



**New York City Transit
Bus Company**

Transit & Bus Committee Meeting

July 2013

Committee Members

M. Lebow, Chair
J. Banks III, Vice Chair
F. Ferrer, MTA Vice Chairman
S. Metzger
J. Sedore, Jr.
M. Page
J. Kay
A. Albert
C. Moerdler
D. Paterson
E. Watt
A. Cappelli



Metropolitan Transportation Authority

MEETING AGENDA

NEW YORK CITY TRANSIT & BUS COMMITTEE

July 22, 2013 - 10:30 AM

347 Madison Avenue
Fifth Floor Board Room, New York, NY

AGENDA ITEMS

PUBLIC COMMENT PERIOD

1. APPROVAL OF MINUTES – JUNE 3, 2013 1.1
2. COMMITTEE WORK PLAN 2.1
3. OPERATIONS PERFORMANCE SUMMARY
 - May Operations Report 3.1
4. FINANCIAL REPORTS
 - May NYCT Financial & Ridership Report 4.1
 - May SIR Financial & Ridership Report 4.23
 - May MTA Bus Financial & Ridership Report 4.34
 - April NYCT Financial & Ridership Report 4.47
 - April SIR Financial & Ridership Report 4.69
 - April MTA Bus Financial & Ridership Report 4.80
 - Capital Program Status Report 4.93
5. PROCUREMENTS 5.1
 - NYCT Non-Competitive 5.4
 - NYCT Competitive 5.5
 - MTACC Competitive 5.8
 - NYCT Ratifications 5.9
 - MTACC Ratifications 5.10
6. ACTION ITEMS
 - Omnibus Budget Modification to 2010-2014 Capital Program 6.1
 - TAB Senior Hearing Officers 6.3
7. SERVICE CHANGES
 - NYCT Implement B44 Select Bus Service on Nostrand Avenue 7.1
 - NYCT Revise B57/B61 Service in Red Hook 7.8
 - NYCT Bus Schedule Changes, Effective January 2014 7.12
8. SPECIAL REPORTS & PRESENTATIONS
 - MetroCard Report 8.1
 - 2014 Service & Service Quality Investments (Under Separate Cover)
9. MTACC REPORT 9.1

Date of next meeting: September 16, 2013 at 10:30 AM

1. APPROVAL OF MINUTES

**Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority, Manhattan
and Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Capital Construction Company and Bus Company
June 3, 2013**

Meeting Held at:
Metropolitan Transportation Authority
347 Madison Avenue
New York, New York 10017
10:30 AM

The following Members were present:

Hon. Mark Lebow, Committee Chair
Hon. Fernando Ferrer, Acting Chairman, MTA
Hon. Andrew Albert
Hon. Robert C. Bickford
Hon. Ira Greenberg
Hon. Susan G. Metzger
Hon. Mark Page
Hon. David A. Paterson
Hon. James L. Sedore, Jr.

The following Members were absent:

Hon. John H. Banks III
Hon. Allen P. Cappelli
Hon. Jeffrey Kay
Hon. Charles G. Moerdler
Hon. Ed Watt

Also present were:

Carmen Bianco, Acting President, New York City Transit
Robert Bergen, Executive Vice President
Joe Leader, Acting Senior Vice President, Subways
Peter Cafiero, Chief, Operations Planning
Thomas Charles, Vice-President, Paratransit (DOB)
Joseph Fox, Chief, NYPD Transit Bureau
Cheryl Kennedy, Vice President, Office of System Safety
Stephen Plochochi, Vice President, Materiel
Fred Smith, Senior Vice President, CPM
Darryl Irick, President, MTA Bus
Michael Horodniceanu, President, MTA Capital Construction

I. Chairman Lebow opened the meeting.

II. Public Speakers

George Kaufer reminded the Committee of the need for east-west service between Forrest Avenue and Victory Boulevard in Staten Island, and presented a petition signed by community members requesting that such service gap be addressed.

Murray Bodin complimented the Committee on its efforts and innovations in managing the transit system, specifically commending NYCT on its efforts to restore service to the Rockaways.

Luke De Palma, Director of Policy and Planning for Borough President Marty Markowitz, spoke in support of the expansion of the B67 and the creation of the B32 bus routes to service the growing northern Brooklyn waterfront communities.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the April 2013 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

IV. Agenda Items

A. Operations Report

Acting President Bianco commended staff on the inter-departmental collaboration demonstrated in the restoration of service to the Rockaways. He also reported on the May 29th derailment of a southbound 1 train near 125th Street, noting that all passengers were evacuated without injury. He advised the Committee that the incident is currently under investigation.

Acting SVP Leader reported to the Committee on the Department of Subways' operating performance, comparing statistics in April 2013 with those of April 2012, as well as providing year-to-date or twelve-month average performance figures as appropriate. He also reported on the FASTRACK program and overtime statistics, noting that most of the increase in overtime was attributable to Sandy-related efforts and other weather events.

At the request of Member Albert, Acting SVP Leader agreed to look into the replacement of the remaining R42s, which have relatively poor MDBF statistics, with R160 subway cars.

MTA Bus President/NYCT Senior Vice President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus, comparing performance statistics in April 2013 with those of April 2012. President Irick also presented performance highlights from both fixed route and paratransit operations.

Vice President Kennedy presented the monthly Safety Report, noting typographical errors on page 3.27 of the Agenda which misstated the number of fires (there were 82 not 83) and which incorrectly represented that there had been a fire of above-average severity in April, which there had not.

Chief Fox presented the NYPD Transit Bureau statistics. In response to a question from Member Ferrer, Chief Fox explained that the overall decrease in crime was reflected across all boroughs.

B. Financial Reports

Acting President Bianco reported to the Committee on NYCT's finances. President Irick reported to the Committee on MTA Bus Company's finances.

In response to a question from Member Albert, Acting President Bianco agreed to provide data regarding the financial effect of not running full train service on the **A** line for seven months following Hurricane Sandy, noting, however, that due to the substitution of shuttle service on the Rockaways it was likely that there were no substantial savings. Acting President Bianco noted that providing the best possible service to the Rockaways was the overriding priority in the aftermath of the storm.

SVP Smith presented Members with the Capital Program Status report. Details on the following are provided in the Agenda materials:

- Financial and Ridership Report
- Capital Program Status

C. Procurements

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 22 procurement action items totaling \$113.8 Million in proposed expenditures. VP Plochochi highlighted three items in the Agenda; the non-competitive award of a \$38.2M contract to NYS Industries for the Disabled for janitorial and window cleaning services at various NYCT and MTA Bus Company locations, which is subject to the approval of the New York State Comptroller, and \$50M in budget adjustments to two existing indefinite quantity architectural and engineering service contracts necessary to support competitive task orders for emergency assessments and design costs associated with the effects of Hurricane Sandy.

Motions were duly made and seconded to approve the NYCT, MTA Bus and MTACC procurement action items.

NYCT's non-competitive procurements requiring a majority vote (Schedules G and H in the Agenda) were approved and forwarded to the full Board for consideration, as were its competitive procurements requiring a majority vote (Schedules G, H and L in the Agenda). The proposed ratification of completed procurement actions requiring a majority vote

(Schedule K in the Agenda) was also approved and forwarded to the full Board for consideration.

MTACC's competitive procurements requiring a majority vote (Schedule I in the Agenda) were approved and forwarded to the full Board for consideration, as was its proposed ratification of completed procurement actions requiring a majority vote (Schedule K in the Agenda).

MTA Bus Company's competitive procurements requiring a two-thirds vote (Schedule B in the Agenda) were approved and forwarded to the full Board for consideration.

Details of the above items are set forth in staff summaries, copies of which are on file with the records of this meeting.

V. Service Changes

Upon motion duly made and seconded, the Committee approved the proposed implementation of the following NYCT service changes: (1) an extension to the B67 bus route to connect downtown Brooklyn, DUMBO and the Brooklyn Navy Yard; and (2) a new B32 bus route to serve the waterfront areas in Williamsburg and Greenpoint.

A route change to M100 bus service in East Harlem and bus schedule changes on 47 routes, proposed for implementation by NYCT in September 2013, were presented to the Committee for its information.

Upon motion duly made and seconded, the Committee approved MTA Bus Company's proposed implementation of a new Q70 limited stop service route.

A revision to the Q33 bus route, which currently provides local access between Jackson Heights and LaGuardia Airport, and 15 bus schedule changes on eight routes, proposed for implementation by MTA Bus in September 2013, were presented to the Committee for its information.

VI. Special Reports and Presentations

The March and April 2013 MetroCard Reports were presented to the Committee for its information.

VII. Standard Follow Up Reports

The Transit Adjudication Bureau Report, the Escalator & Elevator Service Report, and the NYCT and MTA Bus EEO Report were presented to the Committee for information.

VIII. MTA CC Project Report

President Horodniceanu presented the Capital Construction Company report to the Committee, informing Members of the progress of the Second Avenue Subway, Fulton Street Transit Center, and 7 Extension projects.

In response to a question from Member Albert, President Horodniceanu noted that entrances would be constructed at each of the four corners of 63rd Street and Third Avenue as part of the Second Avenue Subway 7 train extension project.

IX. Upon motion duly made and seconded, the meeting of the Committee was adjourned.

Respectfully submitted,



Bettina Quintas
Assistant Secretary

2. COMMITTEE WORK PLAN

2013 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
NYC Transit & Bus Committee Work Plan	Committee Chair & Members
Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety)	NYC Transit President
Procurements	Materiel
MetroCard Report	AFC Program Mgmt & Sales
Service Changes (if any)	Operations Planning
Tariff Changes (if any)	Management & Budget
Capital Budget Modifications (if any)	Capital Planning & Budget
Action Items (if any)	As Listed
MTACC Projects Report	MTACC

II. SPECIFIC AGENDA ITEMS

Responsibility

July 2013

September 2013

Public comment/Committee review of budget	
2013 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2013 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2013 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2014 Preliminary NYC Transit Budget	Management & Budget
2014 Preliminary SIR Budget	Management & Budget
2014 Preliminary MTA Bus Budget	Management & Budget
NYC Transit Service Quality Indicators & PES (including MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
EEO & Diversity Report	EEO & Human Resources

November 2013

Public comment/Committee review of budget	
Charter for Transit Committee	Law
2014 Preliminary NYC Transit Budget	Management & Budget
2014 Preliminary SIR Budget	Management & Budget
2014 Preliminary MTA Bus Budget	Management & Budget

II. SPECIFIC AGENDA ITEMS

Responsibility

Elevator & Escalator Service Report
Transit Adjudication Bureau Report
EEO & Diversity Report

Subways
Law
EEO & Human Resources

December 2013

2014 Final Proposed NYC Transit Budget
2014 Final Proposed SIR Budget
2014 Final Proposed MTA Bus Budget

Management & Budget
Management & Budget

January 2014

Approval of 2014 Transit & Bus Committee
Work Plan

Committee Chair & Members

March 2014

Preliminary Review of NYC Transit 2013 Operating
Results
Preliminary Review of SIR 2013 Operating Results
Preliminary Review of MTA Bus 2013 Operating Results
NYC Transit Adopted Budget/Financial Plan 2014-2017
SIR Adopted Budget/Financial Plan 2014-2017
MTA Bus Adopted Budget/Financial Plan 2014-2017
NYC Transit Service Quality Indicators & PES
(including MTA Bus PES)
ADA Compliance Report
Elevator & Escalator Service Report
Transit Adjudication Bureau Report
2013 Year-End Safety Report and 2014 Safety Agenda
EEO & Diversity Report – 2013 Year-End Report

Management & Budget
Management & Budget
Management & Budget
Management & Budget
Management & Budget
Management & Budget
Operations Planning
Capital Program Management
Subways
Law
System Safety
EEO & Human Resources

April 2014

Final Review of NYC Transit 2013 Operating Results
Final Review of SIR 2013 Operating Results
Final Review of MTA Bus 2013 Operating Results

Management & Budget
Management & Budget
Management & Budget

June 2014

Elevator & Escalator Service Report
Transit Adjudication Bureau Report
EEO & Diversity Report

Subways
Law
EEO & Human Resources



2013 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

An official record of proceedings which occurred during the previous month's Committee meeting.

NYC Transit & Bus Committee Work Plan

A monthly update of any edits and/or changes in the work plan.

Operations Performance Summary

Summary presentation on the performance of Subway Service, including a discussion on Safety, Finance and Ridership and Capital Program Plan achievements. Information includes discussion on key indicators such as Subway MDBF, On-Time Performance, Subway accident rates; and Capital Plan awards, design starts and completions.

Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

MetroCard Report

Status Report on progress related to the implementation of the MetroCard fare collection system. Report provides information on MetroCard market share, the Reduced Fare Program, MetroCard sales initiatives and the Balance Protection Program.

Service Changes

Service proposals presented for Committee information and for Board approval, when required. Proposals outline various subway service initiatives.

Tariff Changes

Proposals presented to the Board for approval of changes affecting NYC Transit fare policy structure.

Capital Budget Modifications

Proposals presented to the Board for approval of changes to NYC Transit's 5-Year Capital Program.

Action Items

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

MTACC Projects Report

Monthly Status Report on each construction project and contract managed by MTA Capital Construction.

II. SPECIFIC AGENDA ITEMS

JULY 2013

SEPTEMBER 2013

2013 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2013 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2013 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2013 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2013 MTA Bus Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of MTA Bus' 2013 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2014 NYC Transit Preliminary Budget

Public comments will be accepted on the 2014 Preliminary Budget.

2014 SIR Preliminary Budget

Public comments will be accepted on the 2014 Preliminary Budget.

2014 MTA Bus Preliminary Budget

Public comments will be accepted on the 2014 Preliminary Budget.

Service Quality Indicators / PES Report

Bi-annual report which presents subway and bus service indicators (Wait Assessment) and NYC Transit and MTA Bus Passenger Environment Survey results, which measures subway and bus cleanliness, customer information and operations.

Elevator & Escalator Service Report

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

EEO & Diversity Report

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

II. SPECIFIC AGENDA ITEMS (con't)

NOVEMBER 2013

Charter for Transit Committee

Once annually, the Transit Committee will be presented with the Committee Charter and will be asked to formally adopt it for use.

2014 Preliminary NYC Transit Budget

Public comments will be accepted on the 2014 Preliminary Budget.

2014 SIR Preliminary Budget

Public comments will be accepted on the SIR 2014 Preliminary Budget.

2014 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2014 Preliminary Budget.

Elevator & Escalator Service Report

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

EEO & Diversity Report

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

DECEMBER 2013

2014 Final Proposed NYC Transit Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2014.

2014 Final Proposed SIR Budget

The Committee will recommend action to the Board on the SIR Final Proposed Budget for 2014.

2014 Final Proposed MTA Bus Budget

The Committee will recommend action to the Board on the MTA Bus Final Proposed Budget for 2014.

JANUARY 2014

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2014 and will be asked to approve its use for the year.

II. SPECIFIC AGENDA ITEMS (con't)

MARCH 2014

Preliminary Review of NYC Transit's 2013 Operating Results

NYC Transit will present a brief review of its 2013 Budget results.

Preliminary Review of SIR 2013 Operating Results

NYC Transit will present a brief review of SIR's 2013 Budget results.

Preliminary Review of MTA Bus 2013 Operating Results

NYC Transit will present a brief review of MTA Bus 2013 Budget results .

Adopted Budget/Financial Plan 2014-2017

NYC Transit will present its revised 2014-2017 Financial Plan. This plan will reflect the 2014 Adopted Budget and an updated Financial Plan for 2014-2017 reflecting the out-year impact of any changes incorporated into the 2014 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2014 by category.

SIR Adopted Budget/Financial Plan 2014-2017

NYC Transit will present SIR's revised 2014-2017 Financial Plan. This plan will reflect the 2014 Adopted Budget and an updated Financial Plan for 2014-2017 reflecting the out-year impact of any changes incorporated into the 2014 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2014 by category.

MTA Bus Adopted Budget/Financial Plan 2014-2017

NYC Transit will present MTA Bus' revised 2014-2017 Financial Plan. This plan will reflect the 2014 Adopted Budget and an updated Financial Plan for 2014-2017 reflecting the out-year impact of any changes incorporated into the 2014 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2014 by category.

Service Quality Indicators / PES Report

Bi-annual report which presents subway and bus service indicators (Wait Assessment) and NYC Transit and MTA Bus Passenger Environment Survey results, which measures subway and bus cleanliness, customer information and operations.

ADA Compliance Report

The annual update to the NYC Transit Committee on the status of compliance with the Americans with Disabilities Act (ADA) at New York City Transit. The report summarizes activities for compliance including, rehabilitation of key stations and ADA requirements in bus and subway transportation.

Elevator & Escalator Service Report

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses .

II. SPECIFIC AGENDA ITEMS (con't)

2013 Year-End Safety Report and 2014 Safety Agenda

2013 year-end figures for customer injuries, collisions and employee lost time restricted duty injuries will be presented along with New York City Transit and MTA Bus safety goals for 2014. The report will also provide detail on important safety programs that are underway or planned.

EEO & Diversity Report- 2013 Year-End Report

A detailed year-end 2013 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

APRIL 2014

Final Review of NYC Transit 2013 Operating Results

NYC Transit will review the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of SIR 2013 Operating Results

NYC Transit will review SIR's prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of MTA Bus 2013 Operating Results

NYC Transit will review MTA Bus' prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

JUNE 2014

Elevator & Escalator Service Report

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

EEO & Diversity Report

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

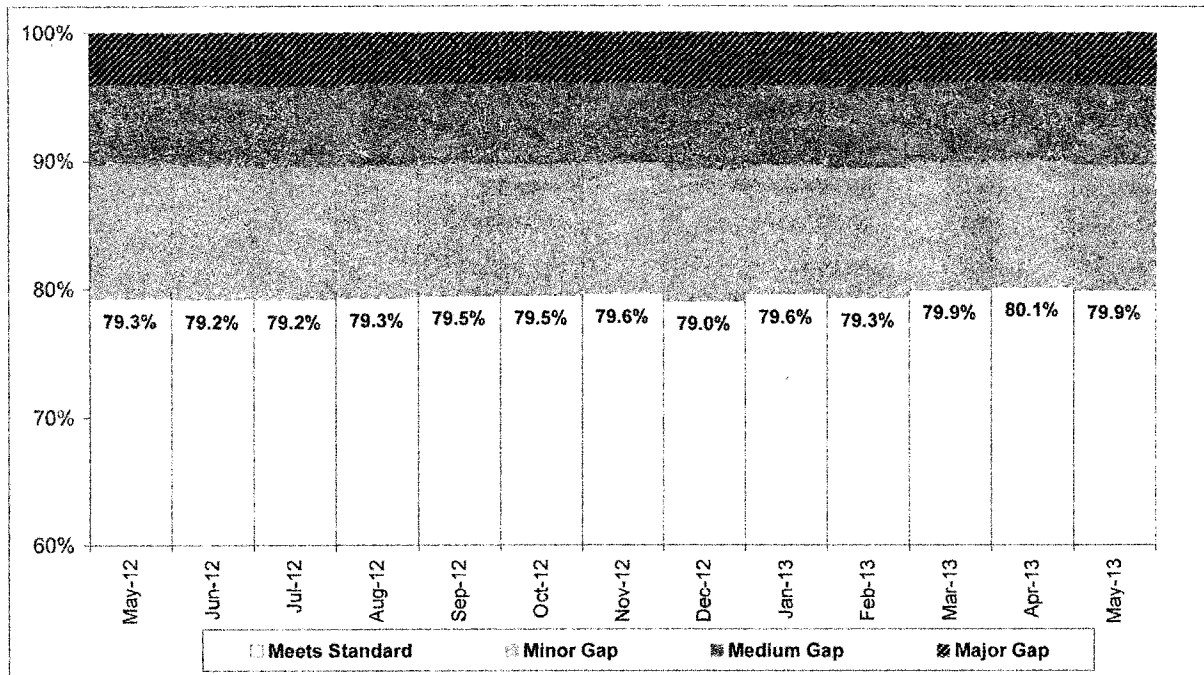
3. OPERATIONS PERFORMANCE SUMMARY

Monthly Operations Report

Statistical results for the month of May 2013 are shown below.

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: May 2013			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
System Weekday Wait Assessment (Charts 1-2)				79.9%	79.3%	+0.6%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	75.6%	77.5%	-1.9%			
A Division Weekday Wait Assessment - (All Lines)				76.1%	77.3%	-1.2%
B Division Weekday Wait Assessment	82.8%	80.7%	+2.1%	81.7%	80.2%	+1.5%
System Weekend Wait Assessment (Charts 3)				84.9%	85.0%	-0.1%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	84.0%	88.7%	-4.7%			
A Division Weekend Wait Assessment - (All Lines)				83.5%	87.5%	-4.0%
B Division Weekend Wait Assessment	85.1%	84.4%	+0.7%	85.8%	83.6%	+2.2%
System Weekday Terminal On-Time Performance (Charts 4-5)	83.3%	83.7%	-0.4%	83.4%	85.0%	-1.6%
A Division Weekday Terminal On-Time Performance	77.7%	77.7%	0.0%	77.0%	79.6%	-2.6%
B Division Weekday Terminal On-Time Performance	87.9%	88.0%	-0.1%	88.2%	88.8%	-0.6%
System Number of Terminal Delays (Charts 6)	28,399	24,993	+13.6%	24,727	22,577	+9.5%
System Weekend Terminal On-Time Performance (Charts 7-8)	86.8%	90.0%	-3.2%	88.3%	87.9%	+0.4%
A Division Weekend Terminal On-Time Performance	81.7%	83.7%	-2.0%	82.9%	83.5%	-0.6%
B Division Weekend Terminal On-Time Performance	90.3%	94.0%	-3.7%	91.8%	90.6%	+1.2%
System Number of Weekend Terminal Delays (Charts 9)	6,422	4,338	+48.0%	5,414	5,599	-3.3%
Mean Distance Between Failures (Charts 10-11)	206,211	174,824	+18.0%	165,445	164,772	+0.4%
A Division Mean Distance Between Failures	204,936	166,405	+23.2%	158,471	150,943	+5.0%
B Division Mean Distance Between Failures	207,186	181,632	+14.1%	171,010	176,602	-3.2%
System Weekday Service-KPI (Charts 12-13)	83.0%	82.5%	+0.5%			
A Division Weekday Service-KPI	79.2%	78.7%	+0.5%			
B Division Weekday Service-KPI	85.2%	84.5%	+0.7%			
System Weekday PES-KPI (Charts 14-16)	91.0%	90.9%	+0.1%			
Staten Island Railway						
24 Hour On-Time Performance	93.1%	97.2%	-4.1%	92.6%	95.4%	-2.8%
AM Rush On-Time Performance	100.0%	99.2%	+0.8%	97.7%	96.6%	+1.1%
PM Rush On-Time Performance	99.8%	100.0%	-0.2%	96.4%	98.0%	-1.6%
Percentage of Completed Trips	99.6%	99.4%	+0.2%	99.4%	99.4%	0.0%
Mean Distance Between Failures	110,310	104,212	+5.9%	77,294	116,030	-33.4%
Staten Island Railway PES-KPI (Charts 17)	92.3%	88.9%	+3.4%			

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

Wait Assessment (WA), which is measured weekdays between 6:00 am - midnight is defined as the percent of actual intervals between trains that are no more than the scheduled interval plus 25%.

Meets Standard: meets Wait Assessment standard of scheduled headway +25%

Minor Gap: more than 25% to 50% over scheduled headway

Medium Gap: more than 50% to 100% over scheduled headway

Major Gap: more than 100% scheduled headway or missed intervals

Wait Assessment Results

	Systemwide 12-Month Average				Annual Results (Meets Standard)
	Meets Standard	GAP			
		Minor	Medium	Major	
Jun '12 - May '13	79.9%	9.8%	6.3%	4.0%	2013 GOAL: 79.4%
Jun '11 - May '12	79.3%	10.4%	6.4%	3.9%	2012 ACTUAL: 79.0%

Note: Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning January 2013 the ATS-A 42nd Street Shuttle.

**Subway Weekday Wait Assessment
12 Month Rolling (ATS-A monthly only)
(6 am - midnight)**

Line	Jun '12 - May '13				Jun '11 - May '12				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
①	82.9%	7.5%	4.6%	5.0%	84.4%	8.2%	4.6%	2.7%	-1.5%
②	71.9%	10.6%	9.4%	8.1%	74.2%	10.4%	8.7%	6.7%	-2.3%
③	76.8%	10.0%	7.3%	6.0%	77.0%	10.4%	7.0%	5.7%	-0.2%
④	74.1%	9.7%	8.0%	8.2%	75.7%	9.7%	7.3%	7.3%	-1.6%
⑤	71.0%	10.0%	8.3%	10.7%	73.1%	10.4%	7.7%	8.8%	-2.1%
⑥	76.9%	8.2%	6.9%	8.0%	80.5%	8.5%	5.8%	5.3%	-3.6%
⑦	78.8%	10.9%	6.8%	3.4%	76.5%	12.5%	7.5%	3.5%	+2.3%
Ⓢ 42nd	93.4%	4.1%	1.3%	1.1%	N/A**	N/A**	N/A**	N/A**	
Subdivision A**	76.1%	9.6%	7.3%	7.0%	77.3%	10.0%	6.9%	5.7%	-1.2%
Ⓐ	74.5%	10.0%	9.6%	5.9%	72.8%	10.9%	8.9%	7.5%	+1.7%
Ⓑ	80.0%	11.5%	6.5%	2.0%	79.0%	11.3%	6.7%	3.1%	+1.0%
Ⓒ	84.0%	10.4%	3.8%	1.7%	78.0%	12.6%	6.6%	2.8%	+6.0%
Ⓓ	78.8%	12.9%	6.1%	2.2%	78.8%	11.9%	6.0%	3.3%	+0.0%
Ⓔ	76.3%	11.2%	8.2%	4.2%	72.8%	12.0%	9.2%	6.0%	+3.5%
Ⓕ	75.2%	10.5%	9.1%	5.1%	73.9%	11.5%	8.8%	5.8%	+1.3%
Ⓢ Fkln	97.2%	2.2%	0.5%	0.2%	96.0%	3.2%	0.8%	0.0%	+1.2%
Ⓖ	84.0%	11.1%	3.4%	1.5%	83.4%	11.3%	4.0%	1.4%	+0.6%
Ⓢ Rock***	96.9%	2.4%	0.5%	0.2%	92.9%	5.5%	1.0%	0.5%	+4.0%
Ⓙ	81.9%	9.8%	5.7%	2.6%	82.3%	9.9%	6.0%	1.8%	-0.4%
Ⓛ	82.2%	10.8%	5.5%	1.6%	79.4%	11.8%	6.5%	2.3%	+2.8%
Ⓜ	78.2%	12.0%	7.4%	2.5%	77.8%	12.4%	7.5%	2.3%	+0.4%
Ⓝ	79.1%	11.0%	6.6%	3.3%	79.0%	12.3%	6.2%	2.6%	+0.1%
Ⓞ	79.8%	12.3%	5.4%	2.4%	79.3%	11.5%	6.1%	3.1%	+0.5%
Ⓡ	77.4%	9.8%	9.1%	3.7%	77.2%	11.1%	7.9%	3.8%	+0.2%
Subdivision B	81.7%	9.9%	5.8%	2.6%	80.2%	10.6%	6.1%	3.1%	+1.5%
Systemwide**	79.9%	9.8%	6.3%	4.0%	79.3%	10.4%	6.4%	3.9%	+0.6%

Note: Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning January 2013 the ATS-A 42nd Street Shuttle.

Meets Standard: meets Wait Assessment standard of scheduled headway +25%

*** Headway Definitions**

Minor Gap: from 25% to 50% over scheduled headway

Medium Gap: from 50% to 100% over scheduled headway

Major Gap: more than 100% scheduled headway or missed intervals

** Subdivision A and Systemwide totals do not include the Ⓢ 42nd Shuttle as comparison data was unavailable in 2012 due to ATS system software problem.

*** Beginning Nov 2012, the Rockaway Shuttle operated between Far Rockaway (Mott Ave) and Beach 90 St Stations.

**Subway Weekend Wait Assessment
12 Month Rolling (ATS-A monthly only)
(6 am - midnight)**

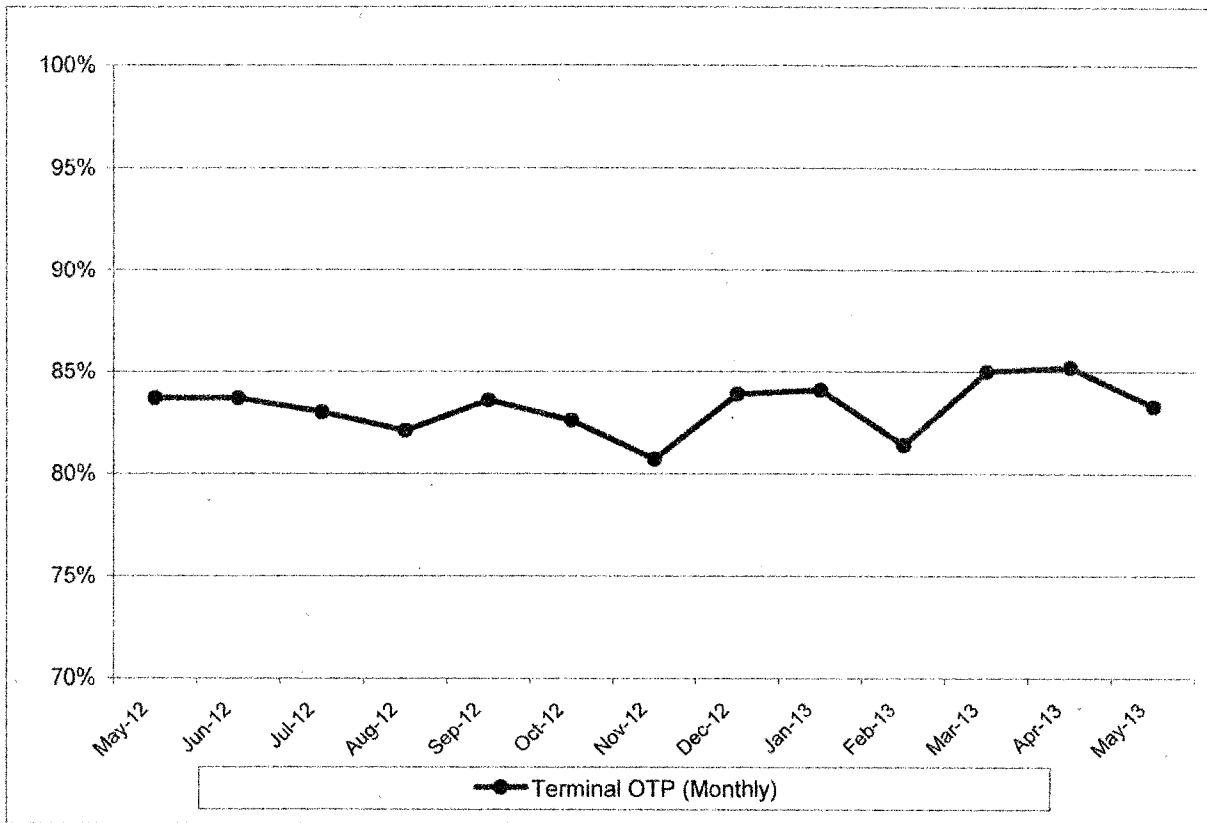
Line	Jun '12 - May '13				Jun '11 - May '12				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
①	87.2%	8.2%	3.2%	1.3%	91.6%	6.2%	1.7%	0.5%	-4.4%
②	83.8%	10.1%	4.3%	1.8%	85.2%	9.0%	3.7%	2.1%	-1.4%
③	89.5%	7.0%	2.3%	1.2%	91.3%	5.7%	1.9%	1.2%	-1.8%
④	83.3%	8.6%	5.0%	3.1%	86.2%	7.2%	3.7%	2.9%	-2.9%
⑤	74.7%	9.1%	9.3%	6.9%	92.3%	4.0%	1.7%	2.0%	-17.6%
⑥	85.3%	7.9%	4.0%	2.8%	85.8%	8.1%	3.7%	2.5%	-0.5%
⑦	80.7%	12.2%	5.6%	1.5%	80.1%	13.9%	5.6%	0.5%	+0.6%
Ⓢ 42nd	98.6%	1.1%	0.1%	0.1%	N/A**	N/A**	N/A**	N/A**	N/A
Sub Division A**	83.5%	9.0%	4.8%	2.7%	87.5%	7.7%	3.1%	1.7%	-4.0%
Ⓐ	79.4%	11.0%	7.2%	2.4%	77.2%	11.6%	8.6%	2.6%	+2.2%
Ⓒ	84.9%	9.5%	4.6%	0.9%	79.6%	10.9%	8.0%	1.6%	+5.3%
Ⓓ	82.5%	11.1%	4.9%	1.5%	80.3%	12.6%	5.7%	1.4%	+2.2%
Ⓔ	87.7%	8.4%	2.6%	1.3%	81.6%	9.7%	4.2%	4.4%	+6.1%
Ⓕ	79.8%	11.6%	6.6%	2.0%	77.7%	12.1%	8.2%	1.9%	+2.1%
Ⓢ Fkln	96.8%	3.0%	0.2%	0.0%	95.7%	3.5%	0.6%	0.2%	+1.1%
Ⓖ	87.0%	7.8%	4.3%	0.9%	89.6%	8.7%	0.7%	1.0%	-2.6%
Ⓙ	89.8%	8.6%	0.8%	0.8%	87.3%	7.8%	3.7%	1.3%	+2.5%
Ⓛ	87.2%	9.2%	2.2%	1.5%	88.8%	7.7%	2.7%	0.8%	-1.6%
Ⓝ	86.3%	8.1%	4.6%	1.0%	80.8%	11.3%	5.3%	2.6%	+5.5%
Ⓞ	83.0%	10.8%	4.6%	1.6%	85.0%	10.7%	3.8%	0.5%	-2.0%
Ⓡ	84.9%	11.5%	2.6%	0.9%	79.1%	14.5%	4.6%	1.8%	+5.8%
Sub Division B	85.8%	9.2%	3.8%	1.2%	83.6%	10.1%	4.7%	1.7%	+2.2%
Systemwide**	84.9%	9.1%	4.2%	1.8%	85.0%	9.2%	4.1%	1.7%	-0.1%

Note: Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning January 2013 the ATS-A 42nd Street Shuttle. The weekend Ⓜ and Rockaway Shuttle are not reported as sufficient sample was not collected.

*** Headway Definitions**
Meets Standard: meets Wait Assessment standard of scheduled headway +25%
Minor Gap: from 25% to 50% over scheduled headway
Medium Gap: from 50% to 100% over scheduled headway
Major Gap: more than 100% scheduled headway or missed intervals

** Subdivision A and Systemwide totals do not include the Ⓢ 42nd Shuttle as comparison data was unavailable

Weekday Terminal On-Time Performance (24 hours)



Weekday Terminal On-Time Performance Definition

Weekday Terminal On-Time Performance (OTP) for a month is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

Weekday Terminal On-Time Performance Results

Systemwide

Monthly Results

May 2013: 83.3%
 May 2012: 83.7%
 12-Mon Avg: 83.4%
 (Jun '12-May '13)

Subdivision A

Monthly Results

May 2013: 77.7%
 May 2012: 77.7%
 12-Mon Avg: 77.0%
 (Jun '12-May '13)

Subdivision B

Monthly Results

May 2013: 87.9%
 May 2012: 88.0%
 12-Mon Avg: 88.2%
 (Jun '12-May '13)

Discussion of Results

In May 2013, Right Of Way (7,675 delays), Track Gangs (6,883 delays), and Over Crowding (4,321 delays) were the highest categories of delays, representing 66.5% of the total 28,399 delays.

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jun '12 - May '13</u>	<u>Jun '11 - May '12</u>	<u>% Difference</u>
①	86.9%	89.8%	-2.9%
②	58.0%	66.0%	-8.0%
③	71.0%	76.1%	-5.1%
④	61.8%	68.0%	-6.2%
⑤	62.9%	67.7%	-4.8%
⑥	77.2%	80.4%	-3.2%
⑦	89.9%	91.3%	-1.4%
⑤ 42 St	N/A*	N/A*	
Subdivision A	77.0%	79.6%	-2.6%
① A	85.4%	82.1%	+3.3%
① B	87.8%	88.2%	-0.4%
① C	90.9%	90.2%	+0.7%
① D	88.1%	88.9%	-0.8%
① E	84.9%	86.6%	-1.7%
① F	79.3%	80.7%	-1.4%
① S Fkln	99.4%	99.3%	+0.1%
① G	88.4%	93.9%	-5.5%
① S Rock	98.0%	96.0%	+2.0%
① J Z	95.1%	96.2%	-1.1%
① L	94.9%	96.0%	-1.1%
① M	87.8%	90.3%	-2.5%
① N	82.1%	81.1%	+1.0%
① Q	86.5%	87.4%	-0.9%
① R	86.8%	88.1%	-1.3%
Subdivision B	88.2%	88.8%	-0.6%
Systemwide	83.4%	85.0%	-1.6%

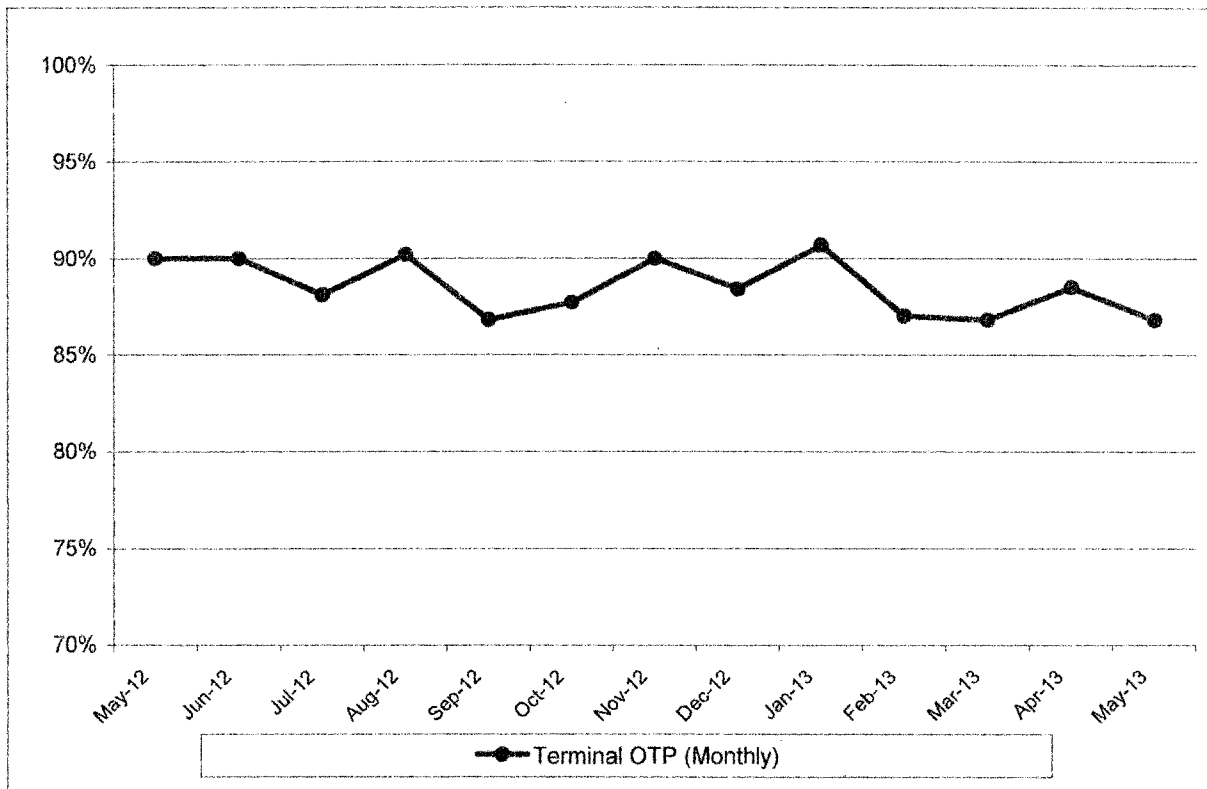
* Performance data unavailable pending ATS system software upgrade.

**May 2013 Weekday Terminal Delays
Systemwide Summary**

Categories	Delays
Row Delays	7,675
Track Gangs	6,883
Over Crowding	4,321
Sick Customer	2,502
Police	1,570
Car Equipment	1,241
Work Equipment/G. O.	1,030
Unruly Customer	810
Fire	758
Employee	552
Operational Diversions	267
Collision/Derailment	263
Infrastructure	258
Inclement Weather	235
External	36
Total Delays	28,399

* Total may differ slightly due to rounding.

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

Weekend Terminal On-Time Performance (OTP) for a month is calculated as the percentage of scheduled trains, based on the schedule in effect, either regular weekend schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekend day period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

Weekend Terminal On-Time Performance Results

Systemwide Monthly Results

May 2013: 86.8%
 May 2012: 90.0%
 12-Mon Avg: 88.3%
 (Jun '12-May '13)

Subdivision A Monthly Results

May 2013: 81.7%
 May 2012: 83.7%
 12-Mon Avg: 82.9%
 (Jun '12-May '13)

Subdivision B Monthly Results

May 2013: 90.3%
 May 2012: 94.0%
 12-Mon Avg: 91.8%
 (Jun '12-May '13)

Discussion of Results

In May 2013, Track Gangs (1,845 delays), Right Of Way (1,389 delays), Work Equipment/G.O. (848 delays) were the highest categories of delays, representing 63.6% of the total 6,422 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jun '12 - May '13</u>	<u>Jun '11 - May '12</u>	<u>% Difference</u>
①	81.0%	86.7%	-5.7%
②	66.1%	72.6%	-6.5%
③	82.4%	88.1%	-5.7%
④	72.7%	74.9%	-2.2%
⑤	89.4%	82.6%	+6.8%
⑥	79.3%	80.3%	-1.0%
⑦	94.8%	92.1%	+2.7%
⑤ 42 St	N/A*	N/A*	
Subdivision A	82.9%	83.5%	-0.6%
①	86.3%	84.2%	+2.1%
③	89.0%	84.1%	+4.9%
④	91.5%	89.4%	+2.1%
⑤	90.9%	90.3%	+0.6%
⑥	82.1%	82.0%	+0.1%
⑤ Fkln	99.5%	99.5%	0.0%
⑦	95.5%	97.1%	-1.6%
⑤ Rock	98.7%	96.6%	+2.1%
① ②	97.9%	95.2%	+2.7%
④	96.7%	97.0%	-0.3%
⑤	98.3%	95.4%	+2.9%
⑥	84.8%	79.8%	+5.0%
⑦	93.0%	92.7%	+0.3%
⑧	91.4%	91.5%	-0.1%
Subdivision B	91.8%	90.6%	+1.2%
Systemwide	88.3%	87.9%	+0.4%

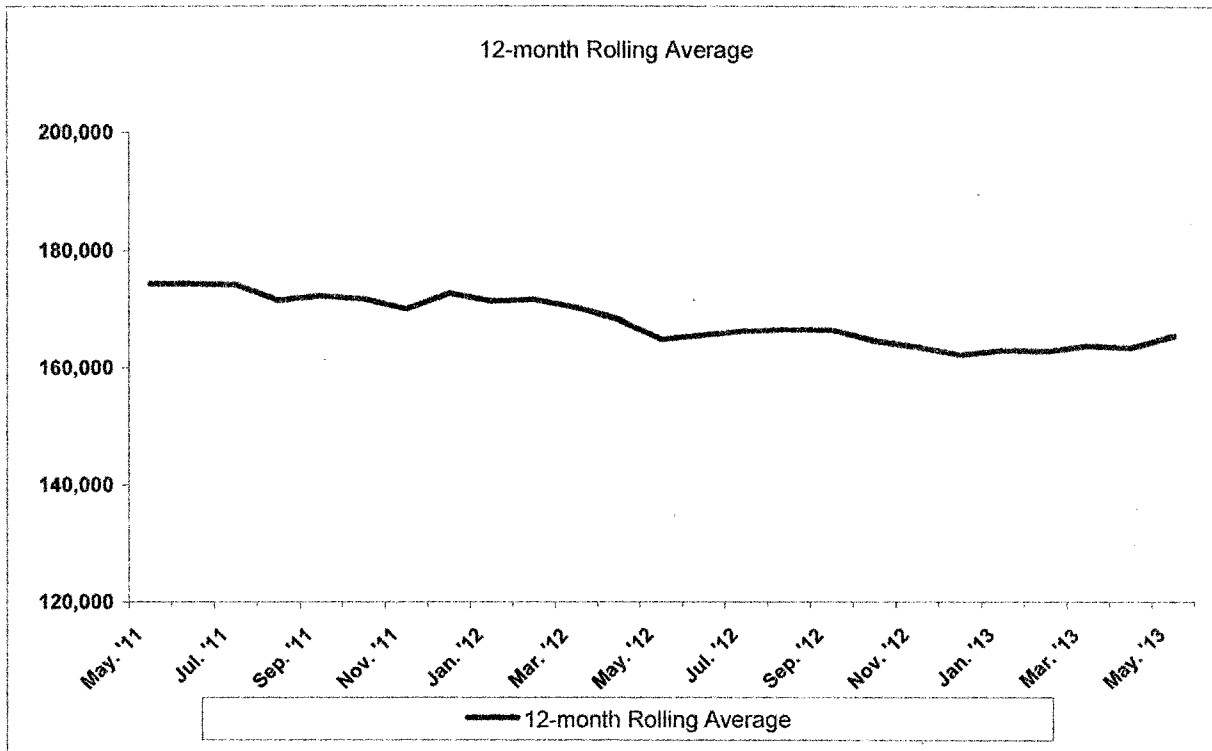
* Performance data unavailable pending ATS system software upgrade.

**May 2013 Weekend Terminal Delays
Systemwide Summary**

Categories	Delays
Track Gangs	1,845
ROW Delays	1,389
Work Equipment/G. O.	848
Over Crowding	769
Unruly Customer	312
Police	303
Fire	276
Sick Customer	193
Car Equipment	140
Operational Diversions	139
Employee	131
Inclement Weather	39
Infrastructure	37
External	1
Total Delays	6,422

* Total may differ slightly due to rounding.

Subway Mean Distance Between Failure



Definition

Subway Mean Distance Between Failure (MDBF) is the primary measure of subway car fleet reliability and is calculated as revenue car miles divided by the number of delay incidents attributed to car related causes.

Monthly Results

May 2013: 206,211

May 2012: 174,824

12-Month Average

Jun 12 - May 13: 165,445

Jun 11 - May 12: 164,772

Annual Result

2013 Goal: 166,000

2012 Actual: 162,138

Discussion of Results

MDBF in May 2013 increased 17.95% from May 2012. Over the past year, the MDBF 12-month average increased 0.41%.

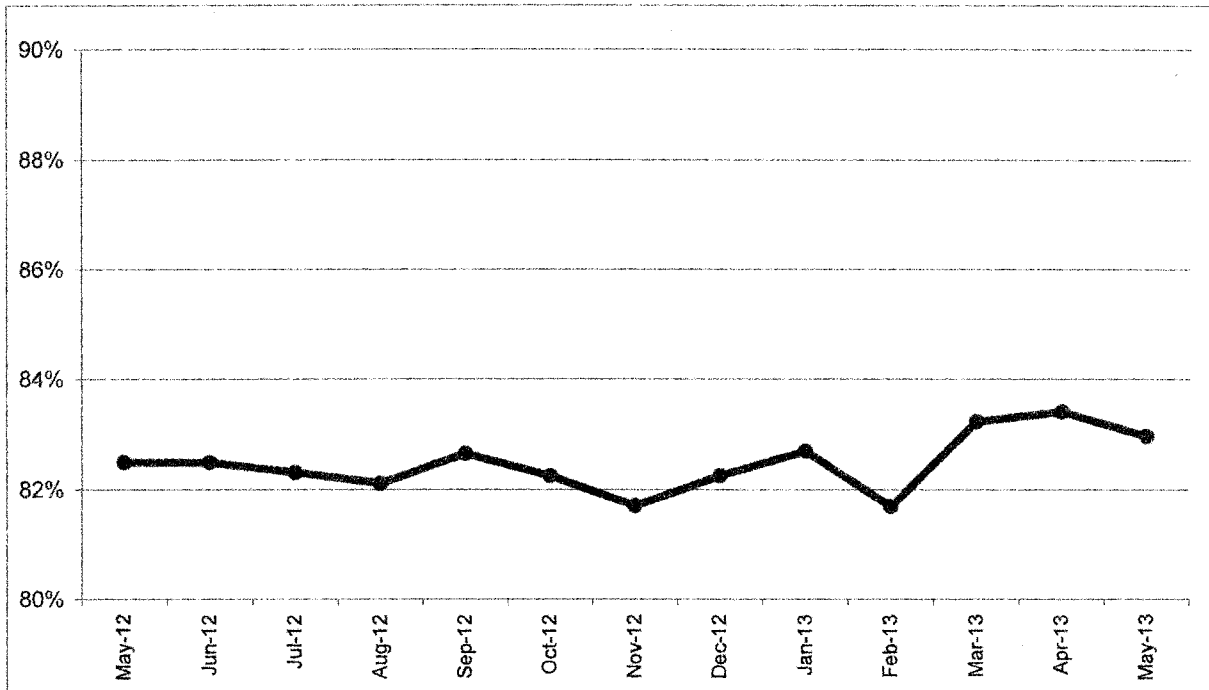
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	May '13	May '12	% Change
R32	222	60,138	58,316	3.12%
R42	50	33,764	43,135	-21.72%
R46	752	88,304	83,848	5.31%
R62	315	176,095	175,014	0.62%
R62A	824	155,793	118,399	31.58%
R68	425	165,616	128,960	28.42%
R68A	200	111,430	154,845	-28.04%
R142	1,030	189,371	219,340	-13.66%
R142A	585	119,008	114,464	3.97%
R143	212	93,743	232,267	-59.64%
R160	1,662	560,531	657,155	-14.70%
FLEET	6,277	165,445	164,772	0.41%

Service - Key Performance Indicator (S-KPI)



S-KPI Definition

S-KPI is the combination of three existing service indicators (Wait Assessment, Terminal On-Time Performance and Mean Distance Between Failures). The aggregate S-KPI score is weighted as follows:

- 60%** Wait Assessment (WA) is measured weekdays between 6:00 am - midnight and is defined as the percent of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12-month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and, beginning November 2011, the monthly ATS-A 42nd Street Shuttle.
- 30%** Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.
- 10%** Mean Distance Between Failures (MDBF) measures the average number of miles a subway car travels in service before a mechanical failure and will be reported as a percentage of the systemwide goal, based on a 12 month rolling average.

S-KPI Results

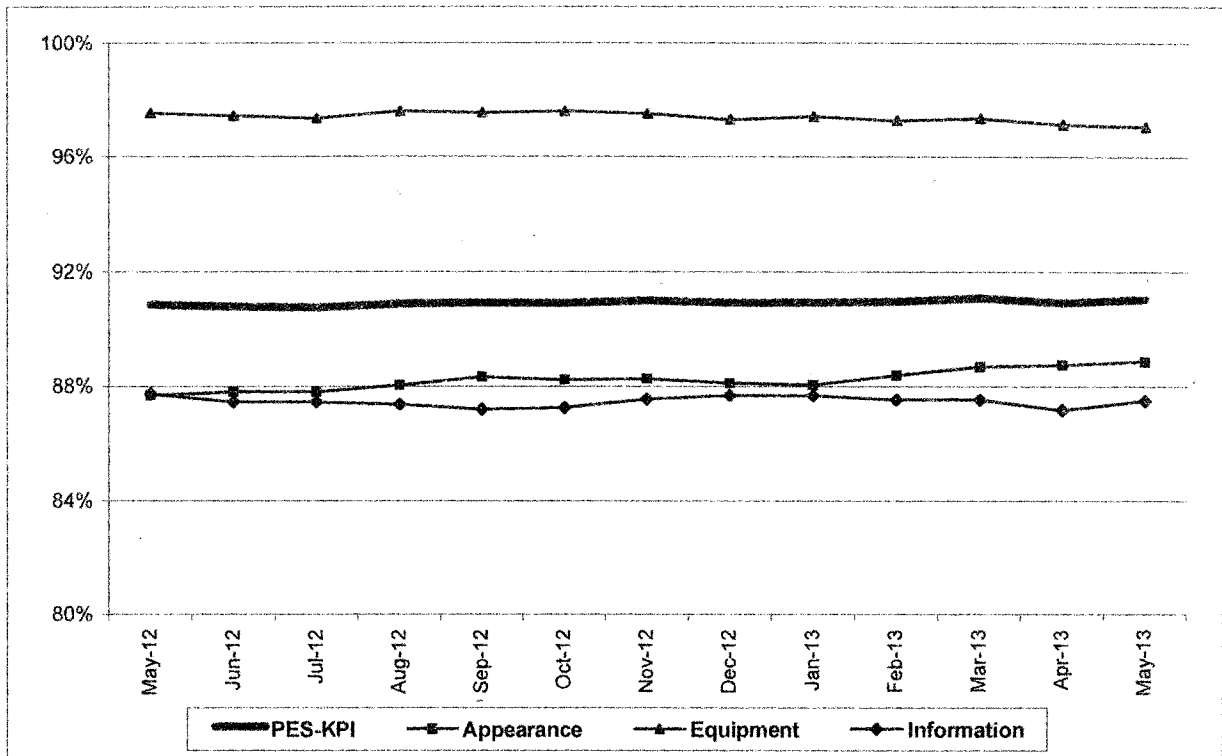
Systemwide	Goal
<u>Monthly Results</u>	
May 2013: 83.0%	2013 GOAL: 85.2%
May 2012: 82.5%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>May 2013</u>	<u>May 2012</u>	<u>% Difference</u>
①	83.4%	83.2%	+0.2%
②	72.1%	72.7%	-0.6%
③	78.3%	77.7%	+0.6%
④	72.1%	72.7%	-0.6%
⑤	69.4%	73.5%	-4.1%
⑥	77.1%	80.4%	-3.3%
⑦	85.0%	83.4%	+1.6%
⑤ 42nd	88.6%	N/A*	N/A*
SubDivision A*	79.2%	78.7%	+0.5%
①	75.3%	74.2%	+1.1%
②	82.0%	82.0%	+0.0%
③	81.8%	78.8%	+3.0%
④	83.4%	81.6%	+1.8%
⑤	81.3%	79.8%	+1.5%
⑥	79.0%	77.3%	+1.7%
⑤ Fkln	90.1%	91.9%	-1.8%
⑧	82.3%	82.2%	+0.1%
⑤ Rock	93.3%	88.9%	+4.4%
①-②	87.2%	88.1%	-0.9%
①	83.7%	85.6%	-1.9%
①	82.2%	83.4%	-1.2%
①	82.0%	81.6%	+0.4%
①	83.7%	83.3%	+0.4%
①	75.2%	78.2%	-3.0%
SubDivision B	85.2%	84.5%	+0.7%
Systemwide*	83.0%	82.5%	+0.5%

* Subdivision A and Systemwide totals do not include the ⑤ 42nd Shuttle as comparison data was unavailable in 2012 due to ATS system software problem.

Passenger Environment Survey - Key Performance Indicator (PES-KPI)



PES-KPI Definition

PES-KPI is a composite indicator for the Subway Car and Station environments, which consists of three categories designed to reflect customer experiences.

Appearance: includes Litter, Cleanliness and Graffiti ratings in both Subway Cars and Stations; does not currently include peeling paint or missing tiles for Stations.

Equipment: includes in Stations, the functionality of Elevators, Escalators, Turnstiles, Booth Microphones and MetroCard Vending Machines; and in Subway Cars the functionality of the Door Panels, Lighting and Climate Control.

Information: includes the ratings for Maps, Employees in Proper Uniforms and Subway Car Announcements and Signage.

PES-KPI Results (based on a 12-month rolling sample methodology)

	PES-KPI	Appearance	Equipment	Information
May 2013:	91.0%	88.9%	97.0%	87.5%
May 2012:	90.9%	87.7%	97.5%	87.7%
% Difference:	+0.1%	+1.2%	-0.5%	-0.2%

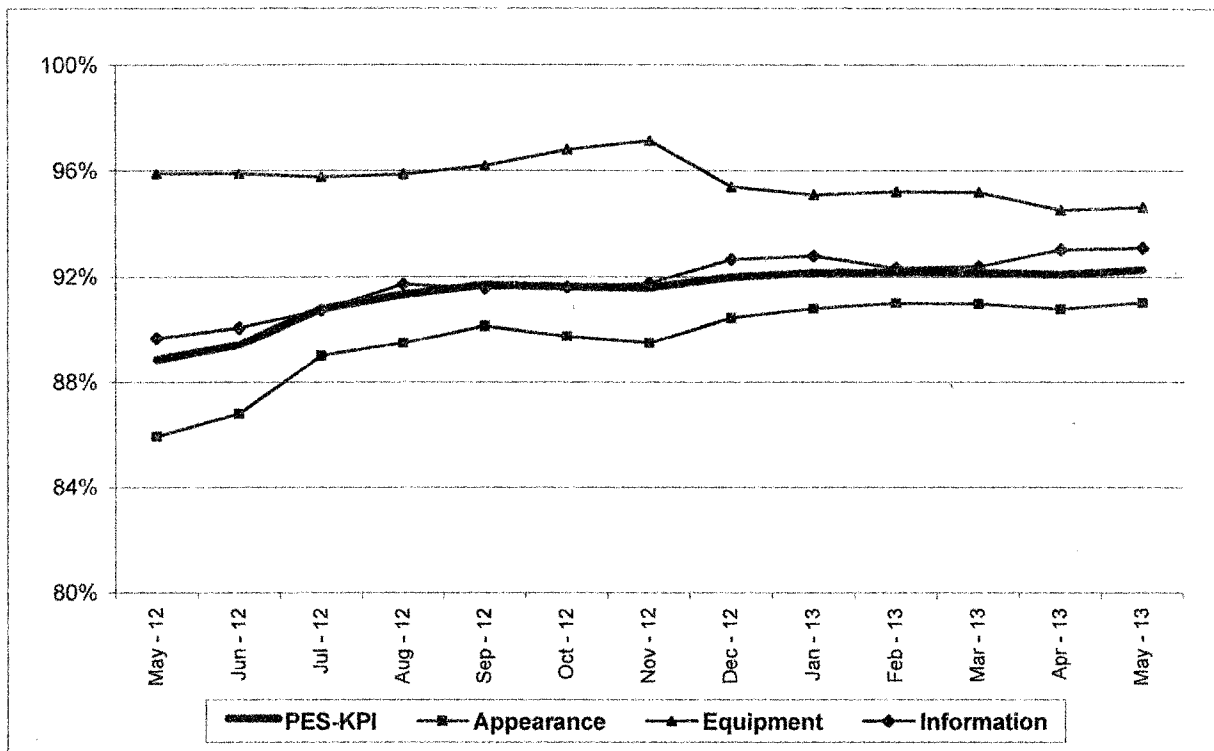
PES-KPI - Subway Car

Line	May 2013				May 2012				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
①	93.5%	95.8%	94.8%	89.9%	93.2%	97.5%	98.3%	83.7%	+0.3%
②	95.2%	95.3%	94.5%	95.8%	96.1%	93.6%	97.5%	97.1%	-0.9%
③	94.2%	94.1%	97.8%	90.6%	91.6%	92.2%	96.4%	86.3%	+2.6%
④	97.0%	96.2%	96.4%	98.3%	96.5%	93.4%	97.2%	98.9%	+0.5%
⑤	95.9%	95.1%	94.8%	98.0%	95.8%	94.0%	97.1%	96.4%	+0.1%
⑥	96.0%	92.5%	96.5%	99.2%	95.2%	94.7%	92.9%	98.0%	+0.8%
⑦	93.4%	95.3%	91.6%	93.3%	94.9%	96.3%	97.3%	91.0%	-1.5%
⑧ 42nd	94.2%	98.1%	95.1%	89.1%	93.5%	98.5%	98.1%	83.8%	+0.7%
SubDivision A	95.0%	95.1%	95.1%	94.8%	94.7%	94.7%	96.6%	92.7%	+0.3%
Ⓐ	94.0%	96.0%	95.0%	91.1%	94.4%	91.8%	98.4%	93.0%	-0.4%
Ⓑ	91.5%	89.5%	95.5%	89.4%	93.1%	87.6%	98.8%	93.1%	-1.6%
Ⓒ	94.3%	94.5%	95.1%	93.3%	90.8%	85.5%	97.3%	89.7%	+3.5%
Ⓓ	92.5%	91.8%	94.4%	91.3%	93.9%	89.8%	98.7%	93.4%	-1.4%
Ⓔ	96.9%	94.9%	96.3%	99.4%	97.1%	93.9%	99.1%	98.3%	-0.2%
Ⓕ	97.5%	95.3%	98.6%	98.8%	96.0%	91.7%	98.0%	98.4%	+1.5%
④ Fkln	92.1%	92.3%	94.6%	89.4%	92.5%	91.8%	94.8%	90.9%	-0.4%
Ⓖ	95.3%	96.0%	98.3%	91.5%	96.8%	96.8%	98.7%	94.8%	-1.5%
Ⓙ/Ⓚ	96.3%	96.5%	93.4%	99.1%	95.0%	90.6%	97.0%	97.5%	+1.3%
Ⓛ	95.9%	93.9%	95.9%	97.9%	97.1%	92.5%	99.8%	99.2%	-1.2%
Ⓜ	95.3%	92.3%	96.2%	97.6%	97.1%	93.0%	99.3%	99.2%	-1.8%
Ⓝ	96.1%	92.0%	97.6%	98.8%	95.9%	90.7%	98.1%	98.9%	+0.2%
Ⓠ	96.6%	93.5%	97.8%	98.7%	96.8%	93.4%	97.7%	99.3%	-0.2%
Ⓡ	94.1%	95.0%	96.9%	90.3%	93.2%	91.6%	97.9%	89.9%	+0.9%
SubDivision B	95.1%	93.9%	96.2%	95.2%	95.2%	91.5%	98.3%	95.9%	-0.1%
Systemwide	95.1%	94.3%	95.8%	95.0%	95.0%	92.7%	97.7%	94.7%	+0.1%

PES-KPI - Station

Borough	May 2013				May 2012				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
Bronx	85.8%	82.2%	98.0%	78.1%	85.8%	81.6%	97.7%	79.2%	+0.0%
Manhattan	87.3%	82.1%	98.2%	82.6%	86.6%	81.1%	97.2%	82.8%	+0.7%
Brooklyn	86.9%	84.7%	98.4%	78.2%	86.0%	83.8%	97.4%	77.4%	+0.9%
Queens	88.0%	86.9%	98.7%	78.9%	89.0%	86.4%	97.7%	83.6%	-1.0%
Systemwide	87.0%	83.8%	98.4%	79.7%	86.7%	83.1%	97.4%	80.6%	+0.3%

Staten Island Railway Passenger Environment Survey - Key Performance Indicator (SIR PES-KPI)



PES-KPI Definition

PES-KPI is a composite indicator for the Staten Island Railway Car and Station environments, which consists of three indicators designed to reflect customer experiences.

Appearance: includes Litter, Cleanliness and Graffiti ratings in Cars and Stations.

Equipment: includes in Cars, the functionality of Door Panels, Lighting and Climate Control.

Information: includes the ratings for Maps, Employees in Proper Uniforms and Subway Car Announcements and Signage.

Weighting factors are based on customer concerns and management priorities. The results are based on a 12-month rolling sample methodology.

SIR PES-KPI Results

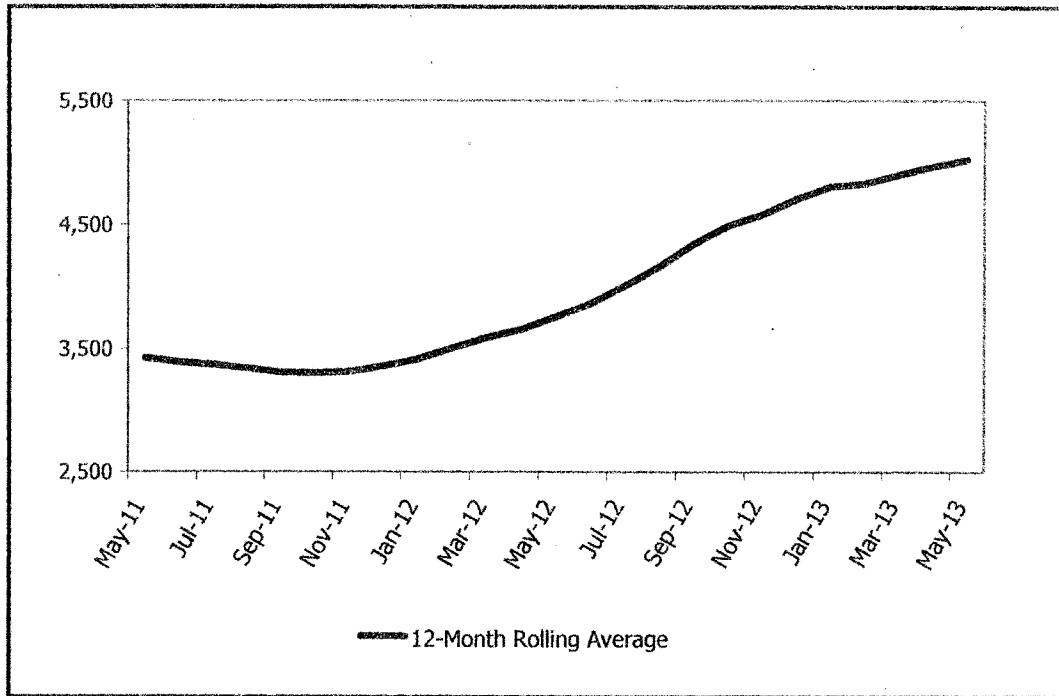
	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
May 2013:	92.3%	91.0%	94.6%	93.1%
May 2012:	88.9%	85.9%	95.9%	89.7%
% Difference:	+3.4%	+5.1%	-1.3%	+3.4%

Monthly Operations Report

Statistical results for the month of May 2013 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: May 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	4,944	4,399	+12.4%	5,026	3,756	+33.8%
NYCT Bus	4,803	4,255	+12.9%	4,847	3,695	+31.2%
MTA Bus	5,467	4,949	+10.5%	5,707	3,968	+43.8%
System MDBSI (chart 2)	2,606	2,474	+5.3%	2,776	2,299	+20.8%
NYCT Bus	2,609	2,432	+7.3%	2,717	2,232	+21.7%
MTA Bus	2,597	2,625	-1.1%	2,986	2,541	+17.5%
System Trips Completed (chart 3)	99.26%	98.71%	+0.5%	99.16%	98.34%	+0.8%
NYCT Bus	99.24%	98.73%	+0.5%	99.17%	98.40%	+0.8%
MTA Bus	99.33%	98.61%	+0.7%	99.11%	98.08%	+1.0%
System AM Pull Out (chart 4)	99.72%	99.12%	+0.6%	99.59%	98.85%	+0.7%
NYCT Bus	99.69%	99.15%	+0.5%	99.63%	98.93%	+0.7%
MTA Bus	99.86%	99.01%	+0.8%	99.45%	98.57%	+0.9%
System PM Pull Out (chart 5)	99.91%	99.49%	+0.4%	99.82%	99.34%	+0.5%
NYCT Bus	99.90%	99.50%	+0.4%	99.82%	99.44%	+0.4%
MTA Bus	99.94%	99.46%	+0.5%	99.82%	99.00%	+0.8%
System Buses >= 12 years	28%	29%				
NYCT Bus	31%	31%				
MTA Bus	14%	23%				
System Fleet Age	7.70	7.83				
NYCT Bus	7.91	7.95				
MTA Bus	6.99	7.40				
Paratransit						
% of Trips Completed	93.80%	94.52%	-0.7%	93.89%	94.36%	-0.5%
Trips Requested	697,106	720,655	-3.3%	651,258	663,230	-1.8%
Trips Scheduled	625,613	653,885	-4.3%	586,754	599,263	-2.1%
Trips Completed	586,843	618,028	-5.0%	550,909	565,450	-2.6%
Early Cancellations as a Percentage of Trips Requested	9.40%	8.53%	+0.9%	9.22%	8.83%	+0.4%
Late Cancellations as a Percentage of Trips Scheduled	3.93%	3.57%	+0.4%	3.85%	3.54%	+0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.59%	1.56%	+0.0%	1.81%	1.78%	+0.0%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.67%	0.36%	+0.3%	0.45%	0.32%	+0.1%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.86%	0.74%	+0.1%	0.68%	0.81%	-0.1%
New Applications Received	3,242	3,090	+4.9%	2,747	2,677	+2.6%

Bus Mean Distance Between Failures - System*



Definition

Bus Mean Distance Between Failures (MDBF) measures the average miles between mechanical road calls. It indicates the Mechanical Reliability of the Fleet.

Monthly Results

May 2013: 4,944
 May 2012: 4,399

12-Month Average

May 12-Apr 13 5,026
 May 11-Apr 12 3,756

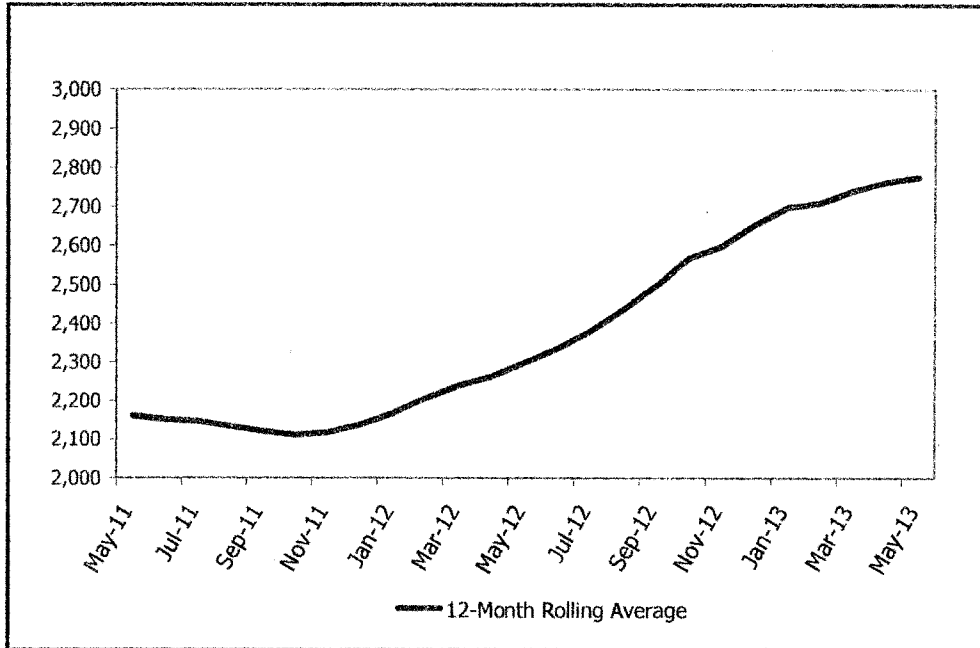
Annual Results

2013 Goal: 4,754
 2012 Actual: 4,704

* "System" refers to the combined results of NYCT Bus and MTA Bus

Chart 1

Bus Mean Distance Between Service Interruptions - System*



Definition

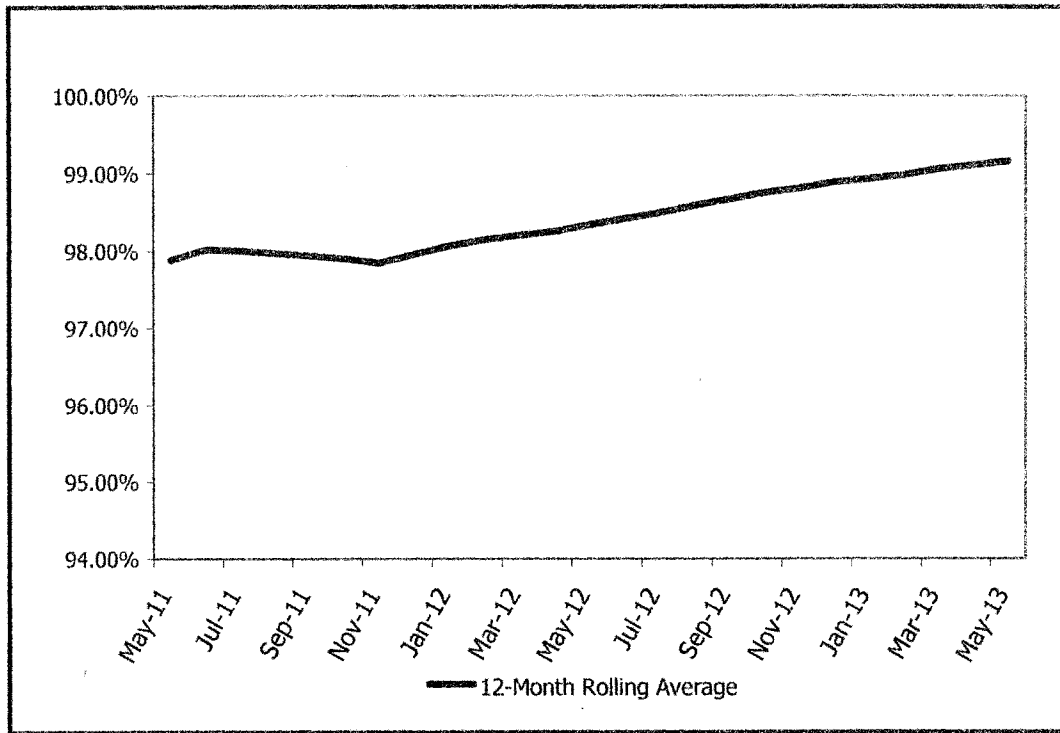
The average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

Monthly Results	12-Month Average	Annual Results
May 2013: 2,606	May 12-Apr 13 2,776	2013 YTD: 2,854
May 2012: 2,474	May 11-Apr 12 2,299	2012 Actual: 2,654

* "System" refers to the combined results of NYCT Bus and MTA Bus

Chart 2

Bus Percentage of Completed Trips - System*



Definition

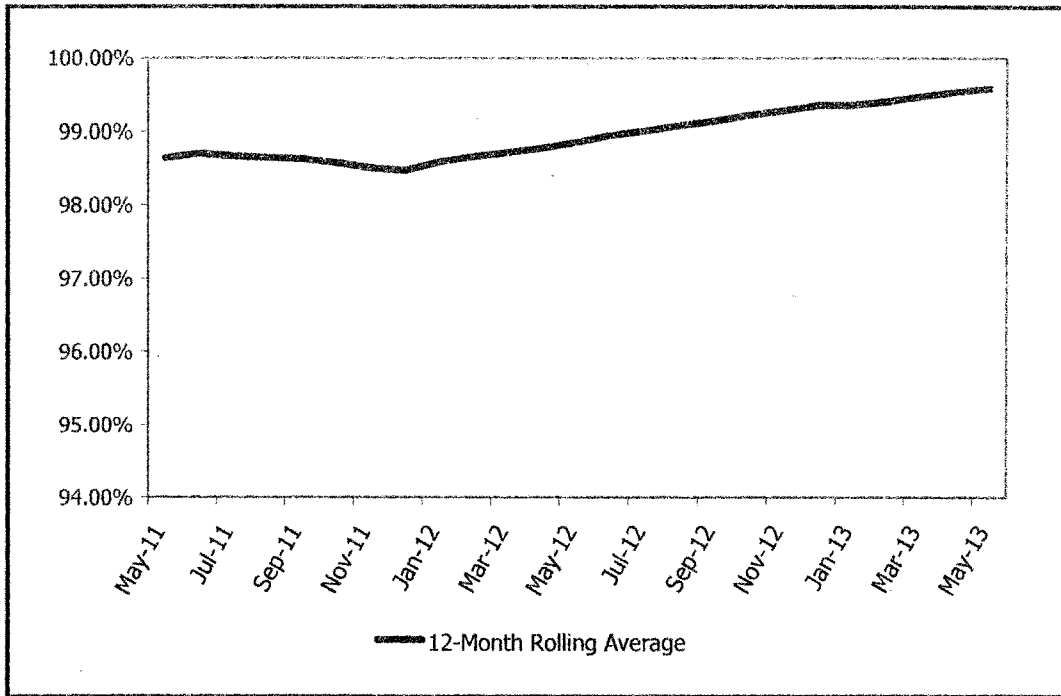
The percent of trips completed system wide for the 12-month period.

Monthly Results		12-Month Average		Annual Results	
May 2013:	99.26%	May 12-Apr 13	99.16%	2013 YTD:	99.28%
May 2012:	98.71%	May 11-Apr 12	98.34%	2012 Actual:	98.89%

* "System" refers to the combined results of NYCT Bus and MTA Bus

Chart 3

Bus AM Weekday Pull Out Performance - System*



Definition

The percent of required buses and operators available in the AM peak period.

Monthly Results

May 2013: 99.72%
 May 2012: 99.12%

12-Month Average

May 12-Apr 13 99.59%
 May 11-Apr 12 98.85%

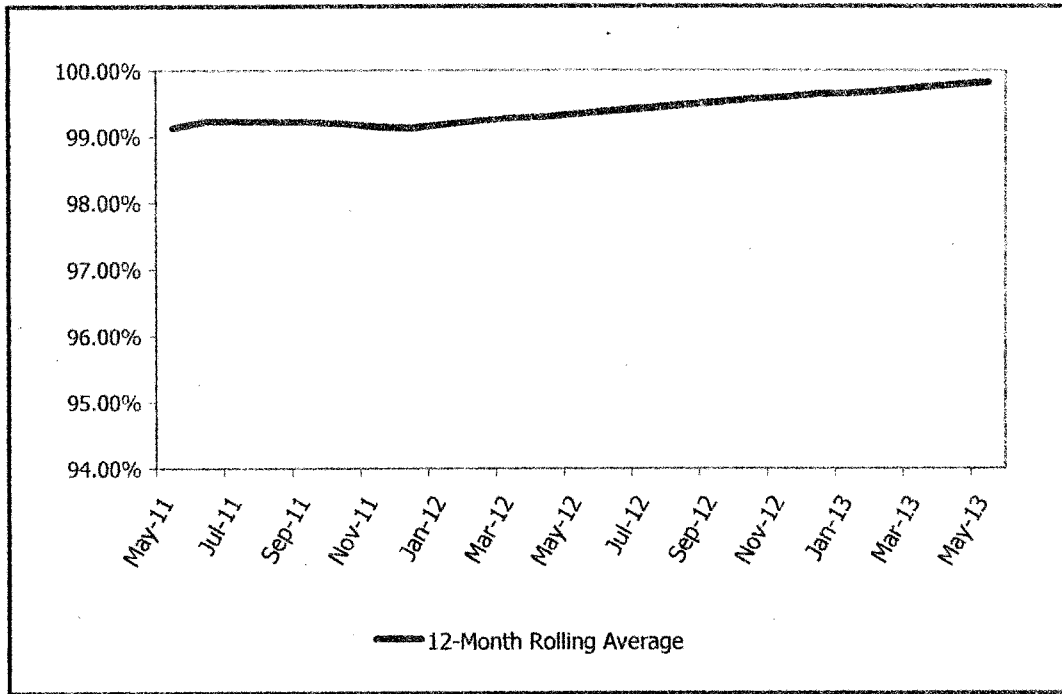
Annual Results

2013 YTD: 99.70%
 2012 Actual: 99.36%

* "System" refers to the combined results of NYCT Bus and MTA Bus

Chart 4

Bus PM Weekday Pull Out Performance - System*



Definition

The percent of required buses and operators available in the PM peak period.

Monthly Results		12-Month Average		Annual Results	
May 2013:	99.91%	May 12-Apr 13	99.82%	2013 YTD:	99.90%
May 2012:	99.49%	May 11-Apr 12	99.34%	2012 Actual:	99.64%

* "System" refers to the combined results of NYCT Bus and MTA Bus

Chart 5

Monthly Operations Report

Statistical results for the month of May 2013 are shown below.

Safety Report						
Performance Indicator	Current Month: May 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ¹ (chart 1)	2.68	2.59	+3.3%	2.89	2.76	+4.7%
Subway Customer Injuries per Million Customers ¹ (chart 2)	2.68	2.58	+3.9%	2.96	2.78	+6.5%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	0	1	-100.0%
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	3	2	+50.0%
Subway Fires ² (charts 5-6)	76	50	+52.0%	824	905	-9.0%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.63	2.21	+19.2%	2.48	2.54	-2.4%

Bus Collisions Per Million Miles (chart 7)						
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	52.90	47.75	+10.8%	47.94	44.57	+7.6%
NYCT Bus	55.77	48.70	+14.5%	49.08	45.24	+8.5%
MTA Bus	43.57	44.64	-2.4%	44.26	42.41	+4.4%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	6.25	5.10	+22.7%	5.95	6.93	-14.2%
NYCT Bus	6.70	4.74	+41.4%	6.14	7.57	-18.9%
MTA Bus	4.81	6.28	-23.5%	5.32	4.89	+8.8%
Bus Customer Accidents Per Million Customers (Chart 9)						
Regional	1.00	1.28	-22.3%	1.04	1.21	-13.9%
NYCT Bus	0.93	1.35	-30.8%	1.03	1.14	-10.4%
MTA Bus	1.33	0.91	+46.3%	1.13	1.58	-28.4%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.02	1.38	-25.8%	1.09	1.25	-13.1%
NYCT Bus	0.96	1.43	-32.5%	1.07	1.18	-9.5%
MTA Bus	1.33	1.10	+21.9%	1.17	1.63	-28.1%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	6.70	6.90	-2.9%	5.32	5.94	-10.4%
MTA Bus	6.97	8.59	-18.8%	7.36	9.46	-22.1%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.75	3.48	+7.8%	3.16	3.36	-6.0%

Subways Crime Report						
Performance Indicator	Current Month: May 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	215	239	-10.0%	1,181	1,373	-14.0%
Robberies ^{3,4}	58	76	-23.7%	309	440	-29.8%

SIR Crime Report						
Performance Indicator	Current Month: May 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	5	3	+66.7%	14	18	-22.2%
Robberies ^{3,4}	3	1	+200.0%	7	6	+16.7%

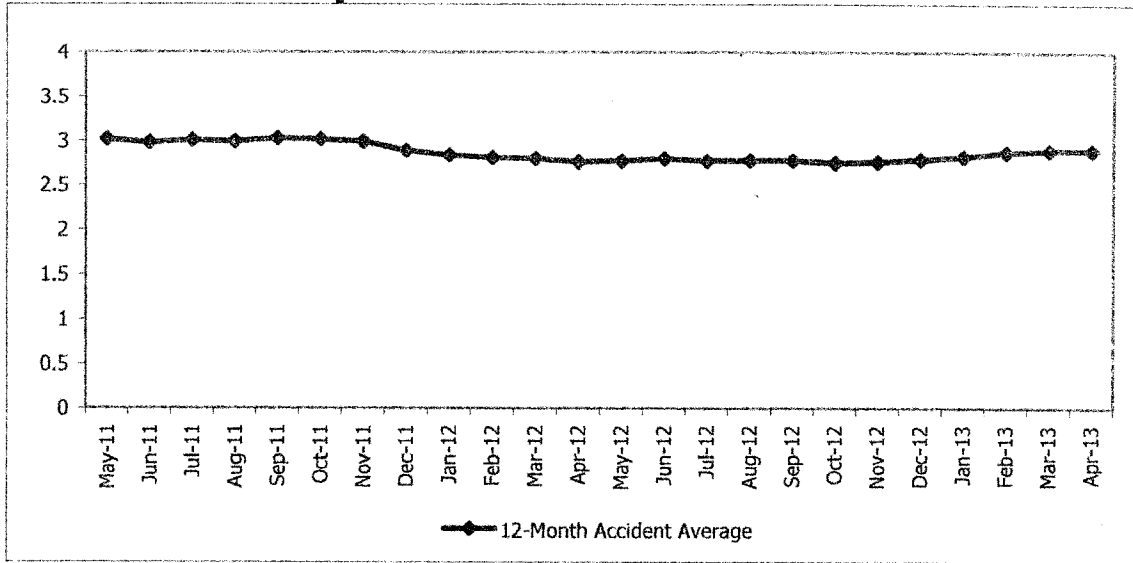
¹ Current month data are for April 2013.

² 12-month figures shown are totals rather than averages.

³ The table shows year-to-date figures rather than 12-month averages.

⁴ Current month data are for June 2013.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

Apr 2013: 2.68

Apr 2012: 2.59

12-Month Average

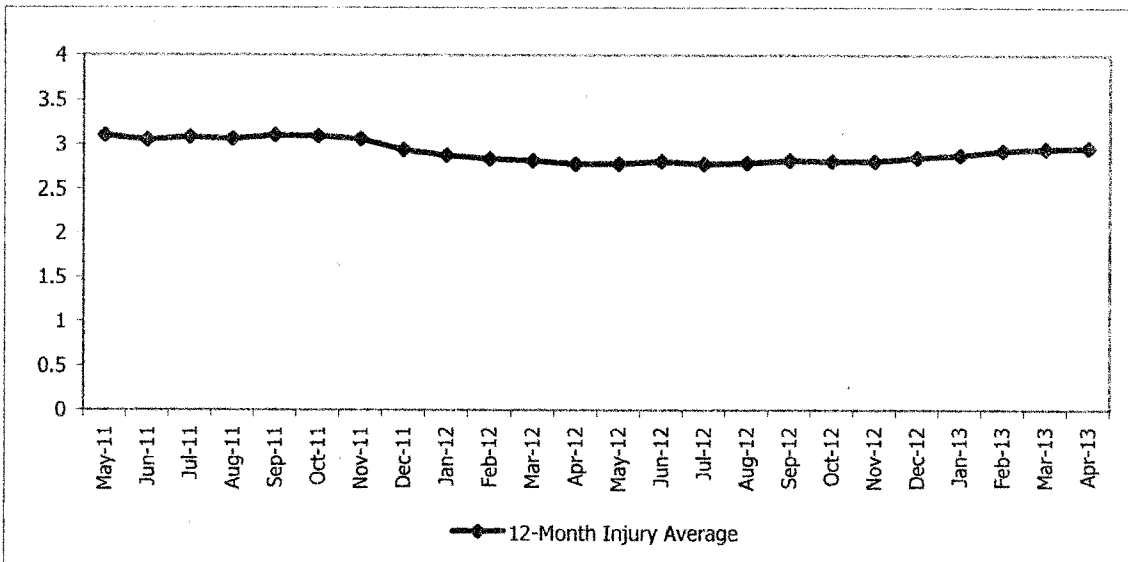
May 12 - Apr 13: 2.89

May 11 - Apr 12: 2.76

Annual Results

2013 YTD: 3.09

2012 Actual: 2.79



Monthly Results

Apr 2013: 2.68

Apr 2012: 2.58

12-Month Average

May 12 - Apr 13: 2.96

May 11 - Apr 12: 2.78

Annual Results

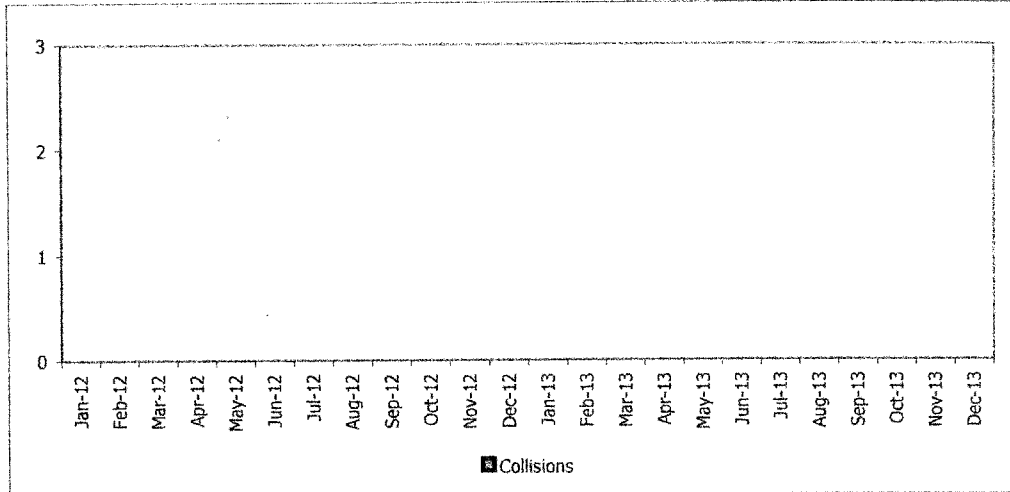
2013 YTD: 3.10

2012 Actual: 2.85

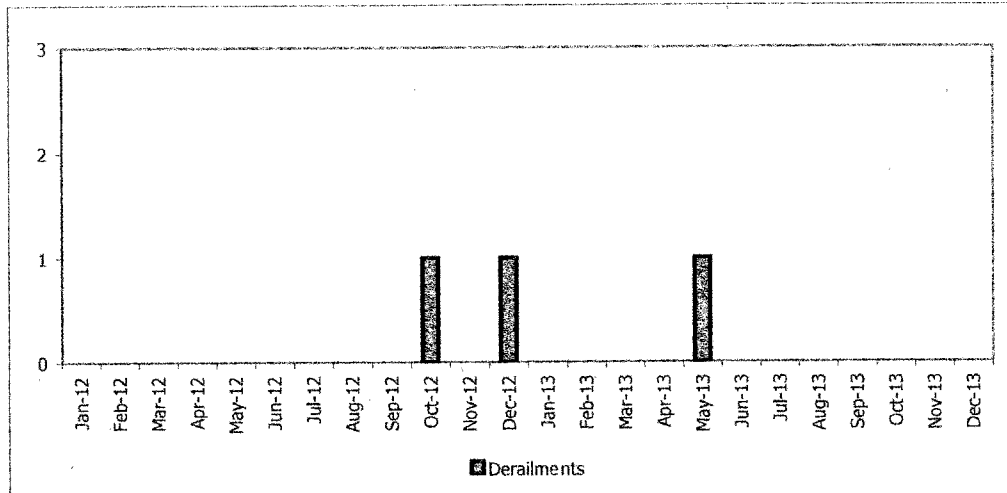
Definitions

Any claimed accident to a subway customer within/on transit property, or an injury resulting there from. Does not include crime/assault statistics.

Subway Collisions/Derailments



Monthly Results	12-Month Average	Annual Results
Jun 2013: 0	Jul 12 - Jun 13: 0	2013 YTD: 0
Jun 2012: 0	Jul 11 - Jun 12: 1	2012 Actual: 0



Monthly Results	12-Month Average	Annual Results
Jun 2013: 0	Jul 12 - Jun 13: 3	2013 YTD: 1
Jun 2012: 0	Jul 11 - Jun 12: 2	2012 Actual: 2

Definitions

Collision: An accident involving undesired/unplanned contact between single cars; two or more passenger trains (light and/or in revenue service); between a light/revenue train & a work train; between 2 work trains; between rolling stock & bumper blocks/tie bumpers; etc.

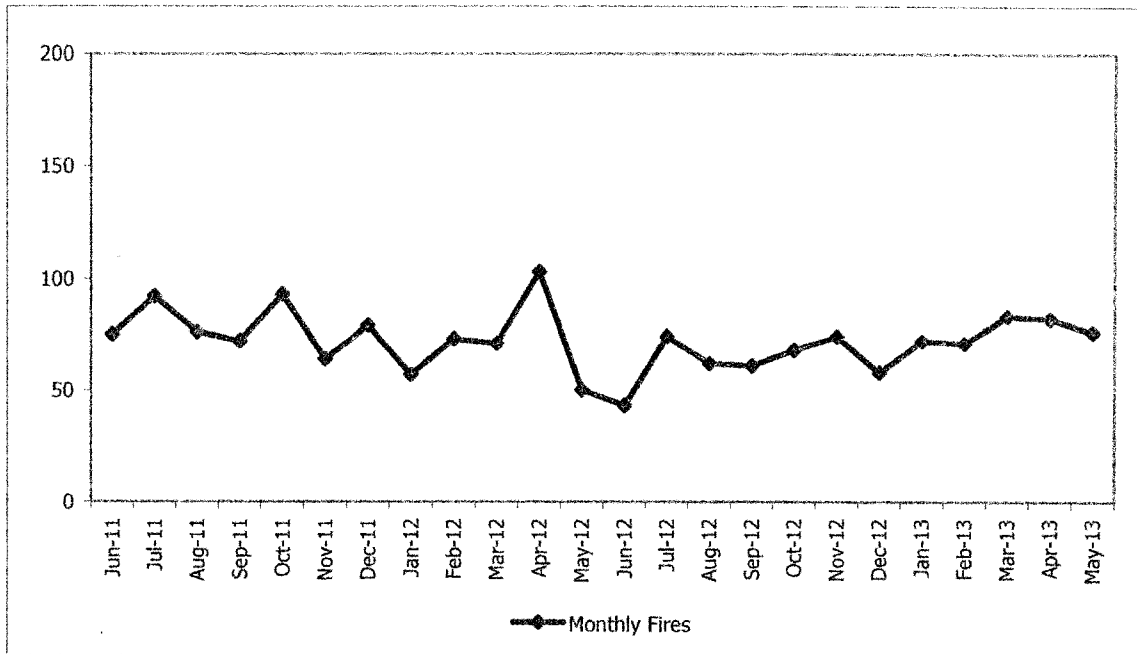
Derailment: An incident in which one or more wheels of a truck/axle of a train lose their normal relationship with the head of the running rail. (10-26-12, 12-22-12)

DEFINITIONS SOURCE:

Collision: An accident involving undesired/unplanned contact between single cars; two or more passenger trains (light and/or in revenue service); between a light/revenue train & a work train; between 2 work trains; between rolling stock & bumper blocks/tie bumpers; etc.

Derailment: An incident in which one or more wheels of a truck/axle of a train lose their normal relationship with the head of the running rail. (10-26-12, 12-22-12)

Subway Fires



Monthly Results

May 2013: 76
 May 2012: 50

12-Month Average

Jun 12 - May 13: 824
 Jun 11 - May 12: 905

Annual Results

2013 YTD: 384
 2012 Actual: 794

Chart 5

Subway Fires

Fire severity is classified as follows:

Severity	Criteria
Low	No disruption to service No damage to NYC Transit property No reported injuries No discharge/evacuation of passengers Fire self-extinguished or extinguished without Fire Department
Average	Delays to service 15 minutes or less Minor damage to NYC Transit property (no structural damage) No reported injuries/fatalities due to fire/smoke Discharge of passengers in station Minor residual smoke present (haze)
Above Average	Delays to service greater than 15 minutes Moderate to heavy damage to NYC Transit property Four or less injuries due to fire/smoke Discharge of train or transfer of passengers to another train (not in station) Station/platform/train filled with smoke
High	Major delays in service (over one hour) Major structural damage Five or more reported injuries or one or more fatalities Evacuation of passengers to benchwall or roadbed Mass evacuation of more than one train

Severity & Location of fires during the current month were as follows:

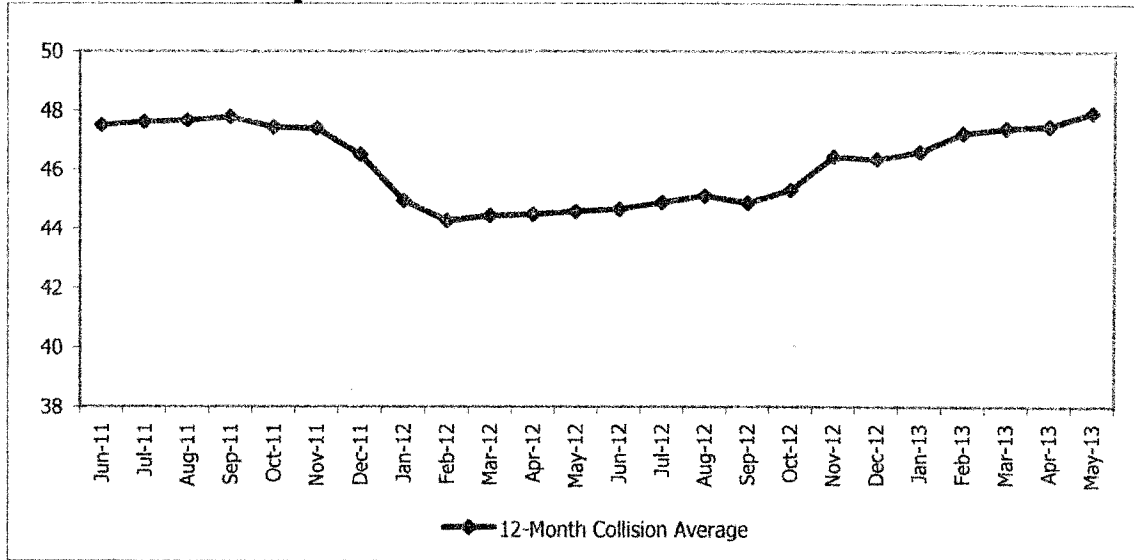
Low:	78.9%	Train:	10
Average:	21.1%	Right-of-way:	54
Above Average:	0.0%	Station:	12
High:	0.0%	Other:	0
		Total:	76

Top Items Burnt by Location during the current month were as follows:

Train:	Right-of-Way:	Station:
Brake Shoes: 7	Debris: 27	Debris: 11
Debris: 1	Tie: 12	Wood Panels: 1
Grease: 1		
Hot Wheels: 1		
Sunbeam: 1		

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

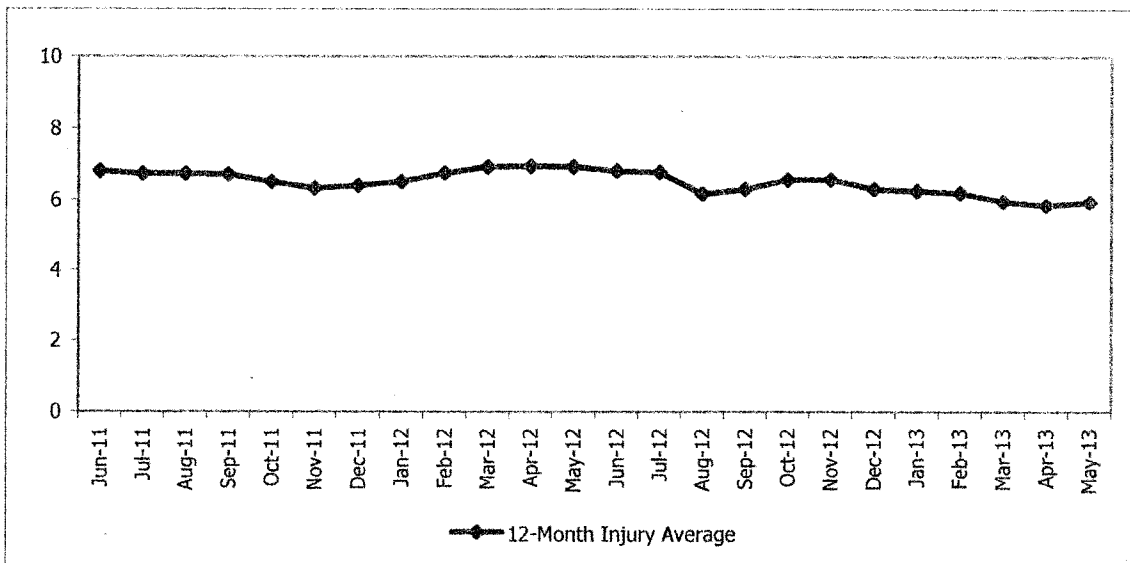
May 2013: 52.90
May 2012: 47.75

12-Month Average

Jun 12 - May 13: 47.94
Jun 11 - May 12: 44.57

Annual Results

2013 YTD: 46.96
2012 Actual: 46.35



Monthly Results

May 2013: 6.25
May 2012: 5.10

12-Month Average

Jun 12 - May 13: 5.95
Jun 11 - May 12: 6.93

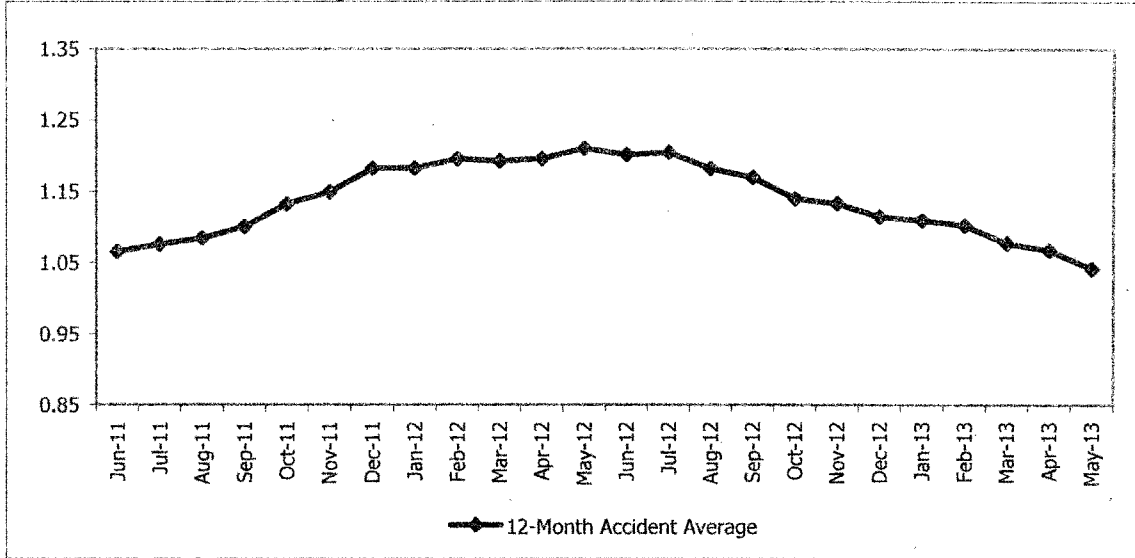
Annual Results

2013 YTD: 5.33
2012 Actual: 6.32

Definitions

An incident involving a collision between a bus and another vehicle, an object, a person, or an animal, or an injury resulting there from.

Regional Bus Customer Accidents/Injuries per Million Customers



Monthly Results

May 2013: 1.00

May 2012: 1.28

12-Month Average

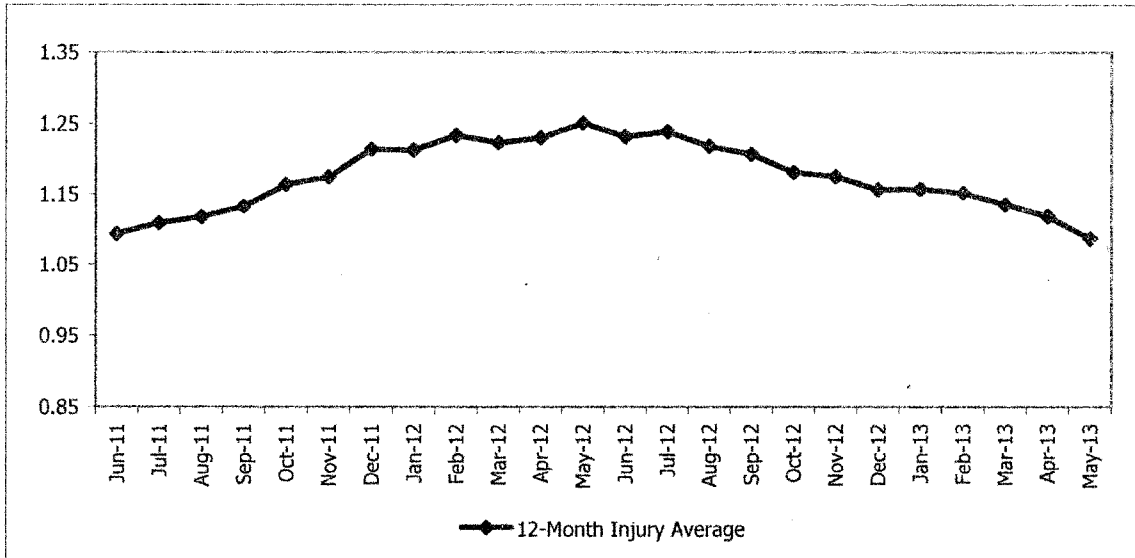
Jun 12 - May 13: 1.04

Jun 11 - May 12: 1.21

Annual Results

2013 YTD: 0.93

2012 Actual: 1.11



Monthly Results

May 2013: 1.02

May 2012: 1.38

12-Month Average

Jun 12 - May 13: 1.09

Jun 11 - May 12: 1.25

Annual Results

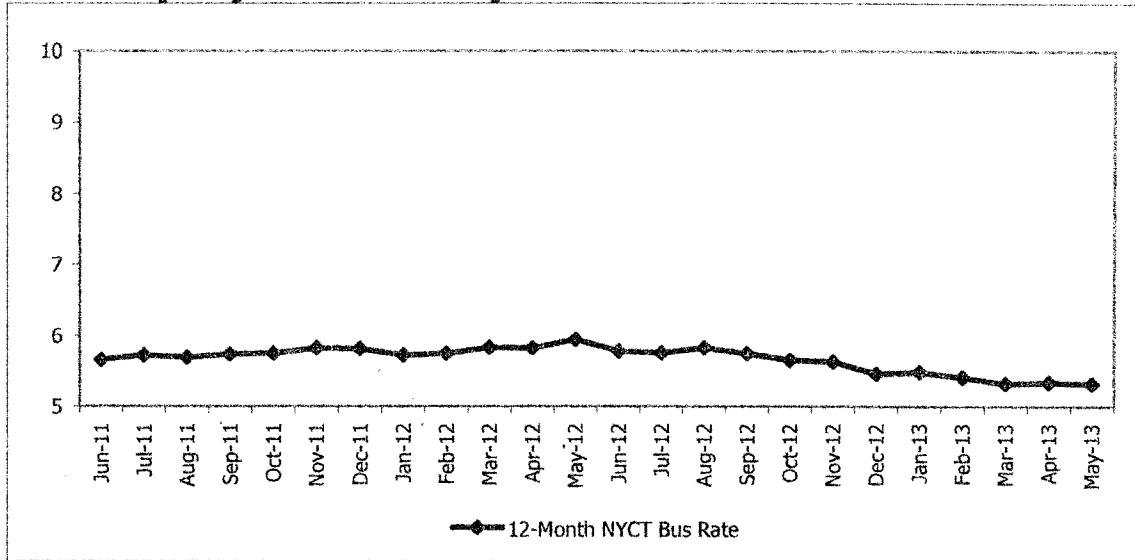
2013 YTD: 0.98

2012 Actual: 1.16

Definitions

An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults), or an injury resulting there from.

NYCT Bus & MTA Bus Employee On-Duty Lost-Time Accident Rate



Monthly Results

May 2013: 6.70

May 2012: 6.90

12-Month Average

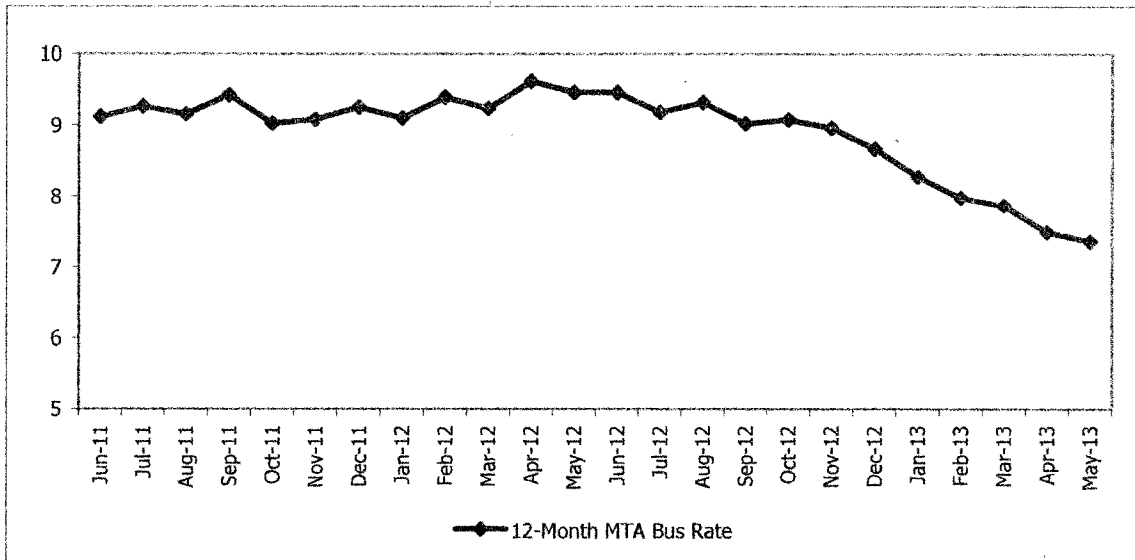
Jun 12 - May 13: 5.32

Jun 11 - May 12: 5.94

Annual Results

2013 Goal: 5.13

2012 Actual: 5.46



Monthly Results

May 2013: 6.97

May 2012: 8.59

12-Month Average

Jun 12 - May 13: 7.36

Jun 11 - May 12: 9.46

Annual Results

2013 Goal: 7.52

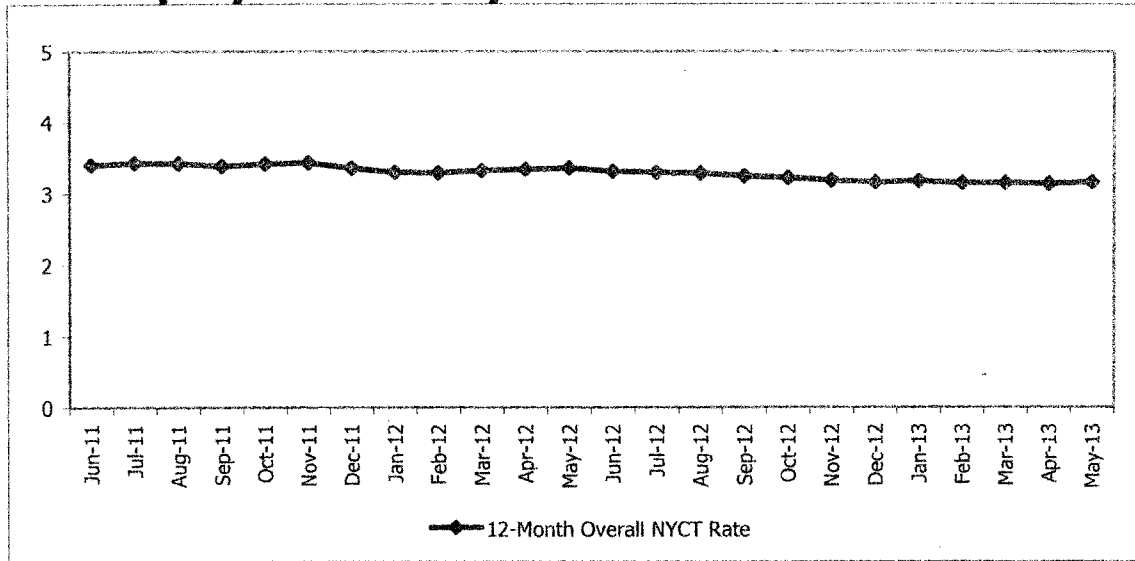
2012 Actual: 8.67

Definitions

A job-related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident. (NYCT Bus determinations come from NYCT's Law Department.)

Chart 11

NYCT Overall & Subways Employee On-Duty Lost-Time Accident Rate



Monthly Results

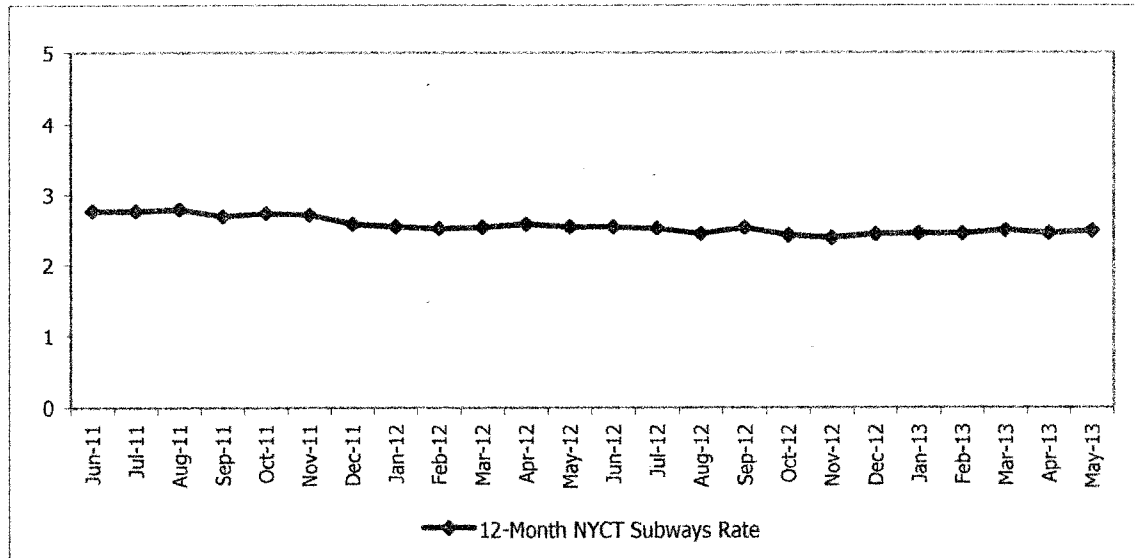
May 2013: 3.75
 May 2012: 3.48

12-Month Average

Jun 12 - May 13: 3.16
 Jun 11 - May 12: 3.36

Annual Results

2013 Goal: 2.97
 2012 Actual: 3.16



Monthly Results

May 2013: 2.63
 May 2012: 2.21

12-Month Average

Jun 12 - May 13: 2.48
 Jun 11 - May 12: 2.54

Annual Results

2013 Goal: 2.29
 2012 Actual: 2.43

Definitions

A job-related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident. (NYCT & NYCT Subways determinations come from NYCT's Law Department.)



Police Department
City of New York

REPORT

CRIME STATISTICS JUNE

	2013	2012	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	0	2	-2	-100.0%
ROBBERY	58	76	-18	-23.7%
FELASSAULT	16	25	-9	-36.0%
BURGLARY	8	7	1	14.3%
GRLARCENY	132	129	3	2.3%
<u>TOTAL MAJOR FELONIES</u>	<u>215</u>	<u>239</u>	<u>-24</u>	<u>-10.0%</u>

During June the daily Robbery average decreased from 2.5 to 1.9

During June the daily Major Felony average decreased from 8 to 7.2

CRIME STATISTICS JANUARY THRU JUNE

	2013	2012	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	3	6	-3	-50.0%
ROBBERY	309	440	-131	-29.8%
FELASSAULT	89	97	-8	-8.2%
BURGLARY	15	18	-3	-16.7%
GRLARCENY	764	812	-48	-5.9%
<u>TOTAL MAJOR FELONIES</u>	<u>1181</u>	<u>1373</u>	<u>-192</u>	<u>-14.0%</u>

Year to date, the daily Robbery average decreased from 2.4 to 1.7

Year to date, the daily Major Felony average decreased from 7.6 to 6.5

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

JUNE ACTIVITY

	2013	2012	Diff	% Change
TotalArrest	4025	3932	93	2.4%
TosArrest	2325	2141	184	8.6%
Summ	7931	7715	216	2.8%

JANUARY - JUNE ACTIVITY

	2013	2012	Diff	% Change
TotalArrest	26714	26701	13	0.0%
TosArrest	15041	14174	867	6.1%
Summ	45605	50596	-4991	-9.9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

JANUARY-JUNE

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Murder	1	0	4	1	1	0	1	2	4	1	2	2	1	0	0	0	1
Rape	1	8	0	3	1	0	2	1	3	3	0	2	0	0	2	6	3
Robbery	1046	961	852	683	641	624	588	532	622	490	421	384	346	361	354	440	309
Assault	229	248	211	178	143	145	143	142	129	97	100	87	91	105	106	97	90
Burglary	20	10	2	4	16	6	3	5	1	1	0	4	0	2	0	18	15
GL	1629	1273	1152	1205	1080	1017	823	882	907	679	609	640	563	561	707	812	763
TOTAL MAJOR FELONIES	2926	2500	2221	2074	1882	1792	1560	1564	1666	1271	1132	1119	1001	1029	1169	1373	1181
Major Fel Per Day	16.17	13.81	12.27	11.46	10.40	9.90	8.62	8.64	9.20	7.02	6.25	6.18	5.53	5.69	6.46	7.59	6.52



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

June 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	1	2	200%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	2	1	1	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	3	2	67%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	6	1	17%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	6	10	-4	-40%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	14	18	-4	-22%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

4. FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

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

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

*Excludes Subsidies and Debt Service

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

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

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

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

FINANCIAL RESULTS

Farebox Revenue

May 2013 Farebox Revenue - (\$ in millions)

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

Note. Totals may not add due to rounding

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

Average Fare

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

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

- The increases in average fares were mostly due to the March 3, 2013 fare increase.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the May average fare of \$1.15 in 2013 was 23¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

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

Nonreimbursable Expenses

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

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

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

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

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

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

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

Net Cash Deficit

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

Inventory (see Inventory Note following)

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

Incumbents

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

RIDERSHIP RESULTS

May 2013 Ridership vs. Budget - (millions)

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

Notes: Totals may not add due to rounding

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

May Average Weekday and Weekend Ridership vs. Prior Year

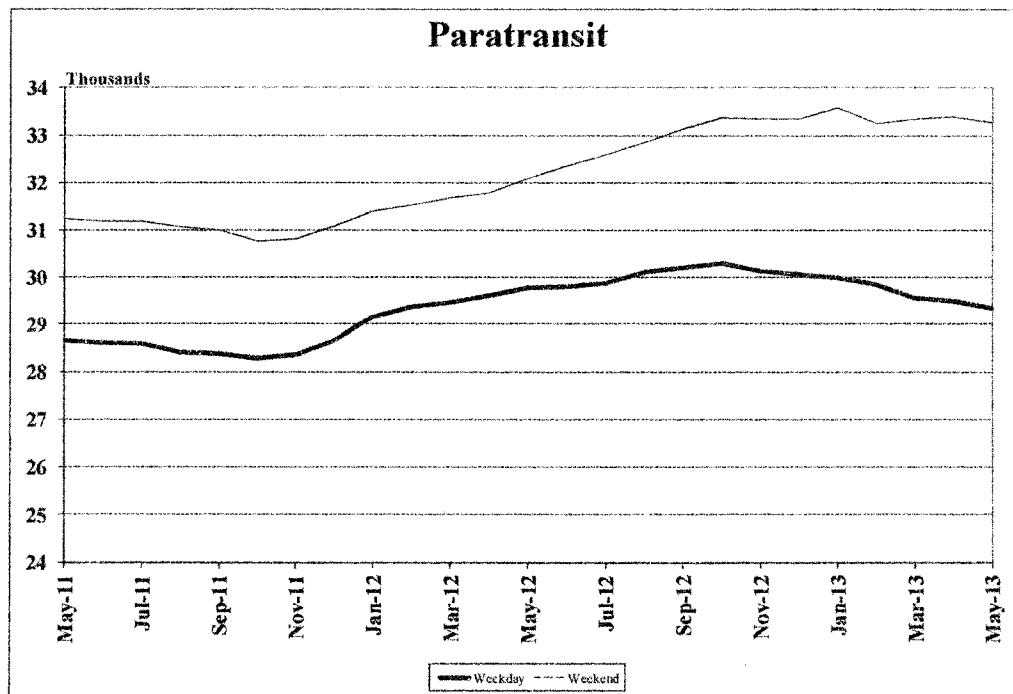
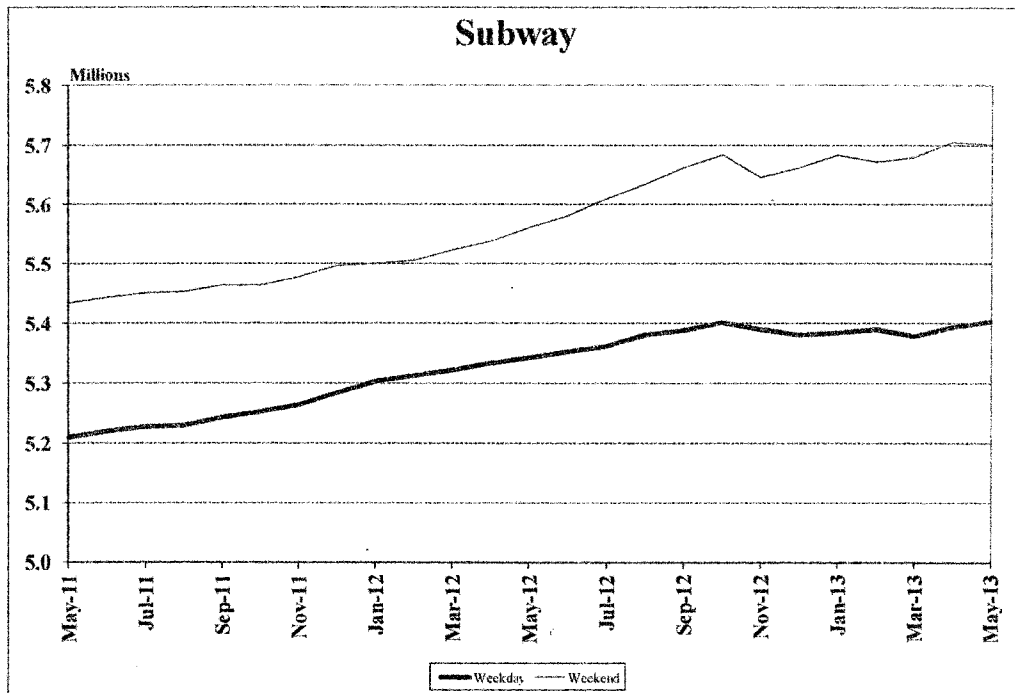
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2012	2013	Amount	Percent	2012	2013	Amount	Percent
Subway	5,558	5,655	+98	+1.8%	5,897	5,853	-45	-0.8%
NYCT Local Bus	2,237	2,219	-18	-0.8%	2,386	2,288	-98	-4.1%
NYCT Express Bus	44	43	-1	-2.7%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

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

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

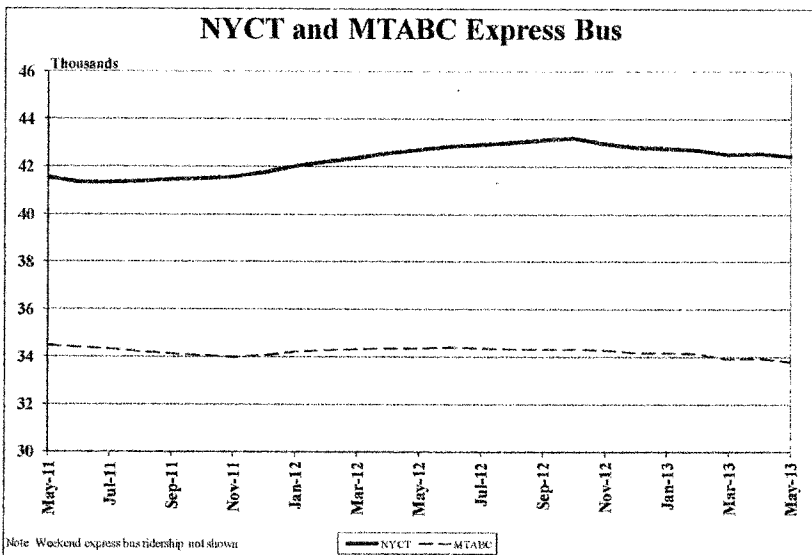
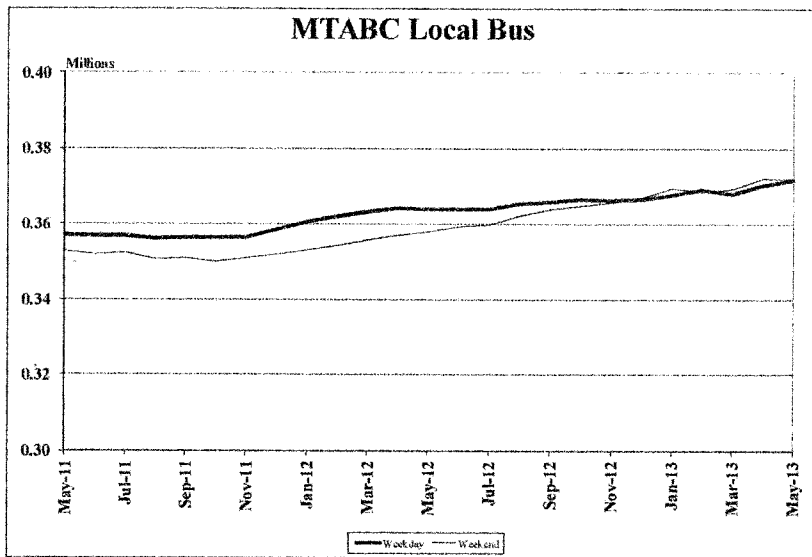
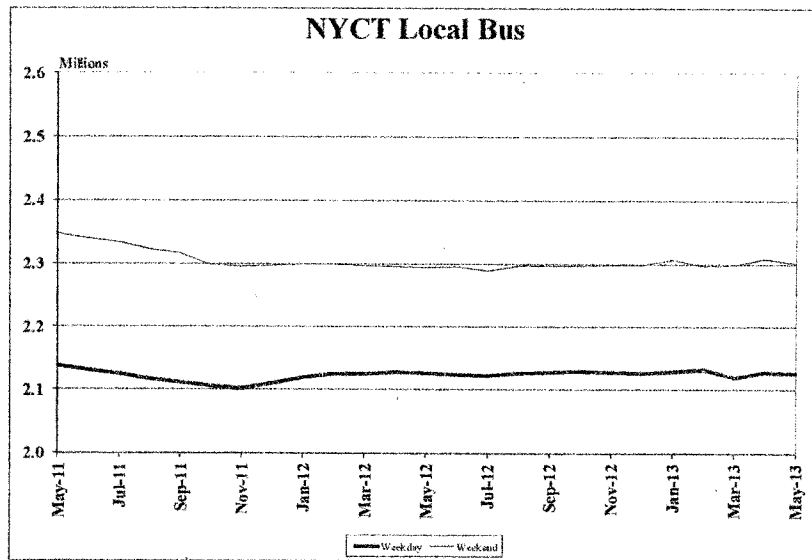
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

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

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

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

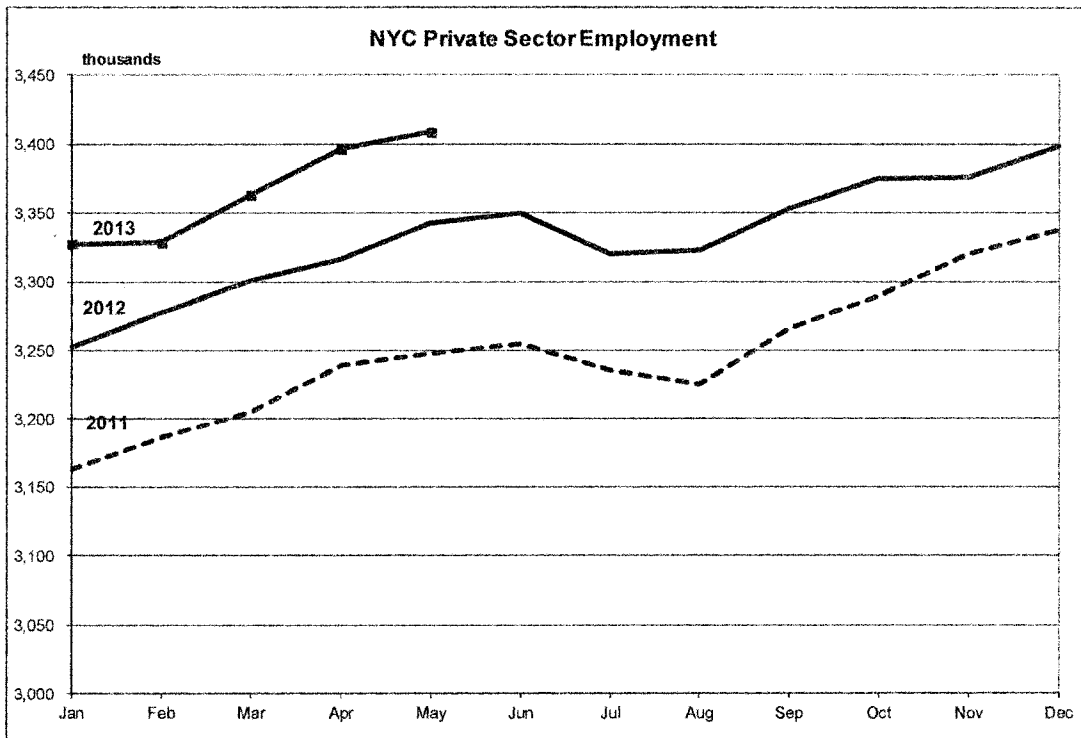
MTA Bridges and Tunnels (thousands)				
Average Weekday	832	835	+0.4%	-1.9%
Average Weekend	1,563	1,503	-3.8%	-0.4%

Note: Percentages are based on unrounded data.

Economy

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

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



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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$263,562	\$265,559	\$1,997	0.8	\$0,000	\$0,000	\$0,000	-	\$263,562	\$265,559	\$1,997	0.8
Bus	82,256	81,540	(0,716)	(0.9)	0,000	0,000	0,000	-	82,256	81,540	(0,716)	(0.9)
Paratransit	1,557	1,437	(0,120)	(7.7)	0,000	0,000	0,000	-	1,557	1,437	(0,120)	(7.7)
Fare Media Liability	4,352	4,352	0,000	0.0	0,000	0,000	0,000	-	4,352	4,352	0,000	0.0
Total Farebox Revenue	351,727	352,888	1,161	0.3	0,000	0,000	0,000	-	351,727	352,888	1,161	0.3
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue:												
Fare Reimbursement	9,441	9,441	0,000	0.0	0,000	0,000	0,000	-	9,441	9,441	0,000	0.0
Paratransit Reimbursement	13,042	12,885	(0,157)	(1.2)	0,000	0,000	0,000	-	13,042	12,885	(0,157)	(1.2)
Other	11,714	126,945	115,231	-	0,000	0,000	0,000	-	11,714	126,945	115,231	-
Total Other Operating Revenue	34,197	149,271	115,074	336.5	0,000	0,000	0,000	-	34,197	149,271	115,074	336.5
Capital and Other Reimbursements	0,000	0,000	0,000	-	72,358	78,056	5,698	7.9	72,358	78,056	5,698	7.9
Total Revenue	\$385,924	\$502,159	\$116,235	30.1	\$72,358	\$78,056	\$5,698	7.9	\$458,282	\$580,215	\$121,933	26.6
Expenses												
Labor:												
Payroll	249,683	247,702	1,981	0.8	31,173	30,465	0,708	2.3	280,856	278,167	2,689	1.0
Overtime	25,741	31,603	(5,862)	(22.8)	5,342	9,121	(3,779)	(70.7)	31,083	40,724	(9,641)	(31.0)
Total Salaries & Wages	275,424	279,305	(3,881)	(1.4)	36,515	39,586	(3,071)	(8.4)	311,939	318,891	(6,952)	(2.2)
Health and Welfare	54,919	46,955	7,964	14.5	2,133	2,094	0,039	1.8	57,052	49,049	8,003	14.0
OPEB Current Payment	28,951	22,926	6,025	20.8	0,000	0,000	0,000	-	28,951	22,926	6,025	20.8
Pensions	21,029	21,026	0,003	0.0	0,112	0,081	0,031	27.7	21,141	21,107	0,034	0.2
Other Fringe Benefits	24,817	24,468	0,349	1.4	9,585	10,429	(0,844)	(8.8)	34,402	34,897	(0,495)	(1.4)
Total Fringe Benefits	129,716	115,375	14,341	11.1	11,830	12,604	(0,774)	(6.5)	141,546	127,979	13,567	9.6
Reimbursable Overhead	(16,035)	(16,571)	0,536	3.3	16,035	16,571	(0,536)	(3.3)	0,000	0,000	0,000	-
Total Labor Expenses	\$389,105	\$378,109	\$10,996	2.8	\$64,380	\$68,761	(\$4,381)	(6.8)	\$453,485	\$446,870	\$6,615	1.5
Non-Labor:												
Electric Power	26,114	21,549	4,565	17.5	0,020	0,021	(0,001)	(5.0)	26,134	21,570	4,564	17.5
Fuel	14,669	10,548	4,121	28.1	0,002	0,002	0,000	0.0	14,671	10,550	4,121	28.1
Insurance	5,186	4,059	1,127	21.7	0,000	0,000	0,000	-	5,186	4,059	1,127	21.7
Claims	7,441	7,441	0,000	0.0	0,000	0,000	0,000	-	7,441	7,441	0,000	0.0
Paratransit Service Contracts	34,398	27,397	7,001	20.4	0,000	0,000	0,000	-	34,398	27,397	7,001	20.4
Mtce. and Other Operating Contracts	15,264	17,678	(2,414)	(15.8)	1,842	3,521	(1,679)	(91.2)	17,106	21,199	(4,093)	(23.9)
Professional Service Contracts	3,378	14,581	(5,203)	(55.5)	1,451	0,886	0,565	38.9	10,829	15,467	(4,638)	(42.8)
Materials & Supplies	23,322	23,251	0,071	0.3	4,370	4,583	(0,213)	(4.9)	27,692	27,834	(0,142)	(0.5)
Other Business Expenses	5,356	3,220	2,136	39.9	0,293	0,282	0,011	3.8	5,649	3,502	2,147	38.0
Total Non-Labor Expenses	\$141,128	\$129,724	\$11,404	8.1	\$7,978	\$9,295	(\$1,317)	(16.5)	\$149,106	\$139,019	\$10,087	6.8
Other Expense Adjustments:												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses												
before Depreciation and OPEB	\$530,233	\$507,833	\$22,400	4.2	\$72,358	\$78,056	(\$5,698)	(7.9)	\$602,591	\$585,889	\$16,702	2.8
Depreciation	123,000	117,984	5,016	4.1	0,000	0,000	0,000	-	123,000	117,984	5,016	4.1
OPEB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$653,233	\$625,817	\$27,416	4.2	\$72,358	\$78,056	(\$5,698)	(7.9)	\$725,591	\$703,873	\$21,718	3.0
Net Surplus/(Deficit)	(\$267,309)	(\$123,658)	\$143,651	53.7	\$0,000	\$0,000	\$0,000	-	(\$267,309)	(\$123,658)	\$143,651	53.7

NOTE: Totals may not add due to rounding.

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$1,209,560	\$1,207,980	(\$1,580)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$1,209,560	\$1,207,980	(\$1,580)	(0.1)
Bus	376,295	379,389	3,094	0.8	0.000	0.000	0.000	-	376,295	379,389	3,094	0.8
Paratransit	7,382	6,437	(0,945)	(12.8)	0.000	0.000	0.000	-	7,382	6,437	(0,945)	(12.8)
Fare Media Liability	21,760	21,760	0.000	0.0	0.000	0.000	0.000	-	21,760	21,760	0.000	0.0
Total Farebox Revenue	1,614,997	1,615,566	0.569	0.0	0.000	0.000	0.000	-	1,614,997	1,615,566	0.569	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	42,197	42,198	0.001	0.0	0.000	0.000	0.000	-	42,197	42,198	0.001	0.0
Paratransit Reimbursement	65,210	67,941	2,731	4.2	0.000	0.000	0.000	-	65,210	67,941	2,731	4.2
Other	54,230	171,388	117,158	216.0	0.000	0.000	0.000	-	54,230	171,388	117,158	216.0
Total Other Operating Revenue	161,637	281,527	119,890	74.2	0.000	0.000	0.000	-	161,637	281,527	119,890	74.2
Capital and Other Reimbursements	0.000	0.000	0.000	-	346,565	361,040	14,475	4.2	346,565	361,040	14,475	4.2
Total Revenue	\$1,776,634	\$1,897,093	\$120,459	6.8	\$346,565	\$361,040	\$14,475	4.2	\$2,123,199	\$2,258,133	\$134,934	6.4
Expenses												
Labor:												
Payroll	1,194,682	1,191,141	3,541	0.3	149,706	137,221	12,485	8.3	1,344,388	1,328,362	16,026	1.2
Overtime	126,288	156,557	(30,271)	(24.0)	26,333	41,804	(15,271)	(58.0)	152,619	198,161	(45,542)	(29.8)
Total Salaries & Wages	1,320,968	1,347,698	(26,730)	(2.0)	176,039	178,825	(2,786)	(1.6)	1,497,007	1,526,523	(29,516)	(2.0)
Health and Welfare	274,941	249,844	24,797	9.0	10,631	9,821	0.810	7.6	285,272	259,665	25,607	9.0
OPEB Current Payment	144,781	116,724	28,057	19.4	0.000	0.000	0.000	-	144,781	116,724	28,057	19.4
Pensions	105,143	105,191	(0,048)	(0.0)	0.562	0.365	0.197	35.1	105,705	105,556	0.149	0.1
Other Fringe Benefits	121,072	125,021	(3,949)	(3.3)	46,141	44,987	1,154	2.5	167,213	170,008	(2,795)	(1.7)
Total Fringe Benefits	645,637	596,780	48,857	7.6	57,334	55,173	2,161	3.8	702,971	651,963	51,018	7.3
Reimbursable Overhead	(77,221)	(81,861)	4,640	6.0	77,221	81,861	(4,640)	(6.0)	0.000	0.000	0.000	-
Total Labor Expenses	\$1,889,384	\$1,862,617	\$26,767	1.4	\$310,594	\$315,859	(\$5,265)	(1.7)	\$2,199,978	\$2,178,476	\$21,502	1.0
Non-Labor:												
Electric Power	140,597	130,752	9,845	7.0	0.106	0.110	(0.004)	(3.8)	140,703	130,862	9,841	7.0
Fuel	76,273	69,258	7,015	9.2	0.010	0.008	0.002	20.0	76,283	69,266	7,017	9.2
Insurance	24,490	22,242	2,248	9.2	0.000	0.000	0.000	-	24,490	22,242	2,248	9.2
Claims	37,205	37,205	0.000	0.0	0.000	0.000	0.000	-	37,205	37,205	0.000	0.0
Paratransit Service Contracts	171,051	149,723	21,328	12.5	0.000	0.000	0.000	-	171,051	149,723	21,328	12.5
Mtce. and Other Operating Contracts	70,450	66,641	3,809	5.4	6,838	17,154	(8,316)	(94.1)	79,288	83,795	(4,507)	(5.7)
Professional Service Contracts	43,469	61,257	(17,788)	(40.9)	5,762	6,415	(0,633)	(10.9)	49,251	67,672	(18,421)	(37.4)
Materials & Supplies	115,355	113,810	1,545	1.3	21,760	20,506	1,254	5.8	137,115	134,316	2,799	2.0
Other Business Expenses	28,665	23,549	5,116	17.8	(0,525)	0.988	(1,513)	(288.2)	28,140	24,537	3,603	12.8
Total Non-Labor Expenses	\$707,555	\$674,437	\$33,118	4.7	\$35,971	\$45,181	(\$9,210)	(25.6)	\$743,526	\$719,618	\$23,908	3.2
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$3,543,272	\$3,471,868	\$71,404	2.0	\$346,565	\$361,040	(\$14,475)	(4.2)	\$3,889,837	\$3,832,908	\$56,929	1.5
before Depreciation and OPEB	\$2,596,939	\$2,537,054	\$59,885	2.3	\$346,565	\$361,040	(\$14,475)	(4.2)	\$2,943,504	\$2,898,094	\$45,410	1.5
Depreciation	595,000	585,145	9,855	1.7	0.000	0.000	0.000	-	595,000	585,145	9,855	1.7
OPEB Account	351,333	349,669	1,664	0.5	0.000	0.000	0.000	-	351,333	349,669	1,664	0.5
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$3,543,272	\$3,471,868	\$71,404	2.0	\$346,565	\$361,040	(\$14,475)	(4.2)	\$3,889,837	\$3,832,908	\$56,929	1.5
Net Surplus/(Deficit)	(\$1,766,638)	(\$1,574,775)	\$191,863	10.9	\$0.000	\$0.000	\$0.000	-	(\$1,766,638)	(\$1,574,775)	\$191,863	10.9

NOTE: Totals may not add due to rounding.

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

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

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

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

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$351,136	\$358,801	\$7,665	2.2	\$1,624,542	\$1,655,867	\$31,325	1.9
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	6,313	6,313	-	6,312	21,313	15,001	237.7
Paratransit Reimbursement	44,899	75,786	30,887	68.8	96,995	90,828	(6,167)	(6.4)
Other	3,408	118,646	115,238	-	12,700	129,380	116,680	-
Total Other Operating Revenue	48,307	200,745	152,438	315.6	116,007	241,521	125,514	108.2
Capital and Other Reimbursements	72,358	77,015	4,657	6.4	346,565	279,696	(66,869)	(19.3)
Total Receipts	\$471,801	\$636,561	\$164,760	34.9	\$2,087,114	\$2,177,084	\$89,970	4.3
Expenditures								
Labor:								
Payroll	282,041	257,438	24,603	8.7	1,383,253	1,341,218	42,065	3.0
Overtime	31,216	35,126	(3,910)	(12.5)	156,980	190,694	(33,714)	(21.5)
Total Salaries & Wages	313,257	292,564	20,693	6.6	1,540,263	1,531,912	8,351	0.5
Health and Welfare	57,052	76,144	(19,092)	(33.5)	285,273	321,367	(36,094)	(12.7)
OPEB Current Payment	28,951	22,926	6,025	20.8	144,781	116,724	28,057	19.4
Pensions	21,141	21,108	0,033	0.2	105,706	302,855	(197,149)	(186.5)
Other Fringe Benefits	31,434	30,176	1,258	4.0	155,139	153,087	2,052	1.3
Total Fringe Benefits	138,578	150,354	(11,776)	(8.5)	690,899	894,033	(203,134)	(29.4)
GASB Account	3,834	2,739	1,095	28.6	21,090	14,913	6,177	29.3
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$455,669	\$445,657	\$10,012	2.2	\$2,252,252	\$2,440,858	(\$188,606)	(8.4)
Non-Labor:								
Electric Power	26,135	23,872	2,263	8.7	140,702	127,995	12,707	9.0
Fuel	14,671	19,838	(5,167)	(35.2)	76,282	86,129	(9,847)	(12.9)
Insurance	0,157	12,200	(12,043)	-	13,539	20,521	(6,982)	(51.6)
Claims	6,754	7,216	(0,462)	(6.8)	33,770	34,004	(0,234)	(0.7)
Paratransit Service Contracts	34,231	30,084	4,147	12.1	170,218	152,838	17,380	10.2
Mtce. and Other Operating Contracts	17,107	19,304	(2,197)	(12.8)	79,287	91,013	(11,726)	(14.8)
Professional Service Contracts	10,830	13,825	(2,995)	(27.7)	47,001	74,093	(27,092)	(57.6)
Materials & Supplies	28,942	31,089	(2,147)	(7.4)	143,365	154,401	(11,036)	(7.7)
Other Business Expenditures	5,647	7,288	(1,641)	(29.1)	28,142	28,261	(0,119)	(0.4)
Total Non-Labor Expenditures	\$144,474	\$164,716	(\$20,242)	(14.0)	\$732,306	\$769,255	(\$36,949)	(5.0)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$600,143	\$610,373	(\$10,230)	(1.7)	\$2,984,558	\$3,210,113	(\$225,555)	(7.6)
Net Surplus/(Deficit)	(\$128,342)	\$26,188	\$154,530	120.4	(\$897,444)	(\$1,033,029)	(\$135,585)	(15.1)

NOTE: Totals may not add due to rounding.

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

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

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$0.591)	\$5.913	\$6.504	-	\$9.545	\$40.301	\$30.756	322.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(9.441)	(3.128)	6.313	66.9	(35.885)	(20.685)	15.000	41.8
Paratransit Reimbursement	31.857	62.901	31.044	97.4	31.785	22.887	(8.898)	(28.0)
Other	(8.306)	(8.299)	0.007	0.1	(41.530)	(42.008)	(0.478)	(1.2)
Total Other Operating Revenue	14.110	51.474	37.364	264.8	(45.630)	(40.006)	5.624	12.3
Capital and Other Reimbursements	0.000	(1.041)	(1.041)	-	0.000	(81.344)	(81.344)	-
Total Receipts	\$13.519	\$56.346	\$42.827	316.8	(\$36.085)	(\$81.049)	(\$44.964)	(124.6)
Expenditures								
Labor:								
Payroll	(1.185)	20.729	21.914	-	(38.895)	(12.856)	26.039	66.9
Overtime	(0.133)	5.598	5.731	-	(4.361)	7.467	11.828	271.2
Total Salaries & Wages	(1.318)	26.327	27.645	-	(43.256)	(5.389)	37.867	87.5
Health and Welfare	0.000	(27.095)	(27.095)	-	(0.001)	(61.702)	(61.701)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	(0.001)	(0.001)	-	(0.001)	(197.299)	(197.298)	-
Other Fringe Benefits	2.968	4.721	1.753	59.1	12.074	16.921	4.847	40.1
Total Fringe Benefits	2.968	(22.375)	(25.343)	(853.9)	12.072	(242.080)	(254.152)	-
GASB Account	(3.834)	(2.739)	1.095	28.6	(21.090)	(14.913)	6.177	29.3
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$2.184)	\$1.213	\$3.397	155.5	(\$52.274)	(\$262.382)	(\$210.108)	(401.9)
Non-Labor:								
Electric Power	(0.001)	(2.302)	(2.301)	-	0.001	2.867	2.866	-
Fuel	0.000	(9.288)	(9.288)	-	0.001	(16.863)	(16.864)	-
Insurance	5.029	(8.141)	(13.170)	(261.9)	10.951	1.721	(9.230)	(84.3)
Claims	0.687	0.225	(0.462)	(67.2)	3.435	3.201	(0.234)	(6.8)
Paratransit Service Contracts	0.167	(2.687)	(2.854)	-	0.833	(3.115)	(3.948)	(473.9)
Mtce. and Other Operating Contracts	(0.001)	1.895	1.896	-	0.001	(7.218)	(7.219)	-
Professional Service Contracts	(0.001)	1.642	1.643	-	2.250	(6.421)	(8.671)	(385.4)
Materials & Supplies	(1.250)	(3.255)	(2.005)	(160.4)	(6.250)	(20.085)	(13.835)	(221.4)
Other Business Expenses	0.002	(3.786)	(3.788)	-	(0.002)	(3.724)	(3.722)	-
Total Non-Labor Expenditures	\$4.632	(\$25.697)	(\$30.329)	(654.8)	\$11.220	(\$49.637)	(\$60.857)	(542.4)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	\$2.448	(\$24.484)	(\$26.932)	-	(\$41.054)	(\$312.019)	(\$270.965)	(660.0)
Depreciation	123.000	117.984	(5.016)	(4.1)	595.000	585.145	(9.855)	(1.7)
OPEB Account	0.000	0.000	0.000	-	351.333	349.669	(1.664)	(0.5)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$125.448	\$93.500	(\$31.948)	(25.5)	\$905.279	\$622.795	(\$282.484)	(31.2)
Total Cash Conversion Adjustments	\$138.967	\$149.846	\$10.879	7.8	\$869.194	\$541.746	(\$327.448)	(37.7)

NOTE: Totals may not add due to rounding.

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

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

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

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

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

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

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

	May						May Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	346,312	\$10.1	0	\$10.1	0	\$0.0 0.4%	1,680,864	\$49.1	0	\$48.4	0	\$0.7 1.5%
<u>Unscheduled Service</u>	234,435	\$6.9	0	\$8.2	0	(\$1.3) (18.3%)	1,107,924	\$32.6	0	\$34.7	0	(\$2.1) (6.5%)
Programmatic/Routine Maintenance	233,645	\$7.4	0	\$9.4	0	(\$1.9) (25.8%)	1,127,357	\$36.0	0	\$41.2	0	(\$5.2) (14.5%)
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0 0.0%	0	\$0.0	0	\$0.0	0	\$0.0 0.0%
<u>Vacancy/Absentee Coverage</u>	10,677	\$0.5	0	\$0.9	0	(\$0.4) *	53,385	\$2.5	0	\$7.1	0	(4.5) *
<u>Weather Emergencies</u>	368	\$0.0	0	\$2.8	0	(\$2.8) *	77,806	\$2.4	0	\$23.5	0	(\$21.1) *
<u>Safety/Security/Law Enforcement</u>	10,295	\$0.3	0	\$0.2	0	\$0.1 23.2%	51,474	\$1.4	0	\$1.3	0	\$0.0 1.9%
<u>Other</u>	12,720	\$0.5	0	\$0.0	0	\$0.4 80.8%	57,156	\$2.3	0	\$0.4	0	\$1.9 82.0%
Subtotal	848,452	\$25.7	0	\$31.6	848,452	(\$5.9) (22.8%)	4,155,966	\$126.3	0	\$156.6	4,155,966	(\$30.3) (24.0%)
REIMBURSABLE OVERTIME	167,607	\$5.3	0	\$9.1	0	(\$3.8) *	827,256	\$26.3	0	\$41.6	0	(\$15.3) (58.1%)
TOTAL OVERTIME	1,016,059	\$31.1	0	\$40.8	848,452	(\$9.7) (31.1%)	4,983,222	\$152.6	0	\$198.2	4,155,966	(\$45.6) (29.9%)

Totals may not add due to rounding. Actual hours not available at this time.
NOTE: Percentages are based on each type of overtime and not on total overtime.
* Exceeds 100%

4.20

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

	May			May Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	0	\$0.0 (0.7%)		0	\$0.7 (2.4%)	Primarily favorable due to vacancies in train operators and conductors in Subways.
<u>Unscheduled Service</u>	0	(\$1.3) 21.6%	Mainly due to operating more than budgeted bus service, bus traffic delays, related ramp delays and Subways baseball events coverage	0	(\$2.1) 7.0%	Primarily due to 2012 timing of Cash-in of "banked" overtime in January and bus traffic delays, diversions, extra bus trips and partially offset by reclassification of non-reimbursable OT to reimbursable
<u>Programmatic/Routine Maintenance</u>	0	(\$1.9) 32.7%	Primarily due to stations maintenance and inspection, testing and maintenance of signal systems and Buses proactive routine maintenance to maintain MDBF gains established at the end of 2012.	0	(\$5.2) 17.2%	Unfavorable variance primarily due to 2012 timing of Cash-in of "banked" overtime in January, continued Subways overtime incurred to address maintenance backlog due to Tropical Storm Sandy, and Buses maintenance efforts to improve fleet reliability, reverse negative MDBF trend and partially offset by reclassification of non-reimbursable OT to reimbursable
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	0	(\$0.4) 7.5%	Mainly due to vacancy / absentee coverage in train operators, station cleaners, and bus dispatchers.	0	(\$4.5) 15.0%	Mainly due to vacancy / absentee coverage in train operators, station cleaners, and bus dispatchers.
<u>Weather Emergencies</u>	0	(\$2.8) 47.7%	Primarily due to Tropical Storm Sandy continued requirements.	0	(\$21.1) 69.7%	Primarily due to winter snow storms and Tropical Storm Sandy continued requirements
<u>Safety/Security/Law Enforcement</u>	0	\$0.1 -1.1%		0	\$0.0 -0.1%	
<u>Other</u>		\$0.4 (7.8%)		0	\$1.9 (6.3%)	
Subtotal	0	(\$5.9) 60.6%		0	(\$30.3) 66.4%	
REIMBURSABLE OVERTIME	0	(\$3.8) 39.4%	Subways Capital Track Program work is concentrated on the weekend to take advantage of track availability and greater than anticipated shuttle services support in buses.	0	(\$15.3) 33.6%	Subways Capital Track Program work is concentrated on the weekend to take advantage of track availability and greater than anticipated shuttle services support in buses.
TOTAL OVERTIME	0	(\$9.7)		0	(\$45.6)	

Totals may not add due to rounding. Actual hours not available at this time.
NOTE Percentages are based on each type of overtime and not on total overtime.
* Exceeds 100%

4.21

METROPOLITAN TRANSPORTATION AUTHORITY
2013 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL AND RIDERSHIP REPORT

May 2013

(All data are preliminary and subject to audit)

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

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

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

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

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

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

Table 1

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

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

4.24

Table 2

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

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

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

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

Table 4

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

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

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

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

Table 6

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

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

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

<u>Month of May</u>				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.411	0.381	(0.030)	(7.4%)	Residual ridership losses from Sandy
<u>Year to Date</u>				
1.950	1.771	(0.179)	(9.2%)	Residual ridership losses from Sandy

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

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

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

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

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

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

4.32

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

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

4.33

FINANCIAL AND RIDERSHIP REPORT

May 2013

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

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

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

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

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



FINANCIAL AND RIDERSHIP REPORT (continued)

May 2013

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

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

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 17,306	\$ 17,443	\$ 0,137	0.8	\$ -	\$ -	\$ -	-	\$ 17,306	\$ 17,443	\$ 0,137	0.8
Other Operating Income	2,721	2,178	(0,543)	(20.0)	-	-	-	-	2,721	2,178	(0,543)	(20.0)
Capital and Other Reimbursements	-	-	-	-	0,701	0,558	(0,143)	(20.4)	0,701	0,558	(0,143)	(20.4)
Total Revenue	\$ 20,027	\$ 19,621	\$ (0,406)	(2.0)	\$ 0,701	\$ 0,558	\$ (0,143)	(20.4)	\$ 20,728	\$ 20,179	\$ (0,549)	(2.6)
Labor:												
Payroll	\$ 18,684	\$ 20,056	\$ (1,372)	(7.3)	\$ 0,458	\$ 0,308	\$ 0,150	32.8	\$ 19,142	\$ 20,364	\$ (1,222)	(6.4)
Overtime	3,741	4,310	(0,569)	(15.2)	-	-	-	-	3,741	4,310	(0,569)	(15.2)
Health and Welfare	4,139	4,618	(0,478)	(11.5)	0,084	0,114	(0,030)	(35.7)	4,223	4,732	(0,509)	(12.1)
OPEB Current Payment	1,276	1,216	0,060	4.7	-	-	-	-	1,276	1,216	0,060	4.7
Pensions	4,038	4,470	(0,432)	(10.7)	0,038	0,056	(0,018)	(47.4)	4,076	4,526	(0,450)	(11.0)
Other Fringe Benefits	2,559	2,962	(0,403)	(15.7)	0,037	0,021	0,016	43.2	2,596	2,983	(0,387)	(14.9)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 34,437	\$ 37,632	\$ (3,195)	(9.3)	\$ 0,617	\$ 0,499	\$ 0,118	19.1	\$ 35,054	\$ 38,131	\$ (3,077)	(8.8)
Non-Labor:												
Electric Power	\$ 0,097	\$ 0,125	\$ (0,028)	(28.9)	\$ -	\$ -	\$ -	-	\$ 0,097	\$ 0,125	\$ (0,028)	(28.9)
Fuel	3,243	2,680	0,563	17.4	-	-	-	-	3,243	2,680	0,563	17.4
Insurance	1,433	0,187	1,246	87.0	-	-	-	-	1,433	0,187	1,246	87.0
Claims	2,167	2,167	-	0.0	-	-	-	-	2,167	2,167	-	0.0
Maintenance and Other Operating Contracts	2,039	1,795	0,244	12.0	0,018	-	0,018	100.0	2,057	1,795	0,262	12.7
Professional Service Contracts	1,329	1,330	(0,001)	(0.1)	-	-	-	-	1,329	1,330	(0,001)	(0.1)
Materials & Supplies	2,448	3,890	(1,242)	(50.7)	0,086	0,059	0,007	10.6	2,514	3,749	(1,235)	(49.1)
Other Business Expense	0,346	0,432	(0,086)	(24.9)	-	-	-	-	0,346	0,432	(0,086)	(24.9)
Total Non-Labor Expenses	\$ 13,102	\$ 12,406	\$ 0,696	5.3	\$ 0,084	\$ 0,059	\$ 0,025	29.8	\$ 13,186	\$ 12,465	\$ 0,721	5.5
Total Expenses before Non-Cash Liability Adjs.	\$ 47,539	\$ 50,038	\$ (2,499)	(5.3)	\$ 0,701	\$ 0,558	\$ 0,143	20.4	\$ 48,240	\$ 50,596	\$ (2,356)	(4.9)
Depreciation	\$ 3,520	4,181	(0,661)	(18.8)	-	-	-	-	3,520	4,181	(0,661)	(18.8)
OPEB Obligation	4,691	4,618	0,073	1.6	-	-	-	-	4,691	4,618	0,073	1.6
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 55,750	\$ 58,837	\$ (3,087)	(5.5)	\$ 0,701	\$ 0,558	\$ 0,143	20.4	\$ 56,451	\$ 59,395	\$ (2,944)	(5.2)
Net Surplus/(Deficit)	\$ (35,723)	\$ (39,216)	\$ (3,493)	(9.8)	\$ -	\$ -	\$ -	-	\$ (35,723)	\$ (39,216)	\$ (3,493)	(9.8)

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 78,565	\$ 80,605	\$ 2,040	2.6	\$ -	\$ -	\$ -	-	\$ 78,565	\$ 80,605	\$ 2,040	2.6
Other Operating Income	12,550	9,430	(3,120)	(24.9)	-	-	-	-	12,550	9,430	(3,120)	(24.9)
Capital and Other Reimbursements	-	-	-	-	3,505	2,488	(1,017)	(29.0)	3,505	2,488	(1,017)	(29.0)
Total Revenue	\$ 91,115	\$ 90,035	\$ (1,080)	(1.2)	\$ 3,505	\$ 2,488	\$ (1,017)	(29.0)	\$ 94,620	\$ 92,523	\$ (2,097)	(2.2)
Expenses												
<i>Labor:</i>												
Payroll	\$ 92,480	\$ 96,875	\$ (4,415)	(4.8)	\$ 2,290	\$ 1,429	\$ 0,861	37.6	\$ 94,750	\$ 98,304	\$ (3,554)	(3.8)
Overtime	18,293	19,103	(0,810)	(4.4)	-	-	-	-	18,293	19,103	(0,810)	(4.4)
Health and Welfare	20,695	18,711	1,984	9.6	0,420	0,381	0,039	9.3	21,115	19,082	2,033	9.6
OPEB Current Payment	6,380	8,080	0,300	4.7	-	-	-	-	6,380	6,060	0,300	4.7
Pensions	20,190	19,106	1,084	5.4	0,190	0,187	0,003	1.6	20,380	19,293	1,087	5.3
Other Fringe Benefits	12,795	15,012	(2,217)	(17.3)	0,185	0,297	(0,112)	(60.3)	12,980	15,309	(2,329)	(17.9)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 170,813	\$ 174,888	\$ (4,075)	(2.4)	\$ 3,085	\$ 2,293	\$ 0,792	25.7	\$ 173,898	\$ 177,181	\$ (3,283)	(1.9)
<i>Non-Labor:</i>												
Electric Power	\$ 0,485	\$ 0,643	\$ (0,158)	(32.5)	\$ -	\$ -	\$ -	-	\$ 0,485	\$ 0,643	\$ (0,158)	(32.5)
Fuel	15,790	14,450	1,340	8.5	-	-	-	-	15,790	14,450	1,340	8.5
Insurance	7,165	0,934	6,231	87.0	-	-	-	-	7,165	0,934	6,231	87.0
Claims	10,835	10,835	-	0.0	-	-	-	-	10,835	10,835	-	0.0
Maintenance and Other Operating Contracts	10,195	6,527	3,668	36.0	0,090	-	0,090	100.0	10,285	6,527	3,758	36.5
Professional Service Contracts	6,645	6,205	0,440	6.6	-	-	-	-	6,645	6,205	0,440	6.6
Materials & Supplies	12,240	13,303	(1,063)	(8.7)	0,330	0,194	0,136	41.1	12,570	13,498	(0,928)	(7.4)
Other Business Expense	1,730	1,628	0,102	5.9	-	-	-	-	1,730	1,628	0,102	5.9
Total Non-Labor Expenses	\$ 65,085	\$ 54,526	\$ 10,559	16.2	\$ 0,420	\$ 0,194	\$ 0,226	53.7	\$ 65,505	\$ 54,720	\$ 10,785	16.5
Total Expenses before Non-Cash Liability Adjs.	\$ 235,898	\$ 229,413	\$ 6,485	2.7	\$ 3,505	\$ 2,488	\$ 1,017	29.0	\$ 239,403	\$ 231,901	\$ 7,502	3.1
Depreciation	17,600	20,555	(2,955)	(16.8)	-	-	-	-	17,600	20,555	(2,955)	(16.8)
OPEB Obligation	23,455	23,090	0,365	1.6	-	-	-	-	23,455	23,090	0,365	1.6
Environmental Remediation	-	1,649	(1,649)	-	-	-	-	-	-	1,649	(1,649)	-
Total Expenses	\$ 276,953	\$ 274,707	\$ 2,246	0.8	\$ 3,505	\$ 2,488	\$ 1,017	29.8	\$ 280,458	\$ 277,195	\$ 3,263	1.2
Net Surplus/(Deficit)	\$ (185,838)	\$ (184,672)	\$ 1,166	0.6	\$ -	\$ 0,000	\$ 0,000	-	\$ (185,838)	\$ (184,672)	\$ 1,166	0.6

NOTE: Totals may not add due to rounding

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

Generic Revenue or Expense Category	Nonreimb or Reimb	May 2013				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 0.137	0.8	Greater than anticipated ridership levels	\$ 2.040	2.6	Greater than anticipated ridership levels		
Other Operating Revenue	NR	\$ (0.543)	(20.0)	Timing of Tropical Storm Sandy/Irene recoveries and Senior fare reimbursements.	\$ (3.120)	(24.9)	Timing of Tropical Storm Sandy/Irene recoveries and Senior fare reimbursements.		
Capital and Other Reimbursements	R	\$ (0.143)	(20.4)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies	\$ (1.017)	(23.0)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies		
Total Revenue Variance		\$ (0.549)	(2.6)		\$ (2.097)	(2.2)			
Payroll	NR	\$ (1.372)	(7.3)	Mainly due to excess bus operators and greater than budgeted Miscellaneous base pay.	\$ (4.415)	(4.8)	Mainly due to excess bus operators and greater than budgeted Miscellaneous base pay.		
Overtime	NR	\$ (0.569)	(15.2)	Residual impact of Tropical Storm Sandy activities, shuttle services in support of Metro North derailment and accelerated completion of defects found on scheduled inspections.	\$ (0.810)	(4.4)	Residual impact of Tropical Storm Sandy activities and accelerated completion of defects found on scheduled inspections.		
Health and Welfare (including OPEB)	NR	\$ (0.419)	(7.7)	Correction of prior month's under accrual of actual.	\$ 2.284	8.4	Timing of expenses		
Pension	NR	\$ (0.432)	(10.7)	Correction of prior month's under accrual of actual.	\$ 1.084	5.4	Under accrual of actual, partially adjusted in May		
Other Fringe Benefits	NR	\$ (0.403)	(15.7)	Due to the pending re-classification of the workers compensation budget from the insurance category offset by delayed billing of interagency fringe benefits.	\$ (2.217)	(17.3)	Due to the pending re-classification of the workers compensation budget from the insurance category offset by delayed billing of interagency fringe benefits.		
Electric Power	NR	\$ (0.028)	(28.9)	Higher than anticipated expenses	\$ (0.158)	(32.5)	Higher than anticipated expenses		
Fuel	NR	\$ 0.563	17.4	Favorable rates	\$ 1.340	8.5	Favorable rates		
Insurance	NR	\$ 1.246	87.0	Pending the re-classification of the workers compensation budget to Other Fringe Benefits	\$ 6.231	87.0	Pending the re-classification of the workers compensation budget to Other Fringe Benefits		
Claims	NR	\$ -	-	(a)	\$ -	-	(a)		
Maintenance and Other Operating Contracts	NR	\$ 0.244	12.0	Mainly due to traction motors, and alternator units charged to Material & supplies, partially offset by prior period expenses.	\$ 3.668	36.0	Timing of expenses		
Professional Service Contracts	NR	\$ (0.001)	(0.1)	(a)	\$ 0.440	6.6	Timing of expenses		
Materials & Supplies	NR	\$ (1.242)	(50.7)	Mainly due to traction motor, and alternator units budgeted in Main, and Other Operating Contracts	\$ (1.063)	(8.7)	Mainly due to traction motor, and alternator units budgeted in Main, and Other Operating Contracts		
Other Business Expense	NR	\$ (0.086)	(24.9)	Prior period charges	\$ 0.102	5.9	Timing of expenses		
Depreciation	NR	\$ (0.661)	(18.8)	Non cash expense	\$ (2.955)	(16.8)	Non cash expense		
Other Post Employment Benefits	NR	\$ 0.073	1.6	(a)	\$ 0.365	1.6	Non cash expense		
Environmental Remediation		\$ -	-	Non cash expense unbudgeted	\$ (1.649)	-	Non cash expense unbudgeted		
Payroll	R	\$ 0.150	32.8	Timing of expenses, delayed funding, and vacancies.	\$ 0.851	37.6	Timing of expenses and delayed funding		
Health and Welfare	R	\$ (0.030)	(35.7)	Timing of expenses	\$ 0.039	9.3	Timing of expenses		
Pension	R	\$ (0.012)	(47.4)		\$ 0.003	1.5			
Other Fringe Benefits	R	\$ 0.016	43.2		\$ (0.112)	(60.3)			
Maintenance and Other Operating Contracts	R	\$ 0.016	(a)	(a)	\$ 0.090	(a)	(a)		
Materials & Supplies	R	\$ 0.007	(a)	(a)	\$ 0.135	(a)	Timing of expenses		
Total Expense Variance		\$ (2.944)	(5.2)		\$ 3.263	1.2			
Net Variance		\$ (3.493)	(9.8)		\$ 1.166	0.6			

(a) - Variance less than 5%

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

(\$ in millions)

	May 2013				Year-To-Date			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ 17,111	\$ 16,398	\$ (0,713)	(4.2)	\$ 96,410	\$ 100,691	\$ 4,281	4.4
Other Operating Revenue	2,721	1,728	(0,993)	(36.5)	14,845	8,909	(5,936)	(40.0)
Capital and Other Reimbursements	1,084	0,901	(0,183)	(16.9)	6,504	4,054	(2,450)	(37.7)
Total Receipts	\$ 20,916	\$ 19,027	\$ (1,889)	(9.0)	\$ 117,759	\$ 113,654	\$ (4,105)	(3.5)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 26,729	\$ 23,215	\$ 3,514	13.1	\$ 115,829	\$ 114,468	\$ 1,361	1.2
Overtime	4,930	4,310	0,620	12.6	21,365	23,484	(2,119)	(9.9)
Health and Welfare	4,189	0,930	3,259	77.8	25,134	9,600	15,534	61.8
OPEB Current Payment	1,276	-	1,276	100.0	7,656	-	7,656	100.0
Pensions	4,061	10,288	(6,227)	*	24,366	21,507	2,859	11.7
Other Fringe Benefits	2,582	4,351	(1,769)	(68.5)	15,492	19,911	(4,419)	(28.5)
GASB Account	0,599	-	0,599	100.0	3,594	-	3,594	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 44,366	\$ 43,094	\$ 1,272	2.9	\$ 213,436	\$ 188,970	\$ 24,466	11.5
<i>Non-Labor:</i>								
Electric Power	\$ 0,097	\$ 0,125	\$ (0,028)	(28.9)	\$ 0,582	\$ 0,651	\$ (0,069)	(11.8)
Fuel	3,243	0,072	3,171	97.8	18,976	9,483	9,493	50.0
Insurance	1,433	0,053	1,380	96.3	8,598	0,689	7,909	92.0
Claims	1,833	0,402	1,431	78.1	10,998	12,018	(1,020)	(9.3)
Maintenance and Other Operating Contracts	2,057	1,407	0,650	31.6	12,342	7,779	4,563	37.0
Professional Service Contracts	1,329	1,140	0,189	14.2	7,974	4,541	3,433	43.0
Materials & Supplies	2,515	3,570	(1,055)	(41.9)	15,090	17,506	(2,416)	(16.0)
Other Business Expenses	0,346	0,440	(0,094)	(27.2)	2,076	1,311	0,765	36.9
Total Non-Labor Expenditures	\$ 12,853	\$ 7,209	\$ 5,644	43.9	\$ 76,636	\$ 53,979	\$ 22,657	29.6
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 57,219	\$ 50,303	\$ 6,916	12.1	\$ 290,072	\$ 242,949	\$ 47,123	16.2
Operating Cash Surplus/(Deficit)	\$ (36,303)	\$ (31,276)	\$ 5,027	13.8	\$ (172,313)	\$ (129,295)	\$ 43,018	25.0

NOTE: Totals may not add due to rounding

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

Operating Receipts or Disbursements	May 2013			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (0.713)	(4.2)	Timing of receipts	\$ 4.281	4.4	Higher ridership.
Other Operating Revenue	(0.993)	(36.5)	Timing of Tropical Storm Sandy/Irene recoveries and Senior fare reimbursements.	(5.936)	(40.0)	Timing of Tropical Storm Sandy/Irene recoveries and Senior/Student fare reimbursements.
Capital and Other Reimbursements	(0.183)	(16.9)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies	(2.450)	(37.7)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies
Total Receipts	\$ (1.889)	(9.0)		\$ (4.105)	(3.5)	
Payroll	\$ 3.514	13.1	Expired contract agreements	\$ 1.361	1.2	Timing of inter-agency payments and expired contract agreements partially offset by excess employees.
Overtime	0.620	12.6	Less than budgeted	(2.119)	(9.9)	Residual impact of Tropical Storm Sandy activities and accelerated scheduled operation repair.
Health and Welfare (including OPEB)	4.535	83.0	Timing of payments	23.190	70.7	Timing of payments
Pension	(6.227)	*	Prior period payments	2.859	11.7	Timing of payments
Other Fringe Benefits	(1.769)	(68.5)	Pending re-classification of the workers compensation budget to Other Fringe Benefits	(4.419)	(28.5)	Pending re-classification of the workers compensation budget to Other Fringe Benefits
GASB	0.599	100.0	Pending revision based on re-estimate	3.594	100.0	Pending revision based on re-estimate
Electric Power	(0.028)	(28.9)	Higher than anticipated expenses	(0.069)	(11.8)	Higher than anticipated expenses
Fuel	3.171	97.8	Timing of payments and favorable rates	9.493	50.0	Timing of payments and favorable rates
Insurance	1.380	96.3	Pending re-classification of the workers compensation budget to Other Fringe Benefits	7.909	92.0	Pending re-classification of the workers compensation budget to Other Fringe Benefits
Claims	1.431	78.1	Timing of payments	(1.020)	(9.3)	Large payment for a single claim
Maintenance and Other Operating Contracts	0.650	31.6	Timing of payments	4.563	37.0	Timing of payments
Professional Service Contracts	0.189	14.2	Timing of payments	3.423	43.0	Timing of payments
Materials & Supplies	(1.055)	(41.9)	Payments for 2012 expenses	(2.416)	(16.0)	Payments for 2012 expenses
Other Business Expenditure	(0.094)	(27.2)	Timing of payments	0.765	36.9	Timing of payments
Total Expenditures	\$ 6.916	12.1		\$ 47.123	16.2	
Net Cash Variance	\$ 5.027	13.8		\$ 43.018	25.0	

(a) - Variance less than 5%

4.40

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	May 2013				Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ (0.195)	\$ (1.045)	\$ (0.850)	*	\$ 17.845	\$ 20.086	\$ 2.241	12.6	
Other Operating Revenue	-	(0.450)	(0.450)	-	2.295	(0.521)	(2.816)	*	
Capital and Other Reimbursements	0.383	0.343	(0.040)	(10.4)	2.999	1.566	(1.433)	(47.8)	
Total Receipts	\$ 0.188	\$ (1.152)	\$ (1.340)	*	\$ 23.139	\$ 21.131	\$ (2.008)	(8.7)	
Expenditures									
<i>Labor:</i>									
Payroll	\$ (7.587)	\$ (2.851)	\$ 4.736	62.4	\$ (21.079)	\$ (16.164)	\$ 4.915	23.3	
Overtime	(1.189)	-	1.189	100.0	(3.072)	(4.381)	(1.309)	(42.6)	
Health and Welfare	0.034	3.802	3.768	*	(4.019)	9.492	13.511	*	
OPEB Current Payment	-	1.216	1.216	-	(1.276)	6.080	7.356	*	
Pensions	0.015	(5.762)	(5.777)	*	(3.986)	(2.214)	1.772	44.5	
Other Fringe Benefits	0.014	(1.368)	(1.382)	*	(2.512)	(4.602)	(2.090)	(83.2)	
GASB Account	(0.599)	-	0.599	100.0	(3.594)	-	3.594	100.0	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
Total Labor Expenditures	\$ (9.312)	\$ (4.964)	\$ 4.348	46.7	\$ (39.538)	\$ (11.789)	\$ 27.749	70.2	
<i>Non-Labor:</i>									
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ (0.097)	\$ (0.008)	\$ (0.105)	*	
Fuel for Buses and Trains	-	2.608	2.608	-	(3.186)	4.966	8.152	*	
Insurance	-	0.134	0.134	-	(1.433)	0.245	1.678	*	
Claims	0.334	1.765	1.431	*	(0.163)	(1.183)	(1.020)	*	
Maintenance and Other Operating Contracts	-	0.388	0.388	-	(2.057)	(1.252)	0.805	39.1	
Professional Service Contracts	-	0.190	0.190	-	(1.329)	1.664	2.993	*	
Materials & Supplies	(0.001)	0.179	0.180	*	(2.520)	(4.008)	(1.488)	(59.0)	
Other Business Expenditures	-	(0.008)	(0.008)	*	(0.346)	0.317	0.663	*	
Total Non-Labor Expenditures	\$ 0.333	\$ 5.256	\$ 4.923	*	\$ (11.131)	\$ 0.742	\$ 11.879	*	
Other Expenditure Adjustments:									
Other	-	-	-	-	-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Gap Closing Expenditures:									
Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-	
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-	
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ (8.979)	\$ 0.292	\$ 9.271	*	\$ (50.669)	\$ (11.048)	\$ 39.427	77.8	
Depreciation Adjustment	3.520	4.181	0.661	18.8	17.600	20.555	2.955	16.8	
Other Post Employment Benefits	4.691	4.618	(0.073)	(1.6)	23.455	23.090	(0.365)	(1.6)	
Environmental Remediation	-	-	-	-	-	1.649	1.649	*	
Total Expenses/Expenditures	\$ (0.768)	\$ 9.091	\$ 9.859	*	\$ (9.614)	\$ 34.246	\$ 43.866	*	
Total Cash Conversion Adjustments	\$ (0.580)	\$ 7.939	\$ 8.519	*	\$ 13.525	\$ 55.377	\$ 41.650	*	

NOTE: Totals may not add due to rounding

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

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

4.42

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

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

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

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

4.44

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

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

4.45

Totals may not add due to rounding.

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

* Exceeds 100%

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

4.46

	May			May Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	9,565 17.6%	\$0.3 15.1%	Conversion of Extras into Regular runs, resulting in an increase in regular and decrease in schedule overtime.	50,149 18.9%	\$2.3 20.9%	Conversion of Extras into Regular runs, resulting in an increase in regular and decrease in schedule overtime.
<u>Unscheduled Service</u>	(3,191) -32.2%	(\$0.1) -74.9%	Metro North Derailment Shuttle service support.	(5,501) -26.0%	(\$0.2) -20.3%	Metro North Derailment Shuttle service support.
<u>Programmatic/Routine Maintenance</u>	(7,901) -52.3%	(\$0.4) -54.3%	Maintenance work for accelerated completion of defects found on scheduled inspections.	(20,378) -26.7%	(\$0.9) -26.7%	Maintenance work for accelerated completion of defects found on scheduled inspections.
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(7,630) -58.2%	(\$0.3) -49.4%	Vacancy and Absentee Coverage for Supervisors.	(21,060) -34.5%	(\$0.6) -22.7%	Vacancy and Absentee Coverage for Supervisors.
<u>Weather Emergencies</u>	(3,517) *	(\$0.1) *	Residual effect of Tropical Storm Sandy.	(31,376) *	(\$1.4) *	Residual effect of Tropical Storm Sandy and preparation towards February 8th to 11th Winter Storm.
<u>Safety/Security/Law Enforcement</u>	178 76.9%	\$0.0 79.6%		795 76.3%	\$0.0 79.0%	
<u>Other</u>	(412) *	(\$0.0) *		(3,375) *	(\$0.1) *	
Subtotal	(12,908) -14.6%	(\$0.6) -15.2%		(30,745) -7.2%	(\$0.8) -4.4%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(12,908)	(\$0.6)		(30,745)	(\$0.8)	



FINANCIAL AND RIDERSHIP REPORT

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

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

*Excludes Subsidies and Debt Service

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

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

Nonreimbursable expenses before depreciation and OPEB in April exceeded budget by \$5.2 million (1.0 percent). Labor expenses underran by \$3.8 million (1.0 percent), due mainly to health & welfare/OPEB current expense underruns, primarily from lower rates than anticipated. Overtime expenses exceeded budget, primarily due to continued Sandy-related work and additional vacancy coverage requirements. Non-labor expenses overran budget by \$9.0 million (6.2 percent), mostly attributable to the unfavorable timing of professional service and maintenance contract expenses, partly offset by paratransit service contract underruns. Year-to-date, nonreimbursable expenses were less than budget by \$37.5 million (1.8 percent). Labor expenses were below budget by \$15.8 million (1.1 percent), again due mostly to health & welfare/OPEB current expense underruns, caused mostly by lower rates, partly offset by higher overtime expenses, represented mainly by the impact of adverse weather, continued Sandy-related work, the unfavorable timing of expenses from 2012 and additional vacancy coverage/maintenance requirements. Non-labor expenses were below budget by \$21.7 million (3.8 percent), including underruns in paratransit service contracts, electric power and fuel, and the favorable timing of maintenance contract and other business expenses. Professional service contract expenses were unfavorable, also due to timing.

The net cash deficit for April year-to-date was \$1,059.2 million, unfavorable to budget by \$290.1 million (37.7 percent), due mostly to the acceleration of NYCERS pension payments in order to reduce interest costs, and the unfavorable timing of reimbursements.

FINANCIAL RESULTS

Farebox Revenue

April 2013 Farebox Revenue - (\$ in millions)

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

Note: Totals may not add due to rounding.

- NYCT subway and bus revenue were above budget, due in part to higher-than-expected bus ridership.
- For the year-to-date, overruns in March and April mostly offset the revenue loss caused by the February 8-9 snowstorm.
- Paratransit revenue continued to underrun the budget, due in part to initiatives that diverted riders to more efficient modes.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2012	Prelim.	Change		2012	Prelim.	Change	
		2013	Amount	Percent		2013	Amount	Percent
Subway	1.706	1.856	0.150	8.8%	1.372	1.488	0.116	8.4%
Local Bus	1.358	1.475	0.116	8.6%	1.372	1.488	0.116	8.4%
Subway & Local Bus	1.611	1.753	0.141	8.8%	1.372	1.488	0.116	8.4%
Express Bus	4.557	5.001	0.444	9.7%	4.538	4.942	0.404	8.9%
Total	1.627	1.770	0.143	8.8%	1.654	1.786	0.131	7.9%

- The increases in average fares were mostly due to the March 3, 2013 fare increase.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the April average fare of \$1.15 in 2013 was 23¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

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

Nonreimbursable Expenses

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

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

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

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

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

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

Net Cash Deficit

The net cash deficit for April year-to-date was \$1,059.2 million, unfavorable to budget by \$290.1 million (37.7 percent), due mostly to the acceleration of NYCERS pension payments in order to reduce interest costs, and the unfavorable timing of NYC paratransit expense reimbursements and capital reimbursements.

Inventory (see Inventory Note following)

Inventory at the end of April was \$194.4 million, \$11.1 million (6.1 percent) higher than the December 2012 balance of \$183.3 million, due largely to buildups in support of subway car equipment, track replacement and bus maintenance requirements.

Incumbents

There were 45,165 full-time paid incumbents at the end of April, a decrease of 32 from March, and an increase of 35 from December 2012 (excluding 199 temporary December active incumbents).

RIDERSHIP RESULTS

April 2013 Ridership vs. Budget - (millions)

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

Notes: Totals may not add due to rounding.

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

April Average Weekday and Weekend Ridership vs. Prior Year

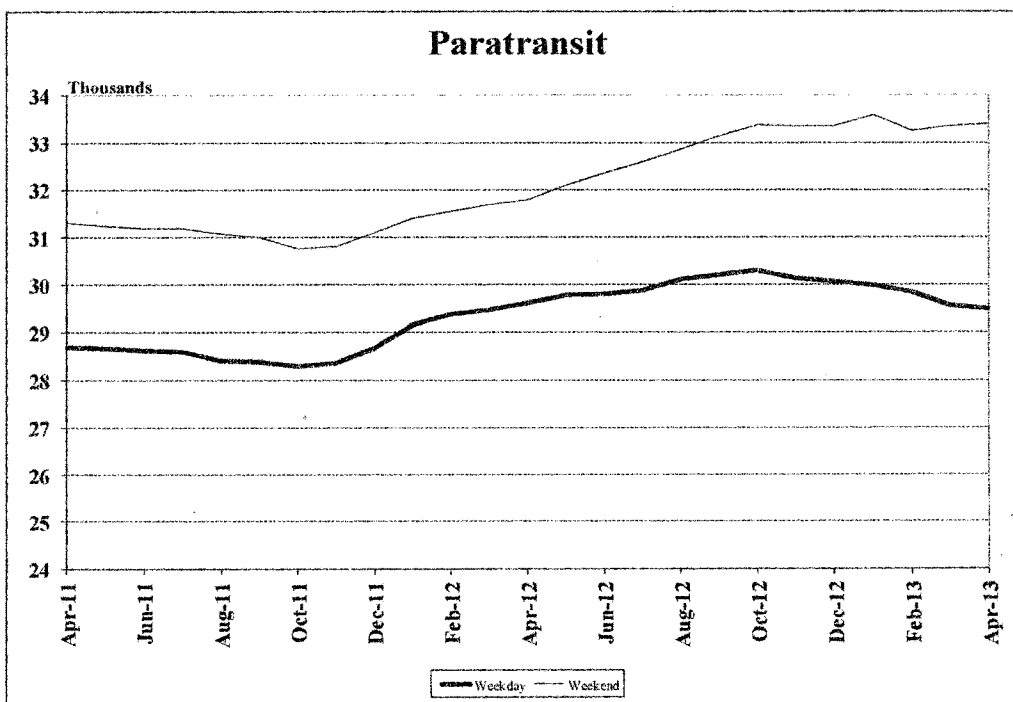
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2012	2013	Amount	Percent	2012	2013	Amount	Percent
Subway	5,428	5,590	+162	+3.0%	5,671	5,986	+315	+5.6%
NYCT Local Bus	2,147	2,231	+84	+3.9%	2,308	2,437	+129	+5.6%
NYCT Express Bus	44	45	+0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

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

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

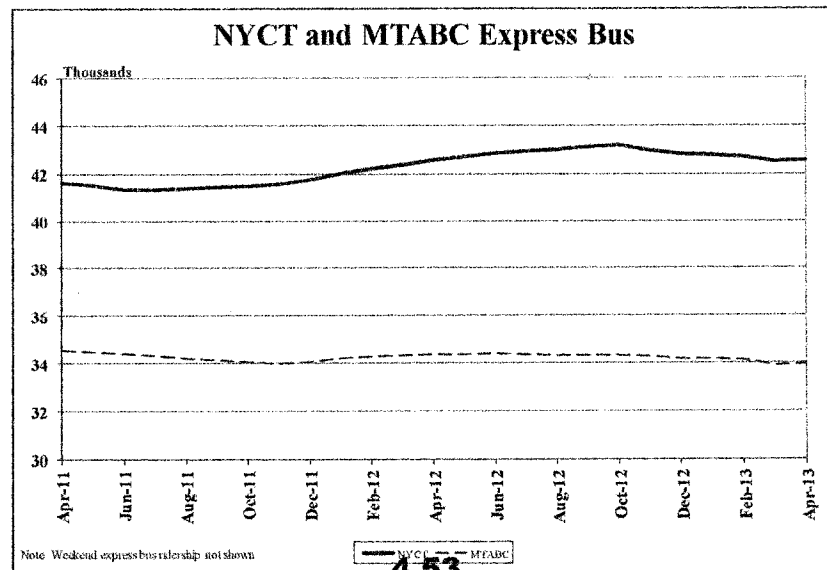
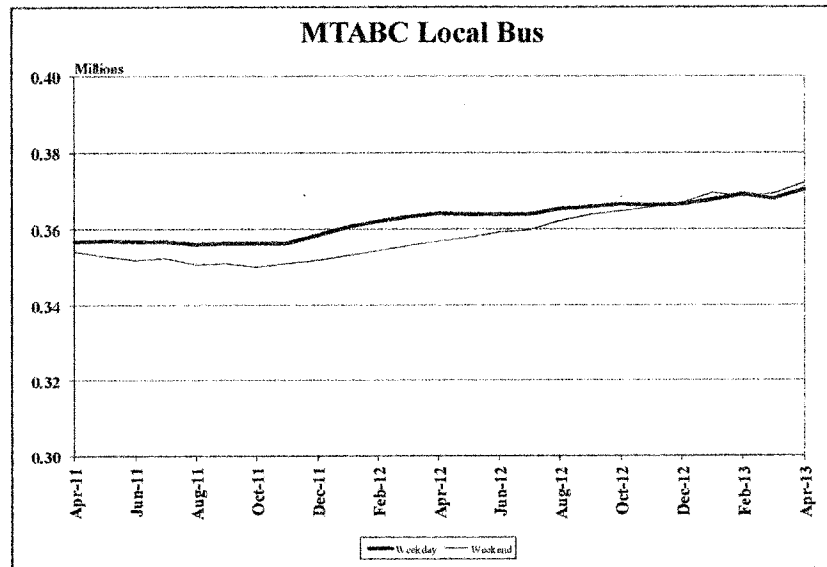
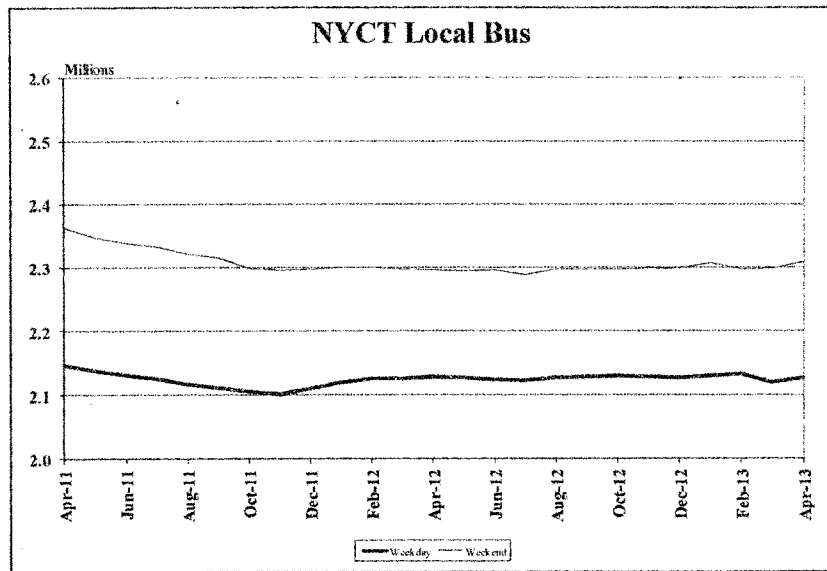
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

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

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

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Apr-12	Preliminary Apr-13	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,428	5,590	+3.0%	+1.1%
NYCT Local Bus	2,147	2,233	+4.0%	+0.0%
NYCT Express Bus	44	45	+1.1%	-0.0%
NYCT Paratransit	31	30	-2.5%	-0.3%
Staten Island Railway	16	16	-1.8%	-4.8%
MTA Local Bus	365	393	+7.6%	+1.7%
MTA Express Bus	35	35	-0.0%	-1.3%
Long Island Rail Road	286	281	-1.8%	-0.8%
Metro-North Railroad	280	279	-0.3%	-0.9%
Staten Island Ferry	68	62	-7.9%	-38.6%
PATH	261	249	-4.6%	-10.0%
<u>Average Weekend</u>				
NYCT Subway	5,671	5,985	+5.5%	+3.0%
NYCT Local Bus	2,308	2,437	+5.6%	+0.6%
NYCT Express Bus	10	13	+24.3%	+17.0%
NYCT Paratransit	34	35	+1.9%	+5.1%
Staten Island Railway	7	6	-20.8%	-11.8%
MTA Local Bus	360	393	+9.2%	+4.3%
MTA Express Bus	14	15	+1.9%	-0.3%
Long Island Rail Road	187	177	-5.6%	+0.3%
Metro-North Railroad	213	207	-2.6%	+0.2%
Staten Island Ferry	92	86	-6.6%	-37.0%
PATH	221	211	-4.2%	-10.4%

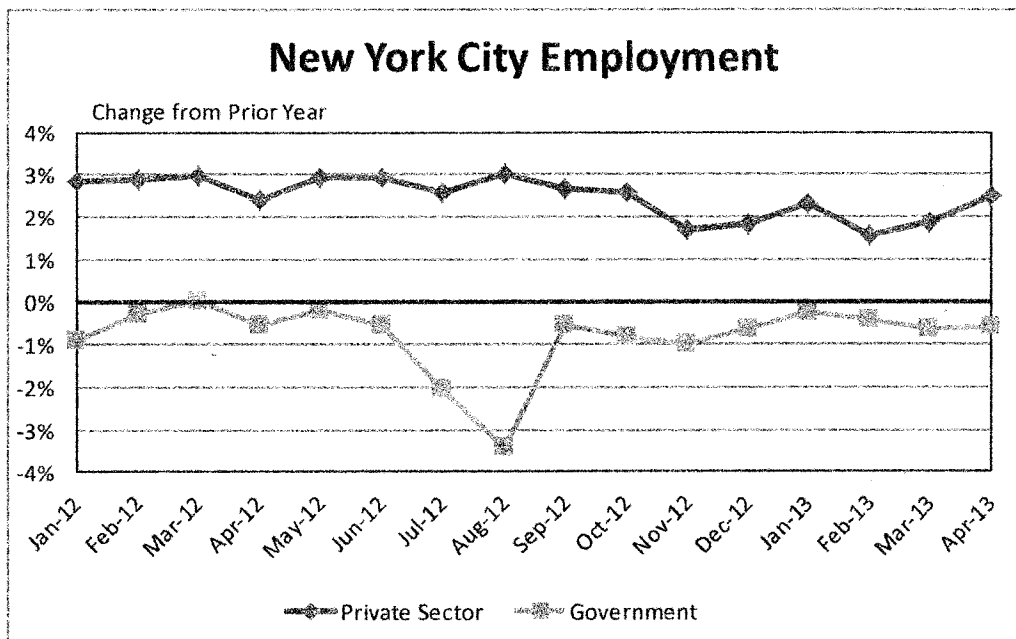
MTA Bridges and Tunnels (thousands)				
Average Weekday	809	802	-0.8%	-2.0%
Average Weekend	1,483	1,499	+1.1%	-0.0%

Note: Percentages are based on unrounded data.

Economy

From April 2012 to April 2013, New York City employment increased 2.0 percent (78,900 jobs). Private sector employment increased 2.5 percent (82,100 jobs) and government employment decreased 0.6 percent (3,200 jobs). The sub-sector with the largest absolute and percentage increases was professional/business services (up 30,200 jobs or 5.0 percent). The sub-sector with the largest absolute decrease was financial services (down 4,400 jobs or 1.0 percent) and the sub-sector with the largest percentage decrease was manufacturing (down 1.8 percent or 1,400 jobs).

As shown in the chart below, private sector employment grew year-over-year in every month since January 2012, while government employment declined over the same period. Although private sector growth appeared to be slowing in late 2012 and early 2013, growth has rebounded over the past two months, closer to the levels seen in early 2012.



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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$256,131	\$257,692	\$1,561	0.6	\$0,000	\$0,000	\$0,000	-	\$256,131	\$257,692	\$1,561	0.6
Bus	79,467	81,704	2,237	2.8	0,000	0,000	0,000	-	79,467	81,704	2,237	2.8
Paratransit	1,542	1,401	(0,141)	(9.1)	0,000	0,000	0,000	-	1,542	1,401	(0,141)	(9.1)
Fare Media Liability	4,352	4,352	0,000	0.0	0,000	0,000	0,000	-	4,352	4,352	0,000	0.0
Total Farebox Revenue	341,492	345,149	3,657	1.1	0,000	0,000	0,000	-	341,492	345,149	3,657	1.1
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue:												
Fare Reimbursement	8,811	8,811	0,000	0.0	0,000	0,000	0,000	-	8,811	8,811	0,000	0.0
Paratransit Reimbursement	13,042	12,379	(0,663)	(5.1)	0,000	0,000	0,000	-	13,042	12,379	(0,663)	(5.1)
Other	11,688	12,307	0,619	5.3	0,000	0,000	0,000	-	11,688	12,307	0,619	5.3
Total Other Operating Revenue	33,541	33,497	(0,044)	(0.1)	0,000	0,000	0,000	-	33,541	33,497	(0,044)	(0.1)
Capital and Other Reimbursements	0,000	0,000	0,000	-	70,595	76,186	5,591	7.9	70,595	76,186	5,591	7.9
Total Revenue	\$375,033	\$378,646	\$3,613	1.0	\$70,595	\$76,186	\$5,591	7.9	\$445,628	\$454,832	\$9,204	2.1
Expenses												
Labor:												
Payroll	234,332	235,538	(1,146)	(0.5)	30,109	28,950	3,159	10.5	264,501	262,489	2,013	0.8
Overtime	25,542	29,225	(3,683)	(14.4)	5,239	11,061	(5,822)	(111.1)	30,781	40,286	(9,505)	(30.9)
Total Salaries & Wages	259,934	264,763	(4,829)	(1.9)	35,348	38,011	(2,663)	(7.5)	295,282	302,774	(7,492)	(2.5)
Health and Welfare	54,854	54,586	0,268	0.5	2,111	2,063	0,048	2.3	56,965	56,649	0,316	0.6
OPEB Current Payment	28,917	21,234	7,683	26.6	0,000	0,000	0,000	-	28,917	21,234	7,683	26.6
Pensions	21,029	21,048	(0,019)	(0.1)	0,112	0,069	0,043	38.4	21,141	21,117	0,024	0.1
Other Fringe Benefits	23,843	25,366	(1,525)	(6.4)	8,278	8,579	0,699	7.5	33,121	33,947	(0,826)	(2.5)
Total Fringe Benefits	128,643	122,236	6,407	5.0	11,501	10,711	0,790	6.9	140,144	132,947	7,197	5.1
Reimbursable Overhead	(16,442)	(17,651)	2,209	14.3	16,442	17,651	(2,209)	(14.3)	0,000	0,000	0,000	-
Total Labor Expenses	\$373,135	\$369,348	\$3,787	1.0	\$62,291	\$66,373	(\$4,082)	(6.6)	\$435,426	\$435,721	(\$0,295)	(0.1)
Non-Labor:												
Electric Power	27,986	27,656	0,330	1.2	0,021	0,048	(0,027)	(128.6)	28,007	27,704	0,303	1.1
Fuel	16,328	15,992	0,336	2.1	0,002	0,001	0,001	50.0	16,330	15,993	0,337	2.1
Insurance	5,102	4,592	0,510	10.0	0,000	0,000	0,000	-	5,102	4,592	0,510	10.0
Claims	7,441	7,441	0,000	0.0	0,000	0,000	0,000	-	7,441	7,441	0,000	0.0
Paratransit Service Contracts	34,585	32,874	1,711	4.9	0,000	0,000	0,000	-	34,585	32,874	1,711	4.9
Mtce. and Other Operating Contracts	15,334	18,910	(3,576)	(23.3)	1,711	2,531	(0,820)	(47.9)	17,045	21,441	(4,396)	(25.8)
Professional Service Contracts	8,341	16,845	(7,504)	(80.3)	1,763	2,040	(0,287)	(16.4)	11,094	18,885	(7,791)	(70.2)
Materials & Supplies	23,319	23,760	(0,441)	(1.9)	4,524	4,953	(0,429)	(9.5)	27,843	28,713	(0,870)	(3.1)
Other Business Expenses	5,419	5,736	(0,317)	(5.8)	0,293	0,240	0,053	18.1	5,712	5,976	(0,264)	(4.6)
Total Non-Labor Expenses	\$144,855	\$153,806	(\$8,951)	(6.2)	\$8,304	\$9,813	(\$1,509)	(18.2)	\$153,159	\$163,619	(\$10,460)	(6.8)
Other Expense Adjustments:												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$517,990	\$523,154	(\$5,164)	(1.0)	\$70,595	\$76,186	(\$5,591)	(7.9)	\$588,585	\$599,340	(\$10,755)	(1.8)
Depreciation	121,000	118,105	2,895	2.4	0,000	0,000	0,000	-	121,000	118,105	2,895	2.4
OPEB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$638,990	\$641,259	(\$2,269)	(0.4)	\$70,595	\$76,186	(\$5,591)	(7.9)	\$709,585	\$717,445	(\$7,860)	(1.1)
Net Surplus/(Deficit)	(\$263,957)	(\$262,613)	\$1,344	0.5	\$0,000	\$0,000	\$0,000	-	(\$263,957)	(\$262,613)	\$1,344	0.5

NOTE: Totals may not add due to rounding.

Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$945,998	\$942,421	(\$3,577)	(0.4)	\$0,000	\$0,000	\$0,000	-	\$945,998	\$942,421	(\$3,577)	(0.4)
Bus	294,039	297,849	3,810	1.3	0,000	0,000	0,000	-	294,039	297,849	3,810	1.3
Paratransit	5,825	5,000	(0,825)	(14.2)	0,000	0,000	0,000	-	5,825	5,000	(0,825)	(14.2)
Fare Media Liability	17,408	17,408	0,000	0.0	0,000	0,000	0,000	-	17,408	17,408	0,000	0.0
Total Farebox Revenue	1,263,270	1,262,678	(0,592)	(0.0)	0,000	0,000	0,000	-	1,263,270	1,262,678	(0,592)	(0.0)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue:												
Fare Reimbursement	32,756	32,757	0,001	0.0	0,000	0,000	0,000	-	32,756	32,757	0,001	0.0
Paratransit Reimbursement	52,169	55,056	2,888	5.5	0,000	0,000	0,000	-	52,169	55,056	2,888	5.5
Other	42,516	44,443	1,927	4.5	0,000	0,000	0,000	-	42,516	44,443	1,927	4.5
Total Other Operating Revenue	127,440	132,256	4,816	3.8	0,000	0,000	0,000	-	127,440	132,256	4,816	3.8
Capital and Other Reimbursements	0,000	0,000	0,000	-	274,207	282,984	8,777	3.2	274,207	282,984	8,777	3.2
Total Revenue	\$1,390,710	\$1,394,934	\$4,224	0.3	\$274,207	\$282,984	\$8,777	3.2	\$1,664,917	\$1,677,918	\$13,001	0.8
Expenses												
Labor:												
Payroll	944,999	943,439	1,560	0.2	118,532	106,756	11,776	9.9	1,063,531	1,050,195	13,336	1.3
Overtime	100,545	124,954	(24,409)	(24.3)	20,992	32,483	(11,491)	(54.7)	121,537	157,437	(35,900)	(29.5)
Total Salaries & Wages	1,045,544	1,068,393	(22,849)	(2.2)	139,524	139,239	0,285	0.2	1,185,068	1,207,632	(22,564)	(1.9)
Health and Welfare	219,722	202,889	16,833	7.7	8,499	7,727	0,772	9.1	228,221	210,616	17,605	7.7
OPEB Current Payment	115,830	93,798	22,032	19.0	0,000	0,000	0,000	-	115,830	93,798	22,032	19.0
Pensions	84,115	84,165	(0,050)	(0.1)	0,450	0,284	0,166	36.9	84,565	84,449	0,116	0.1
Other Fringe Benefits	96,254	100,553	(4,299)	(4.5)	36,556	34,558	1,998	5.5	132,810	135,111	(2,301)	(1.7)
Total Fringe Benefits	515,921	481,405	34,516	6.7	45,505	42,569	2,936	6.5	561,426	523,974	37,452	6.7
Reimbursable Overhead	(61,186)	(65,290)	4,104	6.7	8,186	65,290	(4,104)	(6.7)	0,000	0,000	0,000	-
Total Labor Expenses	\$1,500,279	\$1,484,508	\$15,771	1.1	\$246,215	\$247,098	(\$0,883)	(0.4)	\$1,746,494	\$1,731,606	\$14,888	0.9
Non-Labor:												
Electric Power	114,482	109,203	5,279	4.6	0,085	0,089	(0,004)	(4.7)	114,567	109,292	5,275	4.6
Fuel	61,604	58,710	2,894	4.7	0,008	0,006	0,002	25.0	61,612	58,716	2,896	4.7
Insurance	19,304	18,183	1,121	5.8	0,000	0,000	0,000	-	19,304	18,183	1,121	5.8
Claims	29,764	29,764	0,000	0.0	0,000	0,000	0,000	-	29,764	29,764	0,000	0.0
Paratransit Service Contracts	136,654	122,326	14,328	10.5	0,000	0,000	0,000	-	136,654	122,326	14,328	10.5
Mtce. and Other Operating Contracts	55,185	48,983	6,222	11.3	6,996	13,633	(6,637)	(94.9)	62,181	62,596	(0,415)	(0.7)
Professional Service Contracts	34,090	46,676	(12,586)	(36.9)	4,331	5,529	(1,198)	(27.7)	38,421	52,205	(13,784)	(35.9)
Materials & Supplies	92,033	90,559	1,474	1.6	17,391	15,923	1,468	8.4	109,424	106,482	2,942	2.7
Other Business Expenses	23,311	20,329	2,982	12.8	(0,818)	0,706	(1,525)	(186.2)	22,492	21,035	1,457	6.5
Total Non-Labor Expenses	\$566,427	\$544,713	\$21,714	3.8	\$27,992	\$35,886	(\$7,894)	(28.2)	\$594,419	\$580,599	\$13,820	2.3
Other Expense Adjustments:												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$2,066,706	\$2,029,221	\$37,485	1.8	\$274,207	\$282,984	(\$8,777)	(3.2)	\$2,340,913	\$2,312,205	\$28,708	1.2
Depreciation	472,000	467,161	4,839	1.0	0,000	0,000	0,000	-	472,000	467,161	4,839	1.0
OPEB Account	351,333	349,669	1,664	0.5	0,000	0,000	0,000	-	351,333	349,669	1,664	0.5
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$2,890,039	\$2,846,051	\$43,988	1.5	\$274,207	\$282,984	(\$8,777)	(3.2)	\$3,164,246	\$3,129,035	\$35,211	1.1
Net Surplus/(Deficit)	(\$1,499,329)	(\$1,451,117)	\$48,212	3.2	\$0,000	\$0,000	\$0,000	-	(\$1,499,329)	(\$1,451,117)	\$48,212	3.2

NOTE: Totals may not add due to rounding.

4.57

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

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

4.58

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

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

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$347,583	\$351,238	\$3,645	1.0	\$1,273,406	\$1,297,066	\$23,660	1.9
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	6,312	0,000	(6,312)	(100.0)	6,312	15,000	8,688	137.6
Paratransit Reimbursement	2,399	3,812	1,413	58.9	52,096	15,042	(37,054)	(71.1)
Other	3,382	3,774	0,392	11.6	9,292	10,734	1,442	15.5
Total Other Operating Revenue	12,093	7,586	(4,507)	(37.3)	67,700	40,776	(26,924)	(39.8)
Capital and Other Reimbursements	70,595	49,455	(21,140)	(29.9)	274,207	202,681	(71,526)	(26.1)
Total Receipts	\$430,281	\$408,279	(\$22,002)	(5.1)	\$1,615,313	\$1,540,523	(\$74,790)	(4.6)
Expenditures								
Labor:								
Payroll	246,036	238,974	7,062	2.9	1,101,241	1,083,780	17,461	1.6
Overtime	28,711	35,655	(6,944)	(24.2)	125,764	155,569	(29,804)	(23.7)
Total Salaries & Wages	274,747	274,629	0,118	0.0	1,227,005	1,239,348	(12,343)	(1.0)
Health and Welfare	56,965	47,828	9,137	16.0	228,221	245,223	(17,002)	(7.4)
OPFB Current Payment	28,917	21,234	7,683	26.6	115,830	93,798	22,032	19.0
Pensions	21,141	21,109	0,032	0.2	84,565	281,747	(197,182)	(233.2)
Other Fringe Benefits	28,505	30,757	(2,252)	(7.9)	123,705	122,911	0,794	0.6
Total Fringe Benefits	135,528	120,928	14,600	10.8	552,321	743,679	(191,358)	(34.6)
GASB Account	3,834	2,692	1,142	29.8	17,255	12,174	5,081	29.4
Reimbursable Overhead	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Labor Expenditures	\$414,109	\$398,249	\$15,860	3.8	\$1,796,581	\$1,995,201	(\$198,620)	(11.1)
Non-Labor:								
Electric Power	28,007	26,410	1,597	5.7	114,598	104,123	10,445	9.1
Fuel	16,329	17,720	(1,391)	(8.5)	61,911	66,291	(4,680)	(7.6)
Insurance	0,000	5,841	(5,841)	-	13,382	8,321	5,061	37.8
Claims	6,754	12,185	(5,431)	(80.4)	27,016	26,788	0,228	0.8
Paratransit Service Contracts	34,419	27,589	6,830	19.8	135,988	122,754	13,234	9.7
Misc. and Other Operating Contracts	17,045	20,967	(3,922)	(23.0)	62,181	71,709	(9,528)	(15.3)
Professional Service Contracts	11,094	25,626	(14,532)	(131.0)	38,171	60,268	(24,097)	(66.6)
Materials & Supplies	29,093	30,617	(1,524)	(5.2)	114,423	123,312	(8,889)	(7.8)
Other Business Expenditures	5,712	5,486	0,226	4.0	22,494	20,973	1,521	6.8
Total Non-Labor Expenditures	\$148,453	\$172,441	(\$23,988)	(16.2)	\$587,834	\$604,539	(\$16,705)	(2.8)
Other Expenditure Adjustments:								
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Expenditure Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenditures	\$562,562	\$570,690	(\$8,128)	(1.4)	\$2,384,415	\$2,599,740	(\$215,325)	(9.0)
Net Surplus/(Deficit)	(\$132,281)	(\$162,411)	(\$30,130)	(22.8)	(\$768,102)	(\$1,059,217)	(\$290,115)	(37.7)

NOTE: Totals may not add due to rounding.

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts				23.7	1.9	Primarily due to the favorable timing of the counting and depositing of receipts
Other Operating Receipts	(4.5)	(37.3)	Mainly the unfavorable timing of student fare reimbursements	(26.9)	(39.8)	Mostly due to the unfavorable timing of NYC reimbursements that partially fund paratransit expenses, partly offset by the favorable timing of NYC student fare reimbursements planned for December 2012 but received in January 2013
Capital and Other Reimbursements	(21.1)	(29.9)	Mostly due to the unfavorable timing of reimbursements	(71.5)	(26.1)	Mostly due to the unfavorable timing of reimbursements
Health & Welfare (including OPEB current payment)	16.8	19.8	Lower rates and the favorable timing of payments			
Pensions				(197.2)	over (100.0)	The unfavorable timing of NYCERS payments
Other Fringe Benefits	(2.3)	(7.9)	Mostly the unfavorable timing of payments			
GASB Account	1.1	29.8	The favorable timing of payments	5.1	29.4	The favorable timing of payments
Electric Power	1.6	5.7	Primarily the favorable timing of payments	10.4	9.1	Mostly the favorable timing of payments and lower prices
Fuel	(1.4)	(8.5)	The unfavorable timing of payments	(4.7)	(7.6)	Mostly the unfavorable timing of payments and higher prices, partly offset by lower consumption and the favorable timing of heating fuel expenses
Insurance	(5.8)	n/a	The unfavorable timing of payments	5.1	37.8	The favorable timing of payments
Claims	(5.4)	(80.4)	The unfavorable timing of claims payouts			
Paratransit Service Contracts	6.8	19.8	Mainly the favorable timing of payments	13.2	9.7	Mostly due to lower completed trips and reduced call center activity and vehicle rehabs, and the favorable timing of expenses
Maintenance Contracts	(3.9)	(23.0)	Primarily the unfavorable timing of auto purchases, tires and tube expenses, and building-related expenses	(9.5)	(15.3)	Mostly the unfavorable timing of payments
Professional Service Contracts	(14.5)	over (100.0)	Mostly the unfavorable timing of bond service and several professional services and office-related account expenses, and the unfavorable timing of payments	(24.1)	(66.6)	Mostly the unfavorable timing of bond service, IT hardware and several professional services and office-related account expenses, and the unfavorable timing of payments
Materials & Supplies	(1.5)	(5.2)	Mainly the unfavorable timing of payments	(8.9)	(7.8)	Mainly the unfavorable timing of payments
Other Business Expenses	0.2	4.0	Due mainly to underruns in MVM debit/credit card charges and stationery expenses	1.5	6.8	Due mainly to underruns in MVM debit/credit card charges and stationery expenses

4.61

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$6.101	\$6.089	(\$0.012)	(0.2)	\$10.136	\$34.388	\$24.252	239.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(2.499)	(8.811)	(6.312)	(252.6)	(26.444)	(17.757)	8.687	32.9
Paratransit Reimbursement	(10.643)	(8.567)	2.076	19.5	(0.072)	(40.014)	(39.942)	-
Other	(8.306)	(8.533)	(0.227)	(2.7)	(33.224)	(33.709)	(0.485)	(1.5)
Total Other Operating Revenue	(21.448)	(25.911)	(4.463)	(20.8)	(59.740)	(91.480)	(31.740)	(53.1)
Capital and Other Reimbursements	0.000	(26.731)	(26.731)	-	0.000	(80.303)	(80.303)	-
Total Receipts	(\$16.347)	(\$46.553)	(\$31.206)	(203.3)	(\$49.604)	(\$137.395)	(\$87.791)	(177.0)
Expenditures								
Labor:								
Payroll	18.465	23.514	5.049	27.3	(37.710)	(33.585)	4.125	10.9
Overtime	2.070	4.631	2.561	123.7	(4.227)	1.869	6.096	144.2
Total Salaries & Wages	20.535	28.145	7.610	37.1	(41.937)	(31.716)	10.221	24.4
Health and Welfare	0.000	8.821	8.821	-	0.000	(34.607)	(34.607)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	0.008	0.008	-	0.000	(197.298)	(197.298)	-
Other Fringe Benefits	4.616	3.190	(1.426)	(30.9)	9.105	12.200	3.095	34.0
Total Fringe Benefits	4.616	12.019	7.403	160.4	9.105	(219.705)	(228.810)	-
GASB Account	(3.834)	(2.692)	1.142	29.8	(17.255)	(12.174)	5.081	29.4
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$21.317	\$37.472	\$16.155	75.8	(\$50.087)	(\$263.595)	(\$213.508)	(426.3)
Non-Labor:								
Electric Power	0.000	1.294	1.294	-	(0.001)	5.169	5.170	-
Fuel	0.001	(1.727)	(1.728)	-	0.001	(7.575)	(7.576)	-
Insurance	5.102	(1.249)	(6.351)	(124.5)	5.922	9.862	3.940	66.5
Claims	0.687	(4.744)	(5.431)	(790.5)	2.748	2.976	0.228	8.3
Paratransit Service Contracts	0.166	5.285	5.119	-	0.666	(0.428)	(1.094)	(164.3)
Mtce. and Other Operating Contracts	0.000	0.474	0.474	-	0.000	(9.113)	(9.113)	-
Professional Service Contracts	0.000	(6.741)	(6.741)	-	2.250	(8.063)	(10.313)	(458.4)
Materials & Supplies	(1.250)	(1.904)	(0.654)	(52.3)	(4.999)	(16.830)	(11.831)	(236.7)
Other Business Expenses	0.000	0.490	0.490	-	(0.002)	0.062	0.064	-
Total Non-Labor Expenditures	\$4.706	(\$8.822)	(\$13.528)	(287.5)	\$6.585	(\$23.940)	(\$30.525)	(463.6)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	\$26.023	\$28.650	\$2.627	10.1	(\$43.502)	(\$287.535)	(\$244.033)	(561.0)
Depreciation	121.000	118.105	(2.895)	(2.4)	472.000	467.161	(4.839)	(1.0)
OPEB Account	0.000	0.000	0.000	-	351.333	349.669	(1.664)	(0.5)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$147.023	\$146.755	(\$0.268)	(0.2)	\$779.831	\$529.295	(\$250.536)	(32.1)
Total Cash Conversion Adjustments	\$131.676	\$100.202	(\$31.474)	(23.9)	\$730.227	\$391.900	(\$338.327)	(46.3)

NOTE: Totals may not add due to rounding.

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

	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Office of the President	44	37	7	
Law	265	256	9	
Office of the EVP	39	36	3	
Human Resources	221	249	(28)	
Office of Management and Budget	39	35	4	
Capital Planning & Budget	31	31	0	
Corporate Communications	249	238	11	
Technology & Information Services	444	437	7	
Non-Departmental	84	-	84	TWU Apprentice Program-none appointed currently
Labor Relations	96	87	9	
Materiel	234	234	0	
Controller	133	138	(5)	
Total Administration	1,879	1,778	101	
Operations				
Subways Rapid Transit Operations	7,362	7,209	153	Mostly Train Operators, Conductors & Supervisor Pos.
Subways Operations Support	318	327	(9)	
Subways Stations	2,635	2,599	36	
Sub-total Subways	10,315	10,135	180	
Buses	10,394	10,492	(98)	Actuals include Training/Safety, Budget in Bus Maint.(a)
Paratransit	170	195	(25)	
Operations Planning	393	379	14	
Revenue Control	457	433	24	
Total Operations	21,729	21,634	95	
Maintenance				
Subways Operations Support	204	201	3	
Subways Engineering	311	295	16	
Subways Car Equipment	4,183	4,175	8	
Subways Infrastructure	1,334	1,322	12	
Subways Elevator & Escalators	377	342	35	
Subways Stations	3,499	3,458	41	
Subways Track	2,730	2,648	82	Track Workers, Equipment Maintainers, Supervisor Pos.
Subways Power	607	596	11	
Subways Signals	1,392	1,394	(2)	
Subways Electronic Maintenance	1,403	1,350	53	Mainly Comp. Prog Spec, Electronic Equip/Tel. Mtr. Pos.
Sub-total Subways	16,040	15,781	259	
Buses	3,734	3,670	64	Budget Includes Training/Safety,charged to Oper Bus(a)
Revenue Control	137	137	0	
Supply Logistics	556	557	(1)	
System Safety	88	85	3	
Total Maintenance	20,555	20,230	325	
Engineering/Capital				
Capital Program Management	1,218	1,181	37	
Total Engineering/Capital	1,218	1,181	37	
Public Safety				
Security	568	548	20	
Total Public Safety	568	548	20	
Total Positions	45,949	45,371	578	
Non-Reimbursable	41,527	41,341	186	
Reimbursable	4,422	4,030	392	
Total Full-Time	45,789	45,165	624	
Total Full-Time Equivalents	160	206	(46)	

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

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

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

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

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

	April						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	341,832	\$10.0	0	\$9.7	0	\$0.3 3.2%	1,334,552	\$39.0	0	\$38.3	0	\$0.7 1.7%
<u>Unscheduled Service</u>	232,714	\$6.9	0	\$5.5	0	\$1.3 19.5%	873,489	\$25.7	0	\$26.6	0	(\$0.9) (3.3%)
Programmatic/Routine Maintenance	232,643	\$7.4	0	\$6.6	0	\$0.9 11.5%	893,712	\$28.5	0	\$31.8	0	(\$3.3) (11.7%)
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0 0.0%	0	\$0.0	0	\$0.0	0	\$0.0 0.0%
<u>Vacancy/Absentee Coverage</u>	10,677	\$0.5	0	\$2.1	0	(\$1.6) *	42,708	\$2.0	0	\$6.1	0	(4.0) *
<u>Weather Emergencies</u>	847	\$0.0	0	\$5.0	0	(\$5.0) *	77,438	\$2.4	0	\$20.7	0	(\$18.3) *
<u>Safety/Security/Law Enforcement</u>	10,289	\$0.3	0	\$0.3	0	(\$0.0) (5.1%)	41,179	\$1.1	0	\$1.1	0	(\$0.0) (3.4%)
<u>Other</u>	12,679	\$0.5	0	\$0.1	0	\$0.4 77.7%	44,436	\$1.9	0	\$0.4	0	\$1.5 79.6%
Subtotal	841,682	\$25.5	0	\$29.2	841,682	(\$3.7) (14.4%)	3,307,514	\$100.5	0	\$125.0	3,307,514	(\$24.4) (24.3%)
REIMBURSABLE OVERTIME	164,379	\$5.2	0	\$11.1	0	(\$5.8) *	659,649	\$21.0	0	\$32.5	0	(\$11.5) (54.7%)
TOTAL OVERTIME	1,006,061	\$30.8	0	\$40.3	841,682	(\$9.5) (30.9%)	3,967,163	\$121.5	0	\$157.4	3,307,514	(\$35.9) (29.5%)

Totals may not add due to rounding. Actual hours not available at this time.
NOTE: Percentages are based on each type of overtime and not on total overtime.
* Exceeds 100%

4.66

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

4.67

	April			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	0	\$0.3 (0.7%)		0	\$0.7 (2.8%)	Primarily due to Impact of Operating more than budgeted service in buses.
<u>Unscheduled Service</u>	0	\$1.3 (36.3%)	Mainly due to favorable retro accrual adjustments.	0	(\$0.9) 0.5%	Primarily due to 2012 timing of Cash-in of "banked" overtime in January and bus traffic delays, diversions, extra bus trips and favorable retro accrual adjustments
<u>Programmatic/Routine Maintenance</u>	0	\$0.9 (23.1%)	Primarily due to favorable retro accrual adjustments.	0	(\$3.3) 13.6%	Unfavorable variance primarily due to 2012 timing of Cash-in of "banked" overtime in January, continued Subways overtime incurred to address maintenance backlog due to Tropical Storm Sandy, and Buses maintenance efforts to improve fleet reliability, reverse negative MDBF trend and favorable retro accrual adjustments
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	0	(\$1.6) 42.4%	Mainly due to vacancy / absentee coverage in train operators, station cleaners, and bus dispatchers.	0	(\$4.0) 16.6%	Mainly due to vacancy / absentee coverage in train operators, station cleaners, and bus dispatchers.
<u>Weather Emergencies</u>	0	(\$5.0) 135.7%	Primarily due to Tropical Storm Sandy continued requirements.	0	(\$18.3) 75.0%	Primarily due to winter snow storms and Tropical Storm Sandy continued requirements
<u>Safety/Security/Law Enforcement</u>	0	(\$0.0) 0.4%		0	(\$0.0) 0.2%	
<u>Other</u>		\$0.4 (10.3%)		0	\$1.5 (6.0%)	
Subtotal	0	(\$3.7) 38.8%		0	(\$24.4) 68.0%	
REIMBURSABLE OVERTIME	0	(\$5.8) 61.2%	Subways Capital Track Program work is concentrated on the weekend to take advantage of track availability and greater than anticipated shuttle services support in buses.	0	(\$11.5) 32.0%	Subways Capital Track Program work is concentrated on the weekend to take advantage of track availability and greater than anticipated shuttle services support in buses.
TOTAL OVERTIME	0	(\$9.5)		0	(\$35.9)	

Totals may not add due to rounding. Actual hours not available at this time.
NOTE: Percentages are based on each type of overtime and not on total overtime.
* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2013 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL AND RIDERSHIP REPORT

April 2013

(All data are preliminary and subject to audit)

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

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

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

Depreciation expenses of \$3.0 million year-to-date were equal to budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$0.8 million of accrued expenses year-to-date, equal to budget.

The **operating cash deficit** (excluding subsidies) year-to-date was \$10.7 million, \$0.9 million (7.8 percent) favorable to budget, due mainly to the favorable timing of several account payments and student fare reimbursements, partly offset by the unfavorable timing of farebox receipt settlements with NYC Transit.

Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	0.511	0.471	(0.040)	(7.8)	-	-	-	-	0.511	0.471	(0.040)	(7.8)
Other Operating Revenue	0.227	0.224	(0.003)	(1.3)	-	-	-	-	0.227	0.224	(0.003)	(1.3)
Capital and Other Reimbursements	-	-	-	-	0.139	0.179	0.040	28.8	0.139	0.179	0.040	28.8
Total Revenue	\$ 0.738	\$ 0.695	\$ (0.043)	(5.8)	\$ 0.139	\$ 0.179	\$ 0.040	28.8	\$ 0.877	\$ 0.874	\$ (0.003)	(0.3)
Expenses												
Labor:												
Payroll	1.417	1.697	(0.280)	(19.8)	0.024	0.053	(0.029)	(120.8)	1.441	1.750	(0.309)	(21.4)
Overtime	0.065	0.302	(0.237)	(364.6)	0.058	0.055	0.003	5.2	0.123	0.357	(0.234)	(190.2)
Total Salaries & Wages	\$ 1.482	\$ 1.999	\$ (0.517)	(34.9)	\$ 0.082	\$ 0.108	\$ (0.026)	(31.7)	\$ 1.564	\$ 2.107	\$ (0.543)	(34.7)
Health and Welfare	0.350	0.345	0.005	1.4	0.043	0.025	0.018	41.9	0.393	0.370	0.023	5.9
OPEB Current Portion	0.063	0.051	0.012	19.0	-	-	-	-	0.063	0.051	0.012	19.0
Pensions	0.483	0.483	\$ -	0.0	0.008	0.028	(0.020)	(250.0)	0.491	0.511	(0.020)	(4.1)
Other Fringe Benefits	0.107	0.105	0.002	1.9	0.006	0.018	(0.012)	(200.0)	0.113	0.123	(0.010)	(8.8)
Total Fringe Benefits	\$ 1.003	\$ 0.984	\$ 0.019	1.9	\$ 0.057	\$ 0.071	\$ (0.014)	(24.6)	\$ 1.060	\$ 1.055	\$ 0.005	0.5
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.485	\$ 2.983	\$ (0.498)	(20.0)	\$ 0.139	\$ 0.179	\$ (0.040)	(28.8)	\$ 2.624	\$ 3.162	\$ (0.538)	(20.5)
Non-Labor:												
Electric Power	0.447	0.294	0.153	34.2	-	-	-	-	0.447	0.294	0.153	34.2
Fuel	0.034	0.032	0.002	5.9	-	-	-	-	0.034	0.032	0.002	5.9
Insurance	0.025	0.021	0.004	16.0	-	-	-	-	0.025	0.021	0.004	16.0
Claims	0.023	0.018	0.005	21.7	-	-	-	-	0.023	0.018	0.005	21.7
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.130	0.120	0.010	7.7	-	-	-	-	0.130	0.120	0.010	7.7
Professional Service Contracts	0.035	0.034	0.001	2.9	-	-	-	-	0.035	0.034	0.001	2.9
Materials & Supplies	0.358	0.353	0.005	1.4	-	-	-	-	0.358	0.353	0.005	1.4
Other Business Expenses	0.001	0.001	-	0.0	-	-	-	-	0.001	0.001	-	0.0
Total Non-Labor Expenses	\$ 1.053	\$ 0.873	\$ 0.180	17.1	\$ -	\$ -	\$ -	-	\$ 1.053	\$ 0.873	\$ 0.180	17.1
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 3.538	\$ 3.856	\$ (0.318)	(9.0)	\$ 0.139	\$ 0.179	\$ (0.040)	(28.8)	\$ 3.677	\$ 4.035	\$ (0.358)	(9.7)
Depreciation	0.750	0.750	-	0.0	-	-	-	-	0.750	0.750	-	0.0
Other Post Employment Benefits	0.191	0.191	-	0.0	-	-	-	-	0.191	0.191	-	0.0
Total Expenses	\$ 4.479	\$ 4.797	\$ (0.318)	(7.1)	\$ 0.139	\$ 0.179	\$ (0.040)	(28.8)	\$ 4.618	\$ 4.976	\$ (0.358)	(7.8)
Net Surplus/(Deficit)	\$ (3.741)	\$ (4.102)	\$ (0.361)	(9.6)	\$ -	\$ -	\$ -	-	\$ (3.741)	\$ (4.102)	\$ (0.361)	(9.6)

4.70

Table 2

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

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

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

Generic Revenue or Expense Category	MONTH	Favorable/ (Unfavorable) Variance		Reason for Variance	YEAR-TO-DATE		Reason for Variance	
		Non Reimb. or Reimb.	\$		%	Favorable/ (Unfavorable) Variance		
						\$		%
Farebox Revenue	Non Reimb.	(0.040)	(7.8)	Due mostly to residual ridership losses from Sandy	(0.222)	(11.7)	Due mostly to residual ridership losses from Sandy and the impact of snowstorms	
Other Operating Revenue	Non Reimb.				0.052	5.9	Mainly higher advertising revenue	
Payroll	Non Reimb.	(0.280)	(19.8)	Mostly timing of expenses	0.186	3.3	Mostly vacancy control savings	
Overtime	Non Reimb.	(0.237)	over (100.0)	Mainly continued Sandy-related requirements	(0.808)	over (100.0)	Mostly the impact of snowstorms, vacancy coverage requirements, continued Sandy-related requirements and the timing of the reclassification of capital project work to reimbursable expense	
Health and Welfare (including OPEB current payment)	Non Reimb.	0.017	4.1	Favorable timing of expenses/lower rates	0.349	21.1	Favorable timing of expenses/lower rates	
Pension	Non Reimb.				0.383	19.8	Favorable timing of expenses	
Electric Power	Non Reimb.	0.153	34.2	Largely lower prices	0.282	15.8	Largely lower prices	
Fuel	Non Reimb.	0.002	5.9	Partly due to lower consumption	0.019	14.0	Partly due to lower consumption	
Insurance	Non Reimb.	0.004	16.0	The favorable timing of interagency payments	0.022	22.0	The favorable timing of interagency payments	
Claims	Non Reimb.	0.005	21.7	Timing of third party claims paid	0.033	35.9	Timing of third party claims paid	
Maintenance Contracts	Non Reimb.	0.010	7.7	Favorable timing of expenses	0.065	13.1	Favorable timing of expenses	
Professional Service Contracts	Non Reimb.				0.025	17.9	Favorable timing of expenses	
Capital and Other Reimbursements	Reimb.	0.040	28.8	Timing of Contractor requirements	0.004	0.7	Timing of Contractor requirements	
Payroll	Reimb.	(0.029)	over (100.0)	Timing of Contractor requirements	(0.103)	over (100.0)	Timing of Contractor requirements	
Overtime	Reimb.	0.003	5.2	Timing of Contractor requirements	0.095	40.9	Timing of Contractor requirements	
Health and Welfare	Reimb.	0.018	41.9	Timing of Contractor requirements	0.092	54.4	Timing of Contractor requirements	
Pensions	Reimb.	(0.020)	over (100.0)	Timing of Contractor requirements	(0.056)	over (100.0)	Timing of Contractor requirements	
Other Fringe Benefits	Reimb.	(0.012)	over (100.0)	Timing of Contractor requirements	(0.032)	over (100.0)	Timing of Contractor requirements	

Table 4

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

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

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

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

Table 6

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

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

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

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

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

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

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

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

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

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

4.78

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

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

FINANCIAL AND RIDERSHIP REPORT

April 2013

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$18.9 million in April, \$0.1 million (0.5 percent) below budget. Farebox revenue was \$0.6 million (3.8 percent) above budget, due to higher than budgeted ridership. Other operating revenue was \$0.7 million (32.0 percent) below budget, due to the unfavorable timing of storm-related insurance recoveries. Year-to-date, operating revenue was \$70.4 million, \$0.7 million (0.9 percent) below budget, including a favorable farebox revenue variance of \$1.9 million (3.1 percent) and an unfavorable other operating revenue variance of \$2.6 million (26.2 percent), due largely to the same factors affecting the month.

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

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$45.8 million in April, \$0.4 million (0.9 percent) below budget. Labor expenses exceeded budget by \$1.2 million (3.7 percent). Payroll expenses were higher by \$1.3 million (7.2 percent), due mainly to excess personnel and higher miscellaneous costs. Other fringe benefits were also unfavorable by \$0.5 million (18.3 percent), due primarily to the timing of reclassifying the Workers' Compensation budget from the non-labor insurance category, partly offset by delayed interagency billing. These unfavorable variances were partly offset by the favorable timing of \$0.7 million (12.3 percent) of health & welfare/OPEB current expenses. Non-labor expenses were below budget by \$1.6 million (12.6 percent), including lower insurance expenses of \$1.2 million (87.0 percent), due largely to the aforementioned timing of reclassifying the Workers' Compensation budget to other fringe benefits, and the favorable timing of \$0.4 million (20.5 percent) of maintenance contract expenses. Year-to-date, expenses were favorable by \$9.0 million (4.8 percent), including labor expenses, which were higher than budget by \$0.9 million (0.6 percent), and non-labor expenses, which were under by \$9.9 million (19.0 percent). These variances resulted primarily from the same factors affecting the month.

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



FINANCIAL AND RIDERSHIP REPORT (continued)

April 2013

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

The operating cash deficit (excluding subsidies) year-to-date was \$76.2 million, \$33.1 million (30.3 percent) below budget, due to the favorable timing of payments affecting several accounts, partly offset by the timing of accumulated prior year claims payouts.

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable		Adopted Budget	Actual	Favorable		Adopted Budget	Actual	Favorable	
			(Unfavorable) Variance	Percent			(Unfavorable) Variance	Percent			(Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$ 16,730	\$ 17,372	\$ 0.642	3.8	\$ -	\$ -	\$ -	-	\$ 16,730	\$ 17,372	\$ 0.642	3.8
Other Operating Income	2,295	1,561	(0.734)	(32.0)	-	-	-	-	2,295	1,561	(0.734)	(32.0)
Capital and Other Reimbursements	-	-	-	-	0.701	0.319	(0.382)	(54.5)	0.701	0.319	(0.382)	(54.5)
Total Revenue	\$ 19,025	\$ 18,933	\$ (0.092)	(0.5)	\$ 0.701	\$ 0.319	\$ (0.382)	(54.5)	\$ 19,726	\$ 19,252	\$ (0.474)	(2.4)
Labor												
Payroll	\$ 17,524	\$ 18,778	\$ (1,254)	(7.2)	\$ 0,458	\$ 0,214	\$ 0,244	53.3	\$ 17,982	\$ 18,992	\$ (1,010)	(5.6)
Overtime	3,671	3,959	(0.288)	(7.8)	-	-	-	-	3,671	3,959	(0.288)	(7.8)
Health and Welfare	4,139	3,526	0.613	14.8	0.084	0.061	0.023	27.4	4,223	3,587	0.636	15.1
OPEB Current Payment	1,276	1,216	0.060	4.7	-	-	-	-	1,276	1,216	0.060	4.7
Pensions	4,038	3,934	0.104	2.6	0.038	0.030	0.008	21.1	4,076	3,964	0.112	2.7
Other Fringe Benefits	2,559	3,027	(0.468)	(18.3)	0.037	0.014	0.023	62.2	2,596	3,041	(0.445)	(17.1)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 33,207	\$ 34,440	\$ (1,233)	(3.7)	\$ 0,617	\$ 0,319	\$ 0,298	48.3	\$ 33,824	\$ 34,759	\$ (0,935)	(2.8)
Non-Labor												
Electric Power	\$ 0,097	\$ 0,135	\$ (0,038)	(39.2)	\$ -	\$ -	\$ -	-	\$ 0,097	\$ 0,135	\$ (0,038)	(39.2)
Fuel	3,186	3,093	0.093	2.9	-	-	-	-	3,186	3,093	0.093	2.9
Insurance	1,433	0,187	1,246	87.0	-	-	-	-	1,433	0,187	1,246	87.0
Claims	2,167	2,167	-	0.0	-	-	-	-	2,167	2,167	-	0.0
Maintenance and Other Operating Contracts	2,039	1,621	0,418	20.5	0,019	-	0,018	100.0	2,057	1,621	0,436	21.2
Professional Service Contracts	1,329	1,313	0,016	1.2	-	-	-	-	1,329	1,313	0,016	1.2
Materials & Supplies	2,448	2,489	(0,041)	(1.7)	0,066	-	0,066	100.0	2,514	2,489	0,025	1.0
Other Business Expense	0,346	0,391	(0,045)	(13.0)	-	-	-	-	0,346	0,391	(0,045)	(13.0)
Total Non-Labor Expenses	\$ 13,045	\$ 11,396	\$ 1,649	12.6	\$ 0,084	\$ -	\$ 0,084	100.0	\$ 13,129	\$ 11,396	\$ 1,733	13.2
Total Expenses before Non-Cash Liability Adjs.	\$ 46,252	\$ 45,836	\$ 0,416	0.9	\$ 0,701	\$ 0,319	\$ 0,382	54.5	\$ 46,953	\$ 46,155	\$ 0,798	1.7
Depreciation	3,520	4,130	(0,610)	(17.3)	-	-	-	-	3,520	4,130	(0,610)	(17.3)
OPEB Obligation	4,691	4,618	0,073	1.6	-	-	-	-	4,691	4,618	0,073	1.6
Environmental Remediation	-	1,649	(1,649)	-	-	-	-	-	-	1,649	(1,649)	-
Total Expenses	\$ 54,463	\$ 56,233	\$ (1,770)	(3.2)	\$ 0,701	\$ 0,319	\$ 0,382	54.5	\$ 55,164	\$ 56,552	\$ (1,388)	(2.5)
Net Surplus/(Deficit)	\$ (35,438)	\$ (37,300)	\$ (1,862)	(5.3)	\$ -	\$ -	\$ -	-	\$ (35,438)	\$ (37,300)	\$ (1,862)	(5.3)

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 61,259	\$ 63,162	\$ 1,903	3.1	\$ -	\$ -	\$ -	-	\$ 61,259	\$ 63,162	\$ 1,903	3.1
Other Operating Income	9,829	7,252	(2,577)	(26.2)	-	-	-	-	9,829	7,252	(2,577)	(26.2)
Capital and Other Reimbursements	-	-	-	-	2,804	1,930	(0,874)	(31.2)	2,804	1,930	(0,874)	(31.2)
Total Revenue	\$ 71,088	\$ 70,414	\$ (0,674)	(0.9)	\$ 2,804	\$ 1,930	\$ (0,874)	(31.2)	\$ 73,892	\$ 72,344	\$ (1,548)	(2.1)
Expenses												
Labor:												
Payroll	\$ 73,776	\$ 76,819	\$ (3,043)	(4.1)	\$ 1,832	\$ 1,121	\$ 0,711	38.8	\$ 75,608	\$ 77,940	\$ (2,332)	(3.1)
Overtime	14,552	14,793	(0,241)	(1.7)	-	-	-	-	14,552	14,793	(0,241)	(1.7)
Health and Welfare	16,556	14,093	2,463	14.9	0,336	0,267	0,069	20.5	16,892	14,360	2,532	15.0
OPEB Current Payment	5,104	4,864	0,240	4.7	-	-	-	-	5,104	4,864	0,240	4.7
Pensions	16,152	14,637	1,515	9.4	0,152	0,131	0,021	13.8	16,304	14,768	1,536	9.4
Other Fringe Benefits	10,236	12,050	(1,814)	(17.7)	0,148	0,276	(0,128)	(86.2)	10,384	12,326	(1,942)	(18.7)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 136,376	\$ 137,256	\$ (0,880)	(0.6)	\$ 2,468	\$ 1,794	\$ 0,674	27.3	\$ 138,844	\$ 139,050	\$ (0,206)	(0.1)
Non-Labor:												
Electric Power	\$ 0,388	\$ 0,518	\$ (0,130)	(33.4)	\$ -	\$ -	\$ -	-	\$ 0,388	\$ 0,518	\$ (0,130)	(33.4)
Fuel	12,547	11,770	0,777	6.2	-	-	-	-	12,547	11,770	0,777	6.2
Insurance	5,732	0,747	4,985	87.0	-	-	-	-	5,732	0,747	4,985	87.0
Claims	8,668	8,668	-	0.0	-	-	-	-	8,668	8,668	-	0.0
Maintenance and Other Operating Contracts	8,156	4,732	3,424	42.0	0,072	-	0,072	100.0	8,228	4,732	3,496	42.5
Professional Service Contracts	5,316	4,875	0,441	8.3	-	-	-	-	5,316	4,875	0,441	8.3
Materials & Supplies	9,792	9,613	0,179	1.8	0,264	0,135	0,129	48.7	10,056	9,749	0,307	3.1
Other Business Expense	1,384	1,196	0,188	13.6	-	-	-	-	1,384	1,196	0,188	13.6
Total Non-Labor Expenses	\$ 51,983	\$ 42,120	\$ 9,863	19.0	\$ 0,336	\$ 0,135	\$ 0,201	59.7	\$ 52,319	\$ 42,255	\$ 10,064	19.2
Total Expenses before Non-Cash Liability Adjs.	\$ 188,359	\$ 179,376	\$ 8,983	4.8	\$ 2,804	\$ 1,930	\$ 0,874	31.2	\$ 191,163	\$ 181,306	\$ 9,857	5.2
Depreciation	14,080	16,374	(2,294)	(16.3)	-	-	-	-	14,080	16,374	(2,294)	(16.3)
OPEB Obligation	18,764	18,472	0,292	1.6	-	-	-	-	18,764	18,472	0,292	1.6
Environmental Remediation	-	1,649	(1,649)	-	-	-	-	-	-	1,649	(1,649)	-
Total Expenses	\$ 221,202	\$ 215,870	\$ 5,333	2.4	\$ 2,804	\$ 1,930	\$ 0,874	31.2	\$ 224,007	\$ 217,800	\$ 6,207	2.8
Net Surplus/(Deficit)	\$ (150,115)	\$ (145,456)	\$ 4,659	3.1	\$ -	\$ 0,000	\$ 0,000	-	\$ (150,115)	\$ (145,456)	\$ 4,659	3.1

NOTE: Totals may not add due to rounding

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

Generic Revenue or Expense Category	Nonreimb or Reimb	April 2013				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 0.642	3.8	Greater than anticipated ridership levels	\$ 1,903	3.1	Greater than anticipated ridership levels		
Other Operating Revenue	NR	\$ (0.734)	(32.0)	Timing of Tropical Storm Sandy/Irene recoveries and Sr/Student fare reimbursements.	\$ (2,577)	(28.2)	Timing of Tropical Storm Sandy/Irene recoveries and Sr/Student fare reimbursements.		
Capital and Other Reimbursements	R	\$ (0.382)	(54.5)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies	\$ (0,874)	(31.2)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies		
Total Revenue Variance		\$ (0.474)	(2.4)		\$ (1,548)	(2.1)			
Payroll	NR	\$ (1,254)	(7.2)	Mainly due to excess employees and greater than budgeted Miscellaneous base pay.	\$ (3,043)	(4.1)	Mainly due to excess employees and greater than budgeted Miscellaneous base pay.		
Overtime	NR	\$ (0,288)	(7.8)	Residual impact of Tropical Storm Sandy activities and accelerated scheduled operations repairs.	\$ (0,241)	(1.7)	Residual impact of Tropical Storm Sandy activities and accelerated scheduled operations repairs.		
Health and Welfare (including OPEB)	NR	\$ 0,673	12.4	Timing of expenses	\$ 2,703	12.5	Timing of expenses		
Pension	NR	\$ 0,104	2.6	Under accrual of actuals, will be adjusted in May	\$ 1,515	9.4	Under accrual of actuals, will be adjusted in May		
Other Fringe Benefits	NR	\$ (0,468)	(16.3)	Due to the pending re-classification of the workers compensation budget from the insurance category offset by delayed billing of interagency fringe benefits.	\$ (1,814)	(17.7)	Due to the pending re-classification of the workers compensation budget from the insurance category offset by delayed billing of interagency fringe benefits.		
Electric Power	NR	\$ (0,038)	(39.2)	Higher than anticipated	\$ (0,130)	(33.4)	Higher than anticipated		
Fuel	NR	\$ 0,093	2.9	Favorable rates	\$ 0,777	6.2	Favorable rates		
Insurance	NR	\$ 1,246	87.0	Pending the re-classification of the workers compensation budget to Other Fringe Benefits	\$ 4,985	87.0	Pending the re-classification of the workers compensation budget to Other Fringe Benefits		
Claims	NR	\$ -	-	(a)	\$ -	-	(a)		
Maintenance and Other Operating Contracts	NR	\$ 0,418	20.5	Timing of expenses	\$ 3,424	42.0	Timing of expenses		
Professional Service Contracts	NR	\$ 0,016	1.2	(a)	\$ 0,441	8.3	Timing of expenses		
Materials & Supplies	NR	\$ (0,041)	(1.7)	(a)	\$ 0,179	1.8	(a)		
Other Business Expense	NR	\$ (0,045)	(13.0)	Prior period charges	\$ 0,188	13.6	Timing of expenses		
Depreciation	NR	\$ (0,610)	(17.3)	Non cash expense	\$ (2,294)	(16.3)	Non cash expense		
Other Post Employment Benefits	NR	\$ 0,073	1.6	(a)	\$ 0,292	1.6	Third party re-estimate		
Environmental Remediation		\$ (1,649)	-	Non cash expense unbudgeted	\$ (1,649)	-	Non cash expense unbudgeted		
Payroll	R	\$ 0,244	53.3	Timing of expenses and delayed funding	\$ 0,711	39.8	Timing of expenses and delayed funding		
Health and Welfare	R	\$ 0,023	27.4	Timing of expenses	\$ 0,069	20.5	Timing of expenses		
Pension	R	\$ 0,008	21.1		\$ 0,021	13.3			
Other Fringe Benefits	R	\$ 0,023	62.2		\$ (0,128)	(86.2)			
Maintenance and Other Operating Contracts	R	\$ 0,018	*(a)		\$ 0,072	*(a)			
Materials & Supplies	R	\$ 0,066	*(a)		\$ 0,129	*(a)	Timing of expenses		
Total Expense Variance		\$ (1,388)	(2.5)		\$ 6,207	2.8			
Net Variance		\$ (1,862)	(5.3)		\$ 4,659	3.1			

(a) - Variance less than 5%

4.84

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

(\$ in millions)

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

NOTE: Totals may not add due to rounding

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

Operating Receipts or Disbursements	April 2013				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
	\$	%		\$	%			
Farebox Revenue	\$ 2.760	16.7	Higher ridership and prior period receipts	\$ 2.234	3.6	Higher ridership.		
Other Operating Revenue	(0.965)	(42.0)	Timing of Tropical Storm Sandy/Irene recoveries and Student fare reimbursements.	(3.978)	(40.5)	Timing of Tropical Storm Sandy/Irene recoveries and Sr/Student fare reimbursements.		
Capital and Other Reimbursements	(0.581)	(53.6)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies	(1.685)	(38.9)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies		
Total Receipts	\$ 1.214	6.1		\$ (3.430)	(4.5)			
Payroll	\$ (5.303)	(29.8)	Inter-agency payments for 2012 charges and excess employee cost partially offset by unresolved contract agreements	\$ 3.150	4.4	Timing of inter-agency payments and unresolved contract agreements partially offset by excess employees.		
Overtime	(0.672)	(20.4)	Residual impact of Tropical Storm Sandy activities and accelerated scheduled operation repair.	(2.067)	(15.7)	Residual impact of Tropical Storm Sandy activities and accelerated scheduled operation repair.		
Health and Welfare (including OPEB)	2.047	37.5	Timing of payments	16.608	76.0	Timing of payments		
Pension	4.053	99.8	Timing of payments	5.033	31.0	Timing of payments		
Other Fringe Benefits	(1.066)	(41.3)	Pending re-classification of the workers compensation budget to Other Fringe Benefits	(1.584)	(15.3)	Pending re-classification of the workers compensation budget to Other Fringe Benefits		
GASB	0.599	100.0	Pending revision based on re-estimate	2.396	100.0	Pending revision based on re-estimate		
Electric Power	(0.038)	(39.2)	Prior period payments	(0.003)	(0.6)	(a)		
Fuel	0.649	20.4	Timing of payments and favorable rates	5.673	45.2	Timing of payments and favorable rates		
Insurance	1.433	100.0	Pending re-classification of the workers compensation budget to Other Fringe Benefits	5.096	88.9	Pending re-classification of the workers compensation budget to Other Fringe Benefits		
Claims	1.003	54.7	Timing of payments	(3.454)	(47.1)	Large payment for a single claim		
Maintenance and Other Operating Contracts	1.016	49.4	Timing of payments	2.897	35.2	Timing of payments		
Professional Service Contracts	0.567	42.7	Timing of payments	2.677	50.4	Timing of payments		
Materials & Supplies	(0.817)	(32.5)	Payments for 2012 expenses	(0.544)	(5.4)	Payments for 2012 expenses		
Other Business Expenditure	0.172	49.7	Timing of payments	0.687	49.6	Timing of payments		
Total Expenditures	\$ 3.643	7.8		\$ 36.564	19.6			
Net Cash Variance	\$ 4.867	18.2		\$ 33.134	30.3			

(a) - Variance less than 5%

4.86

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2013 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

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

NOTE: Totals may not add due to rounding

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

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

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

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	6	9	(3)	
Office of Management and Budget	14	12	2	
Technology & Information Services	17	16	1	
Material	19	16	3	
Controller	15	21	(6)	
Office of the President	6	6	-	
System Safety Administration	5	2	3	
Law	24	22	2	
Corporate Communications	2	3	(1)	
Labor Relations	63	-	63	Budget transposed with Non-Departmental / Timing of Training
Strategic Office	8	9	(1)	
Non-Departmental	4	-	4	Budget transposed with Labor Relations
Total Administration	186	119	67	
Operations				
Buses	2,094	2,174	(80)	
Office of the Executive VP	1	1	-	
Safety & Training	21	52	(31)	
Road Operations	117	114	3	
Transportation Support	20	20	-	
Operations Planning	31	30	1	
Revenue Control	21	20	1	
Total Operations	2,305	2,411	(106)	Students in Training
Maintenance				
Buses	732	723	9	
Maintenance Support/CMF	166	161	5	
Facilities	72	40	32	Vacancies Replaced by MOU
Supply Logistics	86	84	2	
Total Maintenance	1,056	1,008	48	
Capital Program Management	38	32	6	
Total Engineering/Capital	38	32	6	
Security	14	15	(1)	
Total Public Safety	14	15	(1)	
Total Positions	3,599	3,585	14	
Non-Reimbursable	3,535	3,528	7	
Reimbursable	64	57	7	
Total Full-Time	3,584	3,563	21	
Total Full-Time Equivalents	15	22	(7)	

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

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Vari- ance	Explanation of Variances
Administration				
Managers/Supervisors	49	47	2	
Professional, Technical, Clerical	74	72	2	
Operational Hourlies	63	-	63	
Total Administration	186	119	67	Timing of Training Requirements
Operations				
Managers/Supervisors	303	296	7	
Professional, Technical, Clerical	50	57	(7)	
Operational Hourlies	1,952	2,058	(106)	
Total Operations	2,305	2,411	(106)	Students in Training
Maintenance				
Managers/Supervisors	201	193	8	
Professional, Technical, Clerical	14	16	(2)	
Operational Hourlies	841	799	42	
Total Maintenance	1,056	1,008	48	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	22	17	5	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
Total Engineering/Capital	38	32	6	
Public Safety				
Managers/Supervisors	11	8	3	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	2	(2)	
Total Public Safety	14	15	(1)	
Total Baseline Positions				
Managers/Supervisors	586	561	25	
Professional, Technical, Clerical	157	165	(8)	
Operational Hourlies	2,856	2,859	(3)	
Total Baseline Positions	3,599	3,585	14	

4.90

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

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

4.91

Totals may not add due to rounding.
NOTE: Percentages are based on each type of Overtime and not on Total Overtime.
* Exceeds 100%

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

4.92

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



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through May 31, New York City Transit's performance against its 2013 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$36.4	\$48.3	133
Design Completions	55.3	32.0	58
Awards	1,147.4	980.0	85
Substantial Completions	471.9	558.1	118
Closeouts	2,937.1	988.2	34

During May, NYCT awarded projects totaling \$177.8 million including:

- station renewal work at the Buhre Avenue, Middletown Road, Zerega Avenue, and Castle Hill Avenue Stations, and address deficient components at the Pelham Bay Park Station on the IRT Pelham Line in the Bronx;
- four track and switch reconstruction projects at various locations; and
- rehabilitation of ventilators (vent bays, grating, etc.) at four locations in Queens, Brooklyn and Manhattan.

During the same period, NYCT substantially completed projects totaling \$64.5 million including:

- modernization of the Greeley Substation on the IND 6th Avenue Line in Manhattan;
- rehabilitation of the 10th Street Substation on the IND Culver Line in Brooklyn;
- replacement of non-revenue "rubber tire" support vehicles; and
- installation of exhaust fans or air conditioners in the communications rooms at six subway locations.

Also during May, NYCT started five design projects for \$5.5 million, completed one design for \$0.6 million, and closed out twelve projects for \$233.7 million.

Capital Program Status

May 2013

(July 2013)

During May, NYCT awarded projects totaling \$177.8 million including a \$97.3 million project to perform station renewal work at the Buhre Avenue, Middletown Road, Zerega Avenue, and Castle Hill Avenue Stations, and address deficient components at the Pelham Bay Park Station on the IRT Pelham Line in the Bronx. The renewal scope includes repair of structural steel framing for the station mezzanines, replacement of stairs and canopies, replacement of track through-span structure, reconstruction of platform edges including new ADA boarding areas, repair of platforms, windscreens and railings, and new lighting and artwork. The component work at Pelham Bay Park Station includes reconstruction of the bridge over the tracks, replacement of platform edges, new platform canopies, and station painting work.

NYCT committed \$34.1 million for four track and switch reconstruction projects at various locations throughout the subway system, replacing components that have reached the end of their useful life.

NYCT also awarded a \$5.5 million project to rehabilitate ventilators (vent bays, grating, etc.) at four locations in Queens, Brooklyn and Manhattan. Ventilators are pathways topped by grated openings usually at sidewalk level, which provide an unimpeded airway down to the subway below. Located in this airway is a mechanism to trap and channel away any water which has entered the grating.

Also during May, NYCT substantially completed projects totaling \$64.5 million including the \$27.8 million modernization of the Greeley Substation on the IND 6th Avenue Line, located below grade at the intersection of 6th Avenue and 31st Street in Manhattan. The project scope included replacement of two traction power rectifier units, new switchgear, new track cabling, and replacement of the existing oil-filled, water-cooled transformers with new dry-type transformers.

NYCT completed the \$17.4 million rehabilitation of the above-ground 10th Street Substation on the IND Culver Line in Brooklyn. The project scope included the rehabilitation of the substation building including new doors, windows, roofing, drainage, and ventilation. The scope also included replacement of obsolete substation equipment including the rectifier, power transformer, switchgear, and cabling. Security fencing and gates were provided around the property.

NYCT substantially completed a \$4.6 million project to provide for the normal replacement of non-revenue, "rubber tire" support vehicles that had exceeded their useful life. The new vehicles provide support to operating divisions throughout the five boroughs for track and elevator repair services, emergency response, and material transportation.

NYCT also completed a \$3.3 million project to install new exhaust fans or air conditioners at the communications rooms at six subway locations. The upgrades will protect sensitive equipment from risk of overheating. The project scope included electrical, architectural, structural, and instrumentation and controls upgrades.

Also during May, NYCT started five design projects for \$5.5 million, completed one design for \$0.6 million, and closed out twelve projects for \$233.7 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the twelve projects that NYCT closed out in May.

Projects Closed During May 2013
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
HVAC Communication Rooms: 5 Locations	\$6.5	\$9.3	06/12	11
Station Rehab: Saint Lawrence Avenue / Pelham	\$26.0	\$26.3	07/12	10
Station Rehab: Elder Avenue / Pelham	\$25.7	\$25.7	07/12	10
Station Rehab: Whitlock Avenue / Pelham	\$24.3	\$23.9	07/12	10
Station Rehab: Morrison-Sound View Avs/Pelham	\$25.5	\$25.0	07/12	10
Station Rehab: Parkchester-East 177 St./Pelham	\$31.1	\$34.3	07/12	10
Employee Facilities: Parkchester /Pelham	\$5.4	\$5.4	07/12	10
Station Rehab: East 180 Street / WPR Line	\$47.0	\$49.5	11/12	6
ADA: E.180 Street / White Plains Road	\$10.4	\$10.4	11/12	6
Employee Facilities: East 180th St. / WPR Line	\$6.5	\$6.7	11/12	6
Priority Repairs: Jamaica Depot	\$4.2	\$4.1	04/13	1
Charleston-Storm Water Sewer	\$14.7	\$13.3	04/13	1

The closeout date of the Communication Rooms at five locations was delayed 11 months, the six Pelham Line Stations Rehabilitation project was delayed 10 months, and the three rehabilitation projects at East 180th Street Station, White Plains Road Line were delayed 6 months in order to resolve and complete punch list work.

**CAPITAL PROJECT MILESTONE SUMMARY
2013
(THROUGH MAY 31, 2013)**

MILESTONES PLANNED		MILESTONES ACCOMPLISHED		PERCENT PERFORMANCE	
\$M	#	\$M	#	%(\$)	%(#)

May

	\$M	#	\$M	#	%(\$)	%(#)
Design Starts	\$0.0	0	\$5.5	5	N/A	N/A
Design Completions	6.0	13	0.6	1	9.5	7.7
Construction Awards	164.5	13	177.8	17	108.1	130.8
Substantial Completions	112.6	11	64.5	9	57.2	81.8
Closeouts	23.9	7	233.7	12	979.5	171.4

2013 Year-To-Date

	\$M	#	\$M	#	%(\$)	%(#)
Design Starts	\$36.4	30	\$48.3	41	132.7	136.7
Design Completions	55.3	47	32.0	26	57.9	55.3
Construction Awards	1,147.4	65	980.0	61	85.4	93.8
Substantial Completions	471.9	54	558.1	31	118.3	57.4
Closeouts	2,937.1	104	988.2	60	33.6	57.7

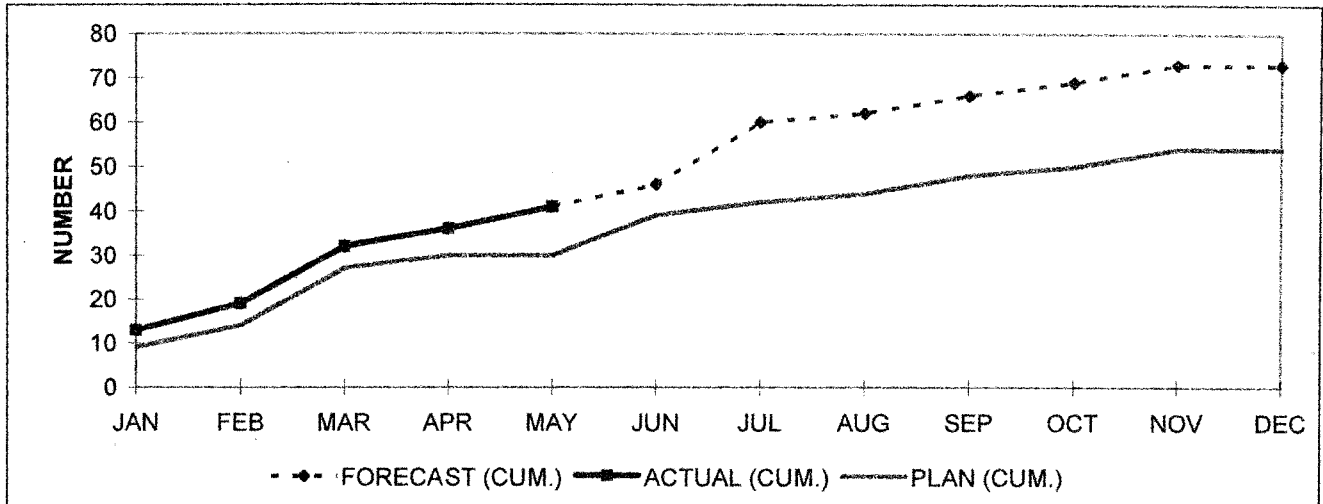
2013 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$57.5	54	\$73.9	73	128.4	135.2
Design Completions	118.5	98	123.0	102	103.8	104.1
Construction Awards	2,511.2	119	2,440.7	126	97.2	105.9
Substantial Completions	2,046.0	152	2,034.2	150	99.4	98.7
Closeouts	8,630.4	200	8,621.1	197	99.9	98.5

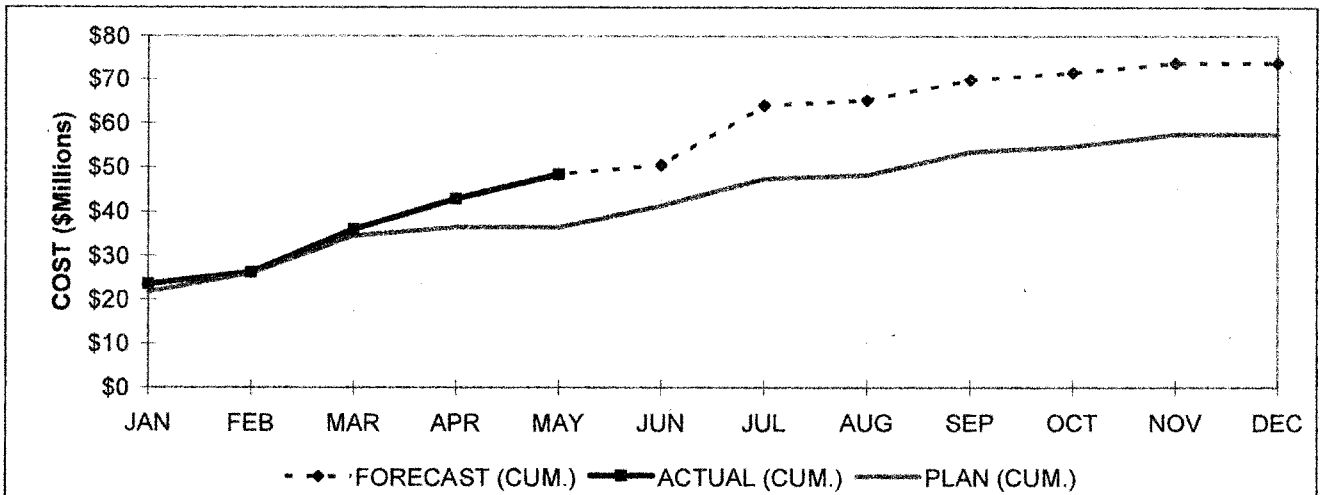
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2013 Design Starts Charts

As of May 2013



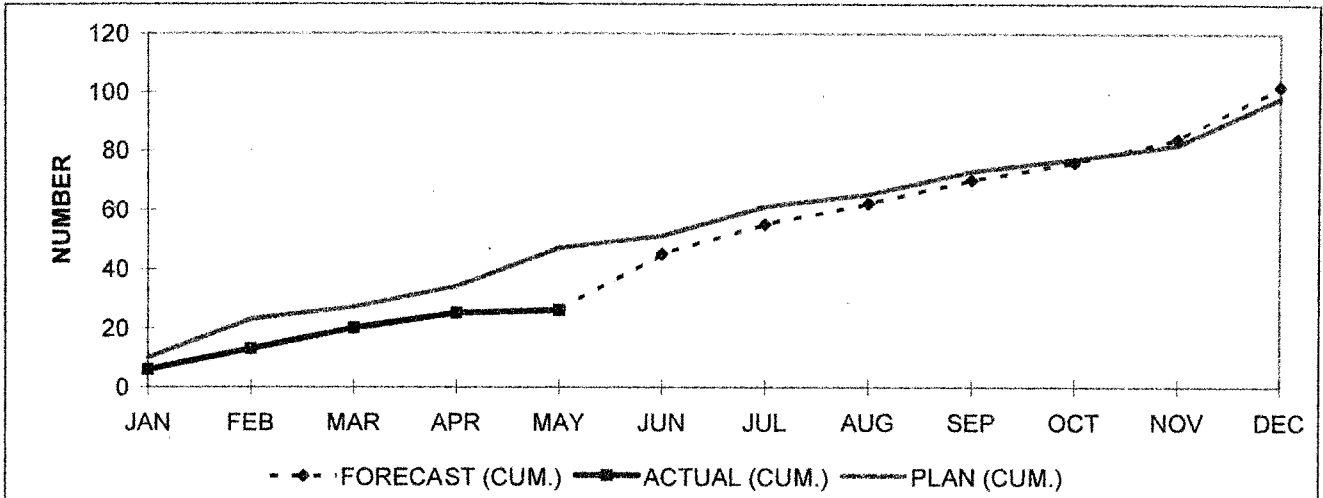
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						5	14	2	4	3	4	0
ACTUAL (NON-CUM.)	13	6	13	4	5							
PLAN (NON-CUM.)	9	5	13	3	0	9	3	2	4	2	4	0
FORECAST (CUM.)						46	60	62	66	69	73	73
ACTUAL (CUM.)	13	19	32	36	41							
PLAN (CUM.)	9	14	27	30	30	39	42	44	48	50	54	54



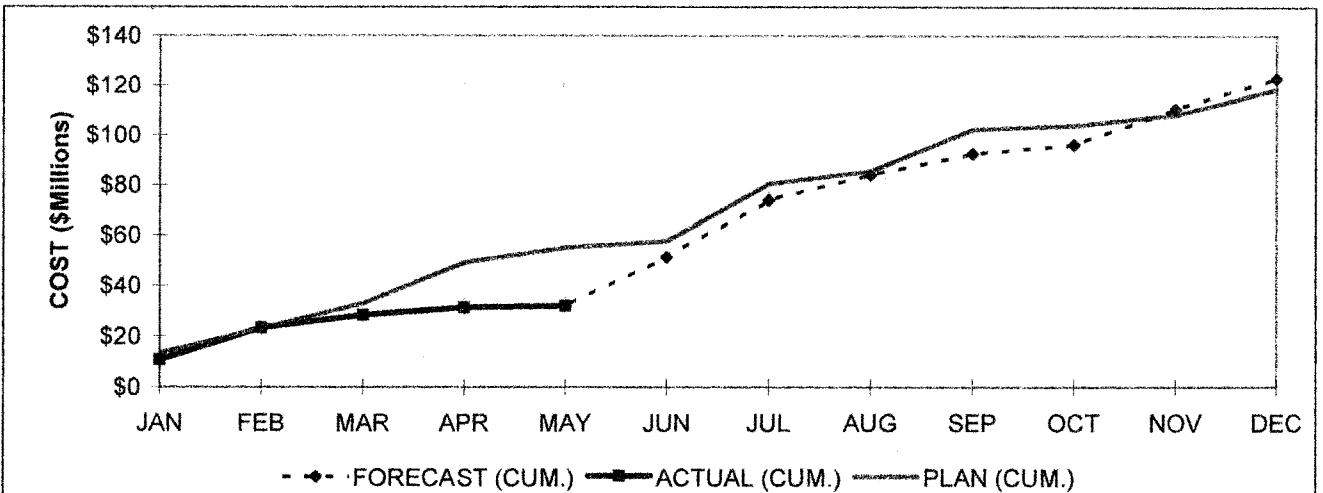
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						2.1	13.6	1.2	4.8	1.7	2.2	0.0
ACTUAL (NON-CUM.)	23.6	2.7	9.7	6.9	5.5							
PLAN (NON-CUM.)	21.7	4.3	8.5	2.0	0.0	4.8	6.1	0.9	5.3	1.3	2.8	0.0
FORECAST (CUM.)						50.4	64.0	65.2	69.9	71.6	73.9	73.9
ACTUAL (CUM.)	23.6	26.3	35.9	42.8	48.3							
PLAN (CUM.)	21.7	26.0	34.5	36.4	36.4	41.3	47.3	48.2	53.5	54.7	57.5	57.5

2013 Design Completions Charts

As of May 2013



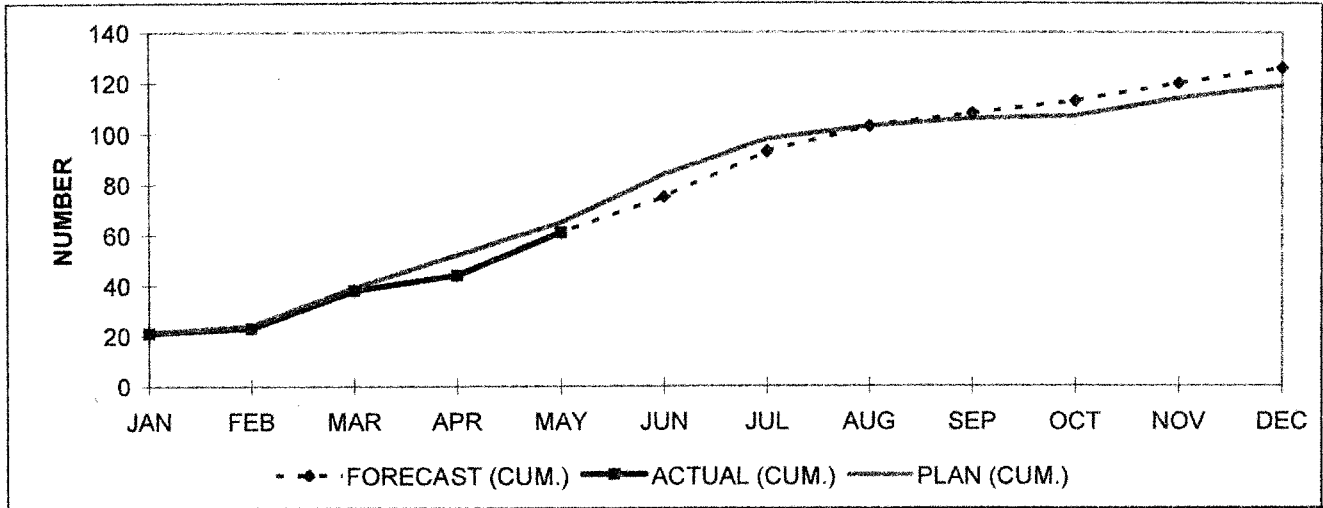
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						19	10	7	8	6	8	18
ACTUAL (NON-CUM.)	6	7	7	5	1							
PLAN (NON-CUM.)	10	13	4	7	13	4	10	4	8	4	5	16
FORECAST (CUM.)						45	55	62	70	76	84	102
ACTUAL (CUM.)	6	13	20	25	26							
PLAN (CUM.)	10	23	27	34	47	51	61	65	73	77	82	98



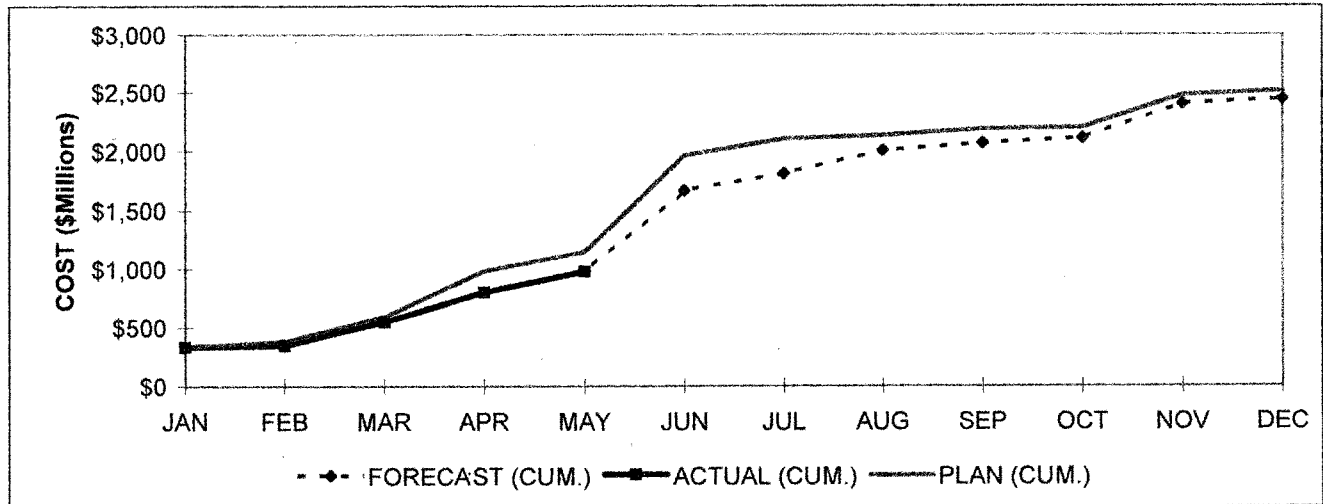
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						19.5	22.7	10.1	8.4	3.7	14.3	12.3
ACTUAL (NON-CUM.)	10.8	12.5	5.0	3.1	0.6							
PLAN (NON-CUM.)	13.3	9.8	10.1	16.1	6.0	2.5	22.9	5.2	16.6	1.7	4.1	10.2
FORECAST (CUM.)						51.4	74.1	84.2	92.6	96.3	110.7	123.0
ACTUAL (CUM.)	10.8	23.3	28.3	31.4	32.0							
PLAN (CUM.)	13.3	23.0	33.1	49.2	55.2	57.7	80.6	85.7	102.4	104.1	108.2	118.5

2013 Awards Charts

As of May 2013



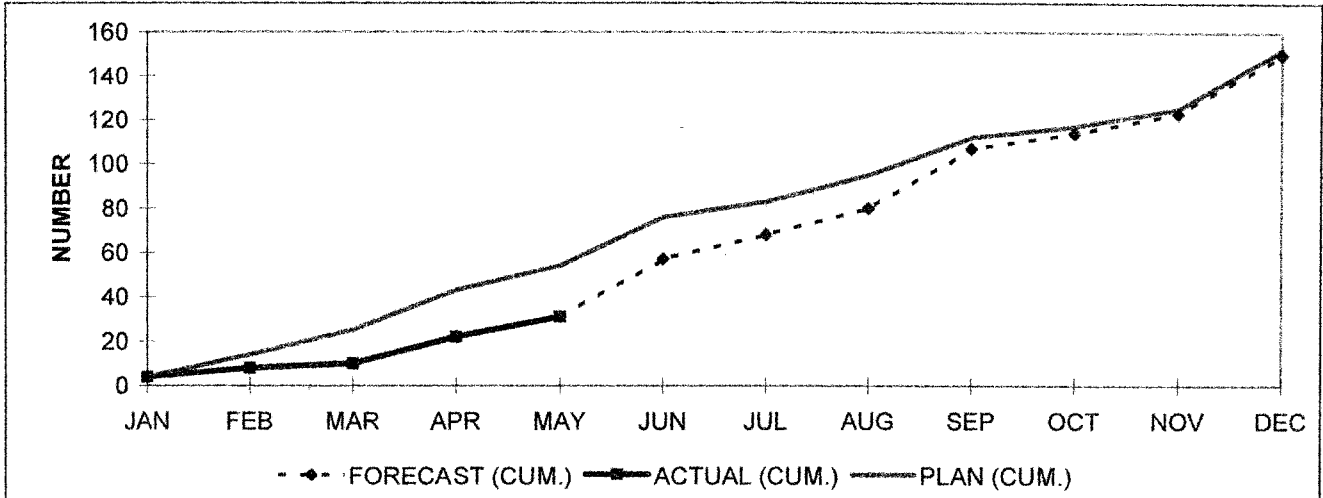
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						14	18	10	5	5	7	6
ACTUAL (NON-CUM.)	21	2	15	6	17	19	14	5	3	1	7	5
PLAN (NON-CUM.)	21	3	15	13	13							
FORECAST (CUM.)						75	93	103	108	113	120	126
ACTUAL (CUM.)	21	23	38	44	61							
PLAN (CUM.)	21	24	39	52	65	84	98	103	106	107	114	119



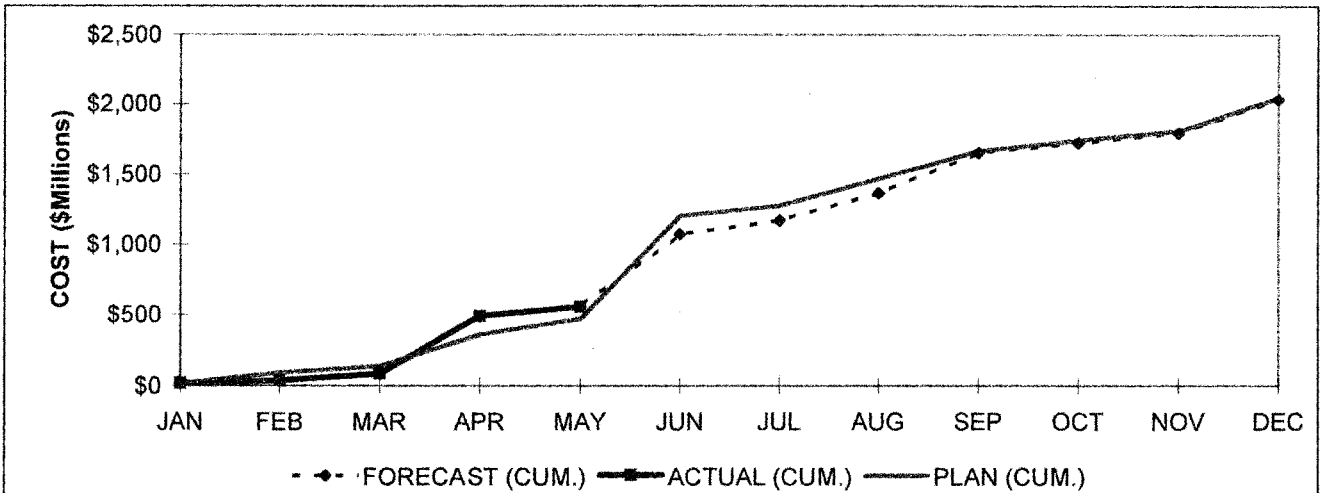
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						686.4	142.9	194.8	62.5	43.1	290.8	40.2
ACTUAL (NON-CUM.)	336.6	12.8	200.3	252.4	177.8							
PLAN (NON-CUM.)	338.7	40.1	215.9	388.2	164.5	818.1	141.0	23.3	57.1	11.8	273.7	38.9
FORECAST (CUM.)						1,666.4	1,809.3	2,004.0	2,066.6	2,109.7	2,400.5	2,440.7
ACTUAL (CUM.)	336.6	349.5	549.8	802.2	980.0							
PLAN (CUM.)	338.7	378.9	594.7	982.9	1,147.4	1,965.5	2,106.5	2,129.8	2,186.9	2,198.6	2,472.4	2,511.2

2013 Substantial Completions Charts

As of May 2013



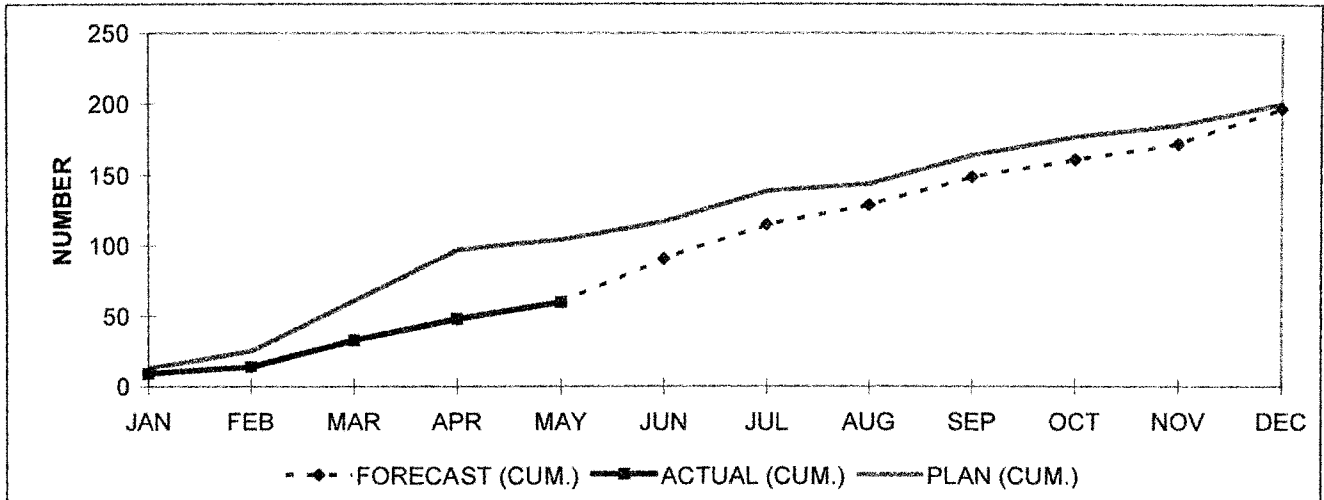
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						26	11	12	27	7	9	27
ACTUAL (NON-CUM.)	4	4	2	12	9							
PLAN (NON-CUM.)	4	10	11	18	11	22	7	12	17	5	8	27
FORECAST (CUM.)						57	68	80	107	114	123	150
ACTUAL (CUM.)	4	8	10	22	31							
PLAN (CUM.)	4	14	25	43	54	76	83	95	112	117	125	152



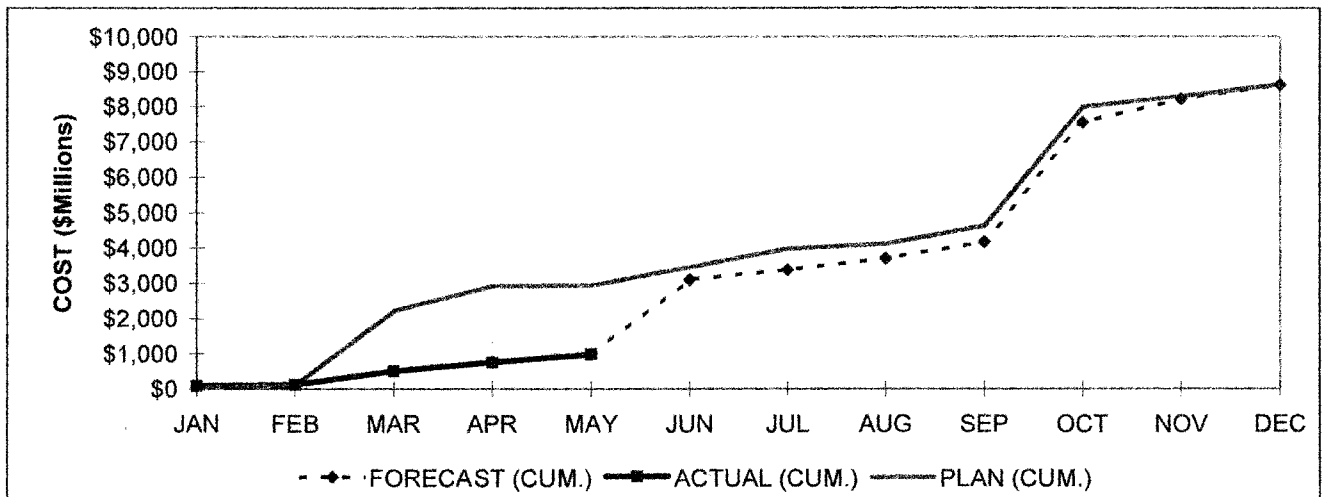
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						514.3	100.6	193.3	287.9	70.8	69.7	239.5
ACTUAL (NON-CUM.)	19.5	17.5	48.1	408.6	64.5							
PLAN (NON-CUM.)	16.1	75.2	46.6	221.4	112.6	733.4	72.8	192.2	194.5	78.8	63.2	239.2
FORECAST (CUM.)						1,072.4	1,173.0	1,366.3	1,654.2	1,725.0	1,794.8	2,034.2
ACTUAL (CUM.)	19.5	37.0	85.0	493.6	558.1							
PLAN (CUM.)	16.1	91.3	137.9	359.3	471.9	1,205.3	1,278.0	1,470.3	1,664.7	1,743.5	1,806.8	2,046.0

2013 Closeouts Charts

As of May 2013



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						31	24	14	20	12	11	25
ACTUAL (NON-CUM.)	9	5	19	15	12							
PLAN (NON-CUM.)	13	12	36	36	7	13	22	5	20	13	8	15
FORECAST (CUM.)						91	115	129	149	161	172	197
ACTUAL (CUM.)	9	14	33	48	60							
PLAN (CUM.)	13	25	61	97	104	117	139	144	164	177	185	200



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						2114.0	281.0	322.6	470.0	3374.8	668.8	401.7
ACTUAL (NON-CUM.)	85.5	35.8	387.5	245.7	233.7							
PLAN (NON-CUM.)	46.5	67.8	2099.5	699.5	23.9	518.0	525.8	142.7	504.5	3352.8	321.5	328.1
FORECAST (CUM.)						3,102.2	3,383.2	3,705.8	4,175.8	7,550.6	8,219.4	8,621.1
ACTUAL (CUM.)	85.5	121.3	508.8	754.5	988.2							
PLAN (CUM.)	46.5	114.3	2,213.8	2,913.2	2,937.1	3,455.1	3,980.9	4,123.6	4,628.0	7,980.8	8,302.3	8,630.4

5. PROCUREMENTS

PROCUREMENTS

The Procurement Agenda this month includes 24 actions for a proposed expenditure of \$397.4M.

Subject Request for Authorization to Award Various Procurements

Department Materiel Division – NYCT

Department Head Name Stephen M. Plochochi

Department Head Signature
[Signature]

Project Manager Name Rose Davis

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	7/22/13			
2	Board	7/24/13			

July 11, 2013

Department Law and Procurement – MTACC

Department Head Name Evan Eisland

Department Head Signature
[Signature]

Table of Contents Ref #

Internal Approvals			
	Approval		Approval
<i>[Signature]</i>	President NYCT	<i>[Signature]</i>	President MTACC
<i>[Signature]</i>	Executive VP	<i>[Signature]</i>	President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE:

To obtain approval of the Board to award various contracts and purchase orders, and to inform the NYC Transit Committee of these procurement actions.

DISCUSSION:

NYC Transit proposes to award Non-Competitive procurements in the following categories:

Schedules Requiring Majority Vote

Schedule E:	Miscellaneous Procurement Contracts	1	\$	0.1M
	• Ansys Incorporated		\$	0.1 M
Schedule H:	Modification to Personal/Miscellaneous Service Contracts	1	\$	1.8 M
	• Giesecke & Devrient America		\$	1.8 M
Schedule J:	Modification to Miscellaneous Procurement Contracts	1	\$	1.1 M
	• Autodesk, Inc.		\$	1.1 M
SUBTOTAL		3	\$	3.0 M

MTA Capital Construction proposes to award Non-Competitive procurements in the following categories: NONE

NYC Transit proposes to award Competitive procurements in the following categories:

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	164.8 M
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	4	\$ 183.3 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 6.6 M
SUBTOTAL	7	\$ 354.7 M

MTA Capital Construction proposes to award Competitive procurements in the following categories:

<u>Schedules Requiring Majority Vote</u>		
Schedule I: Modifications to Purchase and Public Works Contracts	4	\$ 2.0 M
SUBTOTAL	4	\$ 2.0 M

NYC Transit proposes to award Ratifications in the following categories:

<u>Schedules Requiring Two-Thirds Vote:</u>		
Schedule D: Ratification of Completed Procurement Actions	1	\$ 28.8 M
<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	5	\$ 4.6 M
SUBTOTAL	6	\$ 33.4 M

MTA Capital Construction proposes to award Ratifications in the following categories:

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	4	\$ 4.3 M
SUBTOTAL	4	\$ 4.3 M

MTA Bus Company proposes to award Ratifications in the following categories: NONE

TOTAL	24	\$ 397.4 M
--------------	-----------	-------------------

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B C and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

JULY 2013

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

E. Miscellaneous Procurement Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive.)

1. **Ansys Incorporated** \$115,791 (NTE) *Staff Summary Attached*
Non-Competitive – Three-year contract
Req. #13039
Software support for Fluent Computational Fluid Dynamics software licenses.

H. Modifications to Personal Service and Miscellaneous Service Contracts Awarded as Contracts for Services

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if sealed bid procurement.)

2. **Giesecke & Devrient America, Inc.** \$1,849,848 (Est.) *Staff Summary Attached*
Contract #06F9428.2
Maintain and refurbish three Giesecke & Devrient mixed currency counters.

J. Modification to Miscellaneous Procurement Contracts

(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K.)

3. **Autodesk, Inc.** \$1,136,167 *Staff Summary Attached*
Contract #0519268.10
Modification to the contract for the Constructware web-based project management system, in order to provide additional consulting and training services and extend the contract term.

JULY 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)
(Staff Summaries required for items estimated to be greater than \$1M.)

1. **Contractor To Be Determined** **Cost To Be Determined** Staff Summary Attached
Fifty month contract
Contract # W-32366
RFP Authorizing Resolution for the procurement of a 700/800 MHz radio system for NYC Transit's Department of Buses and MTA Bus Company.

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items requiring Board approval.)

2. **Prevost Car (US) Inc.** **\$164,838,002** Staff Summary Attached
Ninety month contract
Contract # B-40657
Furnish and deliver 300 Over-the-Road Clean Diesel Express Buses.

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts
(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if sealed bid procurement.)

3. **EnviroCare, Inc.** **\$460,530 (Est.)**
Three Bids/Low Bidder – Four-year contract
Bid # 38091

This contract is to provide inspection of HVAC systems and associated ductwork for NYC Transit Department of Buses (DOB) and MTA Bus Company (MTABC).

The work will take place at various DOB and MTABC depots and buildings located within the five boroughs of New York City and Yonkers. Inspection will be performed to determine if cleaning of the HVAC systems and associated ductwork is necessary. Cleaning, if required, will be conducted through a separate multi-agency HVAC cleaning service contract previously awarded to another contractor.

Procurement conducted an extensive outreach to the marketplace which led to receipt of three bids. The low bidder, EnviroCare, Inc. submitted a bid that is approximately 18% lower than the bid submitted by the second low bidder. Based upon effective price competition, EnviroCare Inc.'s pricing was found fair and reasonable.

JULY 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

G. Miscellaneous Service Contracts Cont'd

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if sealed bid procurement.)

- 4. Mondial Automotive, Inc. \$3,759,980 (Est.)**
Three Bids/Low Bidder – Five-year contract
Bid # 41743

This multi-agency contract is to provide diesel particulate filter (DPF) cleaning services for New York City Transit Department of Buses (DOB), MTA Bus Company (MTABC) and MTA Bridges & Tunnels (B&T). The work will involve cleaning of DPFs installed on DOB's diesel buses in the estimated amount of \$3,012,000, NYC Transit's non-revenue diesel trucks in the estimated amount of \$65,260, MTABC's diesel buses and trucks in the estimated amount of \$652,600, and B&T's diesel trucks in the estimated amount of \$30,120.

A DPF is an exhaust after treatment device designed to remove diesel particulate matter (sometimes referred to as soot), from the exhaust stream of a diesel engine. DPFs usually remove 85% or more of the soot and, at times, attain soot removal efficiencies of close to 100%. A diesel powered vehicle equipped with a functioning DPF will emit no visible smoke from its exhaust pipe.

The normal operation of a diesel powered vehicle causes generation of ash in the engine as part of the combustion process. The ash exits through the exhaust stream of the diesel engine and is accumulated in the DPF. Periodic cleaning of the DPF to remove the accumulated ash is necessary in order to optimize the DPF service life and prevent clogging and possible damage to the DPF. High accumulation of ash in the DPF also causes exhaust backpressure to increase; thereby preventing the engine from operating properly and risking engine damage.

Procurement conducted an extensive outreach to the marketplace which led to receipt of three bids. The low bidder, Mondial Automotive, Inc. (Mondial), submitted a bid that is approximately 22% lower than the bid submitted by the second low bidder and 26% lower than the bid submitted by the incumbent (third low bidder). Additionally, when comparing the previous three-year contract pricing to Mondial's bid, Mondial's bid pricing is approximately 33% lower. Based upon the aforementioned price analysis and effective price competition, Mondial's pricing was found fair and reasonable.

- | | | |
|---|-----------------------------|-------------------------------|
| 5. Medical Transportation Management | \$106,206,745 (Est.) | <u>Staff Summary Attached</u> |
| 6. Corporate Transportation Group | \$72,868,015 (Est.) | ↓ |
| Twenty-Three Proposals – Three-year contracts, with two-year options | | |
| RFP # 20733 | | |

Broker Car Services for the Paratransit Division.

JULY 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K.)

- | | | |
|--|-------------------------|--------------------------------------|
| <p>1. E.E. Cruz and Tully Construction Company, JV, LLC
 Contract # C-26005.132</p> | <p>\$653,000</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Modification to the contract for civil, structural and utility relocation work for the Second Avenue Subway, 96th Street Station, in order to implement the contractual steel price adjustment clause.</p> | | |
| <p>2. Judlau Contracting, Inc.
 Contract #C-26006.41</p> | <p>\$300,586</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Modification to the contract for the construction of the Second Avenue Subway – 63rd Street and Lexington Avenue Station, in order to install a ventilation system for the Con Edison vault and Electrical Distribution Room.</p> | | |
| <p>3. Skanska/Railworks, JV
 Contract # C-26505.26</p> | <p>\$301,000</p> | <p><u>Staff Summary Attached</u></p> |
| <p>4. Contract # C-26505.40</p> | <p>\$713,000</p> | <p>↓
↓</p> |
| <p>Modification to the contract for the furnishing and installing of finishes and systems for the No. 7 Line Extension, in order to address changes associated with the issuance of Revised Document Series Nos. 5 and 7.</p> | | |

JULY 2013

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

(Staff Summaries required for items requiring Board approval.) Note – in the following solicitations, NYC Transit attempted to secure a price reduction. No other substantive negotiations were held except as indicated for individual solicitations.

- | | | | |
|----|---|--------------|-------------------------------|
| 1. | Siemens Industry, Inc.
Contract #C-52127 | \$28,777,000 | <u>Staff Summary Attached</u> |
| | Furnish, install, integrate and test a Connection Oriented Ethernet Network at various NYC Transit locations. | | |

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)

(Staff Summaries required for items requiring Board approval.)

- | | | | |
|----|--|-------------|-------------------------------|
| | John Civetta & Sons | | <u>Staff Summary Attached</u> |
| 2. | Contract #A-36065.40 | \$2,087,900 | ↓ |
| 3. | Contract #A-36065.54 | \$398,000 | ↓ |
| 4. | Contract #A-36065.49 | \$1,144,000 | ↓ |
| | Modification to the contract for the rehabilitation of the Dyckman Street Station and component repair of five stations on the Broadway/Seventh Avenue Line in Manhattan and The Bronx, in order to install an elevator at the Dyckman Street Station, install friction bearing piles for the Dyckman Street Station and to extend the substantial completion date and provide for impact costs. | | |
| 5. | Silverite Construction Company, Inc.
Contract # C-40455.23 | \$458,370 | <u>Staff Summary Attached</u> |
| | Modification to the contract for the design and construction of the Mother Clara Hale Bus Depot, in order to remove and dispose of excess quantities of the foundation perimeter wall. | | |
| 6. | Welkin Mechanical LLC
Contract # C-34812.2 | \$475,000 | <u>Staff Summary Attached</u> |
| | Modification to the contract to furnish and install sprinkler systems at five locations in Manhattan and Queens, in order to furnish and install fire suppression and fire alarm systems at the Jay Street PBX Room. | | |

JULY 2013

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
 (Staff Summaries required for items requiring Board approval.)

- | | | | |
|----|---|-------------------|-------------------------------|
| 1. | AECOM* Arup, JV
Contract # CM-1188.90 | \$1,275,387 (NTE) | <u>Staff Summary Attached</u> |
| | Modification to the contract to provide design services for the Second Avenue Subway, in order to relocate the 72 nd Street Station entrance. | | |
| | E.E. Cruz and Tully Construction
Company, JV, LLC | | <u>Staff Summary Attached</u> |
| 2. | Contract # C-26005.123 | \$600,000 | ↓ |
| 3. | Contract # C-26005.128 | \$1,083,500 | ↓ |
| | Modification to the contract for civil, structural, and utility relocation for the Second Avenue Subway, 96th Street Station, in order to perform tunnel dewatering and resolve a claim. | | |
| | Skanska USA Civil Northeast, Inc. | \$1,383,000 | <u>Staff Summary Attached</u> |
| 4. | Contract #A-36121.308 | | |
| | Modification to the Fulton Center contract for the reconstruction of the A/C Mezzanine and J/M/Z Vertical Circulation, in order to construct and fit-out employee facilities at the north end of the J/Z southbound platform. | | |

Schedule E: Miscellaneous Procurement Contracts



Item Number: 1

Vendor Name (& Location) Ansys Incorporated (Canonsburg, PA)
Description Renewal of software support for Fluent software
Contract Term (including Options, if any) Three years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole source

Contract Number 13039	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$115,791 (NTE)	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Capital Reimbursable	
Requesting Dept/Div & Dept/Div Head Name: Technology & Information Services, Sidney Gellineau	

Discussion:

This three-year contract is for software support for four Fluent Computational Fluid Dynamics (CFD) software licenses used to model air flow patterns in stations and tunnels. Ansys Inc. (Ansys) is the sole licensor for CFD software and is the only provider of support.

The National Fire Protection Association requires that a software program be used in evaluating multi-dimensional airflow dynamics of smoke patterns of station and tunnel fires. CFD is an advanced three-dimensional computer modeling tool that is used to analyze complex airflow and heat transfer phenomena. CFD can predict gas (air, smoke, pollutants) velocity, temperatures, pressures, concentrations, heat transfer, mass transfer, etc., using a numerical simulation tool to model air flow patterns for stations and tunnels. CFD software enables NYC Transit's Capital Program Management (CPM) to perform advanced numerical analysis in designing NYC Transit's fan plants for ventilation and fire safety in stations and tunnels. CPM has been using CFD software for over 15 years. It would not be cost effective or technically practical to train staff on a different software application.

NYC Transit requires its consultants to use CFD software in the design of major projects. NYC Transit uses CFD software to perform additional air flow modeling after the consultants submit their designs. Support for CFD licenses includes: updated software releases and patches, 24/7 customer support and access to Ansys' Customer Portal to perform searches on technical issues.

Ansys submitted a price of \$115,791, which reflects an initial 3% increase followed by annual increases of 5% for Years 2 and 3. Support will be paid annually for Year 1 - \$36,730; Year 2 - \$38,566 and Year 3 - \$40,495. Ansys' renewal price for the first year of support is based on 20% of the acquisition price for a new software license, which for this contract represents a 3% increase over the previous Year 3 amount of \$35,699, followed by annual increases of 5%. This form of pricing is consistently applied to all customers regardless of the number of licenses. This is the same pricing policy that was applied in 2010, the last time NYC Transit renewed support for CFD licenses. Based on this explanation, Ansys' three year price for support is considered fair and reasonable.

Schedule H: Modifications to Personal and Miscellaneous Service Contracts  New York City Transit

Item Number: 2

Vendor Name (& Location) Giesecke & Devrient America, Inc. (Dulles, VA)	
Description Refurbishment and maintenance of three high speed mixed currency counters	
Contract Term (including Options, if any) October 1, 2007 – September 30, 2013	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Revenue Control, Alan Putre	

Contract Number	AWO/Modification #
06F9428	2
Original Amount:	761,988
Options 1 and 2:	\$ 422,160
Total Amount	1,184,148
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 1,184,148
This Request:	\$ 1,849,848 (Est.)
% of This Request to Current Amount:	156.2%
% of Modifications (including This Request) to Total Amount:	156.2%

Discussion:

This modification is to extend the contract with Giesecke & Devrient America, Inc. (G&D) for four years plus two, one-year options for continued preventive and remedial maintenance and refurbishment of three high speed mixed currency counters. Award of the options will be subject to the approval of the Assistant Chief Procurement Officer.

In July 2007, the Board approved the award of a sole-source, six year miscellaneous service contract to G&D for \$761,988 to provide preventive and remedial maintenance for three G&D Model No. BPS-1100L-30 high speed mixed currency counters (currency counters). Two of these currency counters were purchased in 2002 and the third unit was acquired in 2004 as part of the construction of the Consolidated Revenue Facility (CRF). G&D is the manufacturer and sole provider of service for these currency counters. These high speed currency counters have numerous features such as automated mixed currency bank note recognition, counterfeit note detection, automated bank note strapping and the ability to process new U.S. currency designs. The work under this contract includes quarterly preventive maintenance to ensure that all three currency counters remain in good working order and remedial maintenance on an 'as-needed' basis.

Since award, one modification was issued to exercise the two, one year options for continued maintenance extending the contract from October 1, 2011 through September 30, 2013 for \$422,160. Under this modification, the Division of Revenue has requested a four year extension plus two, one year options for continued maintenance of these currency counters.

G&D submitted an initial proposal of \$2,026,668 for four years, plus two, one year options. This proposal reflected significant annual increases for maintenance due to the advanced age of the three currency counters. The useful life of a currency counter is 10 years and two of these currency counters have been operational for over 11 years and the third currency counter is nine years old.

Discussions with G&D resulted in the receipt of other proposals, all containing significant annual increases due to the age of the equipment. An alternative proposal that was requested to reduce the overall cost, while increasing the life of these currency counters, included a complete factory refurbishment of the currency counters to be performed by G&D at their Dulles, Virginia facility. This solution includes a loaner currency counter that would be used by Revenue while the currency counters undergo the refurbishment process. The cost to refurbish all three currency counters is \$495,000, which is approximately 25% of the cost for three new units. The overhaul includes a complete system factory refurbishment and technology upgrade with components and software updates. The annual cost to maintain a refurbished unit is \$3,430 or 4.6% less than the amount charged by G&D for maintaining a new currency counter. For the long term maintenance, the cost will be \$1,354,848 for the six years. This amount represents an average annual increase of 2.7% versus 3.5% under the previous contract and is less than the average annual increase of 3.2% as shown in the CPI. The total cost for this solution at \$1,849,848 (\$495,000 + \$1,354,848) versus the original proposal of \$2,026,668 (preventive and remedial maintenance only) represents a savings of \$176,820 and will ensure the availability of these currency counters through 2019. Based on the aforementioned, Procurement finds G&D's price of \$1,849,848 to be fair and reasonable.

Schedule J: Modifications to Miscellaneous Procurement Contracts



Item Number: 3

Vendor Name (& Location) Autodesk, Inc. (San Rafael, CA)	
Description Constructware Web-based Project Management System	
Contract Term (including Options, if any) October 17, 2005 – July 31, 2013	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Contract Number 05I9268	AWO/Modification # 10
Original Amount:	\$ 766,822
Prior Modifications:	\$ 4,451,100
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 5,217,922
This Request:	\$ 1,136,167
% of This Request to Current Amount:	21.8%
% of Modifications (including This Request) to Original Amount:	728.6%

Discussion:

This modification is to extend the contract for an additional three years from August 1, 2013 through July 31, 2016 for continued use of the Constructware Web-based Project Management System (WPMS) for on-site consulting and training services, as well as out-of-pocket expenses.

In February 2005, MTAHQ received approval from the Board to award a five year plus three year option competitive All-Agency miscellaneous procurement, Contract No. 6-01-03153-0-0, to Emerging Solutions, Inc. d/b/a Constructware Corp. for a WPMS. WPMS was chosen to provide a centralized database in the management of MTA Capital Program design and construction projects and to assist in the automation of their work process, track assignments, manage correspondence and speed up review and approval of submissions.

Pursuant to Board approval, NYC Transit on October 17, 2005 awarded Contract No. 05I9268 to Constructware Corp. in the amount of \$766,822 for Enterprise Licensing for the first year of the five year agreement, on-site consulting and training services, and out of pocket expenses. Since award, nine modifications have been issued for additional on-site consulting and training, assignment of the contract to Autodesk, Inc. and later MTAHQ's transfer of the contract to NYC Transit; and various extensions to coincide with the contract term, including the exercise of the three year option, and bring the contract to the current amount of \$5,217,922.

This Modification No. 10 will extend the contract with Autodesk for the use of WPMS for three years. NYC Transit currently has 356 construction projects that utilize WPMS. Additional projects, which will address Sandy Recovery and Resiliency work and Small Business Mentoring, will use Constructware WPMS.

Autodesk's proposal for an initially requested two year extension was \$1,252,680. Through negotiations, Autodesk agreed to reduce their annual licensing fee of \$538,200 to \$434,280, which is \$35,181 less than the current annual licensing fee of \$469,461, and later to \$334,395, if NYC Transit agreed to pay for a three year licensing fee of \$1,003,185 up front, instead of on an annual basis. The pre-payment arrangement results in a negotiated savings of \$405,198 over three years when compared to the current annual license fee. In addition to the licensing fee is 90 days of consulting and training services at \$236,119, which will be used on an as needed basis. The net effect of prepaying the software license fee up front is that NYC Transit will be able to extend the contract for three years at a cost of \$1,239,304 versus the original proposal of \$1,252,680 for two years. This cost will be partially offset by the remaining contract balance of \$103,137, resulting in a net cost for this modification of \$1,136,167. Based on the aforementioned, Autodesk's three year proposal was found fair and reasonable.

Staff Summary

Item Number 1					
Division & Division Head Name: VP Materiel, Stephen M. Piochochi					
<i>Handwritten signature and date 7/10/13</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel <i>WD</i>	5 <i>cc</i>	President MTABC/SVP DOB <i>cc</i> 7/10		
2 X	Law	6 <i>WD</i>	Executive VP		
3 X	Budget	7/10/13 <i>cc</i>	President, NYCT		
4 X	Capital Program Mgmt				

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract Number W-32366
Description 700/800 MHz Radio system for the New York City Transit Authority Department of Buses and MTA Bus Company	
Total Amount TBD	
Contract Term (including Options, if any) 50 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE/RECOMMENDATION:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, it is in the public interest to issue a competitive Request for Proposal (RFP) for the 700/800 MHz Radio system for the NYC Transit Department of Buses (DOB) and MTA Bus Company (MTABC). This project will be managed by NYC Transit Capital Program Management (CPM).

DISCUSSION:

The purpose of this project is to design, furnish and install a new land mobile digital radio system in the 700/800 MHz band, servicing both DOB and MTABC to support 12,000 subscriber radio devices. Upon completion of this project, DOB and MTABC will share a common radio network, base station sites and a new unified Bus Command Center (BCC) that will be built under a separate procurement. The 700/800 MHz Bus Radio System project will outfit the BCC with all the bus dispatch consoles, radio equipment hardware and software necessary for a fully operational and functional Command Center Operating Theater that will be capable of supporting both voice and data traffic between the BCC and individual revenue and non-revenue support vehicles. A critical part of this project is the transition from the existing analog system to the new digital system in addition to retrofitting existing bus and vehicles with new mobile and portable radios.

The current DOB analog radio system utilizes 20 channels in the 800 MHz band. The operations span all the five boroughs of New York City, into Westchester and Nassau counties and Long Island. DOB also serves routes from Queens to Nassau County and from Staten Island to New Jersey. This system is more than 25 years old, technologically obsolete, and does not satisfy DOB requirements for quality of service and growth, including the addition of dispatching responsibility for MTABC. The MTABC analog radio system currently operates on nine channels in a leased 900 MHz band and utilizes a single transmission tower, located in Manhattan, covering Nassau County to the east, Westchester County to the north, and New Jersey to the West. After transitioning to the new radio system, the 900 MHz spectrum will no longer be used.

The new radio system will utilize a total of 22 channels in the 800 MHz band as well an additional 37 channels in the 700 MHz band, and will operate 24/7/365 to support personnel in buses and support vehicles, as well as portable radios.

The main features of the new digital radio system will be:

- Unified digital radio network for DOB and MTABC
- Flexible multimode radios that can accommodate simultaneous voice and data transmission.
- An open architecture design with complete scalability with increased capacity and functionality.
- Ability to have both talk groups and one-on-one communications.

Staff Summary

A review of responses to a prior NYC Transit Request for Information (RFI) received in April 2013 identified various alternatives and configurations that meet the requirements of NYC Transit. Utilizing the RFP process will allow NYC Transit to evaluate alternatives as well as take into account proposals that can possibly shorten the project duration and introduce innovations that will be in keeping with NYC Transit's need to get the best possible contractor and solution at the best possible price. Maintaining current radio operations while transitioning to the new digital radio system will be an important requirement. Given the complex nature of this project, it is in the best interest of NYC Transit to be able to consider other factors such as technical expertise and alternative approaches to the work as well as past performance and experience on similar projects in order to determine which proposal offers the best overall value. In addition, the RFP process will allow NYC Transit flexibility to negotiate alternative contract terms and conditions that could potentially result in a lower overall cost for the project while still achieving NYC Transit's requirements.

ALTERNATIVES:

The use of a sealed bid process in which factors other than cost cannot be considered is not recommended as it does not provide the best flexibility in assessing the alternative means towards accomplishing this complex project. An RFP is a better means to evaluate different technical approaches and to enable the best consideration of alternative proposals. It is believed that a negotiated procurement in the context of a complex project would better serve the public interest and offer NYC Transit the best overall value.

IMPACT ON FUNDING:

This project is funded by the FTA and MTA and will be managed by NYC Transit under the MTA Capital Program.

D/M/WBE INFORMATION:

The Department of Diversity and Civil Rights has established a 3% DBE goal for this procurement.

Staff Summary



Item Number 2					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
Division Head Signature & Date					
<i>MK for Sav. 7/5/13</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel	5 X	Buses		
2 X	Law	6 <i>WAS</i>	Executive VP		
3 X	Capital Budget	7 <i>WAS/COB</i>	President		
4 X	DDCR	8			

SUMMARY INFORMATION	
Vendor Name Prevost Car (US), Inc.	Contract Number B-40657
Description Furnish and Deliver 300 Over-the-Road Clean Diesel Express Buses.	
Total Amount \$164,838,002	
Contract Term (including Options, if any) August 15, 2013 - February 14, 2021	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE:

To obtain Board approval for NYC Transit to award contract B40657 to Prevost Car (US), Inc. to purchase, pursuant to subdivision 9 (g) of Section 1209 of the Public Authorities Law, 300 Over-the-Road Clean Diesel Express Buses and related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation and training.

II. DISCUSSION:

On September 27, 2012, the Board adopted a resolution authorizing the use of a competitive Request for Proposal (RFP) in lieu of competitive bidding to award a contract for the purchase of 285 Over-the-Road Clean Diesel Express Buses with an option to purchase up to 15 additional Buses. Subsequent to the Board's approval of the Authorizing Resolution, a reassessment of the express bus requirements to support planned restoration of service resulted in a decision to include the option in the base requirement and to advertise the contract for the full 300 buses.

The solicitation, which contained language that would allow the award to be split if certain pre-established criteria were met, was advertised on January 14, 2013 at which time eight bus manufacturers were directly contacted. Pursuant to the statutory framework, the selection criteria, listed in descending order, were as follows: Overall Project Cost, New York State Content, Overall Quality of Proposer and Product and Other Relevant Matters. Delivery time, while not part of the selection criteria, was required to be completed within 130 weeks from notice of award. Selection Committee members were drawn from NYC Transit - Department of Buses (DOB), Procurement, Capital Planning & Budget and MTABC Operations Planning.

Three express bus manufacturers [DesignLine Corporation (DesignLine), Motor Coach Industries, Inc. (MCI) and Prevost Car (US), Inc. (Prevost)] attended the pre-proposal conference which was held on January 28, 2013. Initial proposals were received on March 27, 2013 from all three of these express bus manufacturers. It should be noted that this is the first time that NYC Transit has had competition for this bus type.

After review of the initial proposals by the Selection Committee, both MCI and Prevost were invited for oral presentations and DesignLine was advised that it was no longer in consideration for award because of its limited experience manufacturing Over-the-Road Clean Diesel Express Buses. Oral presentations were held on April 9 and April 10, 2013 with MCI and Prevost respectively. Negotiations were conducted on May 14 and May 15, 2013 with MCI and Prevost respectively and centered on the current performance of each bus manufacturer's respective fleet(s), pricing, alternate proposals, exceptions/deviations/clarifications to the technical specifications and the terms & conditions.

Staff Summary

BAFOs were received from both MCI and Prevost on June 7, 2013. The table below illustrates the final evaluation of the BAFO pricing.

	MCI	Prevost	Difference
Average Price per bus (300 buses)	\$566,309.50	\$552,168.01	(\$14,141.49)
Net Debits/Credits for Selected Alternatives	\$1,197.00	(\$2,708.00)	(\$3,905.00)
Average Bus Price including alternatives	\$567,506.50	\$549,460.01	(\$18,046.49)
New York State Content %	15.47%	21.56%	6.09%
Evaluative Credit for New York State Content	(\$39,432.22)	(\$54,946.00)	(\$15,513.78)
Evaluative Credit for Overall Quality of Proposer and Product	(\$43,407.34)	(\$39,561.12)	\$3,846.22
* Other Evaluative Debits/Credits	(\$300.00)	\$1,578.64	\$1,878.64
Final Average Bus Price in Evaluative Dollars	\$484,366.93	\$456,531.53	(\$27,835.41)

* This represents the net value of credits and debits utilized to value the differences between the proposers' BAFOs.

The Selection Committee reviewed the two BAFOs in accordance with the evaluation criteria and unanimously recommended award of the entire contract for 300 Buses to Prevost because Prevost's significantly lower price and larger New York State Content outweighed MCI's marginally higher technical evaluation.

In comparing the BAFOs of MCI and Prevost, it should be noted that Prevost's unevaluated average price per bus of \$549,460 is \$18,047 (3.18%) less than MCI's unevaluated average price per bus of \$567,507; Prevost's evaluative price of \$456,532 is \$27,835 (5.75%) lower than MCI's evaluative price of \$484,367. The final award amount of \$164,838,002 is \$5,403,947 less than MCI's total price, \$8,920,975 (5.13%) below Prevost's initial proposal of \$173,758,977 and \$13,661,998 (7.65%) below DOB's estimate of \$178,500,000. The award will consist of \$164,247,600 for the 300 buses, \$183,324 for qualification testing, diagnostic tools and manuals, \$108,000 for an estimated quantity of training and \$299,078 for capital spares. Procurement, DOB and the Cost/Price Analysis Unit have determined the final price to be fair and reasonable.

Prevost's two pilot buses are scheduled to be delivered in February 2014. One of the pilot buses will be used for in-service testing while the other will be used for configuration audit and qualification testing. The delivery of the production buses is scheduled to begin in September 2014 and to be completed in February 2016.

Prevost has committed to meeting a New York State Content of 21.56%. In addition to sourcing materials and services from New York State companies, Prevost will utilize a manufacturing facility in Plattsburgh, NY. This facility was built in 2009 by an affiliated company, Nova Bus, a Division of Prevost Car (US), Inc., for the manufacture of both 40-foot and 60-foot low floor transit buses. Prevost's plan includes the repurposing of underutilized space within the Plattsburgh facility and expanding the Plattsburgh facility to accommodate a production line for Prevost to build Over-the-Road Clean Diesel Express Buses.

Payment Terms: The following payments will be made within 30 days (as per the New York State Prompt Payment Guidelines) after each of the following events: 10% of the value of 300 buses at Notice of Award; 15% of the value of 300 buses upon Delivery of the pilot buses; 55% of the price per bus upon issuance of Release for Shipment; 18% of the price per bus at Acceptance of each bus; 1% of the price per bus upon Acceptance of approved manuals; 1% of the price per bus upon Acceptance of the training deliverables. The 10% and 15% payments will be fully collateralized.

III. MBE/WBE:

Goals of 10% MBE and 10% WBE have been established for this contract. Prevost has submitted a good faith effort to the Department of Diversity and Civil Rights (DDCR) and has committed to expanding its outreach program to identify additional MBE/WBE companies to support Prevost's production and deliverables on this contract. Prevost has also agreed to establish a minority supplier development program that would create opportunities for New York State certified/based MBE/WBEs. Based on Prevost's implementation plan, approval was received from DDCR. DDCR and Prevost will continue to work collectively to maximize Prevost's ability to meet the goals set forth in this contract and future procurements.

IV. IMPACT ON FUNDING:

The Contract will be funded with 100% MTA funds. Approval of the scope change, from 285 to 300 buses, is included in the staff summary regarding Omnibus Budget Modifications to 2010-2014 Capital Program, which is to be presented to the July Board. Sufficient funds exist within the project for all 300 buses. A WAR certificate will be secured prior to award.

V. ALTERNATIVES:

Conduct another solicitation. This is not recommended as it is unlikely to result in better pricing and will seriously undermine NYC Transit's fleet plan and its ability to replace buses which have exceeded their 12-year useful life.

VI. RECOMMENDATION:

It is recommended that the Board approve the award of this competitively negotiated contract to Prevost Car (US), Inc. in the amount of \$164,838,002 to purchase 300 Over-the-Road Clean Diesel Express Buses and related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation and training.

Schedule G: Miscellaneous Service Contracts



Item Number: 5-6

Vendor Name (& Location) Medical Transportation Management, Inc. (Lake Saint Louis, MO) Corporate Transportation Group, Ltd. (Brooklyn, NY)	
Description Broker Car Service for Paratransit	
Contract Term (including Options, if any) Three years with a two year option	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	

Contract Number RFP No. 20733	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$179,074,760 (Est.)	\$106,206,745 (MTM) \$72,868,015 (CTG)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Buses, Darryl Irick	

Discussion:

These miscellaneous service, estimated quantity contracts are for the provision of Broker Car Service for Paratransit Access-A-Ride (AAR) customers.

In December 2011, Request for Proposals (RFP) #20733 was competitively solicited for AAR service identified as "Broker Car Service for Paratransit" following a successful pilot initiative that began in January 2011. A "Broker" program utilizes one contractor to schedule and dispatch pre-arranged trips for Paratransit's ambulatory passengers through a non-dedicated subcontractor network of livery and black car service providers. The use of a non-dedicated service provides a cost benefit to NYC Transit in that Paratransit does not bear the direct responsibility for maintenance of the vehicles and other operating costs, as is the case with the dedicated Primary Carrier service (16 Contractors solely dedicated to the provision of ADA paratransit service, utilizing and maintaining NYC Transit-provided vans and sedans for the AAR program) for Paratransit. Historically, Broker program pricing has been on average 39% lower than the Primary Carrier service, with average per trip pricing of \$32 and \$53, respectively.

The term of the Contracts is three years with an option to extend for up to an additional two years. Board approval will be sought if NYC Transit wishes to exercise its option. Approximately six million trips will be completed within the three year term. Pricing shall remain fixed for the base and option years.

The evaluation criteria for this RFP, listed in descending order of importance, were as follows: Overall Technical Qualification to provide Broker service, Overall Price for Trips and Other Relevant Matters. The solicitation was structured to facilitate NYC Transit's desire to make multiple awards based on a 60%/40% split of the total number of trips, unless pricing received for 100% from a single Proposer was significantly lower than the second lowest Proposer to offset the benefits of a split award. Two contracts benefit the Authority in that a backup provider is available to provide service and competition is cultivated for future related procurements.

Procurement performed an extensive outreach which resulted in 56 companies attending the pre-proposal conference and 23 proposals being submitted in response to the RFP. Following the Selection Committee's review, 16 proposals were eliminated immediately as the Proposers failed to demonstrate an adequate level of understanding of the Broker program. The remaining seven Proposers were invited for oral presentations. Subsequent to oral presentations, four Proposers were eliminated as the Selection Committee determined that these Proposers lacked experience in the Broker program and did not articulate a satisfactory management approach. The Selection Committee determined that remaining companies: Corporate Transportation Group (CTG, the incumbent), Medical Transportation Management (MTM, woman-owned firm certified in Missouri), and MV Transportation (MVT), were technically qualified and demonstrated relevant experience with the Broker program. These three companies were invited to participate in negotiations.

A series of negotiations centered on the variety of elements which made up the price per trip, with the goal of achieving an overall reduction in the weighted average cost per trip (WACPT). During the course of negotiations, interim pricing was submitted and evaluated to ensure substantive price reductions. BAFOs were received on June 4, 2013. The total estimated three-year pricing for 100%, 60% and 40% and corresponding WACPT for each Proposer is as follows:

Proposer	100%	WACPT	60%	40%	WACPT
MTM	\$176,113,846	\$29.48	\$106,206,745	\$70,799,364	\$29.62
CTG	\$178,525,526	\$29.88	\$109,308,975	\$72,868,015	\$30.49
MVT	\$196,131,825	\$32.83	\$119,528,290	\$79,680,476	\$33.34

Discussion Cont'd

The Selection Committee evaluated the BAFOs in accordance with the evaluation criteria. CTG, MTM and MVT all had high technical ratings with CTG ranked slightly higher than MTM. The difference in price for an award of 100% of the estimated trips to a single contractor was not significant enough to outweigh the benefit of a split award. The Selection Committee unanimously voted to make a split award with 60% to MTM and 40% to CTG, based on MTM's lower price, notwithstanding CTG's slightly higher technical ranking. MTM's 60% proposal is \$3,102,230 or 2.8% lower than CTG's 60% proposal. Both MTM and CTG are financially qualified to perform the work at the recommended award amounts. Prices from both are considered fair and reasonable.

Staten Island inter-borough trips are included in this new Contract, whereas the existing contract does not include either Staten Island intra- or inter-borough trips. A comparison of the combined WACPT of \$28.79 (MTM at 60% volume and CTG at 40% volume) for the new Contract excluding SI inter-borough trips, compared to the WACPT of \$32.00 for the existing contract is \$3.21 or 10% less. This equates to an approximate price reduction of \$19.2 million from the existing contract. It should be noted that the combined WACPT of \$29.97 (including SI inter-borough trips) is \$2.03 or 6.3% lower than the existing contract. Under these new Contracts, Broker program pricing will be on average, 43.5% lower than Primary Carrier service with an average per trip price of \$29.97 compared to \$53 for Primary Carrier service.

Through negotiations, from the initial proposals to the BAFOs, the WACPTs for MTM and CTG were reduced by \$2.71 and \$2.11 respectively. Based on the estimated number of trips for the three year term, this represents an estimated savings of \$14.7M.

Schedule H: Modifications to Personal and Miscellaneous Service Contracts



Item Number: 7

Vendor Name (& Location) Palm Coast Data, LLC (Palm Coast, FL)
Description Provide MetroCard extended sales fulfillment services
Contract Term (including Options, if any) August 9, 2006 – August 8, 2013
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Revenue Control, Alan Putre

Contract Number	AWO/Modification #
05F9218	3
Original Amount:	\$ 13,567,242
Option Amount:	\$ 5,511,918
Total Amount:	\$ 19,079,160
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 858,909
Current Amount:	\$ 19,938,069
This Request:	\$ 6,584,779 (Est.)
% of This Request to Current Amount:	33.0%
% of Modifications (including This Request) to Total Amount:	39.0%

Discussion:

This modification is to extend the contract term by two additional years from August 9, 2013 through August 31, 2015 for continued MetroCard extended sales fulfillment services.

Fare media has traditionally been sold within the NYC Transit subway system at station booths and MetroCard vending machines. Beginning in 1997, MetroCards were distributed out-of-system through the MetroCard Extended Sales Merchant Network program, which now is comprised of over 4,300 MetroCard merchants located throughout the greater New York City area. The program offers customers a convenient alternative means to purchase MetroCards, especially those that are bus only customers. In 2012, there were 66,594 secured deliveries made of over 30 million MetroCards that were sold through this program accounting for \$312.5 million in sales revenue to NYC Transit. Contract pricing is based on estimated quantities of more than 30 different types of transactions related to ordering, packaging, shipping and payment for MetroCards.

In July 2006, the Board approved a five year competitively solicited contract to Kable News Company (Kable) to provide MetroCard extended sales fulfillment services for \$13,567,242, with an option to extend the contract term for two additional one year periods for \$5,511,918 for a combined total of \$19,079,160. In February 2009, the contract was assigned from Kable to Palm Coast Data, LLC, (Palm Coast) per a request made by their shared parent company.

Under this contract, Palm Coast is responsible for accepting orders by telephone, mail or fax and processing each order for shipment. A telephone customer service center is staffed to address the full range of MetroCard merchants' orders. Palm Coast is also responsible for providing secure warehousing, fulfillment, inventory management, payment processing, accounting and other related services.

This two year extension is being requested by Revenue to avoid a break in service and allow sufficient time to make work scope revisions, solicit and award a new multi-year contract. The wide range of services provided, combined with an extensive merchant network dictate an extended re-solicitation schedule. In discussions with Palm Coast, they agreed to continue to perform this work for the next two years at the same unit prices as the last four years. To support accepting Palm Coast's pricing, comparisons were made between the Consumer Price Index (CPI) and the Producer Price Index (PPI) for transportation, equipment and fuel for the period of May 2010 to the present, which show increases of 6%, 8% and 33%, respectively. Based on these levels of increases, Palm Coast's pricing for the two year extension is considered fair and reasonable. The estimated expenditure for this extension is \$6,804,888, which will be partially offset by the remaining contract balance of \$220,108, resulting in a net cost for this modification of \$6,584,779.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 1

Vendor Name (& Location) E.E. Cruz and Tully Construction Company, JV, LLC (CTJV) (Holmdel, NJ)	
Description Civil, Structural, and Utility Relocation for the Second Avenue Subway – 96 th Street Station	
Contract Term (including Options, if any) May 28, 2009 – July 15, 2013	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #:
C-26005	132
Original Amount:	\$ 303,863,700
Option 1 Amount:	\$ 17,526,300
Option 2 Amount:	\$ 3,610,000
Total Amount:	\$ 325,000,000
Prior Modifications:	\$ 36,534,759
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 361,534,759
This Request:	\$ 653,000
% of This Request to Current Amount:	0.2%
% of Modifications (including this Request) to Total Amount:	11.4%

Discussion:

This modification is for the application of the contractual steel price adjustment clause.

This contract is for civil, structural, and utility relocation work for the 96th Street Station for the Second Avenue Subway. The work to be performed under this contract includes: the relocation of utilities, demolition of the former Century Lumber Building and interior demolition at Astor Terrace Condominium; construction of temporary and permanent support of excavation (SOE) retaining structures including the construction of slurry walls, secant piles and micro pile walls; connection to the existing tunnel north of 99th Street; installation of temporary roadway decking; construction of the 96th Street Station invert slab; and construction of certain station entrance and ancillary building structural elements.

Contract C-26005 includes a provision allowing for a steel price adjustment for additional compensation to the contractor, or a credit to MTACC, due to increases or decreases in the cost of eligible steel material prices based upon a published monthly index. In accordance with these provisions, the contractor submitted a request for price adjustment for steel purchased between September 2009 and December 2012 including documentation in support of quantities purchased. The quantities were reviewed and verified by MTACC and, when applying the adjustment formula established in the contract, results in an additional cost of \$653,000 which is considered fair and reasonable. It should be noted that during the negotiation of the base contract, a concession of \$3 million was obtained from the contractor for the inclusion of this provision in the contract. Thus overall savings of \$2,347,000 were achieved.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 2

Vendor Name (& Location) Judlau Contracting, Inc. (New York, NY)	
Description Second Avenue Subway - 63 rd St./Lexington Avenue Station Reconstruction	
Contract Term (including Options, if any) January 13, 2011 – May 13, 2014	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number C-26006	AWO/Modification # 41
Original Amount:	\$ 176,450,000
Prior Modifications:	\$ 3,505,912
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 179,955,912
This Request:	\$ 300,586
% of This Request to Current Amount:	0.2%
% of Modifications (including This Request) to Original Amount:	2.2%

Discussion:

This modification is for the installation of a new ventilation system for the Con Edison vault and Electrical Distribution Room 1 (EDR 1) associated with the Second Avenue Subway – 63rd St./Lexington Avenue Station.

The contract calls for station reconstruction, as well as rehabilitation and reconstruction of new entrances to allow access from 3rd Avenue; connect new entrances to platforms; utility installation and relocation; and installation of elevators and escalators in the station and entrances.

The contract did not require any improvements to the existing ventilation system for the Con Edison vault and EDR 1 located on the 6th Mezzanine of the station. However, during construction, it was observed that the existing ventilation system had deteriorated and was not operational. Per design criteria for such facilities, the vault and EDR must be properly ventilated. Based on present information, it appears that an error/omission may be involved with the modification; an Error/Omission Analysis will be performed.

This modification is for the installation of a new ventilation system. The work includes demolition of existing HVAC ducts, grilles, dampers, and fan equipment; furnishing and installing two exhaust fans and two supply fans with associated motor starters; and installation of new ductwork, dampers, grilles, ceiling openings, HVAC equipment and thermostats. It also includes work associated with the instrumentation and control system including furnishing and installing 18 back boxes for communication devices, a Building Management System (BMS) panel, a step-down transformer feeding to the BMS panel, circuit breakers to an existing panel board and all associated conduit, cable, drag lines and junction boxes.

The contractor's proposal was \$407,397; MTACC's revised estimate was \$291,771. Negotiations resulted in the agreed upon lump sum of \$300,586, which is considered fair and reasonable. Savings of \$106,811 were achieved.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 3-4

Vendor Name (& Location) Skanska/Railworks Joint Venture (New York, NY)	
Description Furnishing and Installing Finishes and Systems – No. 7 Line Extension	
Contract Term (including Options, if any) August 10, 2011 - June 9, 2014	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: HYDC	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #
C-26505	26 & 40
Original Amount:	\$ 513,700,497
Prior Modifications:	\$ 5,398,923
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 519,099,420
This Request:	\$ 1,014,000
Mod. 26:	\$301,000
Mod. 40:	\$713,000
% of This Request to Current Amount:	0.2%
% of Modifications (including This Request) to Original Amount:	1.2%

Discussion:

These modifications address miscellaneous changes associated with the issuance of revised drawings resulting from NYC Transit, Hudson Yards Development Corporation (HYDC), and NYCDEP requests. Funding for these modifications will be provided by HYDC.

This contract includes the completion of the 34th Street Station and covers the entire No. 7 Line extension which runs from Times Square to Site A at 26th Street and 11th Avenue. It includes the furnishing and installation of finishes and systems including elevators and escalators; HVAC, tunnel ventilation and fire protection; plumbing, electrical power and lighting; signal, communications and traction power systems; and track work. The work also includes construction of the ventilation building at Site A.

Modification No. 26

This modification results from post-award requests by NYC Transit for additional mechanical storage rooms and fabricated steel changes; HYDC’s request to coordinate with a Parks Department contractor; and coordination changes resulting from contract packaging. NYC Transit requests include the construction of additional Mechanical Storage Rooms at Sites A, K, L and the 34th Street Station; revisions to rooftop mechanical access platforms at Sites J & K; and additional handrails in Entrance 1 & Entrance 2 Tunnels. HYDC’s request relates to the relocation of a Canopy Wall Hydrant at Site J to coordinate with the Parks Department contractor. Changes resulting from coordination between contract packages include the reconstruction of approximately 100 LF of concrete curb due to a change in the portal base profile of the new tunnels; revisions to the standpipe transition in the existing tunnel east of 8th Ave to avoid interference with radiating cables; and revisions to stair opening guardrail wire mesh for the final fit-out of stairs installed under prior contracts.

The contractor’s proposal was \$433,985; MTACC’s revised estimate was \$291,662. Negotiations resulted in the agreed upon net lump sum price of \$301,000, which is considered fair and reasonable. Savings of \$132,985 were achieved.

Modification No. 40

This modification includes changes to the 34th Street Platform Pump Room equipment layout as a result of NYCDEP comments regarding groundwater treatment that could not be addressed in the contract bid documents. Work includes the addition of two sump pumps and two 4” Ground Water Discharge Lines. Structural work includes changes to the Monorail Beam and support beams associated with a 2-ton manual chain hoist in the Pump Room and electrical work includes additional conduit, wiring, and panels to be integrated in the Pump Room. This modification also includes the installation of additional piping associated with the relocation of an eye wash station.

The contractor’s proposal was \$938,569; MTACC’s revised estimate was \$664,888. Negotiations resulted in the agreed upon net lump sum price of \$713,000, which is considered fair and reasonable. Savings of \$225,569 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2-4

Vendor Name (& Location) John Civetta & Sons (Bronx, NY)
Description Full Rehabilitation of Dyckman Street Station and Component Repair of Five Stations on the Broadway/Seventh Avenue Line
Contract Term (including Options, if any) June 29, 2010 – September 25, 2013
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith

Contract Number A-36065	AWO/Modification # 40, 54 & 49
Original Amount:	\$ 46,906,344
Prior Modifications:	\$ 3,789,417
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 50,695,761
This Request: Mod. 40: \$2,087,900 Mod. 54: \$398,000 Mod. 49: \$1,144,000	\$ 3,629,900
% of This Request to Current Amount:	7.2%
% of Modifications (including This Request) to Original Amount:	15.8%

Discussion:

These retroactive modifications provided for an elevator and friction bearing piles for the elevator, an extension of the substantial completion date by 223 work days (150 impactable) from November 12, 2012 to September 25, 2013 and the combined impact costs for this time extension and the time extension associated with modifications approved by the Board in February 2012 and November 2012.

The contract covers stations on the Broadway/Seventh Avenue Line in Manhattan (Dyckman Street, 207th and 215th Street Stations) and The Bronx (225th, 238th and 242nd Street Stations). The contract provides for the full rehabilitation of the Dyckman Street Station. The contract also provides for component replacements at five stations, consisting of the replacement of street stairs at two stations (207th and 225th Streets) and the replacement of platform edges and canopies at five stations (207th, 215th, 225th, 238th and 242nd Streets).

The contract calls for the installation of ADA elements at the Dyckman Street Station. These elements involve raising the platform; rebuilding stair cases; and installing ADA compliant railings and door handles. Although this is not a designated fully accessible key station, these elements enhance ADA accessibility to the Dyckman Street Station. After contract award, a disability advocacy group filed a federal lawsuit claiming that the Americans with Disabilities Act requires MTA to provide more ADA elements. In March 2011, the lawsuit was settled with NYC Transit's agreement to provide an elevator and access ramp for the southbound platform at the Dyckman Street Station. In February 2012, the Board approved a modification for elevator machine room civil and structural work. In November 2012, the Board approved a modification for interior and exterior landmark finishes, a new station entrance, lighting and communications work, and the extension of the substantial completion date by 94 work days (84 impactable) to November 12, 2012.

Modification No. 40

This retroactive modification provided for the construction of the elevator pit and concrete foundation, the modification of the station platform to accommodate the elevator shaft, the furnishing and installation of structural steel and structural glass walls for the hoist way, the furnishing and assembly of the elevator cab and guide rail, the furnishing and installation of the elevator traction motor and controllers, and all associated electrical, structural, and architectural work. Prior to approval of this modification, the VP Materiel authorized partial payment to the contractor for work performed up to \$1,000,000. The contractor's initial proposal was \$2,996,000; NYC Transit's revised estimate was \$1,920,500. Following negotiations, the lump sum of \$2,087,900 was agreed upon and found to be fair and reasonable. Savings of \$908,100 were achieved. A 223 work day extension of time was agreed upon, of which 150 work days are impactable. It was agreed that the impact cost would be negotiated separately under Modification No. 49, also included as a part of this month's Board submission. On May 8, 2012, the SVP & Chief Engineer signed a retroactive waiver and the contractor was directed to proceed to mitigate delay.

Modification No. 54

This retroactive modification provided the furnishing and installation of friction piles in lieu of bearing piles. The initial modification design called for bearing piles, however when the first bearing pile was being driven, the pile driver was unable to reach bedrock. Accordingly, the modification was redesigned and the contractor was required to furnish and install friction piles for the elevator support system. The contractor's initial proposal was \$412,734; NYC Transit's estimate was \$398,200. Following negotiations, the lump sum of \$398,200 was agreed upon and found to be fair and reasonable. Savings of \$14,534 were achieved. No extension of time is required, as the work was performed concurrently with Modification No. 40. On May 5, 2012, the SVP & Chief Engineer signed a retroactive waiver and the contractor was directed to proceed to mitigate delay.

Schedule K: Ratification of Completed Procurement Actions

Discussion Cont'd:

Modification No. 49

The contract was awarded with a substantial completion date of June 29, 2012. The additional work required by the lawsuit settlement necessitated several modifications and associated extensions of time.

Modification 15 was approved by the Board in February 2012 and provided for elevator machine room, civil and structural work. The Board was advised that the extension of time required for it and a subsequent modification would be negotiated together.

Modification 34 was approved by the Board in November 2012, and provided for interior and exterior landmark finishes, a new station entrance, lighting and communications work, and the extension of the substantial completion date by 94 work days (84 impactable), from June 29, 2012 to November 12, 2012, which covered this and Modification 15. The Board was advised that the impact cost would be negotiated in a future modification.

Modification 40 is being presented to this July 2013 Board for approval and provides for installation of the elevator, all associated electrical, structural, and architectural work, and the extension of substantial completion date by 223 work days (150 impactable), from November 12, 2012 to September 25, 2013.

As a result of the abovementioned modifications, the substantial completion date was extended by 317 work days from June, 29 2012 to September 25, 2013, of which 234 work days are impactable.

The subject Modification 49 provides for the impact costs for the 234 impactable work days. The contractor's initial proposal was \$4,414,876; it was based on the contractor's initial schedule proposal of 441 impactable work days. NYC Transit's estimate was \$1,144,395; it was based on NYC Transit's schedule estimate of 234 impactable work days. Following negotiations, the lump sum cost of \$1,144,000 for 234 impactable work days was agreed upon and found to be fair and reasonable. Savings of \$3,270,876 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 5

Vendor Name (& Location) Silverite Construction Co., Inc. (Hicksville, NY)	
Description Design and construction of the new Mother Clara Hale Bus Depot	
Contract Term (including Options, if any) November 2, 2010 – July 1, 2013	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
C-40455	23
Original Amount:	\$ 214,000,000
Prior Modifications:	\$ 1,352,342
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 215,352,342
This Request:	\$ 458,370
% of This Request to Current Amount:	0.2%
% of Modifications (including This Request) to Original Amount:	0.8%

Discussion:

This retroactive modification is for the removal and disposal of additional quantities of the existing foundation perimeter wall.

This contract is for the design and construction of the new Mother Clara Hale Bus Depot in the Borough of Manhattan, which will replace the existing depot with a new green building that has environmentally friendly features. The new depot will be a three-story structure built to accommodate 150 standard buses. The Mother Clara Hale Depot was originally a trolley barn built in 1895. It was structurally modified in 1939 to become the 146th Street Bus Depot. NYC Transit rehabilitated the depot in 1990, renaming it in honor of Mother Clara McBride Hale in 1993. The old depot was demolished in 2009 to make way for the new depot.

Prior to the award of this contract, a different contractor demolished the old depot, but was not required to remove the existing, buried foundation walls along the property lines. The property occupies most of the block between West 147th Street, West 146th Street, Lenox Avenue and Adam Clayton Powell Boulevard. The four existing, buried foundation walls could not be removed by the demolition contractor without undermining the soil which supports the adjacent streets and sidewalks. The subject contract for the design and construction of the new depot requires the contractor to install temporary support of excavation walls along the perimeter, so the existing, buried foundation walls could be safely demolished and replaced with new, permanent foundation walls for the new depot.

The subject contract includes a drawing prepared by the demolition contractor which shows the existing, buried perimeter foundation walls. The demolition contractor was required to dig a test pit near a foundation wall to allow the consultant to examine it. The demolition contractor used the test pit information, and drawings from the early 1900's, to create a contract drawing showing the existing, buried perimeter foundation walls. That drawing was included in the subject contract, indicating that the volume of existing, buried perimeter foundation walls to be removed by the contractor is 1,980 cubic yards.

As the work of removing the existing, buried perimeter foundation walls progressed in May and June 2011, most of the foundation walls were found to be deeper and wider at their base than shown by the test pit or the early 1900's drawings. In order to avoid delay, the contractor was instructed to continue with excavation while NYC Transit and the contractor jointly monitored the field conditions. The field conditions were recorded by means of field sketches which depicted the actual changed field conditions; the field sketches were signed by both parties. The actual quantity discovered during the removal of the existing, buried perimeter foundation walls was 4,180 cubic yards, or 2,200 cubic yards above the contractual quantity.

This modification provides for the removal and disposal of the additional 2,200 cubic yards of existing, buried perimeter foundation walls. The costs for the removal and disposal of the additional existing, buried perimeter foundation wall include labor, equipment and material disposal fees. The contractor's proposal was \$496,738; NYC Transit's estimate was \$470,800. Following negotiations, the lump sum amount of \$458,370 was agreed upon and is considered fair and reasonable. Savings of \$38,368 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 6

Vendor Name (& Location) Welkin Mechanical, LLC (College Point, NY)
Description Furnish and install sprinkler systems at five locations in Manhattan and Queens
Contract Term (including Options, if any) February 15, 2012 – February 15, 2014
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith

Contract Number C-34812	AWO/Modification # 2
Original Amount:	\$ 5,738,000
Prior Modifications:	\$ 134,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 5,872,000
This Request:	\$ 475,000
% of This Request to Current Amount:	8.1%
% of Modifications (including This Request) to Original Amount:	10.6%

Discussion:

This retroactive modification provides for the furnishing and installation of a fire suppression system in a room in the Jay Street Station which will house a new telephone private branch exchange (PBX switch).

The contract provides for the furnishing and installation of sprinkler systems at five locations in the boroughs of Manhattan and Queens.

In April 2012, the Board authorized the surrender of NYC Transit’s former headquarters building at 370 Jay Street in Brooklyn to the City of New York (“City”), subject to the reservation of temporary and permanent easements necessary to allow for the relocation of certain vital NYC Transit telecommunications equipment still located in the building. The Board was advised that the City and the New York City Economic Development Corporation (“EDC”) have agreed to lease the building to New York University (“NYU”) for the purpose of establishing a new “Center for Urban Science and Progress”, in consideration of NYU paying \$50,000,000 to NYC Transit, among other terms. Also in April 2012, MTA, NYC Transit, NYU and EDC executed a relocation agreement which stipulates, that the payment from NYU to NYC Transit will be subject to reduction to the extent of specified liquidated damages in the event of unexcused lateness in the abandonment of the premises by NYC Transit. Except for the locations covered by permanent easements, NYC Transit must vacate the building by October 2014.

The PBX switch in the building controls many of the Brooklyn circuits of the NYC Transit telecommunications system, including the emergency alarm and emergency telephone systems in subway tunnels; therefore it must be kept in operation until a new PBX switch is installed in a location outside the building, allowing telephone service to be relocated from the old PBX switch to the new PBX switch.

NYC Transit identified a former Police locker room on the mezzanine level of the Jay Street Station as the optimal location for the new PBX switch. In-house forces have been installing necessary conduit and cabling. NYC Transit procured the new PBX switch which should be installed in October 2013, which will allow in-house forces time to change from the old PBX switch to the new PBX switch in a timely fashion and avoid liquidated damages. However, prior to installing the PBX switch, a fire suppression system must be installed in the Jay Street Station mezzanine room in order to safeguard the PBX switch. The fire suppression system discharges inert gases, which are safe for people and pose no ozone depleting, to suppress fires quickly without damage to the PBX equipment. The inert gas will be stored in tanks in the room. Three rooms (air conditioning mechanical, UPS battery and inert gas storage tank rooms) were constructed within the new PBX room and the ceiling was lowered; this reduced the volume of inert gas needed to fill the new PBX room and the number of storage tanks. After structural calculations ensured that that existing floor could support the weight UPS batteries and inert gas storage tanks, the design of the fire suppression system could be finalized in February 2013. NYC Transit determined that the most expeditious way of installing the fire suppression system would be by means of a modification to an existing contract, in order to assure timely installation and avoid liquidated damages. The fire suppression system for the PBX room must be installed by a plumber. The subject contract was determined to be appropriate for this additional work because the contractor specializes in plumbing, is experienced in providing the plumbing required for fire suppression systems, and will not require an extension of time to complete the modification work.

The contractor submitted a cost proposal in the amount of \$588,731; NYC Transit’s estimate was \$476,900. Negotiations resulted in the agreed upon lump sum of \$475,000, which is considered fair and reasonable. Savings of \$113,731 were achieved. On April 8, 2013, the SVP & Chief Engineer signed a retroactive waiver. On April 18, 2013, the contractor was directed to proceed to mitigate delay.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location)
AECOM*Arup, JV (New York, NY)
Preliminary and final engineering services for the Second Avenue Subway project
Contract Term (including Options, if any)
December 20, 2001 - December 19, 2014
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name:
MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number	AWO/Modification #:
CM-1188	90
Original Amount:	\$ 200,478,227
Option Amount:	\$ 150,400,897
Total Amount:	\$ 350,879,124
Prior Modifications (excluding options):	\$ 69,616,461
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 420,495,585
This Request:	\$ 1,275,387 (NTE)
% of This Request to Current Amount:	0.4%
% of Modifications (Including This Request) to Total Amount:	20.2%

Discussion:

This modification is for the relocation of the 72nd Street Station entrance.

This contract is for design services for the Second Avenue Subway (SAS). The base contract provided for preliminary engineering (PE) of the segment running from 125th St. to Midtown, PE of the segment running from Midtown to Lower Manhattan, and support services during the construction phase for tunnel boring machine (TBM) activities. The contract also included three options for final design and construction support services for the civil/structural elements, systems and stations.

Under this modification, AECOM*Arup, JV (AAJV) revised the design in order to relocate the 72nd Street Station entrance from the building at 301 East 69th Street to the sidewalk of 69th Street and Second Avenue. Originally, the entrance would have occupied a portion of the ground floor and basement areas of this building. However, a survey by the SAS design team found utilities in the ceiling and walls of the basement that were still actively providing services to the building. The utilities relocation design needed approval from the building owners. The 301 East 69th Street building owners would not approve the design. The shell of the 72nd Street entrance was expected to be constructed under the 72nd St. Station Civil contract (C-26007) and outfitted under the 72nd St. Station Finishes contract (C-26011); however, due to the building owner's disagreement on design, the schedules of these contracts would be negatively impacted. The risk of impact costs and possible delay in the opening date of the SAS stations has caused the SAS Program Office to make this design change.

On November 26, 2012, work commenced with retroactive approval up to \$250,000, by the MTACC Program Executive. This amount was later increased to \$490,000 to continue work until June 14, 2013. It was necessary for AAJV to begin the station entrance design in an effort to avoid scheduling delays and impact costs to Contract C-26007.

AAJV submitted an initial proposal of \$1,658,183; MTACC's revised estimate was \$1,227,611. Subsequent negotiation meetings discussed the revisions to the scope of work and labor hours. AAJV submitted a BAFO in the amount of \$1,275,387, which is considered fair and reasonable. Savings of \$382,796 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2-3

Vendor Name (& Location) E.E. Cruz and Tully Construction Company, JV, LLC (CTJV) (Holmdel, NJ)	
Description Civil, Structural, and Utility Relocation for the Second Avenue Subway – 96 th Street Station	
Contract Term (including Options, if any) May 28, 2009 – July 15, 2013	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number C-26005	AWO/Modification #: 123 & 128
Original Amount:	\$ 303,863,700
Option 1 Amount:	\$ 17,526,300
Option 2 Amount:	\$ 3,610,000
Total Amount:	\$ 325,000,000
Prior Modifications:	\$ 36,534,759
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 361,534,759
This Request:	\$ 1,683,500
Mod. 123: \$600,000 Mod. 128: \$1,083,500	
% of This Request to Current Amount:	0.5%
% of Modifications (including this Request) to Total Amount:	11.8%

Discussion:

These retroactive modifications are for the transfer of tunnel dewatering from tunneling Contract C-26002 to Contract C-26005 for a period of approximately five months and the resolution of a claim associated with the removal of left behind end stops (L.BESS).

This contract is for civil, structural, and utility relocation work for the 96th Street Station for the Second Avenue Subway. The work to be performed under this contract includes: the relocation of utilities, demolition of the former Century Lumber Building and interior demolition at Astor Terrace Condominium; construction of temporary and permanent support of excavation (SOE) retaining structures including the construction of slurry walls, secant piles and micro pile walls; connection to the existing tunnel north of 99th Street; installation of temporary roadway decking; construction of the 96th Street Station invert slab; and construction of certain station entrance and ancillary building structural elements.

Modification No. 123

Tunneling Contract C-26002 required the construction of a new storm water pump room at 78th Street and the operation and maintenance of a temporary tunnel dewatering system until such time that the new storm water pump room at 78th Street was operational. Additionally, Contract C-26002 included a separate temporary dewatering system for the south end of the 96th St. Station site (Launch Box) which was to be turned over to the C-26005 follow-on contractor. However, in order to mitigate the impact from tunneling delays on the SAS Master Schedule, a portion of work, including the new storm water pump room at 78th Street, was deleted from tunneling Contract C-26002 and included in the bid documents of the yet to be awarded 86th Street Station Cavern contract (C-26008). The resulting delay to the completion of the new pump room created the need to extend the temporary tunnel dewatering operations beyond the end date of the tunneling contract. To address this requirement, the tunneling contractor was instructed to leave the temporary tunnel dewatering system behind. Responsibility for the temporary tunnel dewatering was transferred to this contract (C-26005) for the structure of the 96th Street Station from June 2012 to November 2012 and then taken over by the 86th Street Station Cavern contractor as part of their contract work. This modification addresses the additional costs associated with the operation and maintenance of the temporary tunnel dewatering system for approximately five months, including quarterly testing of the discharged water in accordance with NYCDEP requirements, installation of a flow meter to accurately measure discharge quantities and removal/relocation of dewatering pipes. Additionally, this modification addresses additional costs associated with the turnover, from Contract C-26002, of the temporary dewatering system at the south end of the 96th St. Station site.

The contractor's proposal was \$742,459; MTACC's estimate was \$560,327. Negotiations resulted in the agreed upon lump sum of \$600,000, which is considered fair and reasonable. Savings of \$142,459 were achieved.

Discussion Cont'd:

Modification No. 128

The southern part of the 96th Street Station structural box was originally constructed under Tunneling Contract C-26002 as the Tunnel Boring Machine Launch Box. Slurry wall panels were used to construct the structural walls of the Launch Box and "T-panels" were installed where the slurry wall was to be continued under this follow-on contract. These T-panels were poured with a perpendicular stub and formed steel end stop. CTJV was required to remove the end stop and use the T-panel stub as the connection point to the existing structural wall for the continuation of slurry wall construction. Contract C-26005 included the removal of 6 LBESs with 2 each at Entrances 1 & 2 and Ancillary 1. Typically, the contractor excavates in front of the end stop and pulls the end stop away from the slurry panel or T-panel. The two LBESs at Ancillary 1 were removed without incident. However, the four LBESs at Entrances 1 and 2 required additional methods for removal including line drilling which removed three of the remaining LBESs.

Several other methods were attempted to remove the last LBES at Entrance 1 culminating with the placement of a 36" diameter steel shaft adjacent to the end stop and deployment of a diver into the slurry-filled steel shaft to cut the end stop approximately 50' below the surface. This modification addresses costs associated with the additional labor and equipment required to remove four LBESs.

The contractor's proposal was \$1,375,726; MTACC's revised estimate was \$993,671. Negotiations resulted in the agreed upon net lump sum price of \$1,083,500, which is considered fair and reasonable. Savings of \$292,226 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 4

Vendor Name (& Location) Skanska USA Civil Northeast, Inc. (Whitestone, NY)	
Fulton Street Transit Center, A/C Mezzanine Reconstruction and J/M/Z Vertical Circulation	
Contract Term (including Options, if any) July 31, 2009 – June 30, 2013	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #:
A-36121	308
Original Amount:	\$ 119,965,000
Prior Modifications:	\$ 13,975,606
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 133,940,606
This Request:	\$ 1,383,000
% of This Request to Current Amount:	1.0%
% of Modifications (including This Request) to Total Amount:	12.8%

Discussion:

This retroactive modification is for the construction and fit-out of NYC Transit employee facilities at the north end of the J/Z southbound platform at the Fulton Street Station.

This contract is for the reconstruction of the A/C Mezzanine at the Broadway-Nassau Street (Fulton Center) Station and ADA access and vertical circulation revisions at the J/M/Z Fulton Street Station to improve pedestrian access.

This is another of several modifications to be presented to the Board, across the various Fulton Center contracts, for the implementation of technology changes and the reprogramming of space previously identified for use by NYC Transit personnel at Fulton Center and the Corbin Building into commercial tenant, retail and public spaces. The third floor of Fulton Center was originally intended as space to be utilized by NYC Transit personnel. As part of the reprogramming of Fulton Center, the third floor was converted to retail space. However, NYC Transit still required employee facilities for personnel assigned to the maintenance and operation of the station complex. Suitable space was identified at the north-end of the J/Z southbound platform and a scope of work and layout of the rooms was developed.

This modification includes the construction and fit-out of an ejector room, HVAC room, NYC Transit employee men’s and women’s restrooms, locker rooms, offices and work shops for NYC Transit’s Elevators and Escalators and Electronic Maintenance Divisions, and two storage rooms. The work includes demolition, electrical, communications, HVAC, plumbing, cement block, tile, painting and furnishing of doors, fixtures, accessories and furnishings. In order to minimize impact to the contract schedule, a retroactive waiver was approved by the MTACC President on April 16, 2013.

The contractor’s proposal was \$1,593,489; MTACC’s revised estimate was \$1,283,572. Negotiations resulted in the agreed upon lump sum price of \$1,383,000, which is considered fair and reasonable. A savings of \$210,489 was achieved.

6. ACTION ITEMS



Staff Summary

Subject Omnibus Budget Modifications to 2010-2014 Capital Program
Department Office of the Executive Vice President
Department Head Name Robert Bergen
Department Head Signature
Program Officer Name

Date July 24, 2013
Vendor Name
Contract Number Various
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Committee	7/22	X		
2	Finance Committee	7/22	X		
3	MTA Board	7/24	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Chief Capital Budget Officer	5	Acting SVP Buses
2	SVP Capital Program Mgmt	6	Executive VP
3	VP Materiel	7	Acting President
4	SVP Buses		

Purpose:

To obtain MTA Board approval to amend the NYC Transit portion of the 2010-2014 Capital Program for certain projects. Approval is sought to add three new projects to the capital program and to expand the scope of two existing capital projects. The total cost of these modifications is \$48.1 million, and will be funded from program savings.

Discussion:

NYC Transit has identified a variety of new capital needs that have emerged since the original approval of the 2010-2014 Capital Program. As described below, the MTA Board is requested to add three new projects to the capital program, and expand the scope of two existing projects in the approved capital program. These changes are consistent with the MTA-wide capital program amendment that will be brought before the Board, and reflect the most time-sensitive items that require Board action.

- 1. Replacement of ATS-A and CBTC Status Boards at RCC (new project, \$7.2 million):** This project will replace the existing large screen displays at the Rail Control Center (RCC) with new technology displays. These screens interface with the Automatic Train Supervision, A-Division (ATS-A) and Communications-Based Train Control (CBTC) to display the positions of trains in real-time. The existing screens date back to the original ATS-A project, which was awarded in 1997. The screens have exceeded their useful lives and are based on obsolete technology; as a result, vendors and spare parts are no longer available to keep them in service. The total cost of this project is \$7.2 million.
- 2. ATS-A: Replacement of Hardware and Operating System (new project, \$5.9 million):** The ATS-A computer hardware, operating system, and database software have reached their end of life. The existing hardware and software dates back to the same original ATS-A project, which was awarded in 1997. Product support or replacement parts are no longer available. This project will upgrade both the server and workstation hardware and software to ensure continued support for this mission-critical system. The total cost of this project is \$5.9 million.
- 3. Mentoring Program – Help Points (new project, \$11.0 million):** This project will fund the installation of Help Points at 16 stations via the Small Business Mentoring Program (SBMP). Help Points are highly visible customer intercom devices intended to provide customer information and emergency response. These stations are in addition to the 102 stations that were previously approved for Help Point installation, as per Board action in September 2012. The total cost of this project is \$11.0 million.



Staff Summary

4. **Station Components program (scope change, \$24.0 million):** This action will expand the scope of the 2010-2014 Station Components program to perform additional component repair work at two stations on the Crosstown line (21 St and Greenpoint Av) and at five stations on the Broadway line (City Hall, Rector St, Whitehall St, Court St, and Jay St-MetroTech -- formerly Lawrence St). This work will be performed while the stations are closed during night/weekend shutdowns being scheduled for Superstorm Sandy repairs in the Greenpoint and Montague under-river tubes. The station component work would otherwise be planned for the 2015-2019 capital program. By advancing the work to take advantage of the Sandy-related shutdowns, the work can be performed more cost-effectively and with less disruption to NYCT customers. The total cost of this scope addition is \$24.0 million. This additional work will awarded in combination with previously planned component work at some of the affected stations; the cost of the previously planned work is \$15 million, to be funded via existing 2010-2014 Station Components program funds.

5. **Purchase 285 Express Buses – increase to 300 Buses (scope change, budget neutral):** This action increases the quantity of buses to be purchased by 15 units. On September 27, 2012, the Board adopted a resolution authorizing the use of a competitive Request for Proposal (RFP) in lieu of competitive bidding to award a contract for the purchase of 285 Over-the-Road Clean Diesel Express Buses with an option to purchase up to 15 additional Buses. Subsequent to the Board’s approval of the Authorizing Resolution, a reassessment of the express bus requirements to support planned restoration of service resulted in a decision to include the option in the base requirement and to advertise the contract for the full 300 buses. Sufficient funds exist within the project for all 300 buses.

Alternatives:

The proposed modifications to the capital program reflect the most time-sensitive items that require Board action. Delaying approval of these items would fail to address the needs that these new projects and scope additions are intended to address.


Impact on Funding:

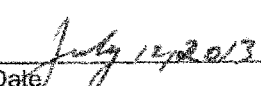
The total cost of these revisions is \$48.1 million. Funds are available in the 2010-2014 Authority-wide contingency, generally resulting from accumulated good bid savings in other projects.

Recommendation:

That the MTA Board approve the modification of the 2010-2014 Capital Program, including the addition of three new capital projects and scope revisions to two existing capital projects, estimated at a total of \$48.1 million. These changes are consistent with the MTA-wide capital program amendment that will be brought before the Board.

APPROVED FOR SUBMISSION TO THE BOARD


Carmen Bianco
Acting President


Date July 12, 2013

Staff Summary

Subject TAB Senior Hearing Officers
Department Law Department
Department Head Name Martin B. Schnabel
Department Head Signature
Project Manager Name Mary-Ann E. Maloney

Date July 10, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Committee				
2	MTA Board				

Internal Approvals			
Order	Approval	Order	Approval
<i>L.F. for MBS</i>	President		Assistant to the President
<i>2/10/13</i>	Executive VP		Subways
	Capital Prog. Management		Buses
	Operations Support		Customer Service

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Law <i>L.F. for MBS</i>		Human Resources		Labor Relations		Material

Narrative

Purpose

To obtain Board Approval for the renewal of retainer agreements with TAB's current panel of two Senior Hearing Officers, each in an amount not to exceed \$35,000.00, for the period of August 1, 2013 – December 31, 2013.

Discussion

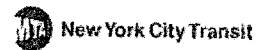
In accordance with Section 1209-a(2) of the Public Authorities Law (PAL), TAB maintains a roster of per diem hearing officers appointed by the President of NYCT. There are currently two Senior Hearing Officers on TAB's roster, who serve under separate retainer agreements.

Appointees to the Senior Hearing Officer position serve on a per diem basis and are paid at an hourly rate. Two attorneys currently serve in this position.

The Senior Hearing Officers are responsible for conducting hearings, training and supervising the panel of hearing officers, reviewing decisions and chairing the TAB Appeals Board, a three-member panel with responsibility to review appeals of hearing officer determinations. Two individuals have served as TAB Senior Hearing Officers for a significant period of time. Debra Siedman DeWan, who was appointed in January 1990, serves three days per week and is paid at a hourly rate of \$56.75 (or \$397.25 for a seven hour day); Rebecca Novak was appointed in July 1995, serves two days per week, and is paid at a hourly rate of \$49.33 (or \$345.31 for a seven hour day).

Staff Summary

Page 2 of 2



NYC Transit requests approval to renew its agreements with Ms. Siedman DeWan and Ms. Novak for the period of August 1, 2013 – December 31, 2013. Both have demonstrated themselves to be highly competent attorneys who have served with excellence as Senior Hearing Officers for a substantial period of time. Given their demonstrated knowledge and experience with respect to legal issues affecting TAB and their prior performance in this capacity, Ms. Siedman DeWan and Ms. Novak are viewed as the best candidates for the Senior Hearing Officer positions. In light of budgetary constraints, it is proposed to maintain their respective hourly rates to those in effect on June 30, 2013. Both retainer agreements will be subject to an annual cap of \$35,000.

Impact on Funding

Funding for the per diem Senior Hearing Officers has been included in TAB's 2013 operating budget.

Recommendation

That the Board approves the renewal of the retainer agreements with TAB Senior Hearing Officers Debra Siedman DeWan and Rebecca Novak as described above.

Approved For Submission to the Board


Carmen Bianco, Acting President

7/12/13
Date

7. SERVICE CHANGES

Report



New York City Transit

**SERVICE CHANGES: IMPLEMENT B44 SELECT BUS SERVICE ON
NOSTRAND AVENUE AND ROGERS AVENUE**

Service Issue

The B44 serves nearly 40,000 daily riders, making it the third busiest bus route in Brooklyn. The current B44 service operates through one of the densest corridors along Nostrand Avenue between Williamsburg Bridge Plaza and Sheepshead Bay in Brooklyn. It has experienced significant delays, a lack of reliability and ridership has been decreasing.

Recommendation

Implement B44 Select Bus Service (SBS) on Nostrand and Rogers Avenues replacing B44 Limited service.

Budget Impact

Implementation of B44 SBS on Nostrand and Rogers Avenues will increase operating costs by \$3.8 million annually. This amount includes costs for additional bus service, fare collection maintenance, security, revenue collection and processing.

Proposed Implementation Date

Fall 2013.

Staff Summary



Subject	Implement B44 Select Bus Service on Nostrand Avenue and Rogers Avenue in Brooklyn
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	June 27, 2013
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President <i>smc. 7/1/13</i>	4	VP General Counsel
7	Executive VP <i>MS 7/1/13</i>	3	Director OMB <i>7/5/2013 RF</i>
X 6	SVP Buses	2	VP GCR <i>7/3/2013</i>
X 5	VP Corp. Comm.	1	Chief OF <i>7/1/13</i>

Purpose

To obtain Presidential approval, and to inform the NYC Transit Committee, of a recommendation to implement B44 Select Bus Service on Nostrand Avenue and Rogers Avenue in Brooklyn. This staff summary also addresses the required schedule and fare collection changes.

Discussion

MTA New York City Transit (NYCT) has been closely working with the New York City Department of Transportation (NYCDOT) to implement Bus Rapid Transit in New York City. Bus Rapid Transit is a high-performance surface transportation system that incorporates elements such as bus lanes, proof-of-payment fare collection, and high-capacity low-floor buses to bring a noteworthy improvement in speed and service reliability. In New York City, Bus Rapid Transit is branded Select Bus Service. These features, which are currently in place on five routes in New York City, have on average improved bus speeds by 20% and increased ridership by 10%.

In developing a proposal to speed bus service and increase reliability on the B44 corridor, both Rogers Avenue and New York Avenue were examined to determine which avenue would allow for the greatest improvement to service. Rogers Avenue was selected for Select Bus Service because it is generally a wider street than New York Avenue, and it operates one-way northbound, allowing for more beneficial use of features such as bus lanes. B44 SBS would include standard SBS features such as off-board fare collection, bus lanes, traffic signal priority, and specially-branded articulated buses.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the B44 Select Bus Conversion would not result in a disproportionate impact on either minority or below-poverty populations.

Service Plan

The B44 is a 9.35 mile, north-south route that provides local and limited-stop bus service between Williamsburg Bridge Plaza and Knapp Street/Emmons Avenue in the Sheepshead Bay section of Brooklyn.

The B44 SBS will replace the B44 Limited and will operate southbound via Roebling Street, Lee Avenue, Nostrand Avenue, Shore Parkway and Knapp Street. Northbound it will operate via Knapp Street, Emmons Avenue, Nostrand Avenue, Flatbush Avenue, Rogers Avenue, Bedford Avenue, and Roebling Street. Because of the additional street width needed for bus lanes and proper bus bulb placement, northbound B44 SBS service will be shifted to Rogers Avenue between Farragut Road and Fulton Street. The current B44 Limited operates in tandem with the B44 local along New York Avenue. The B44 local will continue to operate on New York Avenue northbound.

Some B44 SBS buses will operate between Williamsburg Bridge Plaza and Sheepshead Bay but some buses will terminate and start at Avenue U southbound or Flushing Avenue northbound. The B44 local service pattern will remain unchanged.

The B44 SBS will make fewer stops than the current Limited B44 service. There will be 18 northbound B44 SBS stations and 17 southbound B44 SBS stations. Figure 1 shows the planned service pattern and SBS station placement.

It will provide customers the opportunity to transfer to the:

- **J Z M** subways at Williamsburg Bridge Plaza;
- **G** subway at Lafayette Avenue/DeKalb Avenue Station;
- **A C** subway at Fulton Street Station;
- **3** subway at St. John's Place Station;
- **2 5** subways at Empire Boulevard, Clarkson Avenue, Avenue D/Newkirk Avenue, and Flatbush Avenue/Brooklyn College Stations.

Additionally transfers will be available to 25 other New York City Transit bus routes.

The B44 SBS will include the following station locations:

<u>Southbound</u>	<u>Northbound</u>
Williamsburg Bridge Plaza	Knapp Street/Shore Parkway
Taylor Street/Lee Avenue	Emmons Avenue/Nostrand Avenue
Hewes Street/Lee Avenue	Avenue X/Nostrand Avenue
Flushing Avenue/Lee Avenue	Avenue U/Nostrand Avenue
DeKalb Avenue/Nostrand Avenue	Kings Highway/Nostrand Avenue
Fulton Street/Nostrand Avenue	Flatbush Avenue/Nostrand Avenue
St Johns Place/Nostrand Avenue	Avenue D/Rogers Avenue
Empire Boulevard/Nostrand Avenue	Church Avenue/Rogers Avenue

Southbound (continued)

Clarkson Avenue/Nostrand Avenue
Church Avenue/Nostrand Avenue
Newkirk Avenue (Avenue D)/Nostrand Avenue
Flatbush Avenue/Nostrand Avenue
Kings Highway/Nostrand Avenue
Avenue U/Nostrand Avenue
Avenue X/Nostrand Avenue
Shore Parkway/Nostrand Avenue
Knapp Street/Shore Parkway

Northbound (continued)

Clarkson Avenue/Rogers Avenue
Empire Boulevard./Rogers Avenue
St Johns Place/Rogers Avenue
Fulton Street/Bedford Avenue
Lafayette Avenue/Bedford Avenue
Flushing Avenue/Bedford Avenue
Hewes Street/Bedford Avenue
Taylor Street/Bedford Avenue
Williamsburg Bridge Plaza

B44 SBS Span and Frequency

The implementation of B44 SBS service is expected to generate an increase in ridership. It will offer an extended span of service as compared to the B44 Limited service, however the service frequency will initially remain comparable to the B44 Limited service.

Weekday SBS service will begin at approximately 5:30 a.m. and end at approximately 11:00 p.m. Saturday service will operate between 6:00 a.m. to Midnight and Sunday service will operate from 6:00 a.m. to 11:00 p.m. The total number of B44 SBS trips operating as compared to the B44 Limited trips will increase by 11% on weekdays, 6% on Saturdays and 20% on Sundays.

Bus Lanes and Bus Bulbs

Like the other established SBS routes in New York City, NYCDOT will introduce bus lanes to the B44 SBS. They will utilize offset bus lanes with several short segments of curbside bus lanes where space is constrained. The offset lanes will help to accommodate deliveries, community parking needs, and right turns (see Figure 2). The curbside bus lanes will be in place on Nostrand and Rogers Avenues between Eastern Parkway and Empire Boulevard, and on Bedford Avenue between DeKalb and Flushing Avenues. The offset bus lanes will be in place everywhere else between Flushing Avenue and Farragut Road.

Fourteen stations along the B44 SBS corridor will be designed with bus bulbs, which will extend the existing sidewalk into the parking lane to meet the offset bus lane (see Figure 3). Twelve of the bus bulbs will be built during 2013 and two additional will be built in 2014.

Public Outreach

NYCT and NYCDOT staff have attended approximately 22 community meetings on the Nostrand Avenue SBS project. Every affected Community Board has had at least one presentation, and two informational open houses were held. Additionally, a Community Advisory Committee (CAC) was convened to provide guidance in the design and implementation of SBS in this corridor. The CAC is comprised of a broad range of stakeholders, from elected officials to Community Boards to major area institutions. There has been thorough discussion of all the issues, and many points of concern have been addressed through changes to the project.



Recommendation

Implement B44 Select Bus Service (SBS) replacing B44 Limited service. Local B44 service will continue to operate 24 hours.

Alternatives

1. *Do nothing.* If no action is taken, B44 bus service will continue to be slow and inefficient, discouraging ridership growth.
2. *Operate B44 SBS northbound via New York Avenue.* This alternative was rejected in favor of Rogers Avenue. Rogers Avenue is a wider street allowing for more productive use of bus lanes and bus bulbs, and more efficient service.

Budget Impact

Implementation of B44 SBS on Nostrand Avenue will increase operating costs by \$3.8 million annually. These costs include \$500,000 for increased bus service, \$530,000 for maintenance of fare machines, \$84,000 for revenue collection, and \$2.7 million for enforcement of fare payment. These costs are included in the approved operating budget. Enforcement has reduced fare evasion on other SBS routes across New York City and will have a similar effect on B44 SBS. SBS service will operate longer hours than does the current B44 Limited-Stop service.

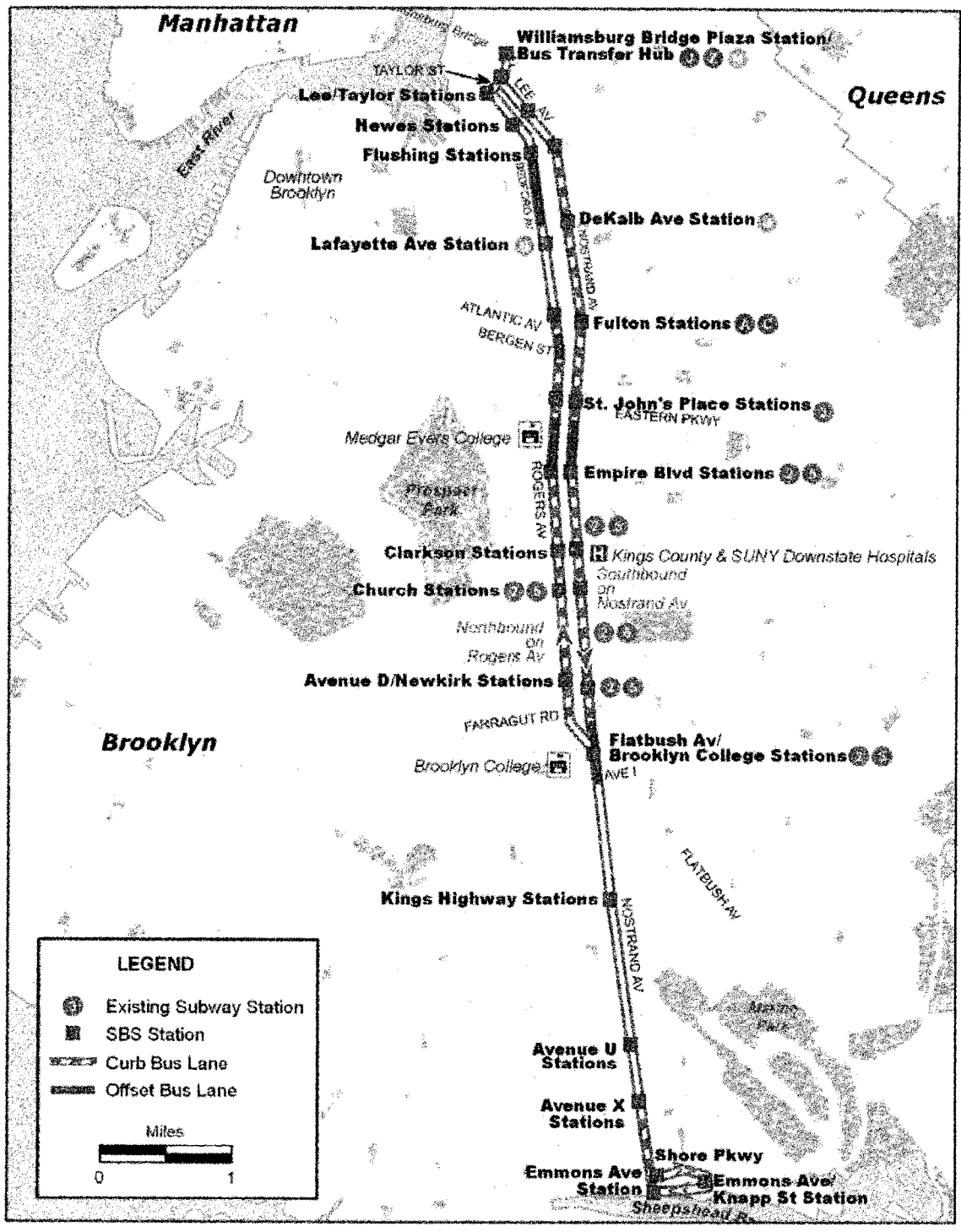
Implementation Date

Fall 2013.

Approved:

Carmen Bianco
Acting President

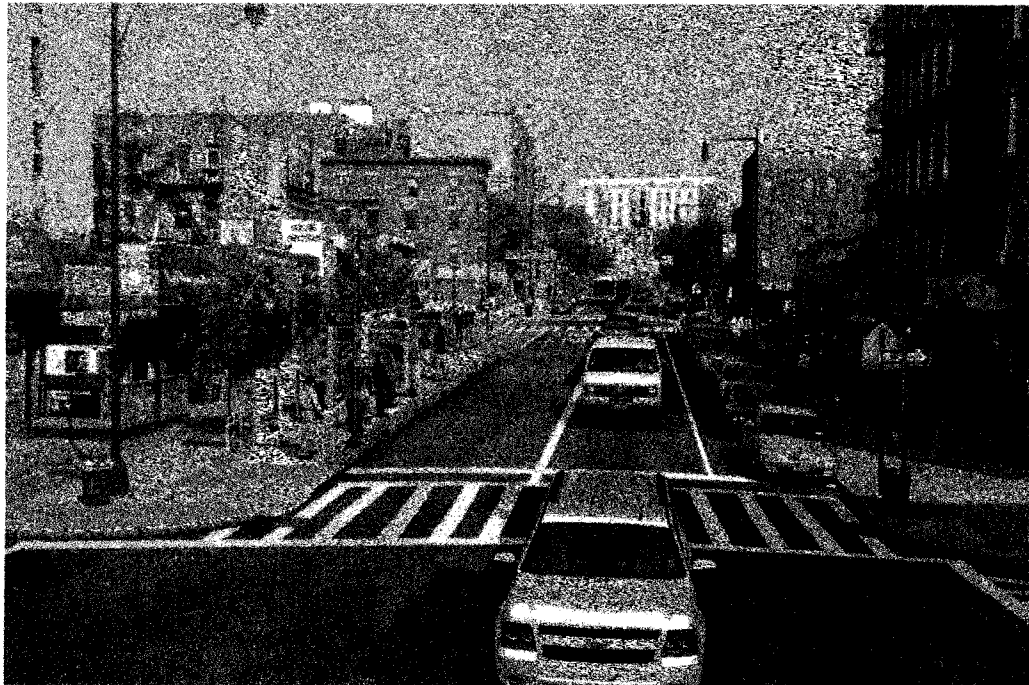
Figure 1 – Proposed B44 Select Bus Service with Bus Lane Locations



**Figure 2 – Rendering of Nostrand Avenue
Offset Bus Lanes**



**Figure 3 – Rendering of Nostrand Avenue
Offset Bus Lanes with Bus Bulbs**



Report



New York City Transit

SERVICE CHANGES: REVISE B57 AND B61 SERVICE IN RED HOOK

Service Issue

In the fall of 2013, NYCDOT will extend Mill Street across Hamilton Avenue to provide a more direct connection to Smith and 9th Street **F G** Station. This new street extension will enable the rerouting of the eastbound B57 and southbound B61 bus routes via Clinton and Mill Streets rather than via Bay Street, which will improve the routes' regularity and reduce travel times for the vast majority of the customers who are heading to Smith and 9th Street **F G** Station and other destinations farther east. The industrial areas around Bay Street are not major trip generators for either bus route.

Recommendation

Revise eastbound B57 and southbound B61 bus service in Red Hook by discontinuing routing via Bay Street. All eastbound B57 and southbound B61 trips would travel along its previous route to Clinton Street, then operate via Clinton Street, Mill Street, and Garnet Street to Smith Street to continue on its current route. This proposal would reduce the travel time for B57 and B61 customers and improve bus reliability.

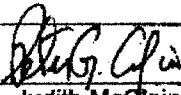
Budget Impact

This change is cost neutral.

Proposed Implementation Date

Fall 2013.

Staff Summary

Subject	Revise B57 and B61 Service in Red Hook
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	June 27, 2013
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President <i>fw 7/10/13</i>	X 4	VP General Counsel
7	Executive VP <i>MB 7/10/13</i>	3	Director OMB <i>R.F. 7/5/2013</i>
X 6	SVP Buses	2	VP GCR <i>WAT 7/3/13</i>
X 5	VP Corp. Comm.	1	Chief OP <i>Mc 7/3/13</i>

Purpose

To obtain Presidential approval, and to inform the NYC Transit Committee, of a recommendation to permanently revise the B57 and B61 routes in Red Hook.

Discussion

The B57 is an east-west route that provides local bus service between Red Hook, Brooklyn and Maspeth, Queens. The B57 was extended to Red Hook in January 2013 as part of the 2012 Service Enhancements. The B61 is a north-south route that provides local bus service from Downtown Brooklyn to Park Slope via Red Hook. The eastbound B57 and southbound B61 routes travel together and share all stops from the Ikea Terminal to Smith and 9th Street (F G) Station. The B57 operates from approximately 5:00 a.m. to midnight, seven days a week. The B61 operates 24 hours a day, seven days a week.


Due to the disjointed street network in Red Hook and limited connections across Hamilton Avenue, eastbound buses on both routes must travel an additional four blocks to cross Hamilton Avenue. These additional blocks are in a heavy industrial area where large trucks frequently block the roadway and perform difficult turning maneuvers. These obstacles cause congestion that negatively impacts route reliability and increases travel time along both routes.

In the fall of 2013, NYCDOT will extend Mill Street across Hamilton Avenue and will reverse the traffic flow on a small section of Garnet Street between Hamilton Avenue and Court Street. NYCDOT will also add a traffic signal at the Mill Street and Hamilton Avenue intersection. NYCT buses would operate along Mill Street and would have a more direct connection to the Smith and 9th Street (F G) Station. The roadway changes and NYCT bus reroutes were recommended in NYCDOT's *Red Hook Transit Access and Mobility Improvements Study* conducted in 2011.


Staff Summary

Two existing B57 and B61 shared stops, on Lorraine Street at Clinton Street and on Smith Street at Centre Street, would be discontinued (please see attached map). New stops along Clinton Street would provide better access to the Red Hook East Houses.

Recommendation

Revise eastbound B57 and southbound B61 bus service in Red Hook by permanently rerouting both routes to use Mill Street. All eastbound B57 and southbound B61 trips would travel along its previous route to Clinton Street, then operate via Clinton Street, Mill Street, and Garnet Street to Smith Street to continue on its current route. This routing would provide a more direct connection between Red Hook and the Smith and 9th Street  Station.

Alternatives to the Proposed Service Change

1. *Continue to operate the B57 and B61 on Bay Street.* NYCT would inconvenience the majority of customers who want a fast, direct connection to the Smith and 9th Street  Station.

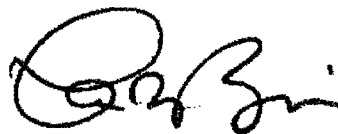
Budget Impact

This change would be cost neutral.

Proposed Implementation Date

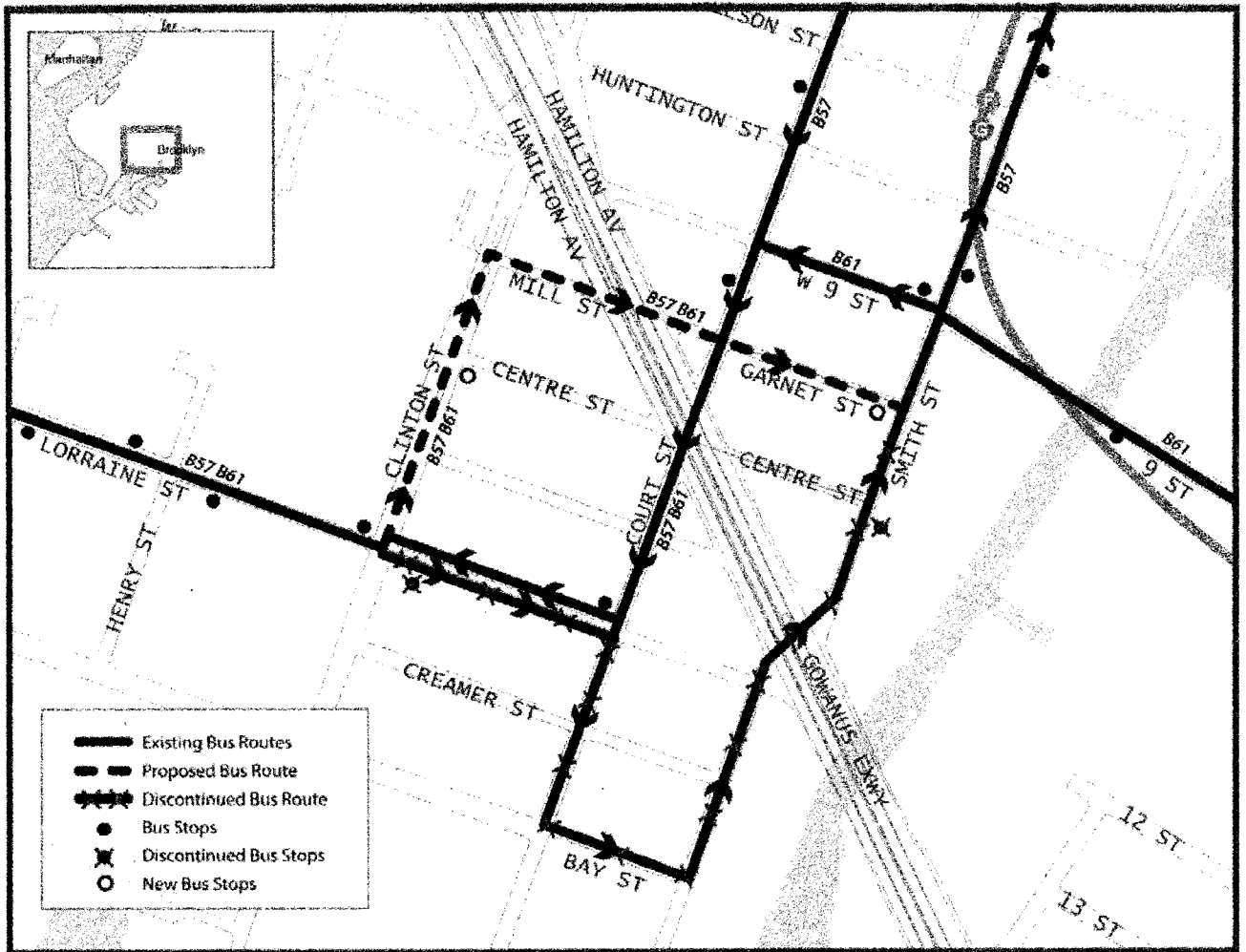
Fall 2013.

Approved:



Carmen Bianco
Acting President

B57 and B61 Service Revision



Report



SERVICE CHANGES: BUS SCHEDULE CHANGES EFFECTIVE JANUARY 2014

Service Issue

To ensure that bus schedules accurately match current rider demand and operating conditions, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYC Transit routinely changes service to reflect changes in demand in compliance with MTA Board-adopted bus loading guidelines, and revises running times where applicable that more closely match operating conditions. Major changes in service (e.g., new routes, route extensions and restructures, limited-stop or Select Bus Service implementation) are not included, and are presented in separate Staff Summaries if applicable.

Under the NYCT bus schedule review program all of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Recommendation

Seven bus schedule changes (on 7 routes) are proposed for implementation in January 2014.

Budget Impact

Implementation of the January 2014 schedule changes is estimated to save \$0.5 million annually. These savings will be incorporated into the preliminary 2014 operating budget.

Proposed Implementation Date

January 2014.

Staff Summary



Subject	Bus Schedule Changes Effective January 2014.
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Michael Glikin

Date	June 27, 2013
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President	4	VP General Counsel
7	Executive VP <i>1/23 7/1/13</i>	3	Director OMB <i>RF 7/5/13</i>
X 6	SVP Buses	2	VP GCR <i>7/3/13</i>
X 5	VP Corp. Comm.	1	Chief OP <i>7/1/13</i>

Purpose

To obtain Presidential approval, and to inform the NYC Transit Committee, of ongoing bus schedule changes in response to changes in ridership, and revised running times where applicable that more closely match operating conditions.

Discussion

Under the NYCT bus schedule review program all of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Bus schedule changes identified for implementation in January 2014 are a product of NYC Transit's continuing effort to review and revise bus and subway schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-adopted bus loading guidelines. These changes, where applicable, also address the need for running time adjustments to reflect observed operating conditions. Major changes in service (e.g., new routes, route extensions and restructures, limited-stop or Select Bus Service implementation) are not included, and are presented in separate Staff Summaries if applicable.

Recommendation

Seven bus schedule changes (on 7 routes) have been identified for implementation in January 2014 (see Attachment 1).

1. Five of the 7 bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet MTA loading guidelines for bus operation, and to concurrently improve reliability through running time modifications where needed.
2. The remaining two of the 7 bus schedule changes contain increases in service frequency to meet established bus loading guidelines and also include modifications in running time to improve reliability.

Alternative to the Proposed Service Change

Do nothing. NYCT would not:

- Make service level adjustments to better meet customer demand.
- Improve reliability by addressing the need for running time adjustments that more closely reflect current operating conditions.

Budget Impact

Implementation of the January 2014 schedule changes is estimated to save \$0.5 million annually. These savings will be incorporated into the preliminary 2014 operating budget.

Proposed Implementation Date

January 2014.

Approved:



Carmen Bianco
Acting President

**Attachment 1
January 2014**

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B8	5	5.5	85%	92%	12	12	75%	75%	6.5	6.5	91%	91%	9	10	77%	89%	-3.1%
B9	6	6	96%	96%	10	12	67%	81%	9	10	74%	88%	20	20	56%	56%	-4.3%
B17	4.5	5.5	75%	90%	12	15	72%	88%	5.5	4.5	107%	91%	6	7	82%	91%	-3.8%
B24	20	20	87%	87%	20	30	25%	38%	20	20	72%	72%	30	30	32%	32%	-2.2%
M9	9	9	80%	80%	15	15	74%	74%	15	12	105%	79%	15	15	68%	68%	+2.8%
M42	2.5	3	72%	86%	8	9	56%	66%	4	4.5	73%	84%	12	15	51%	64%	-8.8%
Q59	10	9	99%	81%	20	20	90%	90%	15	10	143%	83%	20	20	76%	76%	+2.6%

(*) Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday and evening headways and percent of guideline capacity are based on a representative hour during the the time periods described in the headings.

8. SPECIAL REPORTS

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

Actual May 2013 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>May 2012</u>	<u>May 2013*</u>	<u>Difference</u>
Cash	3.1%	2.9%	(0.2%)
Single-Ride Ticket	1.2%	1.0%	(0.2%)
Bonus Pay-Per-Ride	37.8%	43.9%	6.2%
Non-Bonus Pay-Per-Ride	10.2%	3.3%	(6.9%)
7-Day Farecard	17.5%	19.2%	1.8%
30-Day Farecard	<u>30.3%</u>	<u>29.7%</u>	(0.6%)
Total	100.0%	100.0%	

* Preliminary

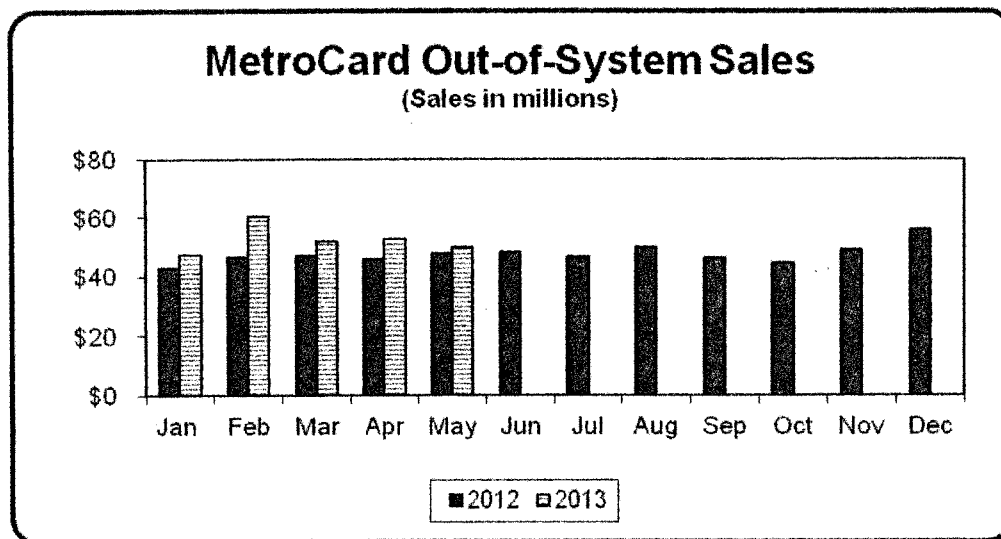
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in May 2013 was 5,078, a 13.4 percent decrease from the same period last year. The average value of a credit issued was \$66.97.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$50.0 million in May 2013, a 4.2 percent increase compared to May 2012. Year to date sales totaled \$262.9 million, a 14.0 percent increase compared to the same period last year.



Retail Sales

There were 4,287 active out-of-system sales and distribution locations for MetroCards, generating \$25.7 million in sales revenue during May 2013.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 196,575 MetroCards valued at approximately \$16.9 million were made in May 2013 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$87.18. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 50,937 for May 2013, generating an additional \$5.7 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$119.8 million, a 23 percent increase when compared to last year.

Mobile Sales Program

In May 2013, the Mobile Sales unit completed 236 site visits, of which 172 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$203,000 in revenue was generated. In May 2013, the Mobile Sales unit assisted and enabled 2,038 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as continued support to Howard Beach locations under a General Order (Queens).

Reduced-Fare Program

During May 2013 enrollment in the Reduced-Fare Program increased by 6,655 new customers, while 630 customers left the program. The total number of customers in the program is 834,372. Seniors account for 676,665 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 157,707 customers. Of those, a total of 34,638 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$7.6 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In May 2013, the EasyPay Reduced Fare program enrollment totaled 127,052 accounts. During the month, active EasyPay customers accounted for approximately 2.1 million subway and bus rides with \$2.0 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In May 2013, the EasyPay Xpress PPR program enrollment totaled 58,342 accounts. During this month, active Xpress PPR customers accounted for approximately 1.2 million subway, express bus and local bus rides with \$3.0 million charged to their accounts. Each active account averaged 26 trips per month, with an average monthly bill of \$63.

EasyPay Xpress Unlimited Program

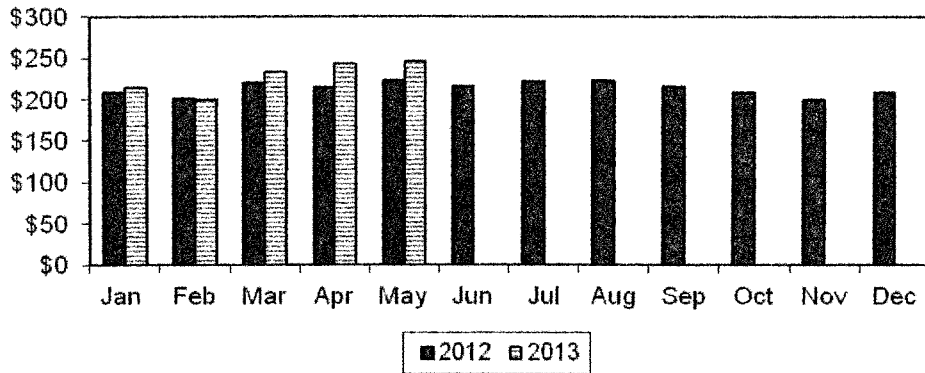
In May 2013, the EasyPay Xpress Unlimited program enrollment totaled 10,793 accounts. During this month, active Xpress Unlimited customers accounted for approximately 539,000 subway and local bus rides with \$1.0 million charged to their accounts. Each active account averaged 56 trips per month with a fixed monthly bill of \$112.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during May 2013 totaled \$246.5 million, on a base of 16.0 million customer transactions. This represents a 6.8 percent increase in vending machine sales compared to the same period last year. During May 2013, MEMs accounted for 2,032,145 transactions resulting in \$49,730,390 in sales. Debit/credit card purchases account for 73.4 percent of total vending machine revenue, while cash purchases account for 26.6 percent. Debit/credit card transactions account for 47 percent of total vending machine transactions, while cash transactions account for 53 percent. The average credit sale is \$27.47, more than three times the average cash sale of \$7.72. The average debit sale is \$19.49.

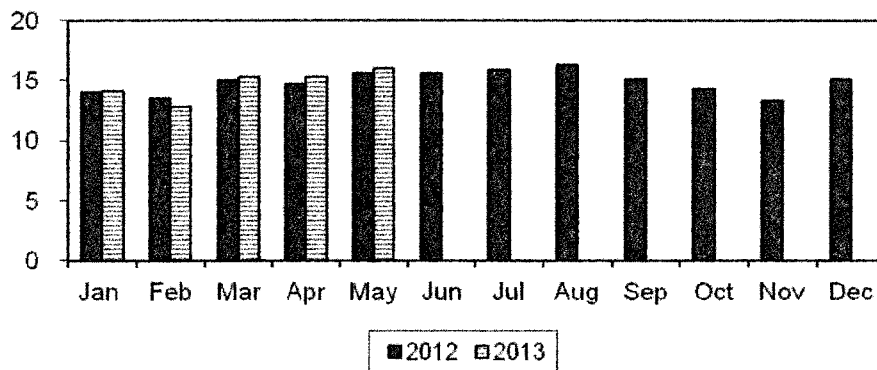
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



9. MTACC MONTHLY PROJECT STATUS REPORTS:

- **FULTON CENTER**
- **7 LINE EXTENSION**
- **SECOND AVENUE SUBWAY**

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - July 2013

(data thru June 2013; \$s in million)

	Budget	Expenditures
Construction	\$ 943.7	\$ 778.4
Design	105.3	104.2
Construction Management	130.1	93.7
Real Estate	220.9	205.9
Total	\$ 1,400.0	\$ 1,182.2

	Schedule
Project Design Start	August-2003
Project Design Completion	May-2010
Project Construction Start	December-2004
Fulton Center Opening	June-2014

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)**	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone*	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i> [†]	\$ 136.2	\$ 133.4	\$ 2.8	\$ 130.9	Aug-2009	Jul-2009	Mar-2013	Oct-2013	Jun-2014
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	210.3	195.6	14.8	133.5	Jan-2011	Aug-2010	Jun-2014	Jun-2014	Jun-2014
R to E Connector	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD	TBD

* Customer Benefit Milestone represents the latest projected dates.

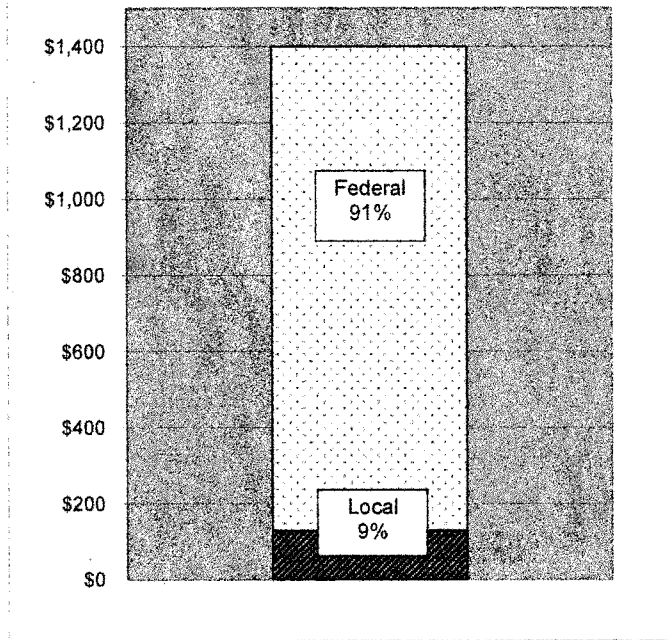
**Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

† Elevators and escalators will be in use by Oct 2013. Contract substantial completion has been extended to June 2014 due to additional security work added to the scope of this contract.

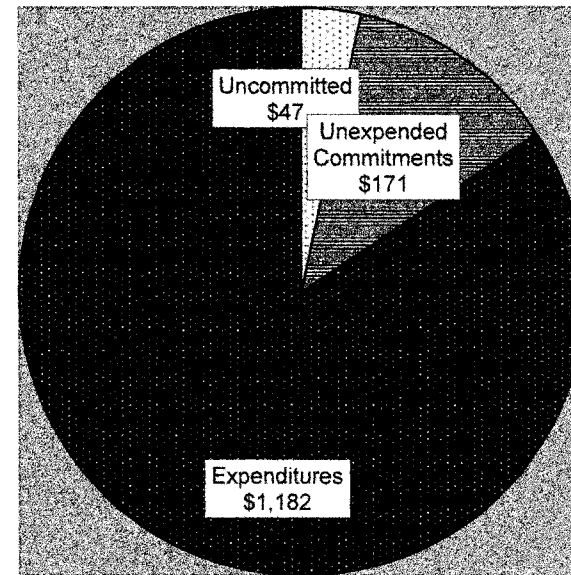
Fulton Center Status
 Report to the Transit Committee - July 2013
 (data thru June 2013)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 956	\$ 130	\$ 826	\$ 826	\$ 929	\$ 26	\$ 771
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	412
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,353	\$ 47	\$ 1,182

Project Budget: \$1,400 Million

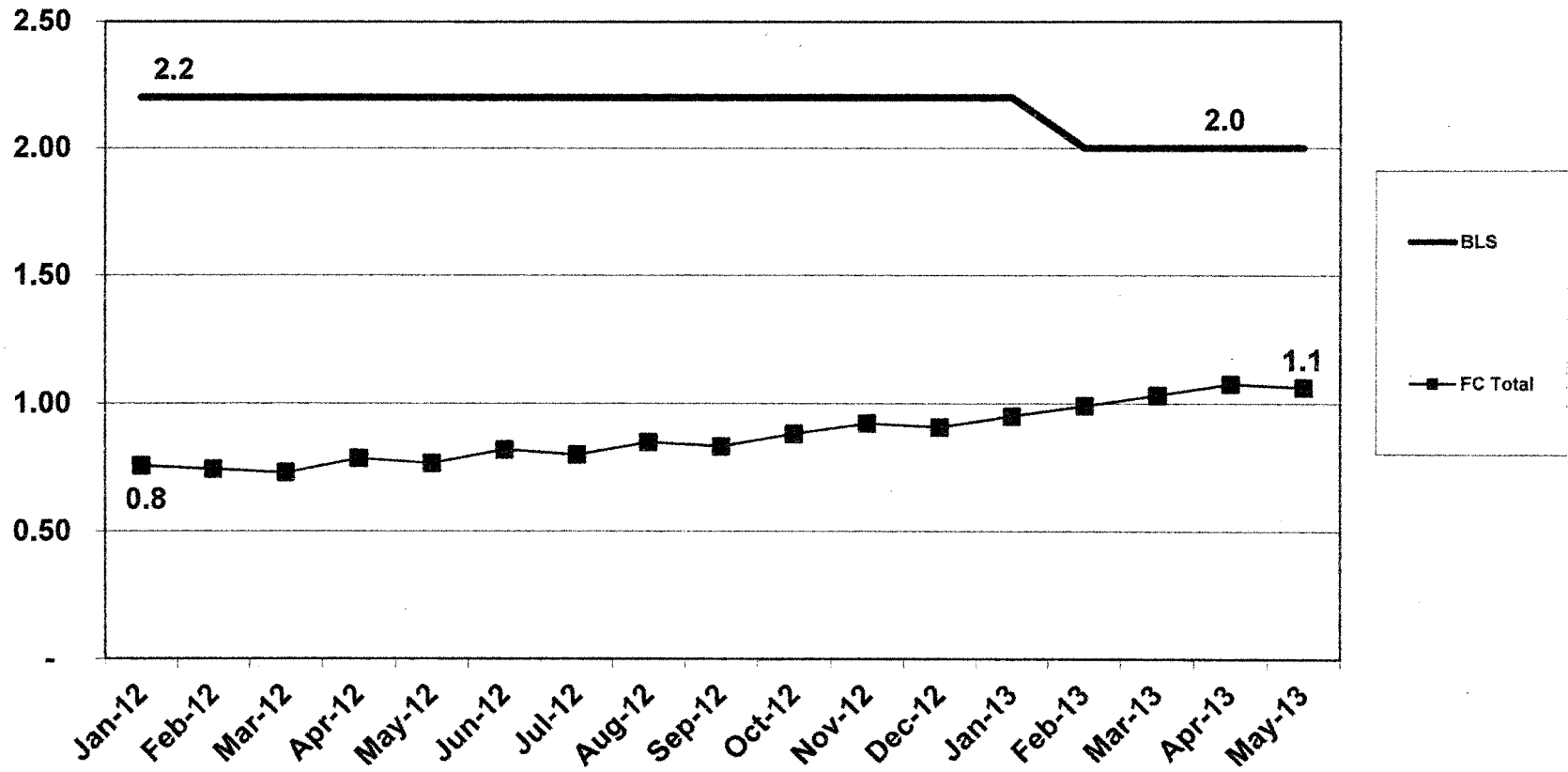


Commitments and Expenditures (\$ in Millions)



**Lost Time Injury Rate
Fulton Center Project, 2012-2013
vs. US BLS National Standard for Heavy & Civil Construction**

9.6



Note:
Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)

7 Line Extension Active and Future Construction Contracts

Report to the Transit Committee - July 2013

(data thru June 2013; \$\$ in million)

	Budget	Expenditures
Final Design	\$ 114.0	\$ 108.7
Construction	1,870.9	1,565.8
Construction Management	40.0	26.6
Subway Project Reserve	75.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,701.1
HYDC-Funded Non-Subway Work [†]	266.0	197.5
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 1,898.6
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 1,951.6

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Systems Testing and Integration Start	October-2013
Revenue Service Date	June-2014

9.4

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Site J (Main Entrance to 34th St Station and Vent Building) Excavation and Core & Shell <i>Yonkers Contracting</i>	124.8	120.0	4.8	117.1	Oct-2010	Dec-2012	Jul-2013
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	521.8	20.6	299.2	Aug-2011	Jun-2014	Jun-2014
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes ^{††} <i>John P. Picone Inc.</i>	92.3	84.1	8.2	5.7	Sep-2012	Apr-2016	Apr-2016

*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

† Non-subway work includes design, construction management, and construction tasks.

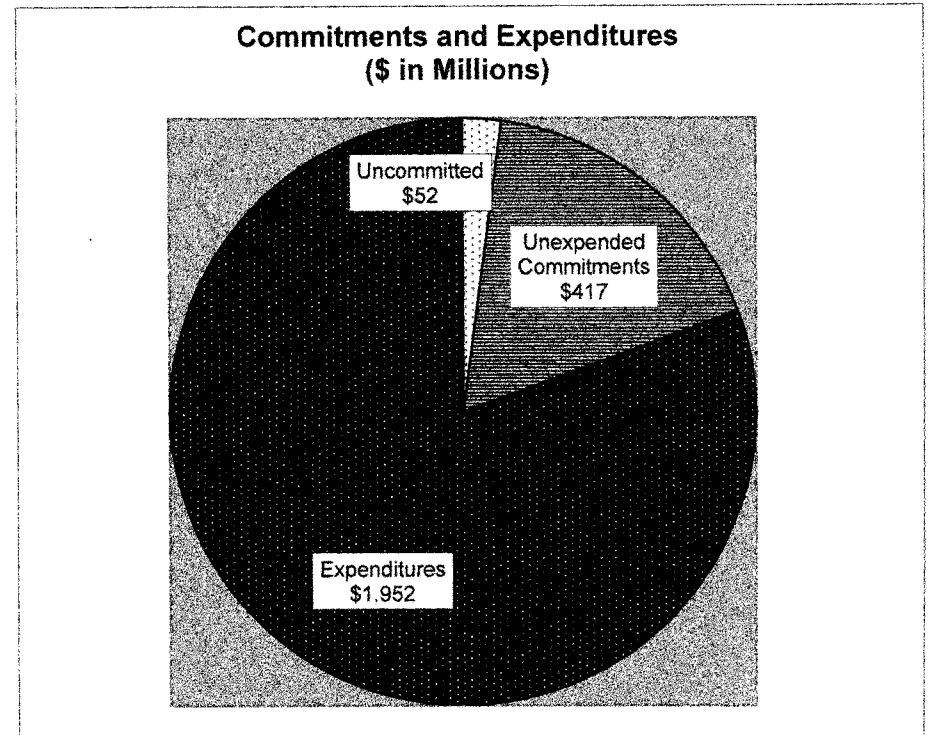
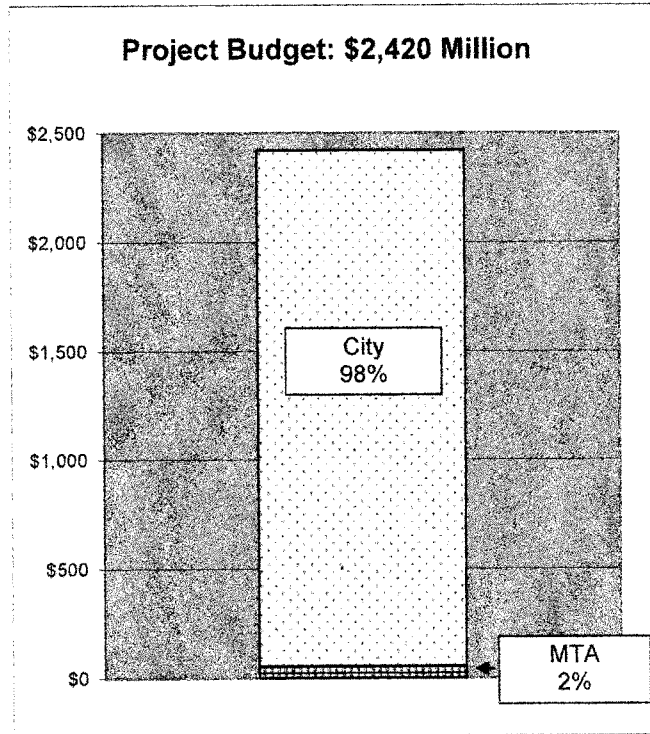
†† The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

7 Line Extension Status

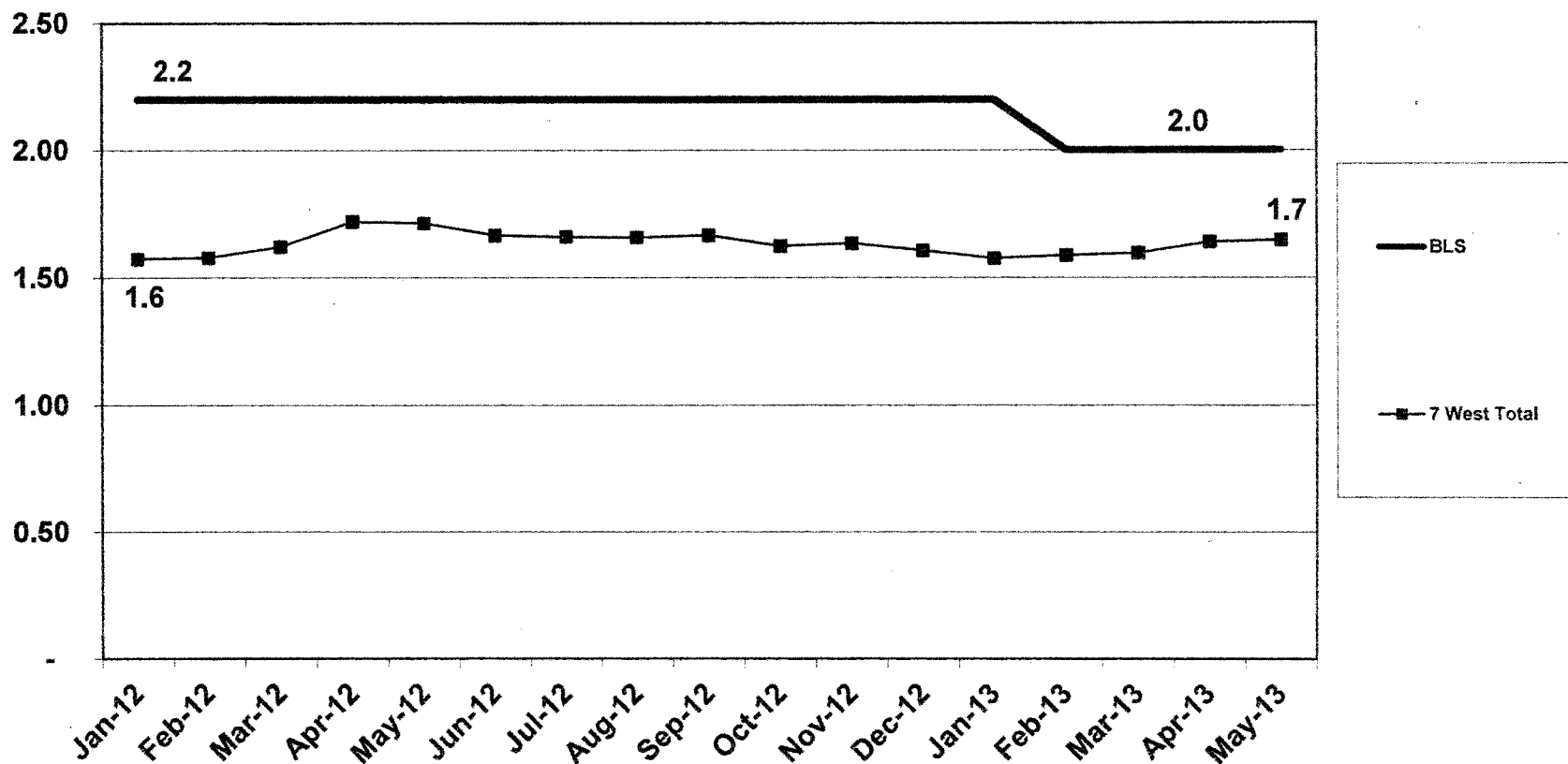
Report to the Transit Committee - July 2013
(data thru June 2013)

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,315	2,315	52	1,899
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,315	\$ 2,368	\$ 52	\$ 1,952

* MTA funding was for preliminary engineering and environmental review work.



**Lost Time Injury Rate
7 Line Extension Project, 2012-2013
vs. US BLS National Standard for Heavy & Civil Construction**



Note:

Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)

Second Ave Subway (Ph I) Active & Future Construction Contracts

Report to the Transit Committee - July 2013

(data thru June 2013; \$\$ in million)

	Budget	Expenditures
Construction	\$ 3,503.0	\$ 1,605.7
Design	475.5	442.5
Construction Management	191.0	94.3
Real Estate	281.5	203.8
Total	\$ 4,451.0	\$ 2,346.3

	Schedule
Project Design Start	December-2001
Project Design Completion	February-2011
Project Construction Start	March-2007
Revenue Service Date	December-2016

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
96th St Station Structure <i>EE Cruz & Tully, JV</i>	369.1	365.1	4.0	341.2	Feb-2009	May-2009	Jan-2013	Sep-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	451.8	17.7	349.3	Jun-2010	Oct-2010	Oct-2013	Jan-2014
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	181.2	4.1	85.6	Jul-2010	Jan-2011	May-2014	Dec-2014
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	309.8	22.3	165.8	Jan-2011	Aug-2011	Sep-2014	Dec-2014
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	282.9	263.5	19.3	20.2	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	340.8	327.0	13.8	43.0	Mar-2011	Jun-2012	Dec-2015	Dec-2015
72nd St Station Finishes <i>Judlau Contracting</i>	271.3	258.4	12.9	2.5	Nov-2012	Feb-2013	Nov-2015	Nov-2015
86th St Station Finishes <i>Schiavone - Picone, JV</i>	223.0	208.4	14.6	0.0	Oct-2013	Jun-2013	May-2016	May-2016

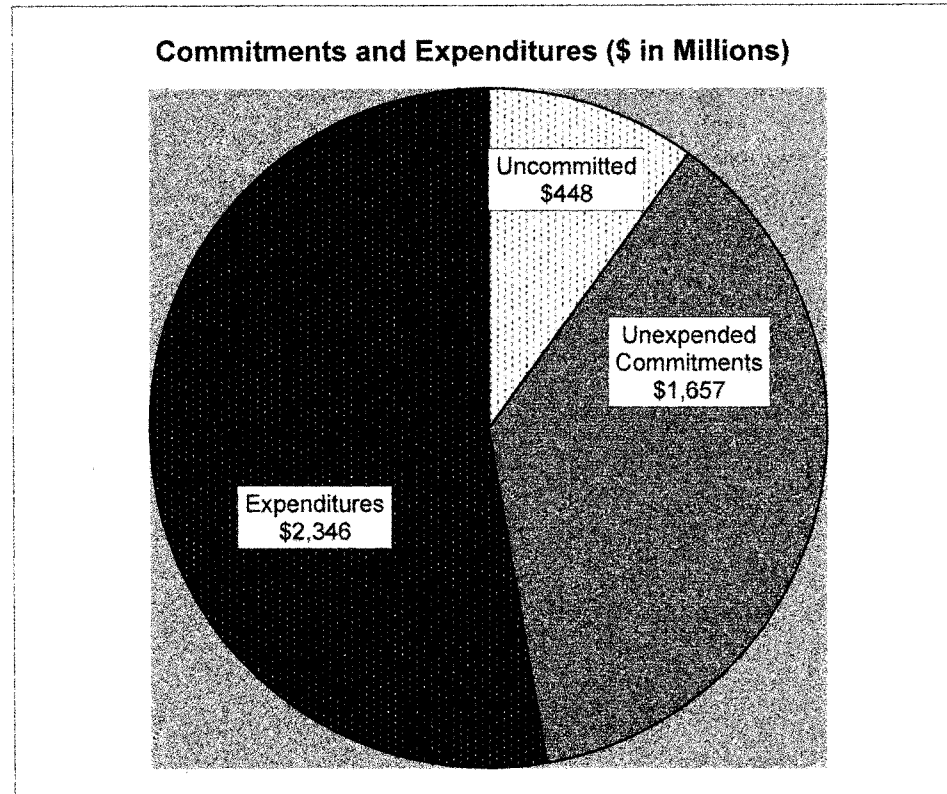
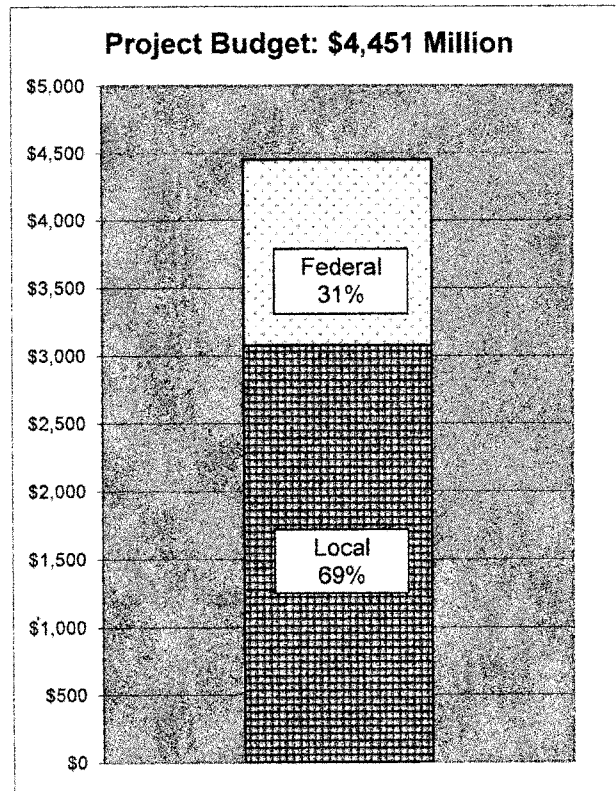
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

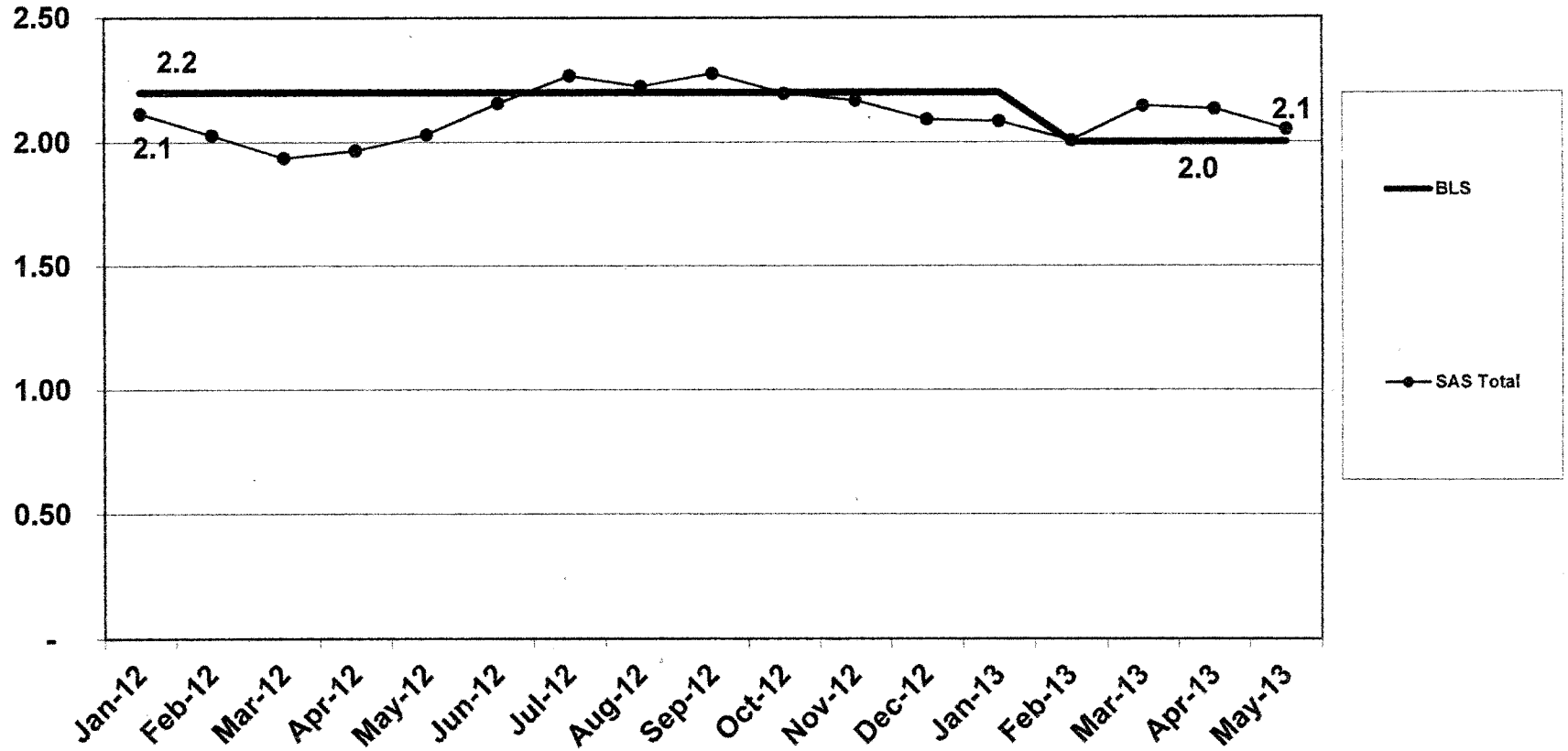
Report to the Transit Committee - July 2013

(data thru June 2013)

MTA Capital Program \$ in Millions	Funding Sources			Status of Commitments			
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,050	\$ 0	\$ 1,006
2005-2009	1,914	846	1,068	758	1,816	98	1,194
2010-2014	1,487	1,487	-	-	1,137	350	146
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 4,003	\$ 448	\$ 2,346



**Lost Time Injury Rate
Second Avenue Subway Project, 2012-2013
vs. US BLS National Standard for Heavy & Civil Construction**



Note:

Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)