timing of payments	\$ 2.997	15.4	Favorable timing of payments
Maintenance and Other Operating Contracts	NR	\$ 1.429	52.9	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts	\$ 4.895	28.2	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts
Professional Service Contracts	NR	\$ 0.632	36.7	Lower than anticipated expenses	\$ 0.482	4.0	(a)
Materials & Supplies	NR	\$ (0.710)	(30.6)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts and prior period expenses	\$ (3.527)	(15.6)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts and prior period expenses
Other Business Expense	NR	\$ 0.069	18.7	(a)	\$ 0.038	1.2	(a)
Depreciation	NR	\$ (0.506)	(14.4)	Non cash expense	\$ (2.821)	(8.3)	Non cash expense
Other Post Employment Benefits	NR	\$ 0.073	1.6	(a)	\$ 0.365	0.9	(a)
Environmental Remediation		\$ (0.084)	-	Non cash expense unbudgeted	\$ (1.736)	-	Non cash expense unbudgeted
Payroll	R	\$ 0.330	54.3	(a)	\$ 1.170	32.7	(a)
Health and Welfare	R	\$ (0.041)	(46.1)	(a)	\$ (0.004)	(0.5)	(a)
Pension	R	\$ (0.026)	(68.4)		\$ (0.051)	(15.0)	
Other Fringe Benefits	R	\$ 0.001	4.8		\$ 0.016	4.2	
Maintenance and Other Operating Contracts	R	\$ 0.015	*	(a)	\$ 0.102	*	(a)
Materials & Supplies	R	\$ 0.008	*	(a)	\$ (0.094)	*	(a)
<b>Total Expense Variance</b>		<b>\$ 2.970</b>	<b>5.2</b>		<b>\$ 3.990</b>	<b>0.8</b>	
<b>Net Variance</b>		<b>\$ 3.056</b>	<b>7.9</b>		<b>\$ 4.065</b>	<b>1.2</b>	

(a) - Variance less than 5% or 100K

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

(\$ in millions)

	SEPTEMBER 2013				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$ 16.491	\$ 15.658	\$ (0.833)	(5.1)	\$ 147.489	\$ 146.793	\$ (0.696)	(0.5)
Other Operating Revenue	0.653	0.878	0.225	34.5	15.294	15.978	0.684	4.5
Capital and Other Reimbursements	1.936	0.184	(1.752)	(90.5)	10.208	4.837	(5.371)	(52.6)
<b>Total Receipts</b>	<b>\$ 19.080</b>	<b>\$ 16.720</b>	<b>\$ (2.360)</b>	<b>(12.4)</b>	<b>\$ 172.990</b>	<b>\$ 167.607</b>	<b>\$ (5.383)</b>	<b>(3.1)</b>
<b><u>Expenditures</u></b>								
<i>Labor:</i>								
Payroll	\$ 19.828	\$ 14.467	\$ 5.361	27.0	\$ 170.658	\$ 159.903	\$ 10.755	6.3
Overtime	3.024	4.401	(1.377)	(45.5)	31.199	36.208	(5.009)	(16.1)
Health and Welfare	15.361	0.229	15.132	98.5	32.541	22.004	10.537	32.4
OPEB Current Payment	6.528	-	6.528	100.0	11.203	2.857	8.346	74.5
Pensions	3.247	3.934	(0.687)	(21.2)	34.487	37.433	(2.946)	(8.5)
Other Fringe Benefits	5.741	2.230	3.511	61.2	39.228	27.025	12.203	31.1
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 53.729</b>	<b>\$ 25.261</b>	<b>\$ 28.468</b>	<b>53.0</b>	<b>\$ 319.315</b>	<b>\$ 285.430</b>	<b>\$ 33.886</b>	<b>10.6</b>
<i>Non-Labor:</i>								
Electric Power	\$ 0.092	\$ 0.133	\$ (0.041)	(44.6)	\$ 0.884	\$ 2.231	\$ (1.347)	*
Fuel	5.194	(0.340)	5.534	*	28.361	23.706	4.655	16.4
Insurance	0.038	0.110	(0.072)	*	0.873	0.856	0.017	1.9
Claims	2.484	0.516	1.968	79.2	21.125	14.077	7.048	33.4
Maintenance and Other Operating Contracts	3.874	0.679	3.195	82.5	22.235	12.922	9.313	41.9
Professional Service Contracts	2.241	0.247	1.994	89.0	12.744	9.675	3.069	24.1
Materials & Supplies	2.746	2.804	(0.058)	(2.1)	25.157	27.375	(2.218)	(8.8)
Other Business Expenses	0.617	0.246	0.371	60.1	3.604	1.899	1.705	47.3
<b>Total Non-Labor Expenditures</b>	<b>\$ 17.286</b>	<b>\$ 4.395</b>	<b>\$ 12.891</b>	<b>74.6</b>	<b>\$ 114.981</b>	<b>\$ 92.739</b>	<b>\$ 22.242</b>	<b>19.3</b>
<b><u>Other Expenditure Adjustments :</u></b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 71.015</b>	<b>\$ 29.656</b>	<b>\$ 41.359</b>	<b>58.2</b>	<b>\$ 434.297</b>	<b>\$ 378.169</b>	<b>\$ 56.128</b>	<b>12.9</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (51.935)</b>	<b>\$ (12.936)</b>	<b>\$ 38.999</b>	<b>75.1</b>	<b>\$ (261.307)</b>	<b>\$ (210.561)</b>	<b>\$ 50.745</b>	<b>19.4</b>

NOTE: Totals may not add due to rounding

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

Operating Receipts or Disbursements	SEPTEMBER 2013			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (0.833)	(5.1)	Timing of receipts.	\$ (0.696)	(0.5)	(a)
Other Operating Revenue	0.225	34.5	Greater than anticipated receipts of miscellaneous recoveries	0.684	4.5	Greater than anticipated senior reimbursement receipts and receipts of miscellaneous recoveries
Capital and Other Reimbursements	(1.752)	(90.5)	Timing of reimbursement receipts, delayed funding allocation and vacancies	(5.371)	(52.6)	Timing of reimbursement receipts, delayed funding allocation and vacancies
<b>Total Receipts</b>	<b>\$ (2.360)</b>			<b>\$ (5.383)</b>	<b>(3.1)</b>	
Payroll	\$ 5.361	27.0	Vacancies and favorable other payroll expenses offset by interagency fringe benefits	\$ 10.755	6.3	Vacancies and favorable other payroll expenses offset by interagency fringe benefits
Overtime	(1.377)	(45.5)	Mainly due to vacancies, lower employee availability and shuttle service in support of MNRR blackout and traffic delays	(5.009)	(16.1)	Accelerated completion of defects found on scheduled inspections, weather related bus and facility maintenance costs, vacancies and lower employee availability and shuttle service in support of MNRR blackout and traffic delays.
Health and Welfare (including OPEB)	21.660	99.0	Favorable timing of payments	18.883	43.2	Favorable timing of payments
Pension	(0.687)	(21.2)	Adjustments in prior period payments	(2.946)	(8.5)	Adjustments in prior period payments
Other Fringe Benefits	3.511	61.2	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll	12.203	31.1	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll
GASB	-	-	(a)	-	-	(a)
Electric Power	(0.041)	(44.6)	Higher than anticipated expenses	(1.347)	*	Payments for prior periods
Fuel	5.534	*	Favorable timing	4.655	16.4	Favorable timing
Insurance	(0.072)	*	(a)	0.017	1.9	(a)
Claims	1.968	79.2	Favorable timing	7.048	33.4	Favorable timing
Maintenance and Other Operating Contracts	3.195	82.5	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts	9.313	41.9	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts
Professional Service Contracts	1.994	89.0	Timing of payments	3.069	24.1	Timing of payments
Materials & Supplies	(0.058)	(2.1)	(a)	(2.218)	(8.8)	Mainly due to traction motors, and alternator units charged to Material & Supplies
Other Business Expenditure	0.371	60.1	Timing of payments	1.705	47.3	Timing of payments
<b>Total Expenditures</b>	<b>\$ 41.359</b>	<b>58.2</b>		<b>\$ 56.128</b>	<b>12.9</b>	
<b>Net Cash Variance</b>	<b>\$ 38.999</b>	<b>75.1</b>		<b>\$ 50.745</b>	<b>19.4</b>	

(a) - Variance less than 5% or 100K

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

(\$ in millions)

	SEPTEMBER 2013					Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Percent	Mid Year Forecast	Actual	Favorable (Unfavorable)		Percent
			Variance					Variance		
<b>Receipts</b>										
Farebox Revenue	\$ (0.113)	\$ (1.289)	\$ (1.176)	*		\$ 0.332	\$ (1.758)	\$ (2.090)	*	
Other Operating Revenue	(0.973)	(0.778)	0.195	20.0		0.501	1.365	0.864	*	
Capital and Other Reimbursements	1.059	(0.406)	(1.465)	*		4.525	0.293	(4.232)	(93.5)	
<b>Total Receipts</b>	<b>\$ (0.027)</b>	<b>\$ (2.473)</b>	<b>\$ (2.446)</b>	<b>*</b>		<b>\$ 5.357</b>	<b>\$ (0.100)</b>	<b>\$ (5.458)</b>	<b>*</b>	
<b>Expenditures</b>										
<i>Labor:</i>										
Payroll	\$ (1.489)	\$ 4.574	\$ 6.063	*		\$ 4.437	\$ 16.024	\$ 11.587	*	
Overtime	0.241	-	(0.241)	(100.0)		0.515	(0.422)	(0.937)	*	
Health and Welfare	(10.700)	3.598	14.298	*		3.121	12.605	9.484	*	
OPEB Current Payment	(4.733)	1.833	6.566	*		1.735	9.753	8.018	*	
Pensions	0.374	0.064	(0.310)	(82.9)		0.157	(2.732)	(2.889)	*	
Other Fringe Benefits	(1.274)	0.826	2.100	*		(6.631)	1.382	8.013	*	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
<b>Total Labor Expenditures</b>	<b>\$ (17.581)</b>	<b>\$ 10.895</b>	<b>\$ 28.476</b>	<b>*</b>		<b>\$ 3.334</b>	<b>\$ 36.609</b>	<b>\$ 33.276</b>	<b>*</b>	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ (0.018)	\$ 0.001	0.019	*		\$ 0.055	\$ (1.034)	\$ (1.089)	*	
Fuel for Buses and Trains	(1.654)	3.408	5.062	*		0.683	2.726	2.043	*	
Insurance	0.248	0.035	(0.213)	(85.9)		1.091	0.783	(0.308)	(28.2)	
Claims	(0.318)	0.151	0.469	*		(1.625)	2.426	4.051	*	
Maintenance and Other Operating Contracts	(1.135)	0.616	1.751	*		(4.791)	(0.475)	4.316	90.1	
Professional Service Contracts	(0.517)	0.845	1.362	*		(0.653)	1.934	2.587	*	
Materials & Supplies	(0.344)	0.300	0.644	*		(2.038)	(0.636)	1.403	68.8	
Other Business Expenditures	(0.248)	0.054	0.302	*		(0.499)	1.168	1.667	*	
<b>Total Non-Labor Expenditures</b>	<b>\$ (3.986)</b>	<b>\$ 5.410</b>	<b>\$ 9.396</b>	<b>*</b>		<b>\$ (7.776)</b>	<b>\$ 6.894</b>	<b>\$ 14.670</b>	<b>*</b>	
<b>Other Expenditure Adjustments:</b>										
Other	-	-	-	-		-	-	-	-	
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	
<b>Gap Closing Expenditures:</b>										
'Additional Actions for Budget Balance: Expenditures	-	-	-	-		-	-	-	-	
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$ (21.567)</b>	<b>\$ 16.305</b>	<b>\$ 37.872</b>	<b>*</b>		<b>\$ (4.442)</b>	<b>\$ 43.503</b>	<b>\$ 47.945</b>	<b>*</b>	
Depreciation Adjustment	3.520	4.026	0.506	14.4		33.974	36.796	2.820	8.3	
Other Post Employment Benefits	4.691	4.618	(0.073)	(1.6)		41.927	41.562	(0.365)	(0.9)	
Environmental Remediation	-	0.084	0.084			-	1.736	1.736		
<b>Total Expenses/Expenditures</b>	<b>\$ (13.356)</b>	<b>\$ 25.033</b>	<b>\$ 38.389</b>	<b>*</b>		<b>\$ 71.458</b>	<b>\$ 123.597</b>	<b>\$ 52.137</b>	<b>73.0</b>	
<b>Total Cash Conversion Adjustments</b>	<b>\$ (13.383)</b>	<b>\$ 22.560</b>	<b>\$ 35.943</b>	<b>*</b>		<b>\$ 76.816</b>	<b>\$ 123.496</b>	<b>\$ 46.679</b>	<b>60.8</b>	

NOTE: Totals may not add due to rounding



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

	<b>SEPTEMBER 2013</b>			<b>Year-to-date</b>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 16.604	\$ 16.947	\$ 0.343	\$ 147.157	\$ 148.551	\$ 1.394
<b>Total Farebox Revenue</b>	<b>\$ 16.604</b>	<b>\$ 16.947</b>	<b>\$ 0.343</b>	<b>\$ 147.157</b>	<b>\$ 148.551</b>	<b>\$ 1.394</b>
Other Operating Revenue	\$ 1.626	\$ 1.656	\$ 0.030	\$ 14.793	\$ 14.613	\$ (0.180)
Capital & Other Reimbursable	0.877	0.590	(0.287)	5.683	4.544	(1.139)
<b>Total Revenue</b>	<b>\$ 19.107</b>	<b>\$ 19.193</b>	<b>\$ 0.086</b>	<b>\$ 167.633</b>	<b>\$ 167.708</b>	<b>\$ 0.075</b>
<b><u>Ridership</u></b>						
Fixed Route	10.264	10.509	0.245	92.275	93.239	0.964
<b>Total Ridership</b>	<b>10.264</b>	<b>10.509</b>	<b>0.245</b>	<b>92.275</b>	<b>93.239</b>	<b>0.964</b>

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

FUNCTION/DEPARTMENT	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	6	9	(3)	
Office of Management and Budget	14	12	2	
Technology & Information Services	16	16	-	
Material	18	16	2	
Controller	15	20	(5)	
Office of the President	6	5	1	
System Safety Administration	5	1	4	
Law	24	22	2	
Corporate Communications	3	3	-	
Labor Relations	4	-	4	
Strategic Office	12	9	3	
Non-Departmental	52	-	52	
<b>Total Administration</b>	<b>178</b>	<b>116</b>	<b>62</b>	Timing of Training
<b>Operations</b>				
Buses	2,139	2,166	(27)	
Office of the Executive VP	1	1	-	
Safety & Training	18	59	(41)	
Road Operations	116	114	2	
Transportation Support	20	21	(1)	
Operations Planning	32	29	3	
Revenue Control	21	19	2	
<b>Total Operations</b>	<b>2,347</b>	<b>2,409</b>	<b>(62)</b>	Students in Training
<b>Maintenance</b>				
Buses	749	720	29	
Maintenance Support/CMF	166	163	3	
Facilities	72	44	28	
Supply Logistics	92	88	4	
<b>Total Maintenance</b>	<b>1,079</b>	<b>1,015</b>	<b>64</b>	Vacancies Replaced by MOU
Capital Program Management	37	28	9	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>28</b>	<b>9</b>	
Security	16	15	1	
<b>Total Public Safety</b>	<b>16</b>	<b>15</b>	<b>1</b>	
<b>Total Positions</b>	<b>3,657</b>	<b>3,583</b>	<b>74</b>	
Non-Reimbursable	3,593	3,530	63	
Reimbursable	64	53	11	
<b>Total Full-Time</b>	<b>3,642</b>	<b>3,566</b>	<b>76</b>	
Total Full-Time Equivalents	15	17	(2)	

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

FUNCTION/OCCUPATIONAL GROUP	Mid Year Forecast	Actual	Favorable (Unfavorable)Vari ance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	58	43	15	
Professional, Technical, Clerical	70	73	(3)	
Operational Hourlies	50	-	50	
<b>Total Administration</b>	<b>178</b>	<b>116</b>	<b>62</b>	Timing of Training Requirements
<b>Operations</b>				
Managers/Supervisors	296	297	(1)	
Professional, Technical, Clerical	51	55	(4)	
Operational Hourlies	2,000	2,057	(57)	
<b>Total Operations</b>	<b>2,347</b>	<b>2,409</b>	<b>(62)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	205	197	8	
Professional, Technical, Clerical	16	16	-	
Operational Hourlies	858	802	56	
<b>Total Maintenance</b>	<b>1,079</b>	<b>1,015</b>	<b>64</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	21	18	3	
Professional, Technical, Clerical	16	10	6	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>28</b>	<b>9</b>	
<b>Public Safety</b>				
Managers/Supervisors	12	10	2	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>16</b>	<b>15</b>	<b>1</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	592	565	27	
Professional, Technical, Clerical	157	157	-	
Operational Hourlies	2,908	2,861	47	
<b>Total Baseline Positions</b>	<b>3,657</b>	<b>3,583</b>	<b>74</b>	

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

	September						September Year-to-Date					
	Mid-Year-Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year-Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	48,296	\$2.0	44,375	\$2.0	3,921 8.1%	\$0.1 3.9%	445,989	\$18.8	396,241	\$16.6	49,748 11.2%	\$2.2 11.8%
<u>Unscheduled Service</u>	3,704	\$0.2	6,255	\$0.3	(2,552) -68.9%	(0.1) -55.1%	35,947	\$1.6	48,234	\$2.0	(12,287) -34.2%	(0.4) -25.4%
<u>Programmatic/Routine Maintenance</u>	10,188	\$0.4	26,070	\$1.1	(15,882) -155.9%	(0.7) -157.8%	113,224	\$4.8	170,033	\$7.3	(56,809) -50.2%	(2.5) -51.9%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%
<u>Vacancy/Absentee Coverage</u>	12,427	\$0.6	23,975	\$1.0	(11,548) -92.9%	(0.4) -73.5%	117,036	\$5.2	186,236	\$7.7	(69,199) -59.1%	(2.5) -47.1%
<u>Weather Emergencies</u>	100	\$0.0	0	\$0.0	100 *	0.0 *	20,131	\$0.9	38,599	\$1.7	(18,468) *	(0.8) *
<u>Safety/Security/Law Enforcement</u>	224	\$0.0	99	\$0.0	126 56.0%	0.0 61.9%	1,953	\$0.1	543	\$0.0	1,410 72.2%	0.1 75.5%
<u>Other</u>	312	\$0.0	762	\$0.0	(450) *	(0.0) *	2,844	\$0.2	8,073	\$0.4	(5,229) *	(0.2) *
Subtotal	75,251	\$3.3	101,535	\$4.4	(26,284) -34.9%	(\$1.1) -34.8%	737,124	\$31.7	847,959	\$35.8	(110,835) -15.0%	(\$4.1) -12.8%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	<b>75,251</b>	<b>\$3.3</b>	<b>101,535</b>	<b>\$4.4</b>	<b>(26,284)</b> -34.9%	<b>(\$1.1)</b> -34.8%	<b>737,124</b>	<b>\$31.7</b>	<b>847,959</b>	<b>\$35.8</b>	<b>(110,835)</b> -15.0%	<b>(\$4.1)</b> -12.8%

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

	September			September Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	3,921 8.1%	\$0.1 3.9%		49,748 11.2%	\$2.2 11.8%	Operating less than budgeted service
<u>Unscheduled Service</u>	(2,552) -68.9%	(\$0.1) -55.1%	Traffic delays and Metro NorthPower Outage.	(12,287) -34.2%	(\$0.4) -25.4%	Metro North Derailment Shuttle service support and Power Outage.
<u>Programmatic/Routine Maintenance</u>	(15,882) -155.9%	(\$0.7) -157.8%	MetroNorth Power Outage, accelerated post-inspection defect repair, impact of facility work on depot operations and traffic-related impact on fueling operations.	(56,809) -50.2%	(\$2.5) -51.9%	Maintenance work for accelerated completion of defects found on scheduled inspections, and MetroNorth Power Outage.
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(11,548) -92.9%	(\$0.4) -73.5%	Vacancy and Absentee Coverage.	(69,199) -59.1%	(\$2.5) -47.1%	Vacancy and Absentee Coverage.
<u>Weather Emergencies</u>	100 *	\$0.0 *		(18,468) *	(\$0.8) *	Residual effect of Tropical Storm Sandy and preparation/ response for February 8th to 11th Winter Storm.
<u>Safety/Security/Law Enforcement</u>	126 56.0%	\$0.0 61.9%		1,410 72.2%	\$0.1 75.5%	
<u>Other</u>	(450) *	(\$0.0) *		(5,229) *	(\$0.2) *	
<b>Subtotal</b>	<b>(26,284)</b> -34.9%	<b>(\$1.1)</b> -34.8%		<b>(110,835)</b> -15.0%	<b>(\$4.1)</b> -12.8%	
<b>REIMBURSABLE OVERTIME</b>	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
<b>TOTAL OVERTIME</b>	<b>(26,284)</b>	<b>(\$1.1)</b>		<b>(110,835)</b>	<b>(\$4.1)</b>	

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 Overtime Reporting**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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<b><u>Type</u></b>	<b><u>Definition</u></b>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>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.