



New York City Transit

Transit & Bus Committee Meeting

January 2013

Committee Members

M. Lebow, Chair

F. Ferrer

J. Banks III, Vice Chair

S. Metzger

J. Sedore, Jr.

M. Page

J. Kay

A. Albert

C. Moerdler

D. Paterson

E. Watt

A. Cappelli



MEETING AGENDA

NEW YORK CITY TRANSIT & BUS COMMITTEE

January 28, 2013 - 10:30 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

PUBLIC COMMENT PERIOD

1. APPROVAL OF MINUTES	
➤ NYCT Committee Meeting Minutes	1.1
➤ MTA Bus Operations Committee Meeting Minutes	1.7
2. APPROVAL OF COMMITTEE WORK PLAN	2.1
3. OPERATIONS PERFORMANCE SUMMARY	
➤ Subways Operations	3.1
➤ Bus Operations	3.20
➤ Safety Report	3.26
➤ Crime Report	3.34
4. FINANCIAL REPORTS	
➤ NYCT Financial & Ridership Report	4.1
➤ SIR Financial & Ridership Report	4.26
➤ MTA Bus Financial & Ridership Report	4.39
➤ Capital Program Status Report	4.54
5. PROCUREMENTS	5.1
➤ NYCT Non-Competitive	5.5
➤ NYCT Competitive	5.8
➤ MTACC Competitive	5.10
➤ NYCT Ratifications	5.11
➤ MTACC Ratifications	5.12
6. SERVICE CHANGES	
➤ Permanently Extend G to Church Avenue (For Approval)	6.1
➤ Implement New Bx46 Route in Hunts Point (For Approval)	6.5
➤ Request for a Public Hearing Bx15 & Bx55 Service Revision	6.12
➤ Bus Schedule Changes Effective April, 2013	6.19
➤ MTA Bus QM12 Route Revision	6.25
7. SPECIAL REPORTS & PRESENTATIONS	
➤ Metrocard	7.1
➤ Subway Platform Safety	(Materials to be distributed)
8. MTACC PROJECTS REPORT	8.1

Date of next meeting: March 11, 2013 at 10:30 AM

1. APPROVAL OF MINUTES

**Minutes of Regular Meeting
Committee on Operations of
New York City Transit Authority, Manhattan and Bronx
Surface Transit Operating Authority, and Staten Island Rapid Transit Operating
Authority
December 17, 2012**

Meeting Held at:
Metropolitan Transportation Authority
347 Madison Avenue
New York, New York 10017
10:00 AM

The following Members were present:

Hon. Joseph Lhota, Chairman and Chief Executive Officer
Hon. Mark Lebow, Committee Chair
Hon. John H. Banks III, Vice Chair
Hon. Andrew Albert
Hon. Fernando Ferrer
Hon. Jeffrey Kay
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. David Paterson
Hon. James L. Sedore, Jr.

Hon. Robert C. Bickford
Hon. Ira R. Greenberg

The following Member was absent from voting:
Hon. Mark Page

Also present were:

Thomas F. Prendergast, President, New York City Transit
Robert Bergen, Executive Vice President
Carmen Bianco, Senior Vice President, Subways
Peter Cafiero, Chief, Operations Planning
Denis O'Keeffe, Chief, Security
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

Michael Horodniceanu, President, MTA Capital Construction

I. Chairman Lebow opened the meeting.

II. Public Speaker

Murray Bodin noted the connection between NYCT's ability to restore service more quickly following Hurricane Sandy and the cleaning that had been done as part of the FASTACK initiative.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the November 2012 meeting subject to the following: Member Albert requested that the reference to the "Bleecker Street/Broadway-Lafayette Station" in the October 2012 minutes as amended in November be further amended to read the "Bleecker Street/Broadway-Lafayette two-way connection".

There were no changes to the Work Plan. EVP Bergen noted, however, that the proposed Work Plan for 2013 will combine MTA Bus and MTA NYCT agenda items, and that the number of meetings would be reduced to eight per year.

IV. Agenda Items

A. Operations Report

SVP Bianco reported to the Committee on the Department of Subways' operating performance, comparing performance statistics in October 2012 with those of October 2011, as well as providing year-to-date or twelve-month average performance figures as appropriate. He informed the Committee that work to restore service to the Rockaways is progressing, and that the Montague Tube is expected to be available on December 21st, allowing R train service between Brooklyn and Manhattan to resume. He also noted highlights from 2012, including the success of the FASTRACK initiative, the excellent performance of subway air conditioning systems during the summer, and the continuing improvement of elevator and escalator service. SVP Bianco thanked the staff of the Department of Subways for their efforts.

In response to a question from Member Albert, SVP Bianco and President Prendergast noted that right-of-way delays were not limited to late train departures, but were attributable to a number of factors, including flagging delays, scheduled work activities, component failures and/or signal issues.

In response to a question from Member Moerdler, SVP Bianco noted that the Work Experience Program (WEP) is a "Work Fare" program which supplements existing NYCT subway cleaning forces. President Prendergast added that individuals participating in the WEP are sometimes hired by NYCT after gaining experience in the program. Member Moerdler thanked SVP Bianco for improving conditions in subway stations in the Bronx.

In response to a question from Member Albert, President Prendergast advised the Committee that the proper scope of restoration work at the South Ferry station would need to be evaluated, and that it was likely that service to the Rockaways would be restored before the South Ferry station was reopened.

Vice President Kennedy presented the monthly Safety Report. In response to a question from Member Moerdler, VP Kennedy informed the Committee that the majority of the reported track fires were not in areas covered by FASTRACK.

Chief Fox presented the NYPD Transit Bureau statistics. Member Moerdler requested that the District Attorneys for the five boroughs be asked to provide information on conviction rates for repeat offenders. Member Paterson noted that over the last 15 years District Attorney associations have unsuccessfully sought legislation seeking to impose longer prison sentences after a specified number of arrests.

B. Financial Reports

President Prendergast reported to the Committee on NYCT's finances, which were negatively affected by the loss of revenue during Hurricane Sandy, as well as by the additional expenses incurred as a result of the storm. SVP Smith presented Members with the Capital Program Status report. Details on the following are provided in the Agenda:

- Financial and Ridership Report
- Capital Program Status

In response to an inquiry from Member Albert, President Prendergast and Chairman Lhota informed the Committee that NYCT is seeking reimbursement for the three days of free mass transit mandated by the Governor following Hurricane Sandy.

In response to an inquiry from Member Moerdler regarding paratransit usage, Chairman Lhota informed the Committee that a presentation on this issue would be made at the next MTA Bus Committee meeting. Member Moerdler expressed his concern that the MTA is bearing paratransit costs up to a capped level, notwithstanding that it should be the City's obligation to bear this expense. He also expressed his view that, while there is a responsibility to provide such services under the ADA, there is no requirement that the cost be funded by the MTA.

C. Procurements

VP Plochochi introduced the NYCT and MTACC procurement agenda, which consisted of four procurement action items totaling \$3.1 Million in proposed expenditures.

Motions were duly made and seconded to approve the NYCT's procurement actions and the MTACC's procurement actions.

NYCT's non-competitive procurement requiring a majority vote (Schedule H in the Agenda) and its proposed ratification of completed procurement actions requiring a majority vote (Schedule K in the Agenda) were approved by the Committee and forwarded to the full Board for consideration.

MTACC's proposed ratification of completed procurement actions requiring a majority vote (Schedule K in the Agenda) was approved by the Committee 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. Action Items

Upon motion duly made and seconded, the Committee approved the MTA NYCT and SIR 2012 November Forecast, 2013 Final Proposed Budget and the Four-Year Financial Plan for 2013-2016.

President Prendergast informed the Committee that the NYCT 2013 Budget and Financial Plan includes several major programmatic initiatives including a service investment program that would increase bus service, improve network bus coverage and connections and add new bus routes to service new markets, as well as additional funding for FASTRACK and signal maintenance requirements. He also highlighted budget reduction initiatives such as the Paratransit zero fare program and a bus fare evasion reduction program. With regard to the SIR, President Prendergast noted that the major budgetary initiative is the scheduled maintenance system cycle for the R44 railcar fleet.

In response to a question from Member Albert, President Prendergast remarked that the bus fare evasion reduction initiative is only a first step to addressing the issue, and that if it proves insufficient, a modification or expansion of the program will be considered.

VI. Special Reports and Presentations

The MetroCard Report was presented to the Committee for information.

VP and Chief Maintenance Officer Joe Leader made a presentation to the Committee on the status of the FASTRACK program, discussing its role in lowering costs, maximizing the effectiveness of maintenance activities, and promoting safety. He also reviewed the benefits realized in 2012, including \$16.7 Million in productivity gains during 15 FASTRACK sessions. Peter Cafiero, Chief, Operations Planning, described for the Committee the corridors planned for FASTRACK initiatives in 2013.

In response to an inquiry from Member Albert, President Prendergast remarked that the traditional FASTRACK model could be modified as appropriate to new locations, noting that since work cannot be performed at night on elevated lines due to concerns regarding

safety and community inconvenience, the model for closures could change at such locations.

In response to an inquiry from Member Moerdler, President Prendergast commented that he anticipates the FASTRACK program will continue to reduce the number of right-of-way delays during peak periods.

VII. Standard Follow-Up Reports

Dawn Pinnock, VP, Human Resources, and Joel Andrews, Chief Officer, EEO, presented the EEO and Diversity Reports on Workforce Utilization to the Committee. VP Pinnock highlighted outreach efforts aimed at increasing the number of women and minorities in the workforce, as well as steps being taken to improve the job readiness skills of veterans. She also noted the Materiel Division's women and minority mentoring program, and stressed that the EEO Office partners with the Human Resources Department and participates fully in the employment process.

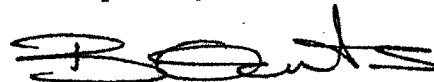
In response to a request from Member Moerdler, Mr. Andrews agreed to provide information regarding the current number of EEO and Title VI complaints relative to prior years.

VIII. MTACC Project Report

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

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary

MTA Bus Operations Committee Meeting Minutes

**Minutes of Regular Meeting
MTA Bus Operations Committee
December 17, 2012
347 Madison Avenue
New York, New York 10017
MTA Bus Operations Committee
11:30 AM**

The following MTA Bus Operations Committee members attended:

Hon. Joseph J. Lhota
Hon. Andrew Albert
Hon. John H. Banks III
Hon. Robert C. Bickford
Hon. Allen Cappelli
Hon. Fernando Ferrer
Hon. Ira Greenberg
Hon. Jeffrey Kay
Hon. Mark D. Lebow
Hon. Mark Page
Hon. Mitch Pally
Hon. David A. Paterson
Hon. Carl Wortendyke

Other Board members who attended:

Hon. Charles G. Moerdler

The following MTA Bus Operations Committee members did not attend:

Hon. Andrew M. Saul
Hon. Ed Watt

Also present: Darryl Irick, John Kivlehan, Tom Del Sorbo, Steve Vidal, Thomas Charles, Norman Silverman, Henry Sullivan, Dawn Pinnock, Steve Plochochi and Peter Cafiero.

* * * * *

Public Comments Period

There were comments from one public speaker at the meeting.

Approval of the Minutes

Upon motion duly made and seconded, the members of the MTA Bus Operations Committee approved the minutes to the previous meeting held on November 26, 2012.

Work Plan

There were no changes to the work plan this month.

Opening Remarks

Darryl Irick opened the meeting noting that in addition to the regular updates this month, Dawn Pinnock, New York City Transit's Vice President of Human Resources, will provide a report at the end of this session on efforts to address areas of underutilization of minorities and women within MTA Bus.

Operations Report

John Kivlehan reported for the month of October 2012 the combined bus MDBF was 5,275 miles – or 48.2% greater when compared to October 2011 levels. This represents the second consecutive month of performance above 5,000 miles, an accomplishment never before achieved by Bus Operations. Preliminary November 2012 data indicates sustaining a third consecutive month at this level.

Performance over a rolling 12-month period showed combined MDBF was 4,489 miles – or an improvement of 36% when compared to the prior 12-month period. For the month of October, AM & PM peak pullouts were 99.8% and 99.9%, up 1% and 0.6% respectively. The percentage of completed trips was 99.3%, up 1%. When looking at performance over a rolling 12-month period, AM & PM pullouts were 99.2% and 99.6% – improvements of 0.7% and 0.4%, respectively. The percentage of completed trips was 98.8%, an improvement of 0.9%.

Safety Performance

Steve Vidal reported that the 12-month rate for Combined Bus Collisions per Million Miles Traveled across the two bus agencies is 4.5 percent lower than it was in the prior 12-month period. The 12-month rate for regional Collision Injuries per Million Miles is slightly higher than the prior 12-month period, up 0.9 percent.

Customer Accidents and Customer Accident Injuries continue to be up slightly on a 12-month basis. It is important to note that both of these indicators reflect significant improvement when comparing October 2012 to October 2011. Customer Accidents improved by 27.2% and Customer Accident Injuries improved by 23.2%.

Finally, the 12-month average rate for Employee On-Duty Lost-Time Accidents is 3.4% lower in October 2012 a contributing factor is that Lost Time Accidents per 100 employees improved by 26.3 percent compared to last year.

Paratransit

Tom Charles reported for the month of October 2012, Access-A-Ride Paratransit ridership was down 3.6% compared to October 2011 levels. This is largely due to service cancellations because of Superstorm Sandy. Access-A-Ride 12-month ridership levels were up by 6.9%.

Over the 12-month period ending October 2012, there was a 2.1% increase in the monthly average of Access-A-Ride Requests for Service. Passenger no-shows for October declined by 16.3% compared to October 2011 levels.

Ridership

Tom Del Sorbo reported for the month of October 2012, overall average weekday ridership increased by 1.4% when compared to October 2011, after subtracting the days without service due to Superstorm Sandy. MTA Bus average weekday ridership rose by 1.9% in October 2012 as compared to the prior October, and NYCT Bus increased by 1.2% for the same period.

Average weekend ridership in October increased at NYCT Bus and MTA Bus by 0.6% and 2.7% respectively. Express bus ridership on weekdays increased at NYCT Bus by 2.1% in October, and decreased slightly by 0.5% in MTA Bus.

Finance Report

Tom Del Sorbo reported year-to-date October 2012 farebox revenues are lower than forecast for both NYCT Bus and MTA Bus – by 1.6% and 0.8% respectively. Overall, fixed route farebox revenues are lower than the forecast of \$897 million by \$13.4 million, or 1.5% through October 2012. More than two-thirds of this shortfall, or \$8.5 million, occurred during the month of October.

On the expense side, combined October 2012 year-to-date non-reimbursable accrued expenses reflect a favorable variance of \$27 million, or 1.2%, as NYCT Bus and MTA Bus are favorable to forecast levels by \$25.7 million and \$1.3 million, respectively. Performance against forecast is a combination of favorable non-labor expenses of \$49 million, partially offset by unfavorable labor expenses of \$22 million. Favorable non-labor expenses are mainly due to the timing of maintenance and contract expenditures and materials and supplies, lower than anticipated fuel expenses and the use of lower cost taxis and vouchers for paratransit service contracts. Labor expenses were unfavorable by \$22 million and the result of overtime, payroll and pension costs.

Overtime Summary

Tom Del Sorbo provided a third-quarter update on non-reimbursable overtime performance. Year-to-date through October 2012, Bus Operations combined non-reimbursable overtime for Buses (NYCT Bus and MTA Bus) was \$16.2 million, or 10.3%, higher than the midyear forecast of \$156.3 million. This reflects both scheduled and unscheduled overtime costs.

The main driver for the unfavorable results is related to the maintenance effort begun in late 2011 to improve fleet reliability and reverse the negative MDBF trend. This investment accounts for more than half of the \$16 million overtime overrun, and has improved bus MDBF to record levels. In addition, it has also reduced road calls and unscheduled maintenance work. Bus operator vacancies and resulting absentee coverage and traffic delays accounted for the remainder of the overtime overrun. To alleviate bus operator shortages, classes of newly hired staff were scheduled every two weeks through December 2012. Over 800 bus operators were hired year to date.

Action Item

Tom Del Sorbo requested approval of the 2013 Final Proposed Budget for MTA Bus. The Department of Buses 2013 budget was discussed during the NYCT Committee Meeting prior to this proceeding.

Approval of the Budget

Upon motion duly made by Chairman Lhota and seconded, the members of the MTA Bus Operations Committee approved the 2013 Final Proposed Budget for MTA Bus.

Procurements

Tom Del Sorbo reported that there was one competitive procurement action this month representing a total expenditure of \$527,000.

Approval of the Procurements

Upon motion duly made by Chairman Lhota and seconded, the members of the MTA Bus Operations Committee approved the procurement.

Service Changes

Norman Silverman reported that there is one service change that affects the Q37, Q10 and QM18 routes in South Ozone Park, Queens. This revision would discontinue one low-volume bus stop on 130th Street and relocate it one block north while providing more reliable service and avoiding traffic issues. The change also would enhance reliability by continuing to support growing Q37 ridership, following the revision to serve to the new Resorts World Casino at Aqueduct Race Track.

EEO and Diversity Report

Dawn Pinnock presented the EEO and Diversity Report regarding efforts to improve the representation of underutilized protected groups at MTA Bus. Statistics through September 30, 2012 were provided on MTA Bus Workforce Utilization Analysis, New Hires and EEO, and Title VI Complaints.

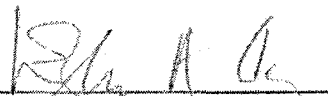
Closing Remarks

Darryl Irick remarked that this was the last Bus Operations Committee meeting. In January 2013, the Bus Committee will be merged into NYCT's Committee. He thanked all of the committee members for their guidance, support and commitment to the day-to-day performance of Bus Operations.

Adjournment

Upon motion made and duly seconded, the Committee unanimously voted to adjourn the meeting.

Respectfully submitted:


Elizabeth A. Cooney
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

January 2013

Approval of 2013 Transit & Bus Committee Work Plan	Committee Chair & Members
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March 2013

Preliminary Review of NYC Transit 2012 Operating Results	Management & Budget
Preliminary Review of SIR 2012 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2012 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2013-2016	Management & Budget
SIR Adopted Budget/Financial Plan 2013-2016	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2013-2016	Management & Budget
NYC Transit Service Quality Indicators & PES (including MTA Bus PES)	Operations Planning
ADA Compliance Report	Capital Program Management
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
2012 Year-End Safety Report and 2013 Safety Agenda	System Safety
EEO & Diversity Report – 2012 Year-End Report	EEO & Human Resources

April 2013

Final Review of NYC Transit 2012 Operating Results	Management & Budget
Final Review of SIR 2012 Operating Results	Management & Budget
Final Review of MTA Bus 2012 Operating Results	Management & Budget

II. SPECIFIC AGENDA ITEMS

Responsibility

June 2013

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

Subways
Law
EEO & Human Resources

July 2013

September 2013

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

Management & Budget
Management & Budget
Management & Budget
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Management & Budget
Management & Budget
Operations Planning

Subways
Law
EEO & Human Resources

November 2013

Public comment/Committee review of budget
Charter for Transit Committee
2014 Preliminary NYC Transit Budget
2014 Preliminary SIR Budget
2014 Preliminary MTA Bus Budget
Elevator & Escalator Service Report
Transit Adjudication Bureau Report
EEO & Diversity Report

Law
Management & Budget
Management & Budget
Management & Budget
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



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

JANUARY 2013

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2013 and will be asked to approve its use for the year.

MARCH 2013

Preliminary Review of NYC Transit's 2012 Operating Results

NYC Transit will present a brief review of its 2012 Budget results.

Preliminary Review of SIR 2012 Operating Results

NYC Transit will present a brief review of SIR's 2012 Budget results.

Preliminary Review of MTA Bus 2012 Operating Results

NYC Transit will present a brief review of MTA Bus 2012 Budget results.

Adopted Budget/Financial Plan 2013-2016

NYC Transit will present its revised 2013-2016 Financial Plan. This plan will reflect the 2013 Adopted Budget and an updated Financial Plan for 2013-2016 reflecting the out-year impact of any changes incorporated into the 2013 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2013 by category.

SIR Adopted Budget/Financial Plan 2013-2016

NYC Transit will present SIR's revised 2013-2016 Financial Plan. This plan will reflect the 2013 Adopted Budget and an updated Financial Plan for 2013-2016 reflecting the out-year impact of any changes incorporated into the 2013 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2013 by category.

MTA Bus Adopted Budget/Financial Plan 2013-2016

NYC Transit will present MTA Bus' revised 2013-2016 Financial Plan. This plan will reflect the 2013 Adopted Budget and an updated Financial Plan for 2013-2016 reflecting the out-year impact of any changes incorporated into the 2013 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2013 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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

2012 Year-End Safety Report and 2013 Safety Agenda

2012 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 2013. The report will also provide detail on important safety programs that are underway or planned.

EEO & Diversity Report- 2012 Year-End Report

A detailed year-end 2012 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 2013

Final Review of NYC Transit 2012 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 2012 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 2012 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 2013

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)

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.

3. OPERATIONS PERFORMANCE SUMMARY

MONTHLY OPERATIONS REPORT

- Subways Operations
- Bus Operations
- Safety Report
- Crime Report

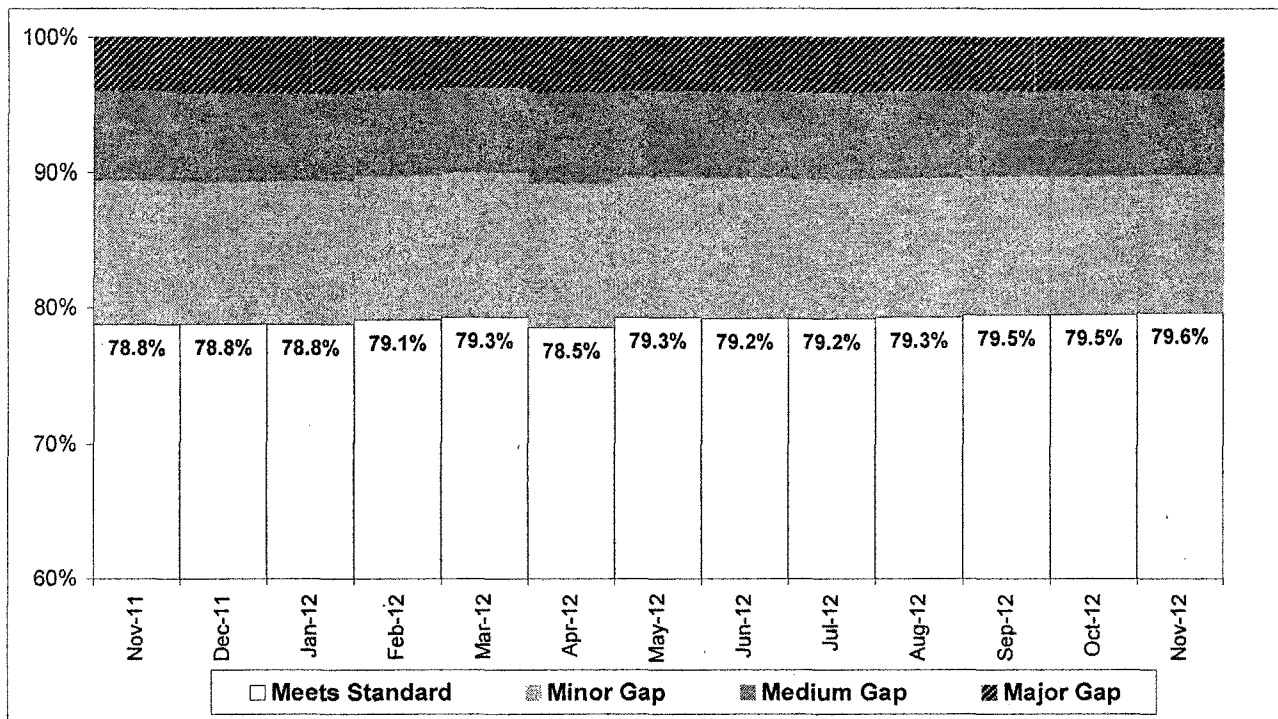
Monthly Operations Report

Statistical results for the month of November 2012 are shown below. Details on each indicator are provided on the following pages.

Subways

Indicator	Current Month: November 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Weekday Wait Assessment (charts 1-2)				79.6%	78.8%	+0.8%
IRT Weekday Wait Assessment - ATS-A lines (1 thru 6 lines)	77.1%	75.5%	+1.6%			
IRT Weekday Wait Assessment - (All Lines)				77.3%	75.6%	+1.7%
BMT Weekday Wait Assessment	80.4%	79.8%	+0.6%	81.6%	81.3%	+0.3%
IND Weekday Wait Assessment	74.2%	80.0%	-5.8%	79.6%	79.1%	+0.5%
System Weekend Wait Assessment (charts 3)				85.0%	82.8%	+2.2%
IRT Weekend Wait Assessment - ATS-A lines (1 thru 6 lines)	85.8%	+83.4%	+2.4%			
IRT Weekend Wait Assessment - (All Lines)				84.6%	83.0%	+1.6%
BMT Weekend Wait Assessment	82.0%	+81.4%	+0.6%	87.3%	86.1%	+1.2%
IND Weekend Wait Assessment	81.2%	+82.9%	-1.7%	83.3%	79.3%	+4.0%
System Weekday Terminal On-Time Performance (charts 4-5)	80.7%	84.5%	-3.8%	83.7%	N/A	N/A
IRT Weekday Terminal On-Time Performance	73.9%	78.4%	-4.5%	77.1%	N/A	N/A
BMT Weekday Terminal On-Time Performance	89.4%	91.4%	-2.0%	90.5%	N/A	N/A
IND Weekday Terminal On-Time Performance	80.5%	86.3%	-5.8%	86.2%	N/A	N/A
System Number of Terminal Delays (chart 6)	18,255	22,725	-19.7%	23,218	N/A	N/A
System Weekend Terminal On-Time Performance (Chart 7-8)	90.0%	87.8%	+2.2%	88.5%	N/A	N/A
IRT Weekend Terminal On-Time Performance	84.1%	82.6%	+1.5%	82.8%	N/A	N/A
BMT Weekend Terminal On-Time Performance	97.4%	93.1%	+4.3%	94.2%	N/A	N/A
IND Weekend Terminal On-Time Performance	89.4%	88.8%	+0.6%	90.0%	N/A	N/A
System Number of Weekend Terminal Delays (chart 9)	2,430	5,542	-56.2%	5,056	N/A	N/A
Mean Distance Between Failures (charts 10-12)	168,366	181,963	-7.5%	163,515	169,934	-3.8%
IRT Mean Distance Between Failures	150,617	145,734	+3.4%	150,299	166,628	-9.8%
BMT Mean Distance Between Failures	190,933	288,979	-33.9%	208,433	211,798	-1.6%
IND Mean Distance Between Failures	181,802	188,870	-3.7%	155,068	150,613	+3.0%
System Weekday Service-KPI (charts 13-14)	81.7%	82.8%	-1.1%			
IRT Weekday Service-KPI	77.5%	79.4%	-1.9%			
BMT Weekday Service-KPI	85.8%	86.2%	-0.4%			
IND Weekday Service-KPI	81.2%	82.4%	-1.2%			
System Weekday PES-KPI (charts 15-17)	90.8%	90.9%	-0.1%			
Staten Island Railway						
24 Hour On-Time Performance	71.1%	88.1%	-19.3%	93.9%	94.9%	-1.1%
AM Rush On-Time Performance	84.2%	88.1%	-4.4%	98.3%	95.5%	+2.9%
PM Rush On-Time Performance	85.6%	89.4%	-4.3%	97.8%	97.8%	0.0%
Percentage of Completed Trips	98.9%	98.4%	+0.5%	99.3%	98.7%	+0.6%
Mean Distance Between Failures	44,208	221,223	-80.0%	80,252	200,566	-60.0%
Staten Island Railway PES-KPI (charts 18)	91.6%	84.6%	+7.0%			

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	
Dec '11-Nov '12	79.6%	10.2%	6.3%	3.8%	2012 GOAL: 79.2%
Dec '10-Nov '11	78.8%	10.7%	6.6%	3.9%	2011 ACTUAL: 78.8%

Note: Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning November 2011 the ATS-A 42nd Street Shuttle.

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

Line	Dec '11-Nov '12				Dec '10-Nov '11				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
①	82.1%	8.0%	4.9%	5.0%	79.6%	10.0%	6.4%	3.9%	+2.5%
②	74.0%	10.8%	8.4%	6.7%	73.6%	10.6%	9.1%	6.7%	+0.4%
③	78.3%	9.9%	6.6%	5.2%	77.4%	11.1%	6.9%	4.6%	+0.9%
④	75.2%	9.9%	7.7%	7.2%	73.7%	10.7%	8.8%	6.9%	+1.5%
⑤	72.5%	9.9%	8.6%	9.0%	72.0%	10.5%	8.7%	8.7%	+0.5%
⑥	80.5%	8.1%	5.7%	5.7%	76.7%	10.1%	7.4%	5.7%	+3.8%
⑦	78.3%	12.5%	6.7%	2.5%	76.0%	12.4%	7.8%	3.8%	+2.3%
⑤ 42nd	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	
IRT	77.3%	9.9%	6.9%	5.9%	75.6%	10.8%	7.9%	5.8%	+1.7%
⑧	79.8%	11.9%	5.9%	2.5%	78.9%	11.2%	6.6%	3.4%	+0.9%
⑨ ⑩	82.3%	10.0%	5.7%	2.0%	82.6%	9.4%	5.9%	2.1%	-0.3%
⑪	80.3%	11.6%	6.2%	1.9%	79.9%	11.7%	6.2%	2.2%	+0.4%
⑫	77.9%	12.7%	7.1%	2.3%	78.8%	12.0%	7.1%	2.1%	-0.9%
⑬	78.9%	11.7%	6.4%	2.9%	77.7%	12.2%	7.4%	2.7%	+1.2%
⑭	80.0%	11.5%	6.0%	2.5%	78.6%	11.4%	6.1%	3.8%	+1.4%
⑮ Fkn	96.2%	2.9%	0.7%	0.1%	96.3%	2.7%	0.8%	0.2%	-0.1%
⑯	77.4%	10.8%	8.5%	3.3%	77.6%	11.3%	7.2%	3.9%	-0.2%
BMT	81.6%	10.4%	5.8%	2.2%	81.3%	10.2%	5.9%	2.5%	+0.3%
⑰	73.1%	10.2%	9.6%	7.1%	73.0%	11.1%	8.7%	7.2%	+0.1%
⑱ Rock	93.1%	5.0%	1.3%	0.6%	93.1%	5.8%	1.0%	0.1%	+0.0%
⑲	80.0%	11.0%	5.9%	3.1%	80.2%	11.7%	6.0%	2.1%	-0.2%
⑳	78.3%	12.7%	6.2%	2.8%	79.3%	11.3%	6.3%	3.1%	-1.0%
㉑	75.7%	11.6%	8.1%	4.7%	73.2%	12.3%	8.7%	5.8%	+2.5%
㉒	74.0%	11.2%	9.1%	5.6%	73.6%	12.2%	8.8%	5.4%	+0.4%
㉓	83.1%	11.0%	4.0%	1.8%	81.1%	13.1%	4.4%	1.5%	+2.0%
IND	79.6%	10.4%	6.3%	3.7%	79.1%	11.1%	6.3%	3.6%	+0.5%
Systemwide	79.6%	10.2%	6.3%	3.8%	78.8%	10.7%	6.6%	3.9%	+0.8%

Note: Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning November 2011 the ATS-A 42nd Street Shuttle.

*** 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

** Performance data unavailable due to ATS system software problem.

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

Line	Dec '11-Nov '12				Dec '10-Nov '11				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
①	82.0%	8.1%	4.4%	5.5%	86.2%	8.7%	4.0%	1.1%	-4.2%
②	87.7%	8.5%	2.8%	1.0%	77.8%	10.9%	6.4%	4.8%	+9.9%
③	91.1%	6.3%	1.9%	0.7%	93.5%	4.8%	1.1%	0.6%	-2.4%
④	81.5%	9.1%	5.9%	3.5%	74.5%	10.2%	8.4%	7.0%	+7.0%
⑤	88.4%	6.4%	2.8%	2.4%	85.0%	9.9%	3.5%	1.7%	+3.4%
⑥	83.9%	8.1%	3.8%	4.2%	83.6%	9.6%	4.9%	1.9%	+0.3%
⑦	77.8%	13.9%	6.9%	1.4%	80.2%	12.3%	4.5%	3.1%	-2.4%
Ⓢ 42nd	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A**	N/A
IRT	84.6%	8.6%	4.1%	2.7%	83.0%	9.5%	4.7%	2.9%	+1.6%
Ⓜ Z	90.2%	8.0%	1.6%	0.2%	86.9%	8.8%	3.3%	1.0%	+3.3%
Ⓛ	86.0%	9.5%	3.2%	1.3%	85.7%	11.3%	2.2%	0.8%	+0.3%
Ⓝ	86.1%	8.0%	4.7%	1.2%	81.0%	10.5%	4.6%	4.0%	+5.1%
Ⓞ	84.9%	10.8%	3.6%	0.7%	83.5%	10.8%	4.5%	1.2%	+1.4%
Ⓢ Fkln	94.9%	4.2%	0.7%	0.2%	98.7%	1.3%	0.0%	0.0%	-3.8%
Ⓡ	81.4%	13.3%	4.3%	0.9%	80.7%	12.6%	3.9%	2.8%	+0.7%
BMT	87.3%	9.0%	3.0%	0.8%	86.1%	9.2%	3.1%	1.6%	+1.2%
Ⓐ	76.2%	11.9%	8.4%	3.4%	78.9%	9.5%	8.9%	2.7%	-2.7%
Ⓒ	85.0%	9.4%	5.0%	0.6%	76.9%	12.9%	8.4%	1.8%	+8.1%
Ⓓ	82.7%	11.9%	4.3%	1.0%	77.9%	12.7%	7.0%	2.4%	+4.8%
Ⓔ	87.2%	8.0%	2.7%	2.2%	77.8%	12.0%	4.6%	5.7%	+9.4%
Ⓕ	81.3%	11.8%	6.1%	0.8%	77.5%	12.8%	8.0%	1.6%	+3.8%
Ⓖ	87.2%	9.3%	2.4%	1.0%	86.9%	10.8%	2.1%	0.2%	+0.3%
IND	83.3%	10.4%	4.8%	1.5%	79.3%	11.8%	6.5%	2.4%	+4.0%
Systemwide	85.0%	9.3%	4.0%	1.7%	82.8%	10.1%	4.7%	2.3%	+2.2%

Note: Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning November 2011 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%

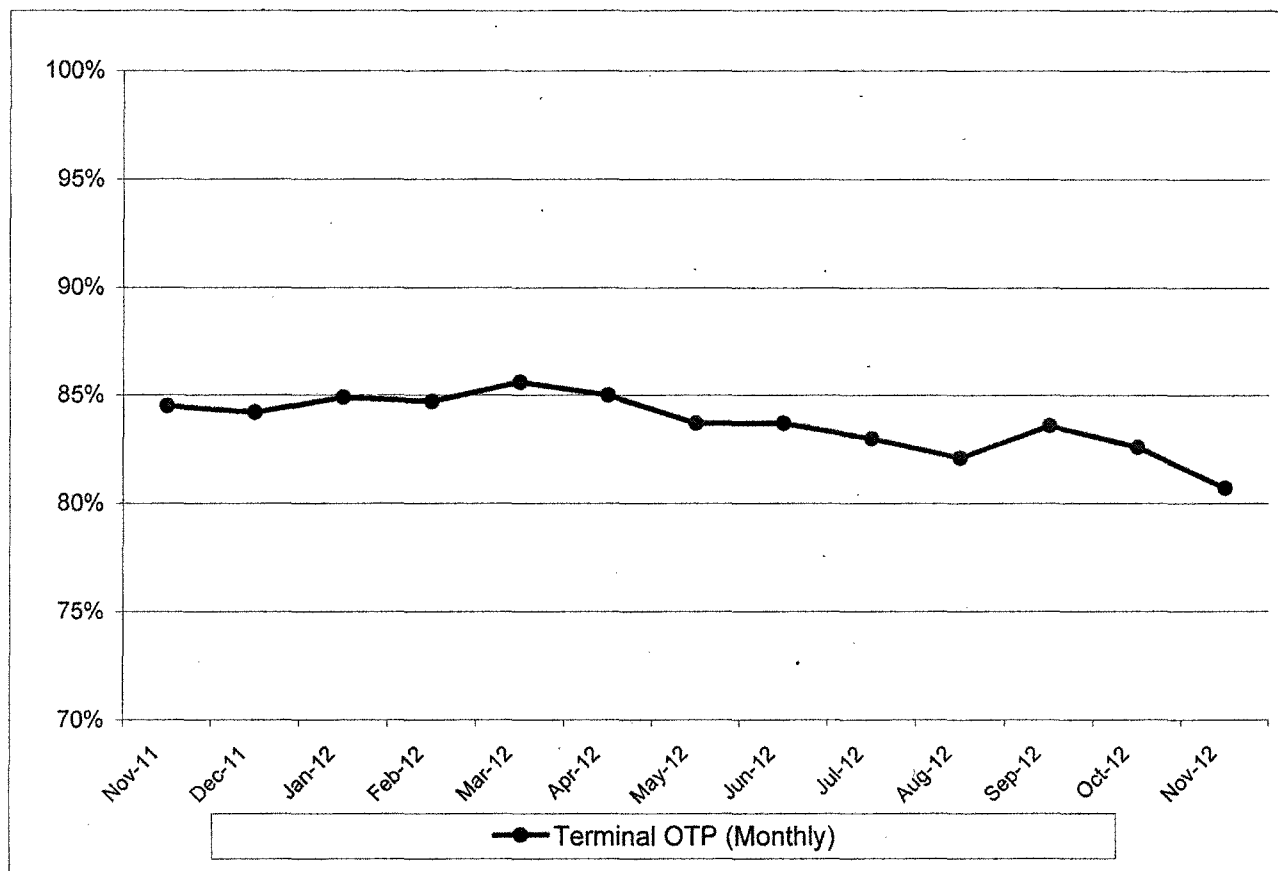
Minor Gap: from 25% to 50% over scheduled headway

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

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

** Performance data unavailable due to ATS system software problem.

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	IRT	BMT	IND
<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>
Nov 2012: 80.7%	Nov 2012: 73.9%	Nov 2012: 89.4%	Nov 2012: 80.5%
Nov 2011: 84.5%	Nov 2011: 78.4%	Nov 2011: 91.4%	Nov 2011: 86.3%
12-Mon Avg: 83.7%	12-Mon Avg: 77.1%	12-Mon Avg: 90.5%	12-Mon Avg: 86.2%
Dec '11-Nov '12)	Dec '11-Nov '12)	Dec '11-Nov '12)	Dec '11-Nov '12)

Discussion of Results

In November 2012, Right Of Way (4,527 delays), Over Crowding (4,228 delays), (Track Gangs (3,200 delays) were the highest categories of delays, representing 65.5% of the total (18,255) delays.

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Nov '12</u>	<u>Nov '11</u>	<u>% Difference</u>
①	77.7%	91.0%	-13.3%
②	58.6%	63.1%	-4.5%
③	71.9%	76.1%	-4.2%
④	61.5%	68.2%	-6.7%
⑤	60.4%	65.0%	-4.6%
⑥	79.8%	79.0%	+0.8%
⑦	90.9%	91.6%	-0.7%
Ⓢ 42 St	N/A*	N/A*	
IRT	73.9%	78.4%	-4.5%
Ⓑ	80.7%	90.7%	-10.0%
ⓐ ⓑ	97.9%	95.3%	+2.6%
Ⓒ	95.4%	96.4%	-1.0%
ⓓ	86.0%	91.8%	-5.8%
Ⓔ	77.3%	79.7%	-2.4%
ⓐ	83.2%	89.5%	-6.3%
Ⓢ Fkln	100.0%	99.1%	+0.9%
ⓓ	94.6%	88.7%	+5.9%
BMT	89.4%	91.4%	-2.0%
Ⓐ	76.2%	79.3%	-3.1%
Ⓢ Rock	97.2%	96.2%	+1.0%
Ⓒ	79.1%	88.3%	-9.2%
Ⓓ	82.6%	90.1%	-7.5%
Ⓔ	86.4%	87.2%	-0.8%
Ⓕ	80.4%	80.8%	-0.4%
Ⓖ	71.1%	93.8%	-22.7%
IND	80.5%	86.3%	-5.8%
Systemwide	80.7%	84.5%	-3.8%

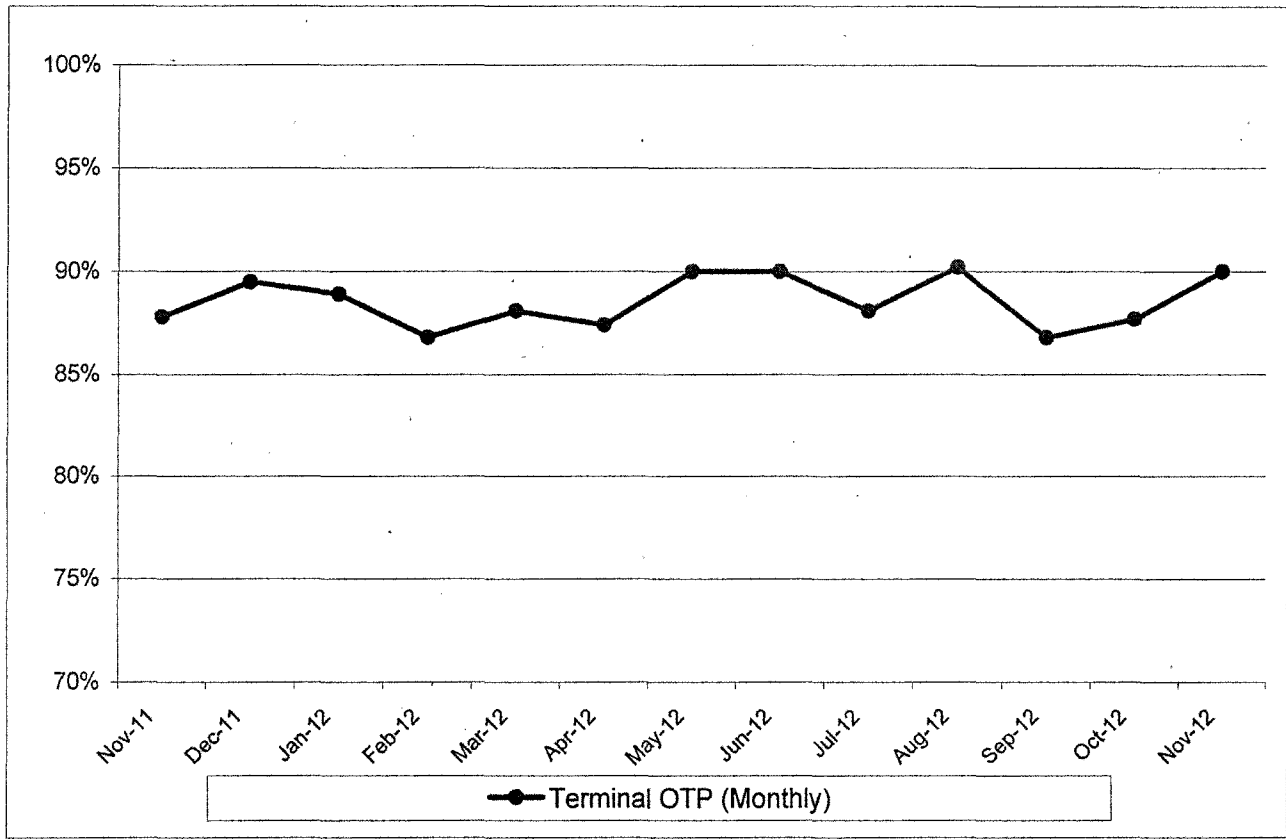
* Performance data unavailable pending ATS system software upgrade.

**Weekday Terminal Delays
Systemwide Summary
November 2012**

<u>Categories</u>	<u>Delays</u>
ROW Delays	4,527
Over Crowding	4,228
Track Gangs	3,200
Work Equipment/G.O.	1,513
Sick Customer	1,329
Car Equipment	1,109
Police	689
Fire	585
Unruly Customer	442
Employee	239
Operational Diversions	216
Inclement Weather	115
Infrastructure	61
External	1
Total Delays	18,255

* 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	IRT	BMT	IND
<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>
Nov 2012: 90.0%	Nov 2012: 84.1%	Nov 2012: 97.4%	Nov 2012: 89.4%
Nov 2011: 87.8%	Nov 2011: 82.6%	Nov 2011: 93.1%	Nov 2011: 88.8%
12-Mon Avg: 88.5%	12-Mon Avg: 82.8%	12-Mon Avg: 94.2%	12-Mon Avg: 90.0%
(Dec '11-Nov '12)	(Dec '11-Nov '12)	(Dec '11-Nov '12)	(Dec '11-Nov '12)

Discussion of Results

In November 2012, Track Gangs (587 delays), Over Crowding (347 delays), and Right Of Way (296 delays) were the highest categories of delays, representing 50.6% of the total (2,430) delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Nov '12</u>	<u>Nov '11</u>	<u>% Difference</u>
①	77.0%	92.6%	-15.6%
②	69.3%	60.0%	+9.3%
③	87.3%	96.5%	-9.2%
④	76.0%	65.9%	+10.1%
⑤	87.7%	80.1%	+7.6%
⑥	84.6%	81.1%	+3.5%
⑦	96.8%	94.0%	+2.8%
Ⓢ 42 St	N/A*	N/A*	
IRT	84.1%	82.6%	+1.5%
ⓐ ⓑ	96.3%	83.8%	+12.5%
Ⓒ	98.8%	98.7%	+0.1%
Ⓓ	98.7%	96.4%	+2.3%
Ⓔ	92.2%	80.8%	+11.4%
Ⓕ	97.6%	96.0%	+1.6%
Ⓢ Fkln	99.4%	98.3%	+1.1%
Ⓖ	98.5%	92.9%	+5.6%
BMT	97.4%	93.1%	+4.3%
Ⓐ	89.2%	84.1%	+5.1%
Ⓢ Rock	98.3%	96.7%	+1.6%
Ⓒ	95.6%	89.4%	+6.2%
Ⓓ	88.4%	88.9%	-0.5%
Ⓔ	96.3%	87.5%	+8.8%
Ⓕ	90.2%	83.3%	+6.9%
Ⓖ	77.6%	97.4%	-19.8%
IND	89.4%	88.8%	+0.6%
Systemwide	90.0%	87.8%	+2.2%

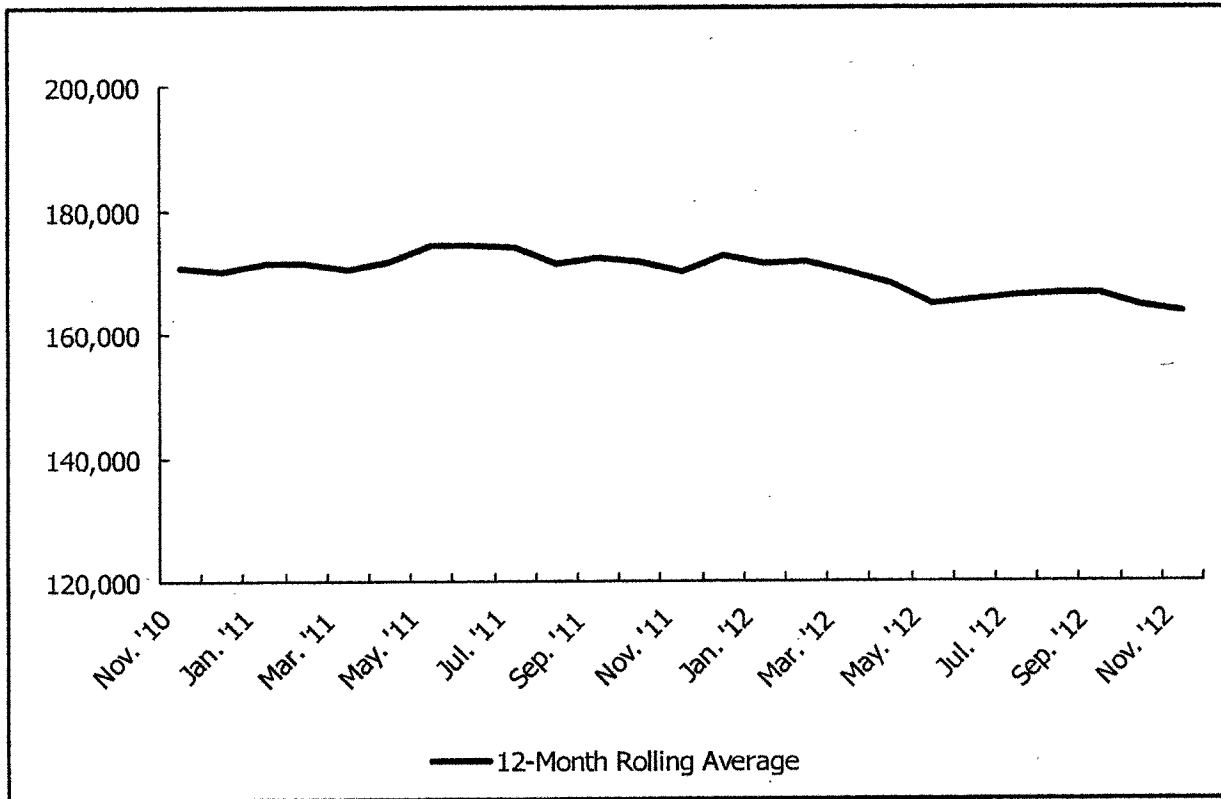
* Performance data unavailable pending ATS system software upgrade.

Weekend Terminal Delays Systemwide Summary November 2012

<u>Categories</u>	<u>Delays</u>
Track Gangs	587
Over Crowding	347
ROW Delays	296
Police	295
Work Equipment/G.O.	247
Fire	160
Unruly Customer	117
Car Equipment	93
Sick Customer	83
Infrastructure	81
Employee	63
Operational Diversions	49
Inclement Weather	9
<u>Total Delays</u>	<u>2,430</u>

* Total may differ slightly due to rounding.

Subway Mean Distance Between Failures



Definition

Subway Mean Distance Between Failures (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

Nov 2012: 168,366

Nov 2011: 181,963

Nov 2010: 208,109

12-Month Average

Dec 11-Nov 12: 163,515

Dec 10-Nov 11: 169,934

Dec 09-Nov 10: 170,695

Annual Results

2012 Goal: 168,000

2011 Actual: 172,700

2010 Actual: 170,217

Discussion of Results

MDBF in November 2012 decreased 7.47% from November 2011. Over the past year, the MDBF 12-month average decreased 3.78%. November 2012 accumulated 3,131,396 less mileage compared to November 2011 because of hurricane Sandy.

Chart 10

Car Reliability

Mean Distance Between Failure (Miles)

Car Class	#s of Cars	<u>Monthly MDBF</u>			<u>12 Month Average MDBF</u>		
		Nov. '12	Nov. '11	% Change	Nov. '12	Nov. '11	% Change
R32	222	65,925	78,522	-16.04%	62,080	62,256	-0.28%
R42	50	84,269	54,635	54.24%	50,809	41,783	21.60%
R46	752	92,430	105,035	-12.00%	85,816	80,546	6.54%
R62	315	405,918	236,450	71.67%	183,169	191,579	-4.39%
R62A	824	132,006	133,368	-1.02%	133,698	122,628	9.03%
R68	425	136,444	143,272	-4.77%	130,081	131,524	-1.10%
R68A	200	87,202	142,364	-38.75%	138,300	158,476	-12.73%
R142	1,030	177,673	201,141	-11.67%	195,389	246,287	-20.67%
R142A	590	103,778	88,681	17.02%	109,396	134,503	-18.67%
R143	212	138,385	412,934	-66.49%	147,316	174,089	-15.38%
R160	1,662	599,534	953,703	-37.14%	611,398	649,407	-5.85%
Fleet	6,282	168,366	181,963	-7.47%	163,515	169,934	-3.78%

Chart 11

Car Reliability

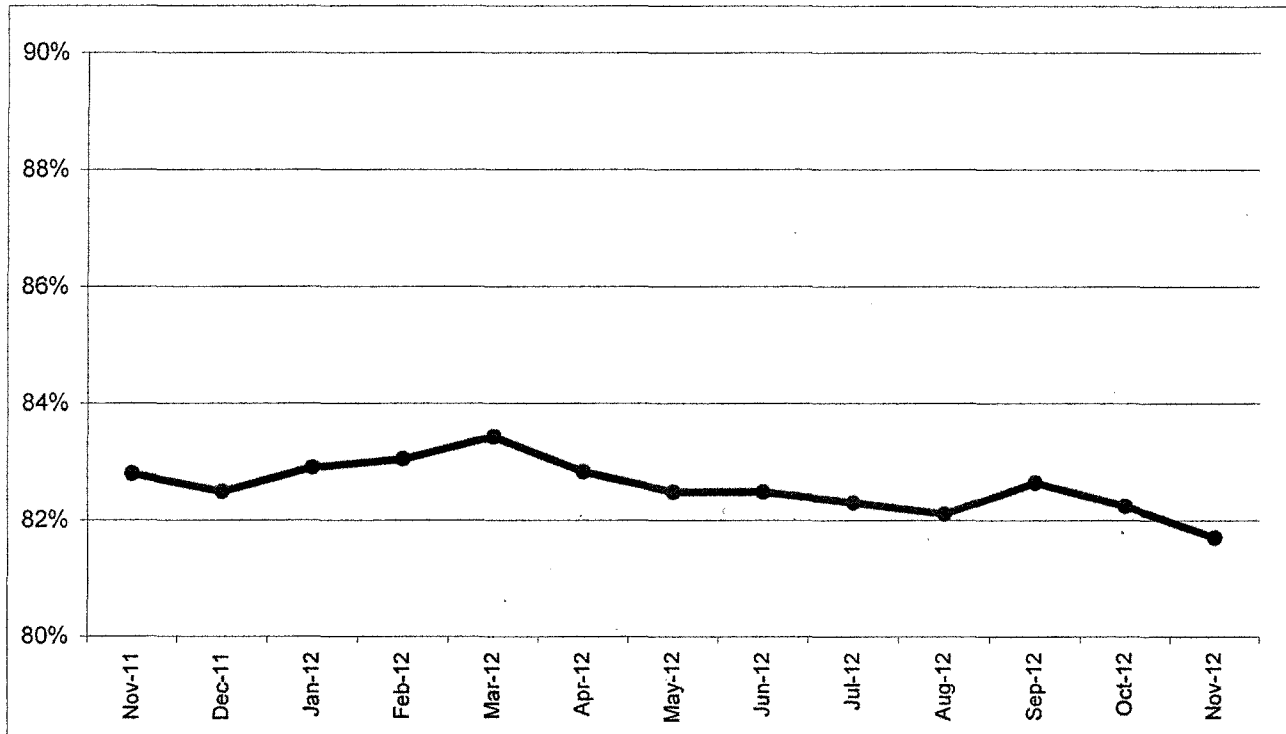
Mean Distance Between Failures By Line (Miles)

Line	Fleet ¹	Monthly MDBF			12-Month Average MDBF		
		November 2011	November 2012	% Change	November 2011	November 2012	% Change
①	R62(3%); R62A(97%)	98,215	105,497	+7.4	97,584	112,633	+15.4
②	R142	227,999	150,708	-33.9	255,518	184,704	-27.7
③	R62	236,598	389,129	64.5	193,787	782,488	-5.8
⑦	R62A	251,050	196,874	-21.6	183,389	182,767	-0.3
④	R142(71%); R142A(29%)	128,445	152,607	+18.8	174,536	137,282	-21.3
⑤	R142	154,203	240,490	+56.0	225,219	250,844	11.4
⑥	R142A	106,015	101,477	+4.3	150,225	114,771	-23.6
GCS	R62A	25,406	20,082	-21.0	25,804	28,039	8.7
IRT		145,734	150,617	3.4	166,628	150,299	-9.8
B	R68(20%); R68A(80%)	230,552	74,032	-67.9	163,754	126,249	-22.9
FS	R68	18,917	N/A	N/A	56,316	56,513	+0.3
N	R160B1(4%); R160B2(96%)	385,335	324,095	-15.9	426,740	449,765	+5.4
O	R160A(22%); R160B(78%)	656,404	588,034	-10.4	633,666	664,938	+4.9
JZ	R160A(90%); R42(10%)	398,726	699,468	+75.4	291,100	531,078	+82.4
L	R143(92%); R160A(8%)	466,779	160,511	-65.6	190,556	156,650	-17.8
M	R160A	733,646	366,665	-50.0	483,010	425,025	-12.0
R	R46	108,646	79,304	-27.0	81,934	84,038	+2.6
BMT		288,979	190,933	-33.9	211,798	208,433	-1.6
A	R46	95,327	98,077	+2.9	80,477	85,316	+6.0
C	R32(84%); R42(16%)	78,476	62,028	-21.0	65,042	66,099	+1.6
D	R68	155,817	134,824	-13.5	132,563	148,643	+12.1
E	R160A(92%); R160B1(8%)	1,604,935	1,435,885	-10.5	752,576	696,879	-7.4
F	R160A(62%); R160B1(38%)	2,669,146	617,559	-76.9	821,676	535,852	-34.8
G	R46(33%); R68A(67%)	58,839	316,098	+437.2	71,755	96,881	+35.0
RKWYS	R46	57,372	N/A	N/A	76,753	57,806	-24.7
IND		188,870	181,802	-3.7	150,613	155,068	+3.0
SOUTH		223,154	185,647	-16.8	172,434	174,791	+1.4
FLEET		181,963	168,365	-7.5	169,933	163,515	-3.8

Car assignments as of November 20, 2012

Chart 12

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

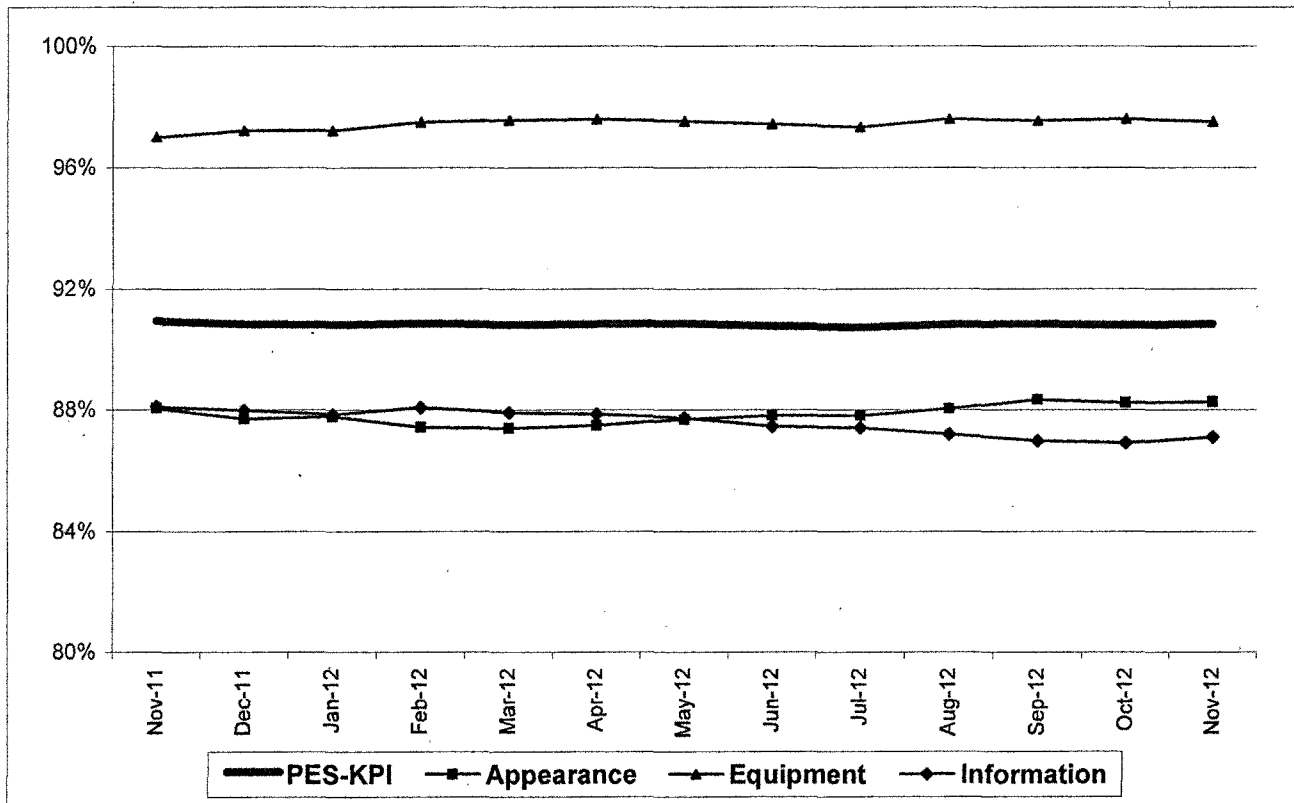
Systemwide Monthly Results	Goal
November 2012: 81.7%	2012 GOAL: 85.1%
November 2011: 82.8%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>November 2012</u>	<u>November 2011</u>	<u>% Difference</u>
①	79.3%	80.9%	-1.6%
②	72.0%	73.1%	-1.1%
③	78.6%	79.3%	-0.7%
④	71.7%	74.7%	-3.0%
⑤	71.6%	72.7%	-1.1%
⑥	79.1%	78.7%	+0.4%
⑦	84.3%	83.1%	+1.2%
Ⓢ 42nd	N/A*	N/A*	N/A
IRT	77.5%	79.4%	-1.9%
Ⓑ	79.6%	84.3%	-4.7%
ⓐⓑ	88.7%	88.2%	+0.5%
Ⓒ	86.1%	86.9%	-0.8%
ⓓ	82.5%	84.8%	-2.3%
Ⓔ	80.6%	80.5%	+0.1%
ⓐ	83.0%	84.0%	-1.0%
Ⓢ Fkln	91.1%	90.9%	+0.2%
ⓓ	79.8%	78.1%	+1.7%
BMT	85.8%	86.2%	-0.4%
Ⓐ	71.8%	72.4%	-0.6%
Ⓢ Rock	88.5%	89.3%	-0.8%
Ⓒ	75.7%	78.5%	-2.8%
Ⓓ	80.6%	82.6%	-2.0%
Ⓔ	81.3%	80.1%	+1.2%
Ⓕ	78.5%	78.4%	+0.1%
Ⓖ	77.0%	81.1%	-4.1%
IND	81.2%	82.4%	-1.2%
Systemwide	81.7%	82.8%	-1.1%

* Performance data unavailable 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)

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
November 2012:	90.8%	88.3%	97.5%	87.1%
November 2011:	90.9%	88.1%	97.0%	88.1%
% Difference:	-0.1%	+0.2%	+0.5%	-1.0%

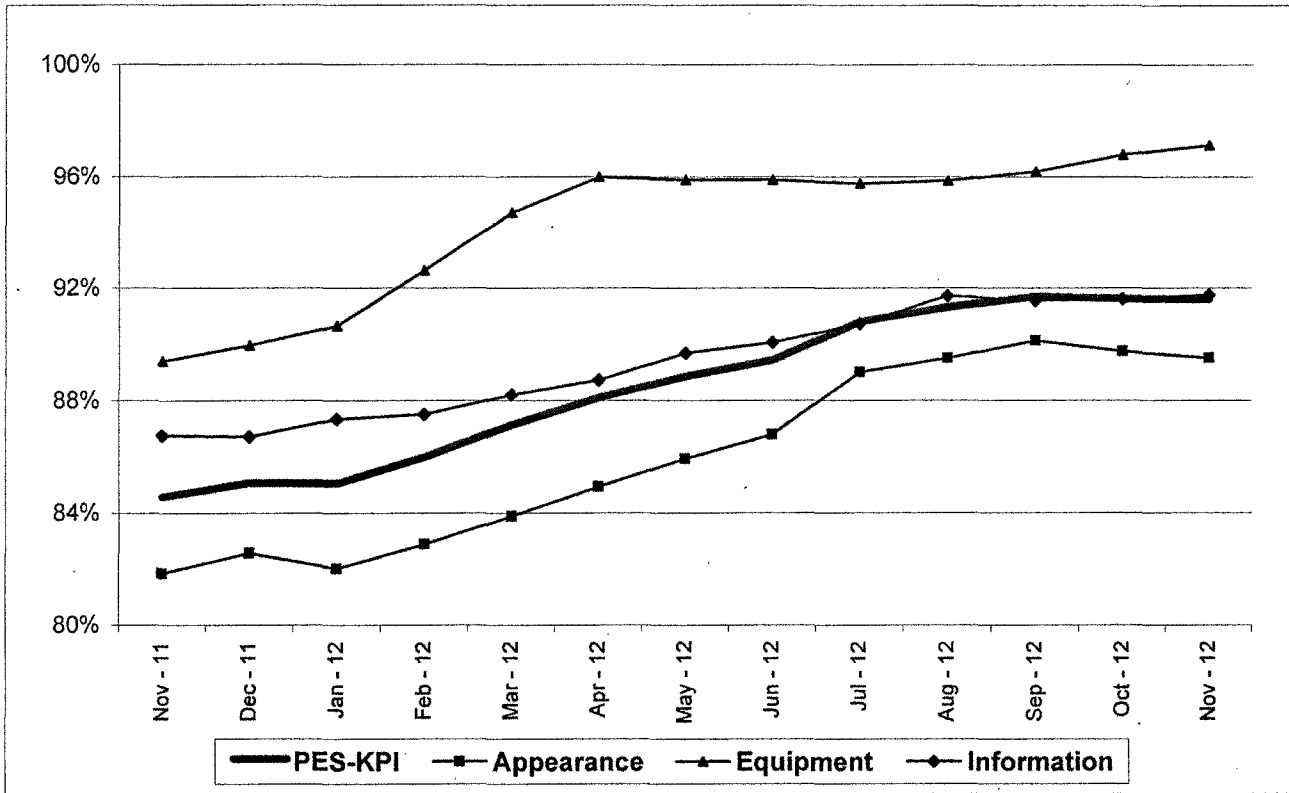
PES-KPI - Subway Car

Line	November 2012				November 2011				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	93.0%	96.6%	95.3%	86.8%	93.1%	95.2%	97.6%	86.5%	-0.1%
②	96.9%	96.4%	95.6%	98.8%	94.8%	91.1%	96.9%	96.6%	+2.1%
③	93.4%	93.6%	99.0%	87.7%	93.0%	95.2%	92.8%	90.8%	+0.4%
④	97.6%	95.2%	98.8%	98.8%	96.5%	93.4%	97.2%	99.1%	+1.1%
⑤	95.7%	94.5%	95.0%	97.6%	95.8%	94.2%	95.7%	97.5%	-0.1%
⑥	96.6%	95.4%	95.2%	99.1%	94.8%	93.7%	92.7%	97.9%	+1.8%
⑦	94.1%	95.0%	96.3%	91.0%	93.9%	95.9%	95.6%	90.1%	+0.2%
⑤ 42nd	94.0%	99.4%	96.8%	85.6%	92.6%	98.9%	95.0%	83.7%	+1.4%
IRT	95.2%	95.4%	96.3%	94.0%	94.4%	94.2%	95.4%	93.5%	+0.8%
①	91.6%	86.2%	98.2%	90.6%	92.8%	92.7%	93.1%	92.6%	-1.2%
①/②	95.4%	91.3%	96.7%	98.5%	95.2%	92.9%	95.4%	97.4%	+0.2%
①	96.3%	94.6%	95.0%	99.4%	97.4%	93.6%	99.8%	99.0%	-1.1%
①	96.1%	92.8%	97.6%	97.8%	97.4%	93.7%	99.8%	98.9%	-1.3%
①	96.4%	93.3%	97.4%	98.7%	95.7%	91.0%	97.2%	98.9%	+0.7%
①	96.4%	91.7%	98.2%	99.3%	96.7%	96.2%	94.1%	99.7%	-0.3%
① Fkln	90.5%	88.0%	94.5%	89.1%	92.6%	94.3%	90.4%	92.9%	-2.1%
①	93.9%	93.3%	99.2%	89.2%	93.7%	93.7%	95.9%	91.5%	+0.2%
BMT	95.1%	91.9%	97.3%	96.1%	95.6%	93.5%	96.5%	96.8%	-0.5%
①	94.2%	94.4%	97.3%	91.0%	94.0%	92.1%	97.4%	92.4%	+0.2%
①	92.7%	91.2%	96.8%	90.2%	90.7%	85.4%	96.4%	90.5%	+2.0%
①	94.2%	92.4%	98.2%	92.1%	92.8%	90.0%	96.2%	92.4%	+1.4%
①	96.5%	94.6%	96.9%	98.3%	97.1%	94.2%	98.1%	99.0%	-0.6%
①	96.1%	93.9%	96.6%	97.7%	96.6%	92.3%	98.3%	99.3%	-0.5%
①	96.1%	96.9%	98.6%	92.8%	95.4%	95.6%	96.8%	93.9%	+0.7%
IND	95.0%	93.9%	97.4%	93.9%	94.6%	91.7%	97.3%	94.9%	+0.4%
Systemwide	95.1%	93.8%	97.0%	94.7%	94.9%	93.2%	96.3%	95.0%	+0.2%

PES-KPI - Station

<u>Borough</u>	November 2012				November 2011				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	86.5%	83.5%	98.2%	78.4%	83.3%	78.1%	97.1%	76.0%	+3.2%
Manhattan	87.0%	81.2%	98.1%	82.9%	87.3%	82.0%	97.5%	83.4%	-0.3%
Brooklyn	85.3%	83.4%	97.8%	75.3%	87.2%	84.9%	98.1%	79.3%	-1.9%
Queens	88.2%	86.2%	98.5%	80.4%	89.3%	86.7%	98.6%	83.2%	-1.1%
Systemwide	86.6%	83.2%	98.1%	79.3%	87.0%	83.3%	97.7%	81.0%	-0.4%

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>
November 2012:	91.6%	89.5%	97.1%	91.8%
November 2011:	84.6%	81.8%	89.4%	86.8%
% Difference:	+7.0%	+7.7%	+7.7%	+5.0%

Monthly Operations Report

Statistical results for the month of November 2012 are shown below. Details on each indicator (except for Paratransit indicators, for which no additional detail is provided) are provided on the following pages.

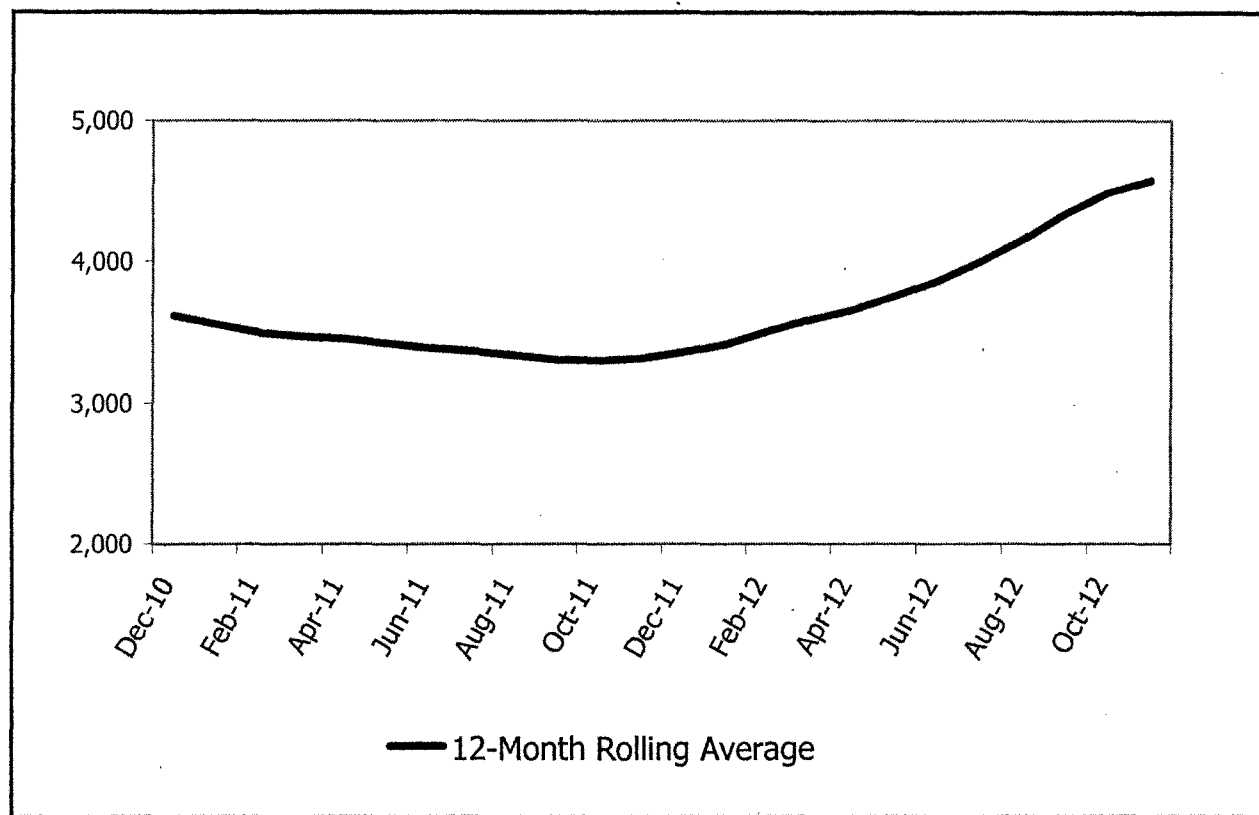
Buses - Fixed Route

Indicator	Current Month: November 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF	5,235	4,123	27.0%	4,578	3,316	38.0%
NYCT Bus	4,994	3,966	25.9%	4,427	3,297	34.3%
MTA Bus	6,202	4,704	31.9%	5,145	3,379	52.3%
System MDBSI	2,813	2,421	16.2%	2,599	2,117	22.8%
NYCT Bus	2,726	2,364	15.3%	2,543	2,018	26.0%
MTA Bus	3,138	2,620	19.8%	2,798	2,512	11.4%
System Trips Completed	98.91%	98.19%	0.7%	98.81%	97.85%	1.0%
NYCT Bus	98.90%	98.34%	0.6%	98.83%	97.99%	0.9%
MTA Bus	98.95%	97.60%	1.4%	98.71%	97.29%	1.5%
System AM Pull Out	99.35%	98.61%	0.8%	99.28%	98.50%	0.8%
NYCT Bus	99.39%	98.73%	0.7%	99.36%	98.64%	0.7%
MTA Bus	99.22%	98.17%	1.1%	99.01%	98.01%	1.0%
System PM Pull Out	99.60%	99.22%	0.4%	99.59%	99.15%	0.4%
NYCT Bus	99.58%	99.39%	0.2%	99.63%	99.31%	0.3%
MTA Bus	99.66%	98.63%	1.0%	99.45%	98.58%	0.9%
System Buses >= 12 years	29%	34%				
NYCT Bus	31%	36%				
MTA Bus	19%	28%				
System Fleet Age	7.64	8.55				
NYCT Bus	7.75	8.85				
MTA Bus	7.24	7.51				

Paratransit

Indicator	Current Month: November 2012			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
% of Trips Completed	92.54%	94.30%	-1.9%	94.27%	93.44%	0.9%
Trips Requested	600,769	654,590	-8.2%	664,028	651,280	2.0%
Trips Scheduled	534,787	592,775	-9.8%	600,819	580,270	3.5%
Trips Completed	494,895	559,010	-11.5%	566,416	542,230	4.5%
Early Cancellations as a Percentage of Trips Requested	10.55%	8.73%	20.8%	8.84%	9.83%	-10.0%
Late Cancellations as a Percentage of Trips Scheduled	4.20%	3.47%	21.0%	3.70%	3.74%	-1.1%
No-Shows (Passenger) as a Percentage of Trips Scheduled	2.42%	1.83%	32.2%	1.68%	2.28%	-26.3%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.84%	0.40%	111.5%	0.35%	0.54%	-35.1%
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	0.44%	0.71%	-39.0%	0.68%	0.81%	-16.7%
New Applications Received	2,057	2,429	-15.3%	2,655	2,589	2.5%

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

November 2012: 5,235

November 2011: 4,123

12-Month Average

Dec 11-Nov 12: 4,578

Dec 10-Nov 11: 3,316

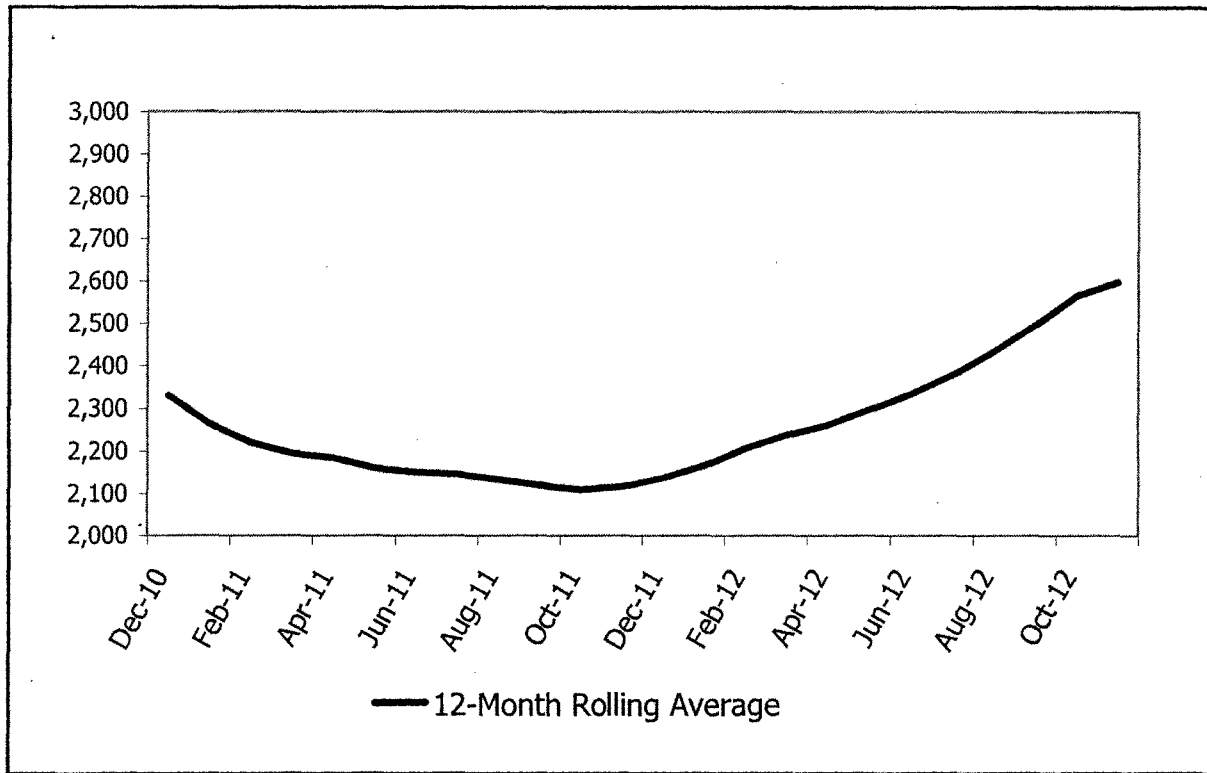
Annual Results

2012 Goal: 3,698

Chart 19

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

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

November 2012: 2,813

November 2011: 2,421

12-Month Average

Dec 11-Nov 12: 2,599

Dec 10-Nov 11: 2,117

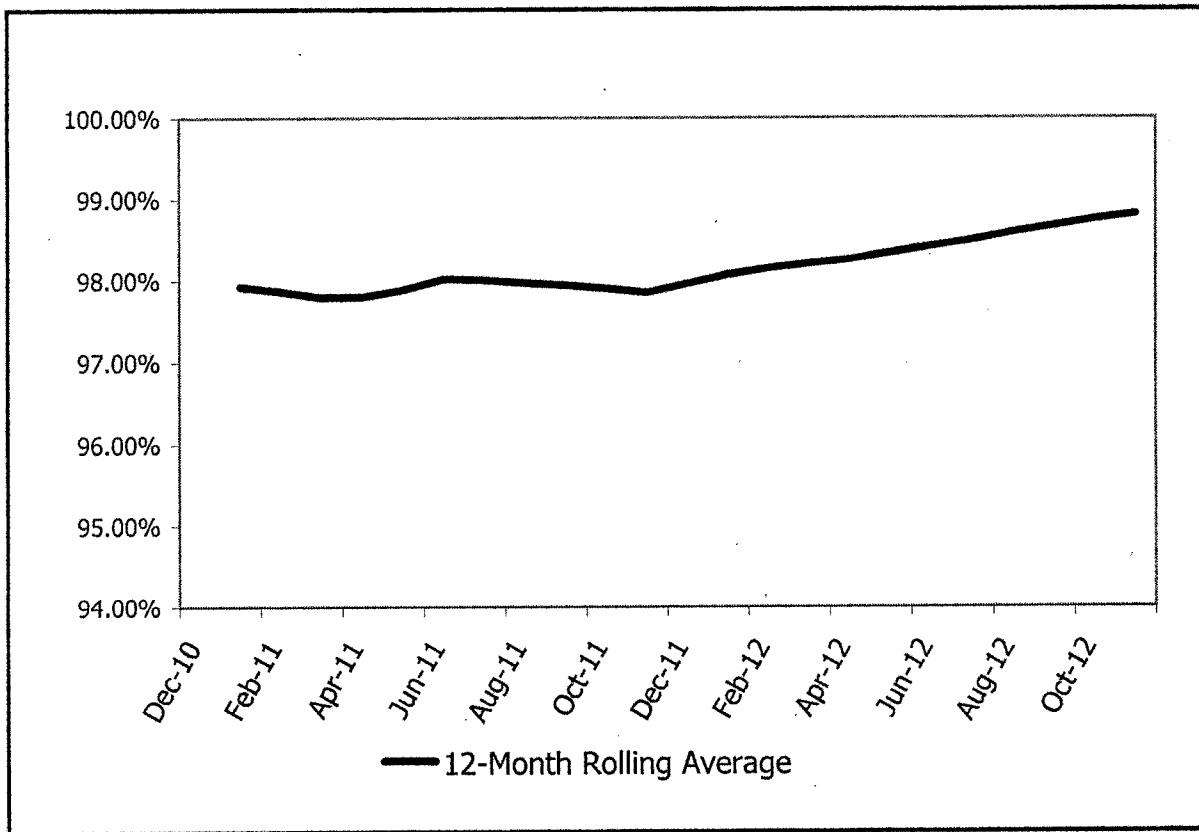
Annual Results

2012 Goal: 2,585

Chart 20

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

Bus Percentage of Completed Trips - System*



Definition

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

Monthly Results

November 2012: 98.91%
 November 2011: 98.19%

12-Month Average

Dec 11-Nov 12: 98.81%
 Dec 10-Nov 11: 97.85%

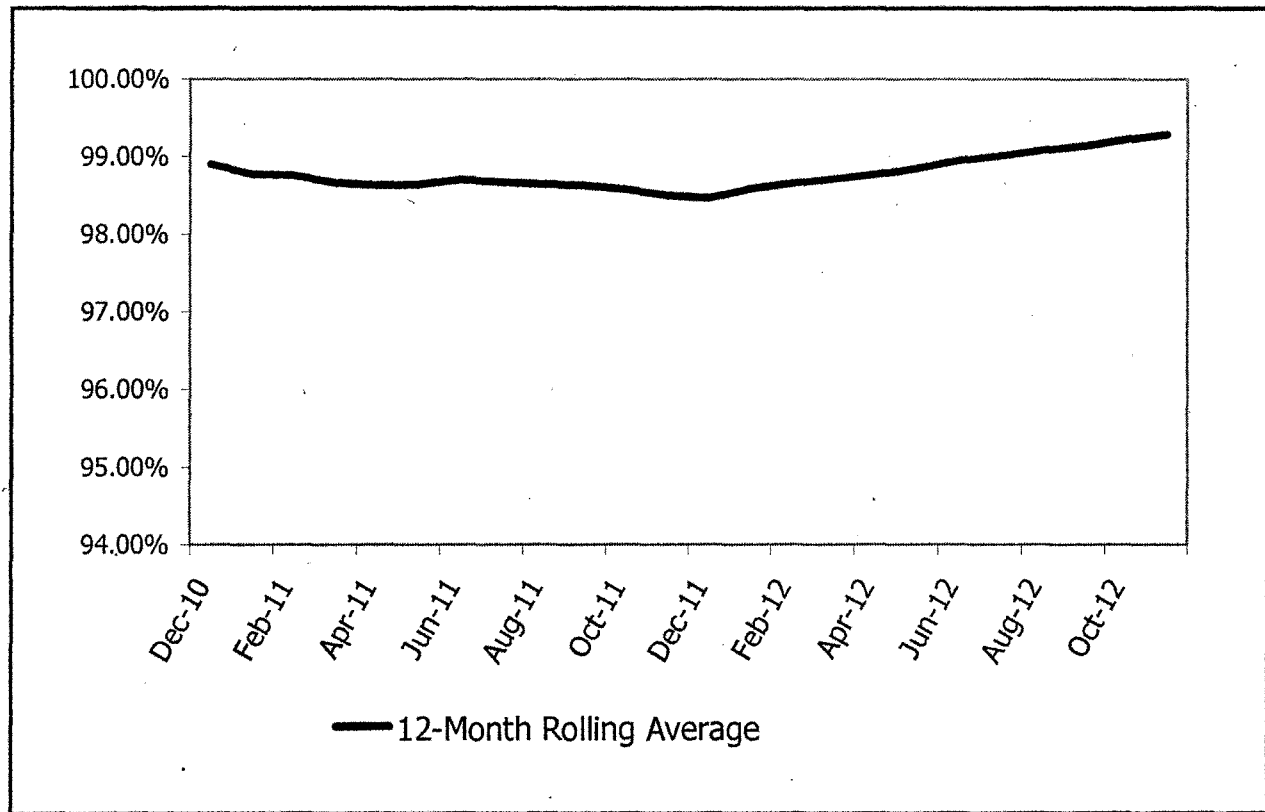
Annual Results

2012 Goal: 99.36%

Chart 21

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

Bus AM Weekday Pull Out Performance - System*



Definition

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

Monthly Results

November 2012: 99.35%

November 2011: 98.61%

12-Month Average

Dec 11-Nov 12: 99.28%

Dec 10-Nov 11: 98.50%

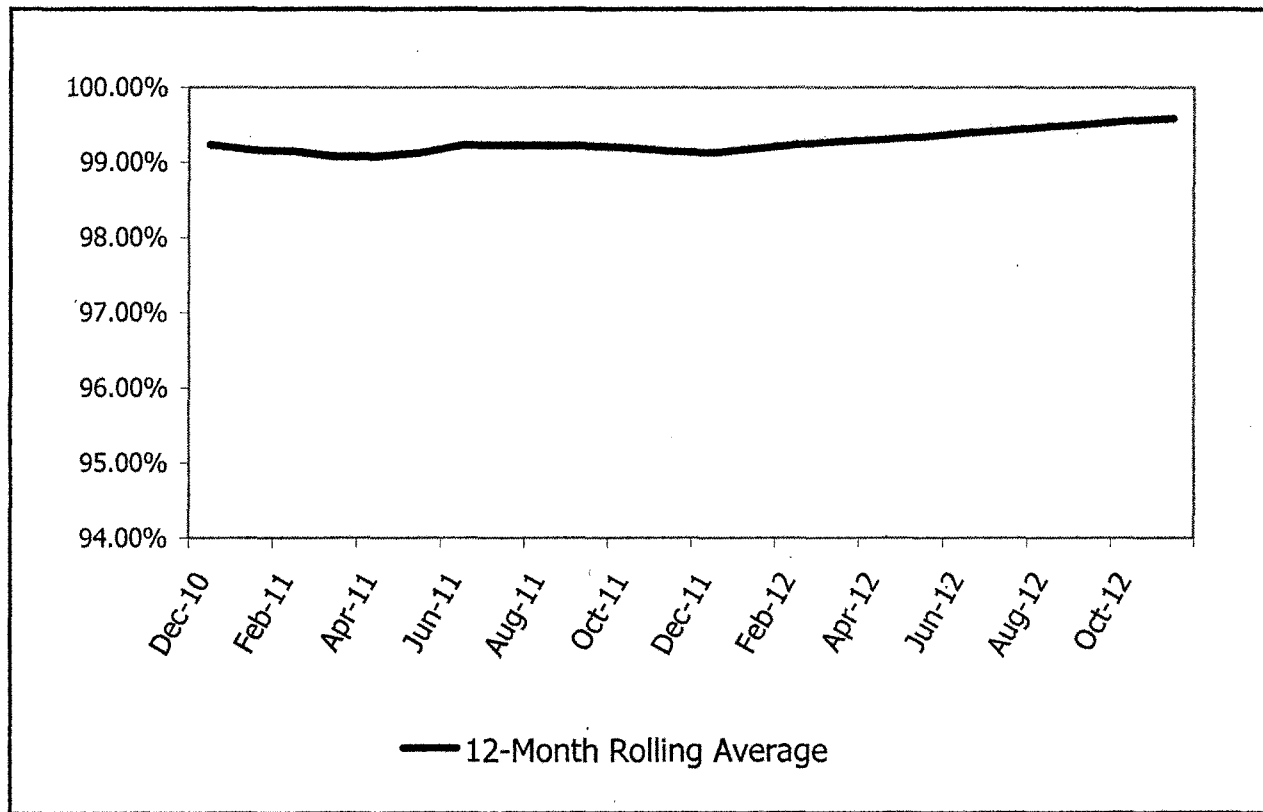
Annual Results

2012 Goal: 99.36%

Chart 22

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

Bus PM Weekday Pull Out Performance - System*



Definition

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

Monthly Results

November 2012: 99.60%

November 2011: 99.22%

12-Month Average

Dec 11-Nov 12: 99.59%

Dec 10-Nov 11: 99.15%

Annual Results

2012 Goal: 99.36%

Chart 23

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

Monthly Operations Report

Statistical results for the month of November 2012 are shown below.

Safety Report

Indicator	Current Month: November 2012			12-Month Average		
	%					
	This Year	Last Year	Change	This Year	Last Year	% Change
Subway Customer Accidents/Million Customers (chart 24) ¹	2.46	2.90	-15.2%	2.74	3.02	-9.3%
Subway Customer Injuries/Million Customers(chart 25) ¹	2.64	2.91	-9.3%	2.80	3.09	-9.4%
Subway Collisions (chart 26) ^{2,4}	0	0	0.0%	0	2	-100.0%
Subway Derailments (chart 27) ^{2,4}	1	0	0.0%	2	3	-33.3%
Subway Fires (charts 28-29) ²	74	64	+15.6%	816	1049	-22.2%
NYCT Bus Customer Accidents/Million Customers	1.16	1.08	+7.4%	1.12	1.09	+2.8%
NYCT Bus Customer Accident Injuries/Million Customers	1.18	1.05	+12.4%	1.16	1.13	+2.7%
NYCT Bus Collisions/Million Miles	57.97	44.60	+30.0%	47.46	47.45	+0.0%
NYCT Bus Collision Injuries/Million Miles	5.18	5.65	-8.3%	6.94	6.83	+1.6%
MTA Bus Customer Accidents/Million Customers	0.74	1.67	-55.6%	1.29	1.51	-14.5%
MTA Bus Customer Accident Injuries/Million Customers	0.74	1.97	-62.3%	1.31	1.49	-11.9%
MTA Bus Collisions/Million Miles	57.26	42.52	+34.7%	43.12	47.22	-8.7%
MTA Bus Collision Injuries/Million Miles	5.11	3.27	+56.3%	5.40	4.71	+14.6%
Overall NYCT Employee On-Duty Lost-Time Accidents (chart 30)	2.61	3.24	-19.4%	3.10	3.42	-9.4%
MTA Bus Employee On-Duty Lost-Time Accidents	5.94	7.22	-17.7%	8.65	9.08	-4.7%

Subways Crime Report

Indicator	Current Month: November 2012			12-Month Average		
	%					
	This Year	Last Year	Change	This Year	Last Year	% Change
Major Felonies (charts 31-33) ^{3,4}	237	244	-2.9%	2,710	2,556	+6.0%
Robberies ^{3,4}	55	78	-29.5%	787	787	0.0%

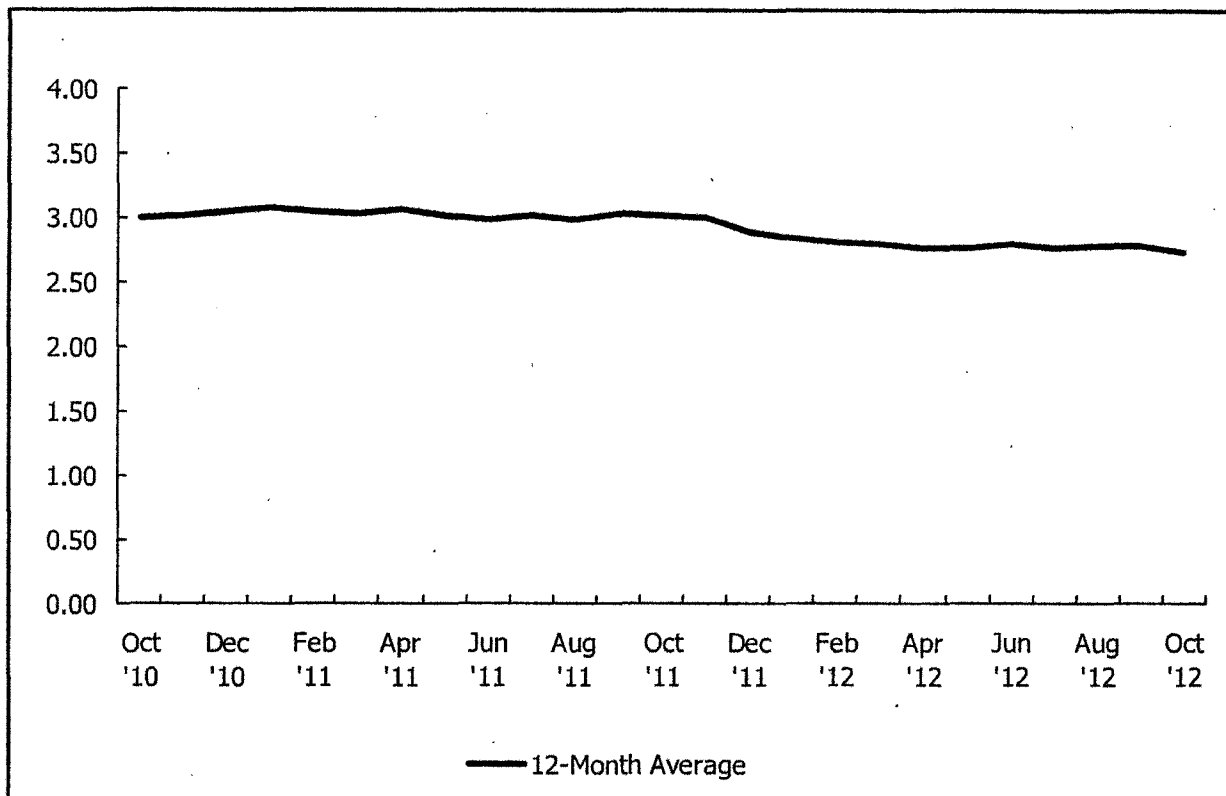
¹ Current month data are for October 2012.

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 December 2012.

Subway Customer Accidents/Million Customers



Definition

Any claimed accident to a subway customer within/on transit property. Does not include crime/assault statistics.

Monthly Results

Oct 2012: 2.46

Oct 2011: 2.90

Oct 2010: 3.06

12-Month Average

Nov 11 - Oct 12: 2.74

Nov 10 - Oct 11: 3.02

Nov 09 - Oct 10: 3.00

Annual Results

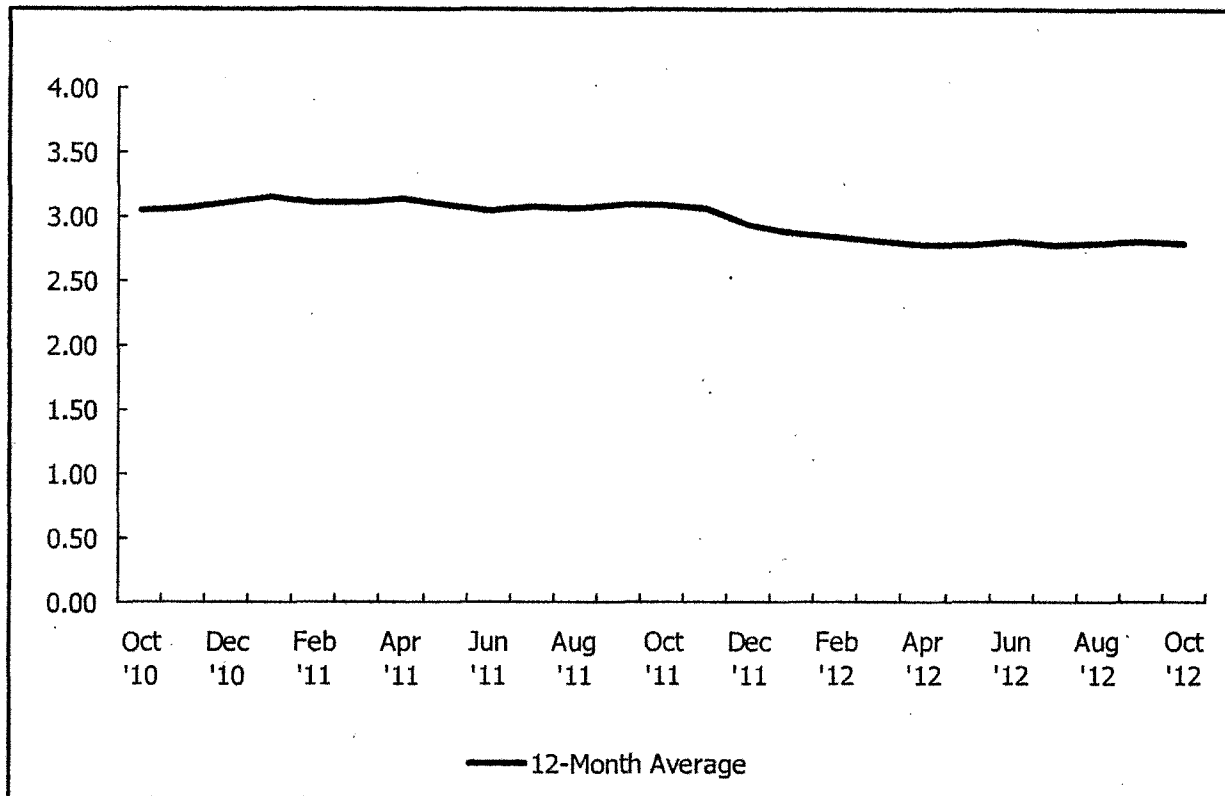
2012 YTD: 2.72

2011 Actual: 2.89

2010 Actual: 3.05

Discussion of Results: Overall accident rate decreased 9.3% in the 12-month period ending October '12 vs. the 12-month period ending October '11. Comparing October '12 to October '11, the monthly accident rate decreased by 15.2% when comparing month over month.

Subway Customer Injuries/Million Customers



Definition

Any claimed physical damage or harm to a subway customer as a result of an incident within/on transit property. Does not include crime/assault statistics.

Monthly Results

Oct 2012: 2.64

Oct 2011: 2.91

Oct 2010: 3.08

12-Month Average

Nov 11 - Oct 12: 2.80

Nov 10 - Oct 11: 3.09

Nov 09 - Oct 10: 3.04

Annual Results

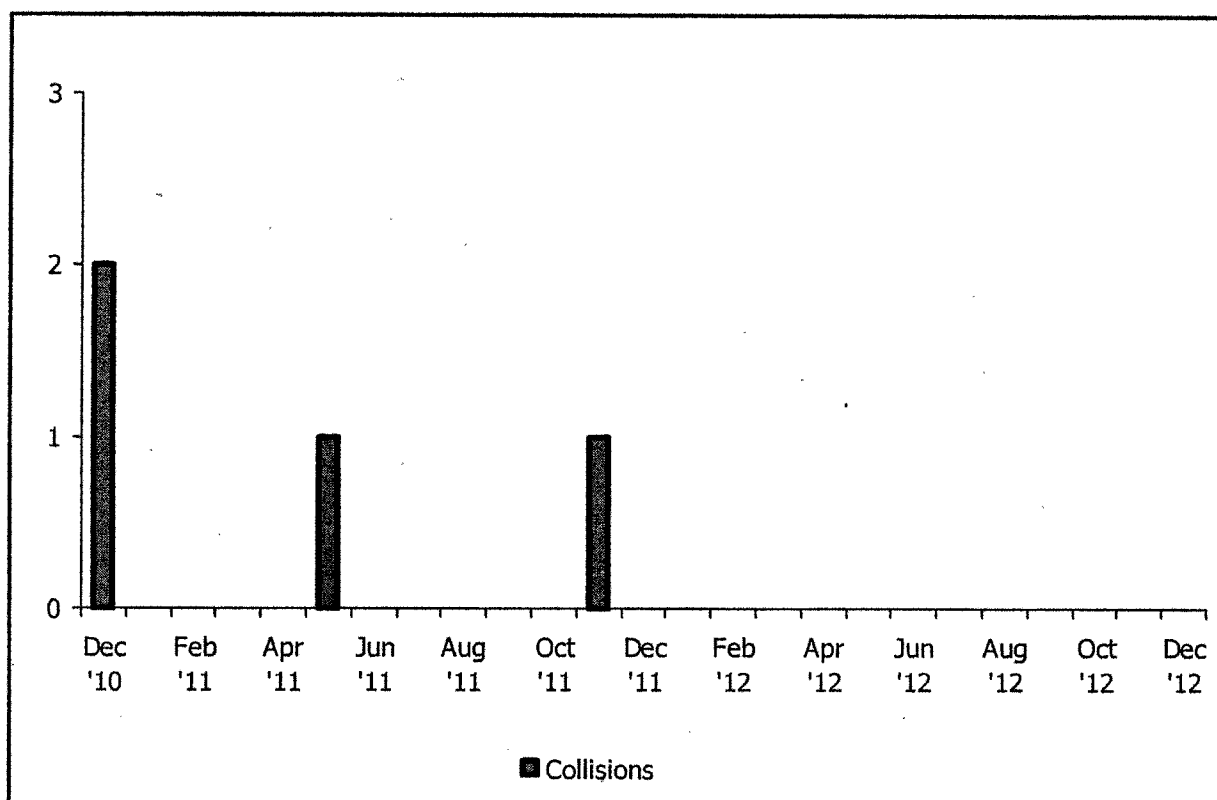
2012 YTD: 2.78

2011 Actual: 2.94

2010 Actual: 3.11

Discussion of Results: Overall injury rate is down 9.4% in the 12-month period ending October '12 vs. the 12-month period ending October '11. Comparing October '12 to October '11, the monthly injury rate decreased by 9.3% when comparing month over month.

Subway Collisions



Definition

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 and a work train; between two work trains; between rolling stock and bumper blocks/tie bumpers; etc.

Monthly Results

Dec 2012: 0
 Dec 2011: 0
 Dec 2010: 2

12-Month Total

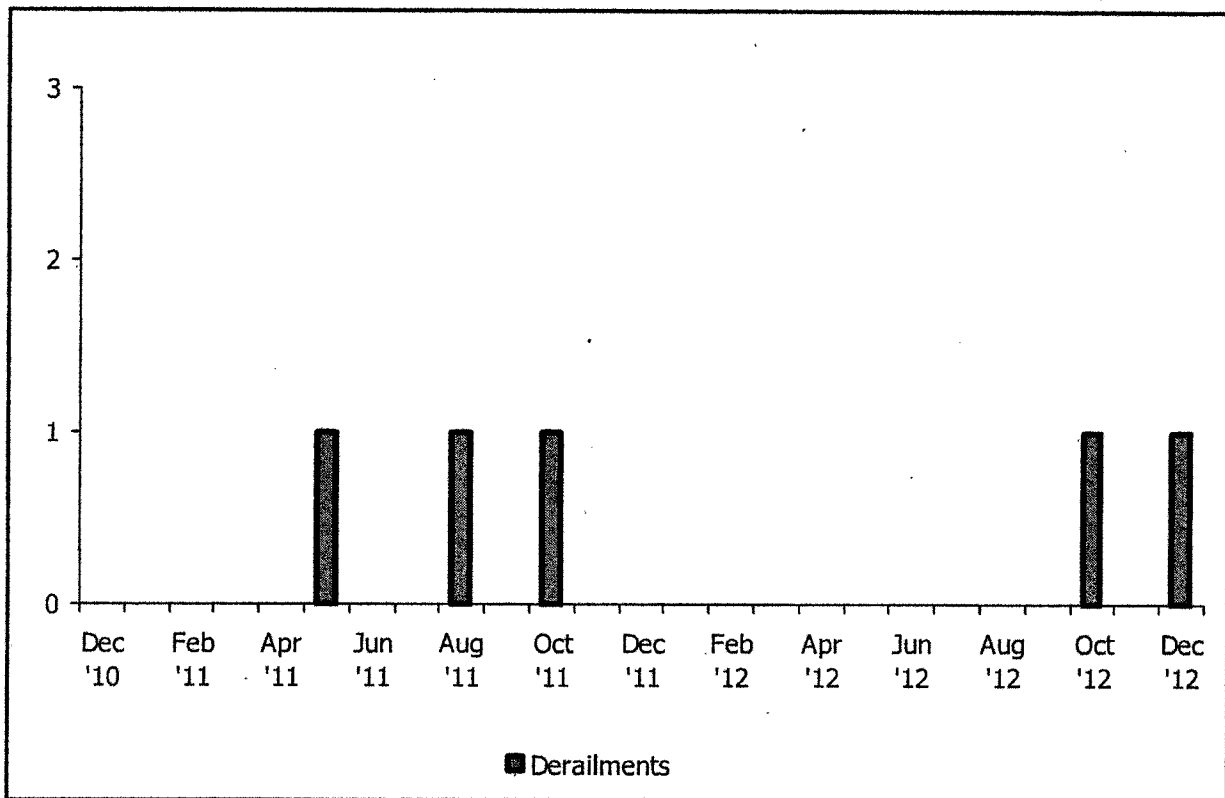
Jan 12 - Dec 12: 0
 Jan 11 - Dec 11: 2
 Jan 10 - Dec 10: 3

Annual Results

2012 YTD: 0
 2011 Actual: 2
 2010 Actual: 3

Discussion of Results: 12-Month Total provided, instead of Average, as a by-event count is more applicable for this item.

Subway Derailments



Definition

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.

Monthly Results

Dec 2012: 1

Dec 2011: 0

Dec 2010: 0

12-Month Total

Jan 12 - Dec 12: 2

Jan 11 - Dec 11: 3

Jan 10 - Dec 10: 1

Annual Results

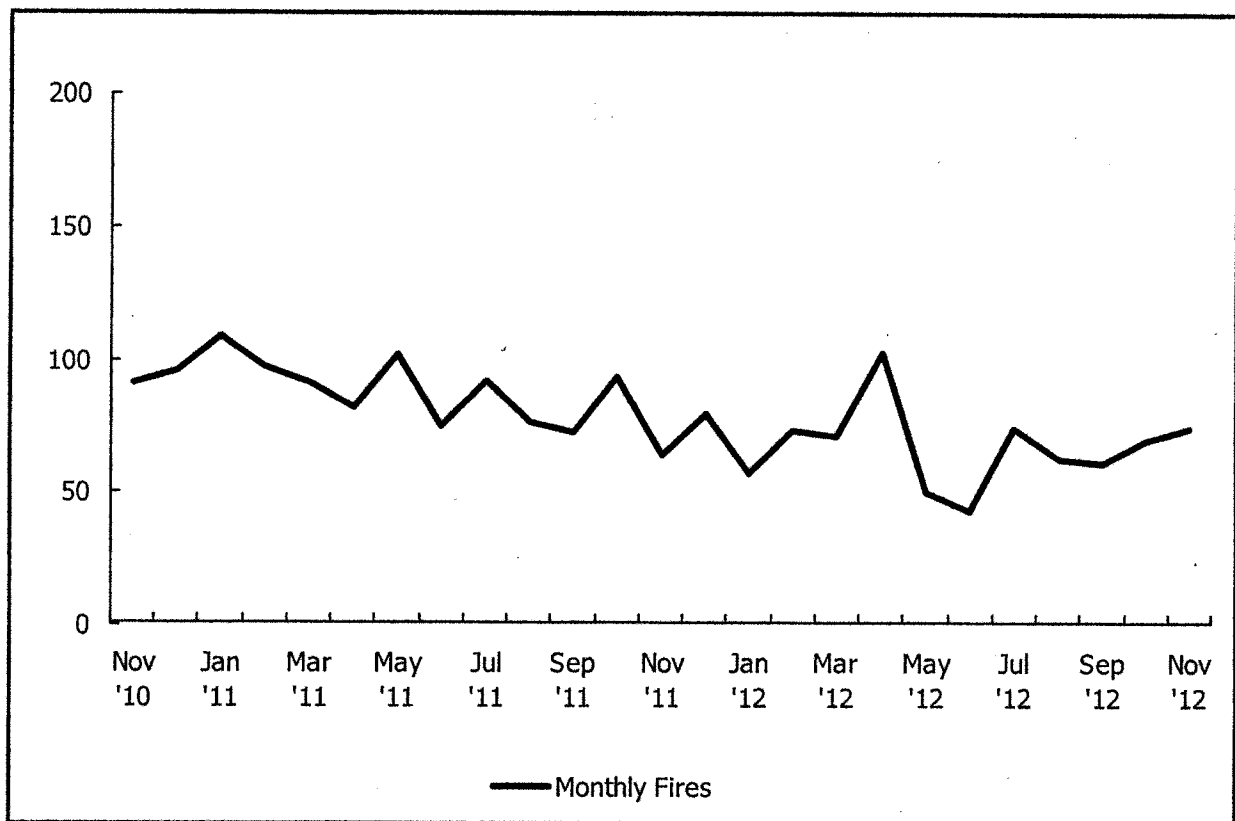
2012 YTD: 2

2011 Actual: 3

2010 Actual: 1

Discussion of Results: 12-Month Total provided, instead of Average, as a by-event count is more applicable for this item.

Subway Fires



Definition

Any report of fire or smoke requiring use of some type of extinguishing equipment in order to prevent possible property damage, personal injury, or train delay.

Monthly Results

Nov 2012: 74

Nov 2011: 64

Nov 2010: 91

12-Month Total

Dec 11 - Nov 12: 816

Dec 10 - Nov 11: 1,049

Dec 09 - Nov 10: 1,104

Annual Results

2012 YTD: 737

2011 Actual: 1,032

2010 Actual: 1,097

Discussion of Results:

Fires for the month of November 2012 were 74 and 64 for fires in November 2011. Fires were down 22.2% for the 12-Month Total through November 2012 vs. November 2011. 100.0% (74) of all the fires in the month of November were in the "Low" and "Average" severity categories.

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

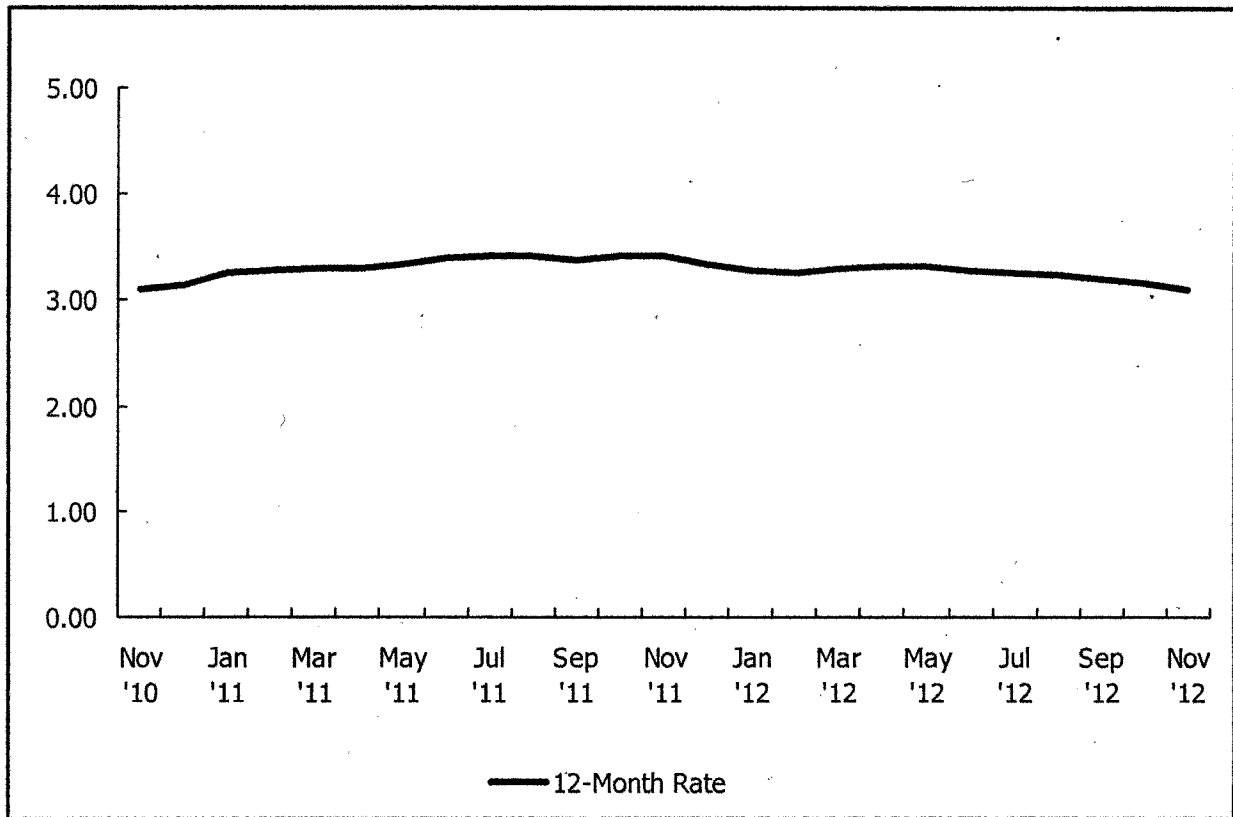
Severity & Location of fires during the current month were as follows:

Low:	77.0%	Train:	12
Average:	23.0%	Right-of-way:	43
Above Average:	0.0%	Station:	16
High:	0.0%	Other:	3
		Total:	74

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

Train:		Right-of-Way:		Station:	
Element:	3	Debris:	23	Debris:	15
		Cable:	8	Electrical:	1

NYCT Employee On-Duty Lost-Time Accident Rate



Definition

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 as determined by the Law Department.

Monthly Results

Nov 2012: 2.61

Nov 2011: 3.24

Nov 2010: 3.08

12-Month Average

Dec 11 – Nov 12: 3.10

Dec 10 – Nov 11: 3.42

Dec 09 – Nov 10: 3.11

Annual Results

2012 Goal: 3.15

2011 Actual: 3.34

2010 Actual: 3.15

Discussion of Results: Overall accident rate decreased by 9.4% in the 12-month period ending Nov '12 vs. the 12-month period ending Nov '11. Comparing Nov '12 to Nov '11, the monthly accident rate decreased by 19.4%.



Police Department
City of New York

REPORT

CRIME STATISTICS DECEMBER

	2012	2011	Diff	% Change
MURDER	2	0	2	***. *%
RAPE	1	0	1	***. *%
ROBBERY	55	78	-23	-29.5%
FELASSAULT	17	19	-2	-10.5%
BURGLARY	1	2	-1	-50.0%
GRLARCENY	161	145	16	11.0%
<u>TOTAL MAJOR FELONIES</u>	<u>237</u>	<u>244</u>	<u>-7</u>	<u>-2.9%</u>

During December the daily Robbery average decreased from 2.5 to 1.8

During December the daily Major Felony average decreased from 7.9 to 7.6

CRIME STATISTICS JANUARY THRU DECEMBER

	2012	2011	Diff	% Change
MURDER	2	1	1	100.0%
RAPE	10	3	7	233.3%
ROBBERY	787	787	0	0.0%
FELASSAULT	204	203	1	0.5%
BURGLARY	27	10	17	170.0%
GRLARCENY	1680	1552	128	8.2%
<u>TOTAL MAJOR FELONIES</u>	<u>2710</u>	<u>2556</u>	<u>154</u>	<u>6.0%</u>

Year to date, the daily Robbery average remained the same at 2.2

Year to date, the daily Major Felony average increased from 7 to 7.4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

DECEMBER ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	3376	3671	-295	-8.0%
TosArrest	2017	1844	173	9.4%
Summ	6307	6535	-228	-3.5%

JANUARY - DECEMBER ACTIVITY

	2012	2011	Diff	% Change
TotalArrest	48107	46868	1239	2.6%
TosArrest	25977	22240	3737	16.8%
Summ	90602	92241	-1639	-1.8%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY- DECEMBER															
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Murder	4	1	5	2	2	2	4	3	5	2	4	2	2	2	1	2
Rape	3	14	1	6	2	0	3	3	3	4	1	3	2	1	3	10
Robbery	2216	1860	1708	1363	1200	1249	1126	1083	1097	975	794	831	710	713	787	787
Assault	501	418	411	357	268	303	257	281	229	192	209	183	155	192	203	204
Burglary	31	16	12	12	41	18	7	6	1	5	3	5	2	3	10	27
GL	3463	2483	2382	2522	2243	2133	1821	1910	1765	1525	1344	1304	1178	1282	1552	1680
TOTAL MAJOR FELONIES	6218	4792	4519	4262	3756	3705	3218	3286	3100	2703	2355	2328	2049	2193	2556	2710
Major Fel Per Day	17.04	13.13	12.38	11.68	10.29	10.15	8.82	9.00	8.49	7.41	6.45	6.38	5.61	6.01	7.00	7.42

3-36

4. FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for November 2012 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	November Results		November Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(18.1)	(5.8)	3,410.4	3,397.8	(12.6)	(0.4)
Nonreimb. Exp. before Dep./OPEB	(10.3)	(2.0)	6,218.0	6,236.7	(18.7)	(0.3)
Net Cash Deficit*	40.1	18.9	(2,156.8)	(2,018.1)	138.6	6.4

*Excludes Subsidies and Debt Service

November 2012 **farebox revenue** was \$291.2 million, \$18.1 million (5.8 percent) below forecast due to the effects of Tropical Storm Sandy. Subway revenue was \$18.2 million (7.9 percent) below forecast and bus revenue was \$4.8 million (6.5 percent) below forecast. Excluding forecasted revenue of \$23.7 million for November 1-2 and \$2.3 million for a planned bus fare evasion enforcement program, combined subway and bus revenue was above forecast. Paratransit revenue was \$0.4 million (28.6 percent) below forecast, and fare media liability was \$5.3 million (113.4 percent) above forecast. Year-to-date farebox revenue was \$12.6 million (0.4 percent) below forecast: \$14.6 million (0.6 percent) below on the subway, \$17.0 million (2.1 percent) below on bus, \$1.6 million (10.2 percent) below on paratransit, and \$20.6 million (39.9 percent) above for fare media liability. The November 2012 non-student **average fare** of \$1.704 increased 5.9¢ from November 2011 due to higher pass average fares related to Sandy; the subway fare increased 6.5¢, the local bus fare increased 6.0¢, and the express bus fare increased 4.6¢.

Total **ridership** in November 2012 of 176.8 million was 11.2 percent (22.2 million trips) below forecast. Average weekday ridership in November 2012 (excluding November 1-2) was 7.5 million, a decrease of 2.0 percent from November 2011. Average weekday ridership for the twelve months ending November 2012 was 7.6 million, an increase of 2.1 percent from the twelve months ending November 2011.

Nonreimbursable expenses before depreciation and OPEB in November were above forecast by \$10.3 million (2.0 percent). Labor expenses exceeded forecast by \$40.5 million (11.0 percent), due mainly to higher overtime expenses caused mostly by the impact of Tropical Storm Sandy and unfavorable overhead credits. Non-labor expenses under forecast by \$30.3 million (20.2 percent), mostly attributable to the favorable timing of expenses, affecting several accounts, and underruns in paratransit service contracts and electric power. Year-to-date, nonreimbursable expenses were above forecast by \$18.7 million (0.3 percent). Labor expenses were higher by \$89.7 million (1.9 percent), due mostly to higher overtime expenses, represented mostly by the impact of Tropical Storm Sandy and additional requirements for vacancy coverage and signals/bus maintenance, and higher NYCERS accrued pension expenses. Non-labor expenses were less than forecast by \$71.0 million (4.7 percent), including the favorable timing of expenses, benefitting several accounts, and underruns in paratransit service contracts, electric power and other business expenses.

The **net cash deficit** for November year-to-date was \$2,018.1 million, favorable to forecast by \$138.6 million (6.4 percent), due mostly to the favorable timing of payments.

FINANCIAL RESULTS

Farebox Revenue

November 2012 Farebox Revenue - (\$ in millions)								
	November				November Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	229.3	211.1	(18.2)	(7.9%)	2,526.0	2,511.4	(14.6)	(0.6%)
NYCT Bus	73.8	69.0	(4.8)	(6.5%)	817.4	800.4	(17.0)	(2.1%)
Paratransit	1.5	1.1	(0.4)	(28.6%)	15.4	13.8	(1.6)	(10.2%)
Subtotal	304.6	281.2	(23.4)	(7.7%)	3,358.8	3,325.7	(33.2)	(1.0%)
Fare Media Liability	4.7	10.0	5.3	113.4%	51.5	72.1	20.6	39.9%
Total - NYCT	309.3	291.2	(18.1)	(5.8%)	3,410.4	3,397.8	(12.6)	(0.4%)
MTA Bus Company	14.9	13.3	(1.6)	(10.7%)	168.4	165.7	(2.8)	(1.6%)
Total - Regional Bus	88.7	82.3	(6.4)	(7.2%)	985.8	966.1	(19.8)	(2.0%)

Note: Totals may not add due to rounding.

- Fare collection was suspended on both subways and buses on November 1-2, and the forecast assumed \$23.7 million in subway and NYCT bus revenue for those two days. This revenue loss was partially offset by higher pass average fares in the rest of the month caused by trips not made/recorded on active passes due to Sandy.
- The forecast also assumed a NYCT bus revenue increase of \$2.3 million related to a fare evasion reduction program that has not yet begun.
- In addition to the ridership losses for Sandy, paratransit revenue was below forecast due to a reduced rate of ridership growth resulting from various initiatives.
- Fare media liability was above forecast due to an accrual adjustment accounting for higher residual values on expired MetroCards, believed to be a short-term effect of the December 2010 fare increase.

Average Fare

November Non-Student Average Fare - \$

	NYC Transit				MTA Bus Company			
	2011	Prelim.	Change		2011	Prelim.	Change	
		2012	Amount	Percent		2012	Amount	Percent
Subway	1.723	1.787	0.065	3.7%				
Local Bus	1.378	1.438	0.060	4.3%	1.395	1.452	0.057	4.1%
Subway & Local Bus	1.630	1.690	0.060	3.7%	1.395	1.452	0.057	4.1%
Express Bus	4.635	4.681	0.046	1.0%	4.599	4.651	0.051	1.1%
Total	1.645	1.704	0.059	3.6%	1.666	1.713	0.048	2.9%

- The increases in average fares were due to higher average pass fares caused by trips not made (or recorded during the fare-free period) due to Sandy.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the November average fare of \$1.13 in 2012 was 25¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of November, other operating revenue was below forecast by \$0.7 million (2.4 percent), mainly due to lower advertising revenue, partly offset by higher paratransit Urban Tax revenue. Year-to-date, other operating revenue was also below forecast by \$0.7 million (0.2 percent), as underruns in advertising revenue and Transit Adjudication Bureau (TAB) fees were partly offset by higher paratransit Urban Tax revenue, which is based on commercial property transactions.

Nonreimbursable Expenses

In the month of November, nonreimbursable expenses before depreciation and OPEB were above forecast by \$10.3 million (2.0 percent). Year-to-date, expenses exceeded forecast by \$18.7 million (0.3 percent). The major causes of these variances are reviewed below:

Labor expenses in the month were \$40.5 million (11.0 percent) above forecast. Overtime expenses were higher by \$29.4 million (over 100.0 percent), due mostly to the impact of Tropical Storm Sandy. Reimbursable overhead credits were unfavorable by \$6.2 million (40.8 percent), due largely to reimbursable payroll underruns. Other fringe benefits were higher by \$4.2 million (19.2 percent), due to lower direct overhead credits, also caused by reimbursable payroll underruns. Year-to-date, labor expenses exceeded forecast by \$89.7 million (1.9 percent), mostly attributable to higher overtime expenses of \$53.5 million (20.6 percent), represented largely by the impact of Tropical Storm Sandy and additional requirements for vacancy/employee availability coverage and signals/bus maintenance, and increased pension expenses of \$30.0 million (3.2 percent), primarily caused by higher NYCERS expenses based on current actuarial information.

Non-labor expenses in the month underran forecast by \$30.3 million (20.2 percent). Paratransit service contract expenses were less than forecast by \$10.6 million (30.2 percent), largely due to lower completed trips, in part caused by Tropical Storm Sandy, and reduced call center activity and eligibility certifications. Maintenance contract expenses were lower by \$9.5 million (51.2 percent), due mostly to the favorable timing of maintenance services & repairs, building-related and painting expenses, and auto purchases. Materials & supplies expenses were favorable by \$7.7 million (30.5 percent), mainly from the timing of vehicle maintenance requirements. Electric power expenses were favorable by \$4.1 million (15.8 percent), due primarily to lower consumption and favorable timing, partly offset by higher prices. Other business expenses were favorable by \$1.5 million (24.3 percent), due mostly to lower MVM debit/credit card charges and stationery expenses. Professional service contract expenses overran by \$3.2 million (25.4 percent), due mostly to the unfavorable timing of bond service expenses. Year-to-date, non-labor expenses were below forecast by \$71.0 million (4.7 percent), including the following:

- Paratransit service contracts were below forecast by \$24.1 million (6.8 percent), due mainly to lower completed trips, in part caused by Tropical Storm Sandy, and reduced call center activity and eligibility certifications.
- Maintenance contract expenses were under forecast by \$23.8 million (15.1 percent), primarily from the favorable timing of maintenance services & repairs, building-related and painting expenses, and auto purchases.

- Materials and supplies expenses were favorable by \$15.2 million (6.1 percent), represented mostly by the favorable timing of vehicle maintenance requirements, partly offset by unfavorable inventory obsolescence adjustments.
- Electric power expenses were under forecast by \$8.4 million (3.0 percent), due largely to lower consumption and the favorable timing of expenses, partly offset by higher prices.
- Other business expenses underran by \$5.3 million (8.6 percent), primarily caused by lower MVM debit/credit card charges and stationery expenses.
- Professional service contract expenses exceeded forecast by \$3.1 million (2.7 percent), primarily from the unfavorable timing of bond service expenses.
- Claims expenses were above forecast by \$2.1 million (2.5 percent), due mostly to higher claims payouts than anticipated.

Depreciation expenses year-to-date were less than forecast by \$12.1 million (0.9 percent), due mostly 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 \$1,038.6 million of accrued expenses year-to-date, \$19.2 million (1.9 percent) higher than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for November year-to-date was \$2,018.1 million, favorable to forecast by \$138.6 million (6.4 percent), due mostly to the favorable timing of pension, retro-wage and non-labor payments, partly offset by the unfavorable timing of capital reimbursements.

Inventory (see Inventory Note following)

Inventory at the end of November was \$184.3 million, \$8.6 million (4.5 percent) lower than the December 2011 balance of \$193.0 million.

Incumbents

There were 45,176 full-time paid incumbents at the end of November, 85 more than in October, and 160 more than in December 2011 (excluding 117 temporary December active incumbents).

RIDERSHIP RESULTS

November 2012 Ridership vs. Forecast - (millions)								
	November				November Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	140.1	124.3	(15.8)	(11.3%)	1,537.3	1,516.9	(20.4)	(1.3%)
NYCT Bus	58.0	51.8	(6.2)	(10.7%)	627.4	609.0	(18.4)	(2.9%)
Subtotal	198.1	176.1	(22.0)	(11.1%)	2,164.7	2,125.9	(38.7)	(1.8%)
Paratransit	0.9	0.7	(0.2)	(23.7%)	9.4	8.6	(0.8)	(8.7%)
Total - NYCT	199.0	176.8	(22.2)	(11.2%)	2,174.1	2,134.5	(39.5)	(1.8%)
MTA Bus Company	10.2	9.4	(0.7)	(7.4%)	112.0	109.9	(2.1)	(1.8%)
<i>Total - Regional Bus</i>	<i>68.2</i>	<i>61.2</i>	<i>(6.9)</i>	<i>(10.2%)</i>	<i>739.4</i>	<i>719.0</i>	<i>(20.4)</i>	<i>(2.8%)</i>

Notes: Totals may not add due to rounding.

- Although fare collection resumed on November 3, subway ridership remained below forecast (partially offset by higher bus ridership) through November 9 as service was gradually restored. For November 10-30, subway ridership was 0.2 percent above forecast.
- Bus ridership results were affected by the suspension of fare collection, diversion of subway riders, a Nor'easter in early November, and a forecasted fare evasion enforcement program that has not yet begun. For November 10-30 and excluding the fare evasion impact, bus ridership was 0.1 percent below forecast.
- In addition to the shutdown for Sandy, the paratransit ridership underrun was partially due to ongoing initiatives that have reduced the rate of growth.

November Average Weekday and Weekend Ridership vs. Prior Year								
	Average Weekday (thousands)				Average Weekend (thousands)			
	2011	Preliminary	Change		2011	Preliminary	Change	
		2012	Amount	Percent		2012	Amount	Percent
Subway	5,456	5,315	-142	-2.6%	5,715	5,221	-494	-8.7%
NYCT Local Bus	2,161	2,151	-9	-0.4%	2,304	2,316	+12	+0.5%
NYCT Express Bus	41	38	-3	-8.1%	9	11	+2	+19.7%
Paratransit	30	27	-2	-6.9%	32	31	-0	-0.9%
TOTAL - NYCT	7,688	7,532	-156	-2.0%	8,060	7,579	-481	-6.0%
MTABC Local Bus	373	373	+1	+0.2%	366	380	+14	+3.9%
MTABC Express Bus	33	32	-0	-1.3%	14	14	+1	+7.2%
Total - MTA Bus	406	406	+0	+0.1%	379	394	+15	+4.1%
<i>Total - Regional Bus</i>	<i>2,608</i>	<i>2,595</i>	<i>-12</i>	<i>-0.5%</i>	<i>2,692</i>	<i>2,722</i>	<i>30</i>	<i>+1.1%</i>
12-Month Rolling Average								
Subway	5,263	5,389	+126	+2.4%	5,478	5,645	+168	+3.1%
Local Bus	2,085	2,110	+25	+1.2%	2,282	2,284	+2	+0.1%
Express Bus	41	42	+1	+3.1%	9	10	+1	+12.7%
Paratransit	28	30	+2	+6.3%	31	33	+3	+8.3%
TOTAL - NYCT	7,417	7,572	+154	+2.1%	7,799	7,973	+173	+2.2%
MTABC Local Bus	353	363	+10	+2.7%	349	363	+15	+4.2%
MTABC Express Bus	34	34	+0	+1.0%	14	14	-0	-0.2%
Total - MTA Bus	387	397	+10	+2.5%	362	377	+15	+4.0%
<i>Total - Regional Bus</i>	<i>2,513</i>	<i>2,549</i>	<i>37</i>	<i>+1.5%</i>	<i>2,653</i>	<i>2,671</i>	<i>17</i>	<i>+0.7%</i>

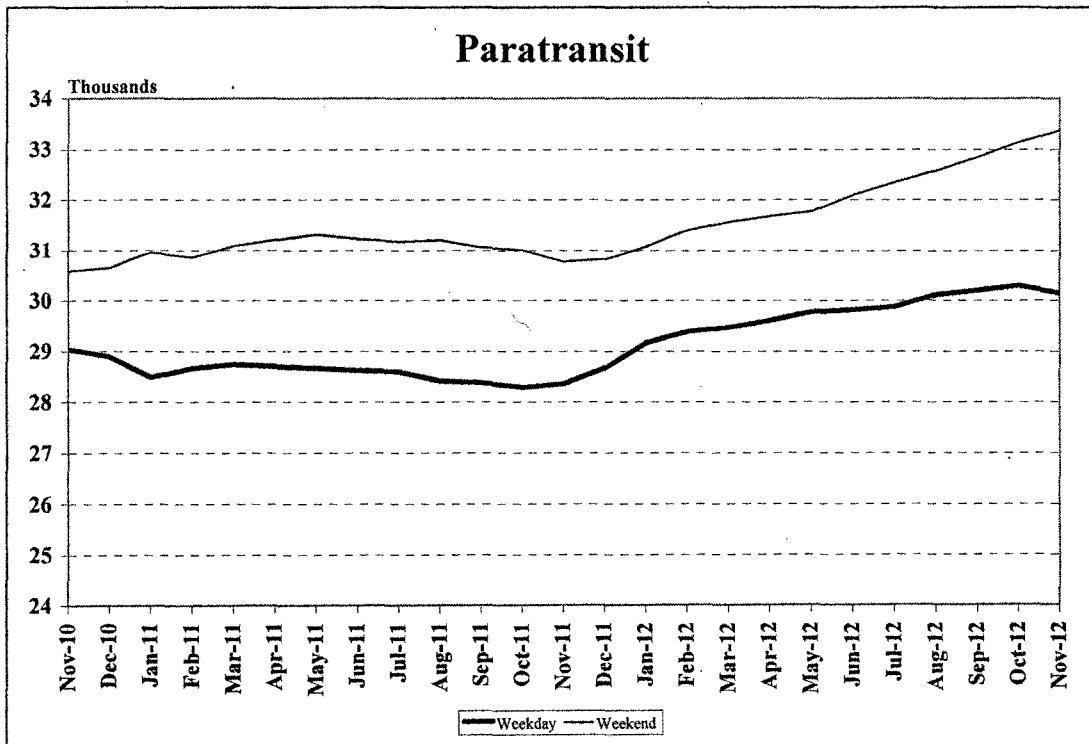
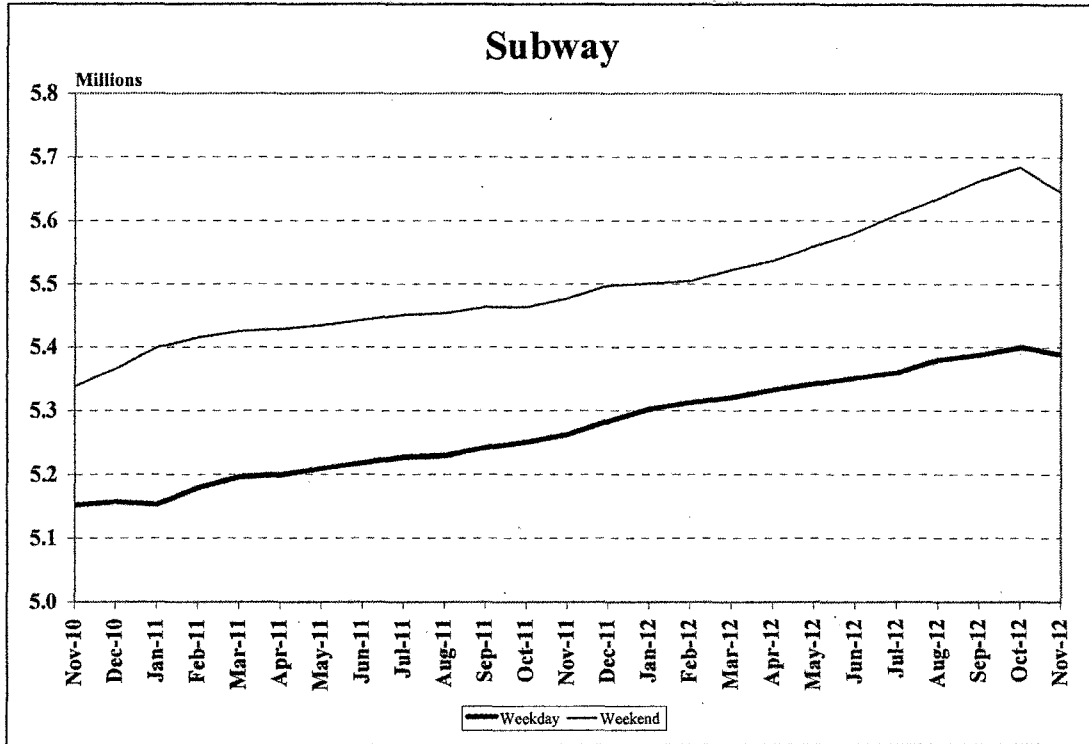
Notes: Totals may not add due to rounding. Percentages are based on unrounded figures. Averages exclude Tropical Storms Irene and Sandy.

- The weekday ridership decreases were mostly due to the week of November 5-9, 2012, when subway service restorations were still in progress and a Nor'easter affected the region. Comparing only the weekdays from November 12-30, 2012 to an equivalent period in November 2011, ridership increased slightly on both subways and buses.

- On the weekend of November 3-4, 2012, subway ridership was very low due to significant service suspensions, partially offset by higher-than-usual bus ridership. Excluding the first weekend in November 2011 and 2012, ridership increased 2.6 percent on the subway and decreased 1.2 percent on buses.

Average Weekday and Weekend Ridership

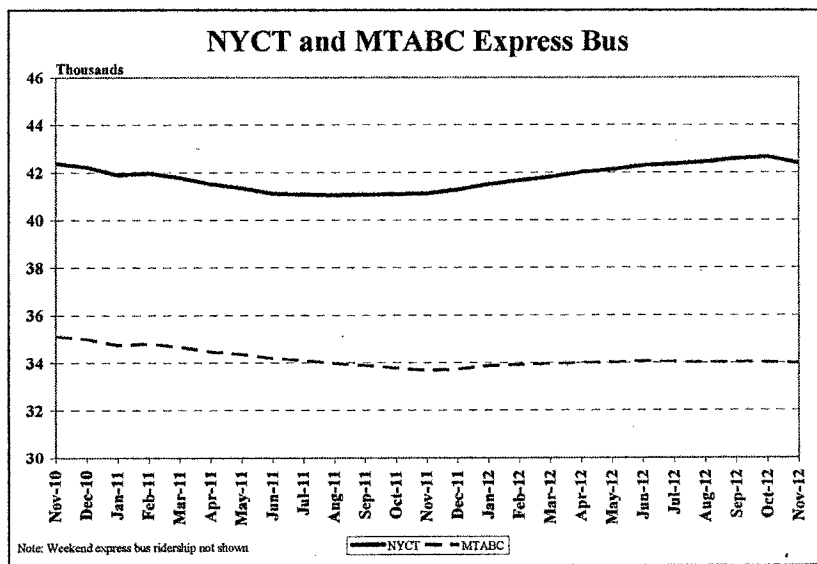
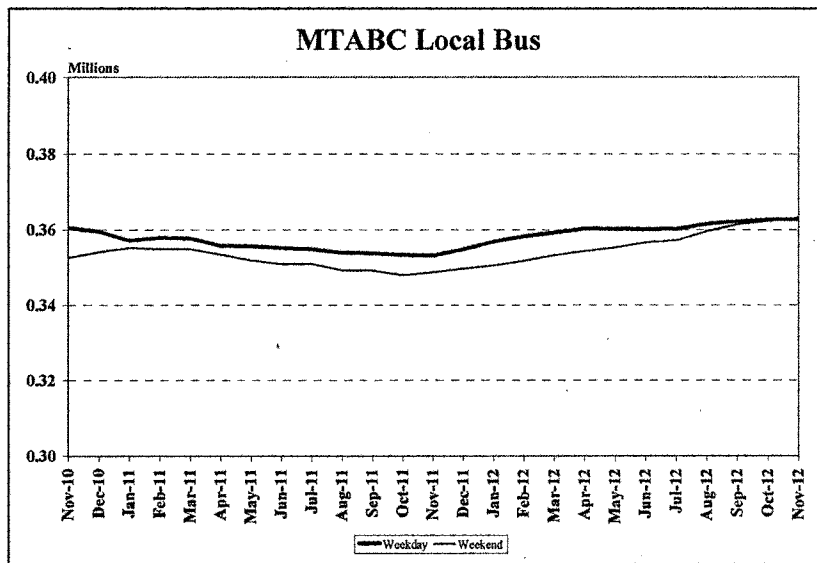
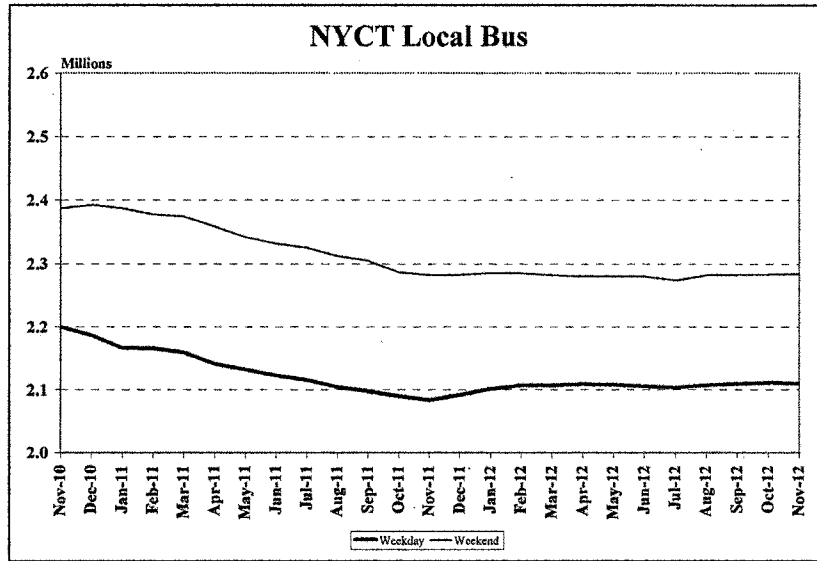
12-Month Rolling Averages*



* excludes days with no service or fare collection due to Irene and Sandy.

Average Weekday and Weekend Ridership

12-Month Rolling Averages*



* excludes days with no service or fare collection due to Irene and Sandy

Ridership on New York Area Transit Services

The methodologies used for treating the ridership following Sandy varied by agency. Therefore, the ridership changes from November 2011 to November 2012 are not comparable to each other.

Ridership on Transit Services in the New York Area					
(thousands)					
Transit Service	Nov-11	Preliminary Nov-12	Percent Change	12-Month Rolling Average Percent Change	
<u>Average Weekday</u>					
NYCT Subway	5,456	5,315	-2.6%	+2.4%	
NYCT Local Bus	2,161	2,151	-0.4%	+1.2%	
NYCT Express Bus	41	38	-8.1%	+3.1%	
NYCT Paratransit	30	27	-6.9%	+6.3%	
Staten Island Railway	17	15	-11.2%	+1.0%	
MTA Local Bus	373	373	+0.2%	+2.7%	
MTA Express Bus	33	32	-1.3%	+1.0%	
Long Island Rail Road	298	243	-18.4%	+1.5%	
Metro-North Railroad	287	260	-9.4%	+1.1%	
Staten Island Ferry	63	n/a	n/a	n/a	
PATH	264	122	-53.9%	-2.9%	
<u>Average Weekend</u>					
NYCT Subway	5,715	5,221	-8.7%	+3.1%	
NYCT Local Bus	2,304	2,316	+0.5%	+0.1%	
NYCT Express Bus	9	11	+19.7%	+12.7%	
NYCT Paratransit	32	31	-0.9%	+8.3%	
Staten Island Railway	9	8	-14.7%	-4.5%	
MTA Local Bus	366	380	+3.9%	+4.2%	
MTA Express Bus	14	14	+7.2%	-0.2%	
Long Island Rail Road	186	164	-11.6%	+3.4%	
Metro-North Railroad	225	205	-8.8%	+3.5%	
Staten Island Ferry	91	n/a	n/a	n/a	
PATH	219	86	-60.6%	+0.8%	

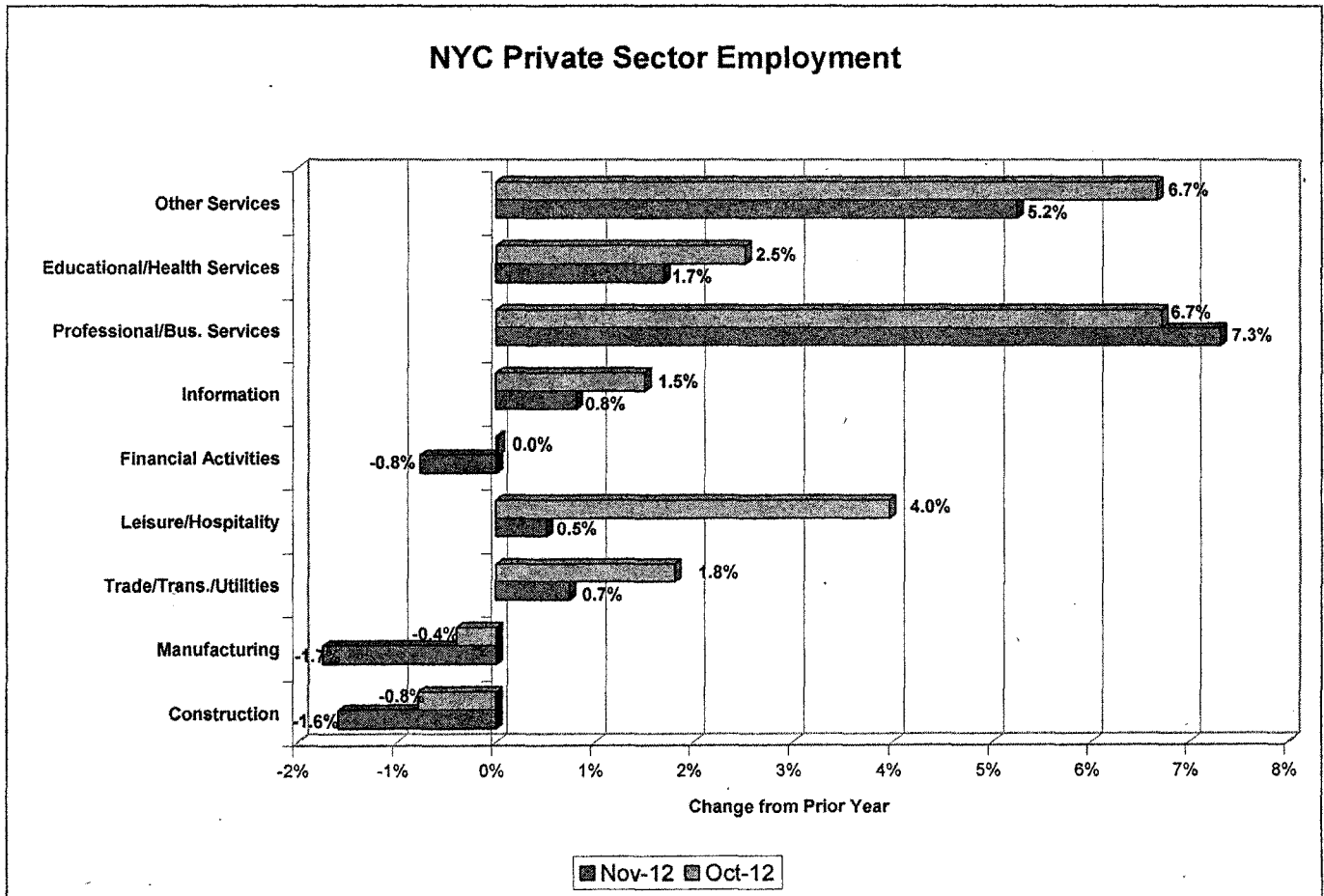
MTA Bridges and Tunnels					
(thousands)					
Average Weekday	802	720	-10.1%	-0.4%	
Average Weekend	1,466	1,260	-14.0%	+0.5%	

Note: Percentages are based on unrounded data.

Economy

From November 2011 to November 2012, New York City employment increased 1.7 percent (66,200 jobs). Private sector employment increased 2.0 percent (67,100 jobs) and government employment decreased 0.2 percent (900 jobs). The sub-sector with the largest absolute and percentage increases was professional/business services (up 44,300 jobs or 7.3 percent). The private sub-sector with the largest absolute decrease was financial services (down 3,400 jobs or 0.8 percent) and the sub-sectors with the largest percentage decreases were manufacturing (down 1.7 percent or 1,300 jobs) and construction (down 1.6 percent or 1,800 jobs).

The year-over-year changes worsened for every sub-sector except professional/business services from October 2012 to November 2012, likely due to the effects of Sandy. As shown in the chart below, the largest change was in leisure/hospitality, which slowed from 4.0 percent year-over-year growth in October 2012 to only 0.5 percent in November 2012. This sub-sector had decreases in recreational and restaurant jobs, which was likely related to the effects of Sandy.



MTA NEW YORK CITY TRANSIT
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 ACCRUAL STATEMENT of OPERATIONS by CATEGORY
 November 2012
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$229,299	\$211,131	(\$18,168)	(7.9)	\$0,000	\$0,000	\$0,000	-	\$229,299	\$211,131	(\$18,168)	(7.9)
Bus	73,806	69,009	(4,797)	(6.5)	0,000	0,000	0,000	-	73,806	69,009	(4,797)	(6.5)
Paratransit	1,515	1,081	(0,434)	(28.6)	0,000	0,000	0,000	-	1,515	1,081	(0,434)	(28.6)
Fare Media Liability	4,685	10,000	5,315	113.4	0,000	0,000	0,000	-	4,685	10,000	5,315	113.4
Total Farebox Revenue	309,305	291,221	(18,084)	(5.8)	0,000	0,000	0,000	-	309,305	291,221	(18,084)	(5.8)
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	8,223	8,222	(0,001)	(0.0)	0,000	0,000	0,000	-	8,223	8,222	(0,001)	(0.0)
Paratransit Reimbursement	10,996	12,276	1,280	11.6	0,000	0,000	0,000	-	10,996	12,276	1,280	11.6
Other	9,519	7,549	(1,970)	(20.7)	0,000	0,000	0,000	-	9,519	7,549	(1,970)	(20.7)
Total Other Operating Revenue	28,738	28,047	(0,691)	(2.4)	0,000	0,000	0,000	-	28,738	28,047	(0,691)	(2.4)
Capital and Other Reimbursements	0,000	0,000	0,000	-	76,195	56,282	(19,913)	(26.1)	76,195	56,282	(19,913)	(26.1)
Total Revenue	\$338,043	\$319,268	(\$18,775)	(5.6)	\$76,195	\$56,282	(\$19,913)	(26.1)	\$414,238	\$375,550	(\$38,688)	(9.3)
Expenses												
Labor:												
Payroll	248,502	249,565	(1,063)	(0.4)	33,648	23,759	9,889	29.4	282,150	273,324	8,826	3.1
Overtime	19,923	49,372	(29,449)	(147.8)	2,813	2,657	0,156	5.5	22,736	52,029	(29,293)	(128.8)
Total Salaries & Wages	268,425	298,937	(30,512)	(11.4)	36,461	26,416	10,045	27.5	304,886	325,353	(20,467)	(6.7)
Health and Welfare	47,863	49,261	(1,398)	(2.9)	2,587	2,058	0,529	20.4	50,450	51,319	(0,869)	(1.7)
OPEB Current Payment	27,372	25,762	1,610	5.9	0,000	0,000	0,000	-	27,372	25,762	1,610	5.9
Pensions	19,151	18,936	0,215	1.1	0,077	0,065	0,012	15.6	19,228	19,001	0,227	1.2
Other Fringe Benefits	22,049	26,277	(4,228)	(19.2)	10,090	6,847	3,243	32.1	32,139	33,124	(0,985)	(3.1)
Total Fringe Benefits	116,435	120,236	(3,801)	(3.3)	12,754	8,970	3,784	29.7	129,189	129,206	(0,017)	(0.0)
Reimbursable Overhead	(15,271)	(9,044)	(6,227)	(40.8)	15,271	9,044	6,227	40.8	0,000	0,000	0,000	-
Total Labor Expenses	\$369,589	\$410,129	(\$40,540)	(11.0)	\$64,486	\$44,430	\$20,056	31.1	\$434,075	\$454,559	(\$20,484)	(4.7)
Non-Labor:												
Electric Power	25,984	21,882	4,102	15.8	0,020	0,027	(0,007)	(35.0)	26,004	21,909	4,095	15.7
Fuel	13,179	13,369	(0,190)	(1.4)	0,002	0,001	0,001	50.0	13,181	13,370	(0,189)	(1.4)
Insurance	4,580	4,407	0,173	3.8	0,000	0,000	0,000	-	4,580	4,407	0,173	3.8
Claims	7,917	7,920	(0,003)	(0.0)	0,000	0,000	0,000	-	7,917	7,920	(0,003)	(0.0)
Paratransit Service Contracts	35,211	24,582	10,629	30.2	0,000	0,000	0,000	-	35,211	24,582	10,629	30.2
Mtce. and Other Operating Contracts	18,632	9,087	9,545	51.2	2,909	5,320	(2,411)	(82.9)	21,541	14,407	7,134	33.1
Professional Service Contracts	12,671	15,893	(3,222)	(25.4)	2,342	1,407	0,935	39.9	15,013	17,300	(2,287)	(15.2)
Materials & Supplies	25,277	17,559	7,718	30.5	6,320	4,973	1,347	21.3	31,597	22,532	9,065	28.7
Other Business Expenses	6,177	4,673	1,504	24.3	0,116	0,124	(0,008)	(6.9)	6,293	4,797	1,496	23.8
Total Non-Labor Expenses	\$149,628	\$119,372	\$30,256	20.2	\$11,709	\$11,852	(\$0,143)	(1.2)	\$161,337	\$131,224	\$30,113	18.7
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	\$519,217	\$529,501	(\$10,284)	(2.0)	\$76,195	\$56,282	\$19,913	26.1	\$595,412	\$585,783	\$9,629	1.6
Depreciation	130,000	117,781	12,219	9.4	0,000	0,000	0,000	-	130,000	117,781	12,219	9.4
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	\$649,217	\$647,282	\$1,935	0.3	\$76,195	\$56,282	\$19,913	26.1	\$725,412	\$703,564	\$21,848	3.0
Net Surplus/(Deficit)	(\$311,174)	(\$328,014)	(\$16,840)	(5.4)	\$0,000	\$0,000	\$0,000	-	(\$311,174)	(\$328,014)	(\$16,840)	(5.4)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 ACCRUAL STATEMENT of OPERATIONS by CATEGORY
 November 2012 Year-to-Date
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$2,525.984	\$2,511.420	(\$14.564)	(0.6)	\$0.000	\$0.000	\$0.000	-	\$2,525.984	\$2,511.420	(\$14.564)	(0.6)
Bus	817.432	800.403	(17.029)	(2.1)	0.000	0.000	0.000	-	817.432	800.403	(17.029)	(2.1)
Paratransit	15.420	13.845	(1.575)	(10.2)	0.000	0.000	0.000	-	15.420	13.845	(1.575)	(10.2)
Fare Media Liability	51.535	72.110	20.575	39.9	0.000	0.000	0.000	-	51.535	72.110	20.575	39.9
Total Farebox Revenue	3,410.371	3,397.778	(12.593)	(0.4)	0.000	0.000	0.000	-	3,410.371	3,397.778	(12.593)	(0.4)
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	77.082	77.081	(0.001)	(0.0)	0.000	0.000	0.000	-	77.082	77.081	(0.001)	(0.0)
Paratransit Reimbursement	120.650	122.435	1.785	1.5	0.000	0.000	0.000	-	120.650	122.435	1.785	1.5
Other	103.471	101.000	(2.471)	(2.4)	0.000	0.000	0.000	-	103.471	101.000	(2.471)	(2.4)
Total Other Operating Revenue	301.203	300.516	(0.687)	(0.2)	0.000	0.000	0.000	-	301.203	300.516	(0.687)	(0.2)
Capital and Other Reimbursements	0.000	0.000	0.000	-	807.116	787.686	(19.430)	(2.4)	807.116	787.686	(19.430)	(2.4)
Total Revenue	\$3,711.574	\$3,698.294	(\$13.280)	(0.4)	\$807.116	\$787.686	(\$19.430)	(2.4)	\$4,518.690	\$4,485.980	(\$32.710)	(0.7)
Expenses												
Labor:												
Payroll	2,627.248	2,626.631	0.617	0.0	329.055	304.151	24.904	7.6	2,956.303	2,930.782	25.521	0.9
Overtime	260.465	314.010	(53.545)	(20.6)	61.231	68.527	(7.296)	(11.9)	321.696	382.537	(60.841)	(18.9)
Total Salaries & Wages	2,887.713	2,940.641	(52.928)	(1.8)	390.286	372.678	17.608	4.5	3,277.999	3,313.319	(35.320)	(1.1)
Health and Welfare	541.418	532.868	8.550	1.6	20.344	21.084	(0.740)	(3.6)	561.762	553.952	7.810	1.4
OPEB Current Payment	284.146	280.643	3.503	1.2	0.000	0.000	0.000	-	284.146	280.643	3.503	1.2
Pensions	923.329	953.285	(29.956)	(3.2)	18.467	31.582	(13.115)	(71.0)	941.796	984.867	(43.071)	(4.6)
Other Fringe Benefits	256.134	265.235	(9.101)	(3.6)	96.899	90.703	6.196	6.4	353.033	355.938	(2.905)	(0.8)
Total Fringe Benefits	2,005.027	2,032.031	(27.004)	(1.3)	135.710	143.369	(7.659)	(5.6)	2,140.737	2,175.400	(34.663)	(1.6)
Reimbursable Overhead	(180.171)	(170.389)	(9.782)	(5.4)	180.171	170.389	9.782	5.4	0.000	0.000	0.000	-
Total Labor Expenses	\$4,712.569	\$4,802.283	(\$89.714)	(1.9)	\$706.167	\$686.436	\$19.731	2.8	\$5,418.736	\$5,488.719	(\$69.983)	(1.3)
Non-Labor:												
Electric Power	284.220	275.825	8.395	3.0	0.230	0.286	(0.056)	(24.3)	284.450	276.111	8.339	2.9
Fuel	150.502	150.661	(0.179)	(0.1)	0.021	0.019	0.002	9.5	150.523	150.700	(0.177)	(0.1)
Insurance	49.037	49.295	(0.258)	(0.5)	0.000	0.000	0.000	-	49.037	49.295	(0.258)	(0.5)
Claims	87.100	89.234	(2.134)	(2.5)	0.000	0.000	0.000	-	87.100	89.234	(2.134)	(2.5)
Paratransit Service Contracts	351.422	327.369	24.053	6.8	0.000	1.493	(1.493)	-	351.422	328.862	22.560	6.4
Misc. and Other Operating Contracts	157.461	133.675	23.786	15.1	28.975	33.578	(4.603)	(15.9)	186.436	167.253	19.183	10.3
Professional Service Contracts	116.412	119.540	(3.128)	(2.7)	16.068	15.919	0.149	0.9	132.480	135.459	(2.979)	(2.2)
Materials & Supplies	247.844	232.622	15.222	6.1	54.223	47.808	6.415	11.8	302.067	280.430	21.637	7.2
Other Business Expenses	61.402	56.143	5.259	8.6	1.432	2.147	(0.715)	(49.9)	62.834	58.290	4.544	7.2
Total Non-Labor Expenses	\$1,505.400	\$1,434.384	\$71.016	4.7	\$100.949	\$101.250	(\$0.301)	(0.3)	\$1,606.349	\$1,535.634	\$70.715	4.4
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	\$6,217.969	\$6,236.667	(\$18.698)	(0.3)	\$807.116	\$787.686	\$19.430	2.4	\$7,025.085	\$7,024.353	\$0.732	0.0
Depreciation	1,292.750	1,280.631	12.119	0.9	0.000	0.000	0.000	-	1,292.750	1,280.631	12.119	0.9
OPEB Account	1,019.383	1,038.570	(19.187)	(1.9)	0.000	0.000	0.000	-	1,019.383	1,038.570	(19.187)	(1.9)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$8,530.102	\$8,555.868	(\$25.766)	(0.3)	\$807.116	\$787.686	\$19.430	2.4	\$9,337.218	\$9,343.554	(\$6.336)	(0.1)
Net Surplus/(Deficit)	(\$4,818.528)	(\$4,857.574)	(\$39.046)	(0.8)	\$0.000	\$0.000	\$0.000	-	(\$4,818.528)	(\$4,857.574)	(\$39.046)	(0.8)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
 November 2012
 (\$ 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
		\$	%		\$	%	
Total Farebox Revenue	NR	(18.1)	(5.8)	Mostly due to the impact of Tropical Storm Sandy	(12.6)	(0.4)	Mostly due to the impact of Tropical Storm Sandy, partly offset by higher accrued fare media liability revenue, likely resulting from the December 2010 fare increase.
Other Operating Revenue	NR	(0.7)	(2.4)	Mainly lower advertising revenue, partly offset by higher Paratransit Urban Tax revenue	(0.7)	(0.2)	Mainly underruns in advertising revenue and Transit Adjudication Bureau (TAB) fees, partly offset by higher Paratransit Urban Tax revenue
Overtime	NR	(29.4)	over (100.0)	Primarily due to the impact of Tropical Storm Sandy	(53.5)	(20.6)	The impact of Tropical Storm Sandy and additional requirements for vacancy/employee availability coverage and signals/bus maintenance
Health & Welfare (including OPEB Current Payment)	NR				12.1	1.5	Mainly the favorable timing of expenses
Pension	NR				(30.0)	(3.2)	Primarily higher NYCERS accrued expenses, based upon recent actuarial information, applicable to NYCERS fiscal year ending June, 2013.
Other Fringe Benefits	NR	(4.2)	(19.2)	Largely lower direct overhead credits, resulting from reimbursable payroll underruns	(9.1)	(3.6)	Primarily lower direct overhead credits, resulting from reimbursable payroll underruns
Reimbursable Overhead	NR	(6.2)	(40.8)	Lower overhead credits, resulting from reimbursable payroll underruns	(9.8)	(5.4)	Lower overhead credits, resulting from reimbursable payroll underruns
Electric Power	NR	4.1	15.8	Mainly due to lower consumption and the favorable timing of expenses, partly offset by higher prices	8.4	3.0	Mainly due to lower consumption and the favorable timing of expenses, partly offset by higher prices
Claims	NR				(2.1)	(2.5)	Higher claims payouts than anticipated
Paratransit Service Contracts	NR	10.6	30.2	Mainly due to lower completed trips, in part caused by Tropical Storm Sandy, reduced call center activity and eligibility certifications, and the favorable timing of expenses	24.1	6.8	Mainly due to lower completed trips, in part caused by Tropical Storm Sandy, and reduced call center activity and eligibility certifications
Maintenance and Other Operating Contracts	NR	9.5	51.2	Mainly the favorable timing of maintenance services & repairs, building-related and painting expenses, and auto purchases.	23.8	15.1	Mainly the favorable timing of maintenance services & repairs, building-related and painting expenses, and auto purchases.

4.8
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MTA NEW YORK CITY TRANSIT
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
 November 2012
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	NR	(3.2)	(25.4)	Primarily the unfavorable timing of bond service expenses	(3.1)	(2.7)	Primarily the unfavorable timing of bond service expenses
Materials & Supplies	NR	7.7	30.5	Mainly the favorable timing of vehicle maintenance requirements	15.2	6.1	Mainly the favorable timing of vehicle maintenance requirements, partly offset by unfavorable inventory obsolescence adjustments
Other Business Expenses	NR	1.5	24.3	Primarily lower MVM debit/credit card charges and stationery expenses	5.3	8.6	Primarily lower MVM debit/credit card charges and stationery expenses
Depreciation Expense	NR	12.2	9.4	Due mostly to the favorable timing of assets reaching beneficial use	12.1	0.9	Due mostly to the favorable timing of assets reaching beneficial use
413 Other Post-Employment Benefits	NR				(19.2)	(1.9)	Higher accrued expenses, based on current actuarial information
Capital and Other Reimbursements	R	(19.9)	(26.1)	Lower accrued revenues, consistent with decreased reimbursable expenses	(19.4)	(2.4)	Lower accrued revenues, consistent with decreased reimbursable expenses
Payroll	R	9.9	29.4	Mainly lower capital construction work, due in part to Tropical Storm Sandy	24.9	7.6	Mainly lower capital construction work, due in part to Tropical Storm Sandy
Overtime	R				(7.3)	(11.9)	Mostly additional track work requirements
Health & Welfare	R	0.5	20.4	Favorable timing of expenses	(0.7)	(3.6)	Unfavorable timing of expenses
Pension	R				(13.1)	(71.0)	Higher NYCERS expenses, based on current actuarial information
Other Fringe Benefits	R	3.2	32.1	Mainly reduced direct overhead expenses, based on lower reimbursable payroll expenses	6.2	6.4	Mainly reduced direct overhead expenses, based on lower reimbursable payroll expenses
Paratransit Service Contracts	R				(1.5)	n/a	Represents support for Automatic Vehicle Locator and Interactive Voice Response systems

MTA NEW YORK CITY TRANSIT
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
 November 2012
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		Reason for Variance	YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance Contracts	R	(2.4)	(82.9)	Largely the unfavorable timing of non-vehicle maintenance and equipment rental expenses	(4.6)	(15.9)	Mainly due to the unfavorable timing of non-vehicle maintenance, equipment rental, safety equipment and other expenses
Professional Service Contracts	R	0.9	39.9	Mostly the favorable timing of IT software/hardware, and EDP maintenance & consulting expenses			
Materials & Supplies	R	1.3	21.3	Largely the favorable timing of vehicle & non-vehicle maintenance requirements	6.4	11.8	Primarily the favorable timing of non-vehicle maintenance requirements
Other Business Expenses	R				(0.7)	(49.9)	Mainly the recording of accumulated travel expenses

MTA NEW YORK CITY TRANSIT
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 CASH RECEIPTS and EXPENDITURES
 November 2012
 (\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$305.258	\$279.804	(\$25.454)	(8.3)	\$3,410.607	\$3,392.457	(\$18.150)	(0.5)
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	6.313	6.313	-	77.704	77.739	0.035	0.0
Paratransit Reimbursement	2.071	34.050	31.979	-	129.236	129.988	0.752	0.6
Other	3.793	1.682	(2.111)	(55.7)	101.239	98.261	(2.978)	(2.9)
Total Other Operating Revenue	5.864	42.045	36.181	617.0	308.179	305.988	(2.191)	(0.7)
Capital and Other Reimbursements	96.835	70.510	(26.325)	(27.2)	892.652	795.886	(96.766)	(10.8)
Total Receipts	\$407.957	\$392.359	(\$15.598)	(3.8)	\$4,611.438	\$4,494.331	(\$117.107)	(2.5)
Expenditures								
Labor:								
Payroll	307.616	263.001	44.615	14.5	3,012.041	2,914.559	97.482	3.2
Overtime	25.175	37.795	(12.620)	(50.1)	362.626	389.148	(26.522)	(7.3)
Total Salaries & Wages	332.791	300.796	31.995	9.6	3,374.667	3,303.707	70.960	2.1
Health and Welfare	50.450	55.100	(4.650)	(9.2)	564.144	561.144	3.000	0.5
OPEB Current Payment	27.372	25.762	1.610	5.9	284.146	280.643	3.503	1.2
Pensions	19.229	19.113	0.116	0.6	589.966	508.265	81.701	13.8
Other Fringe Benefits	31.825	35.440	(3.615)	(11.4)	330.420	330.300	0.120	0.0
Total Fringe Benefits	128.876	135.415	(6.539)	(5.1)	1,768.676	1,680.352	88.324	5.0
GASB Account	2.541	2.635	(0.094)	(3.7)	30.591	32.476	(1.885)	(6.2)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$464.208	\$438.846	\$25.362	5.5	\$5,173.934	\$5,016.535	\$157.399	3.0
Non-Labor:								
Electric Power	27.251	23.395	3.856	14.1	272.450	273.660	(1.210)	(0.4)
Fuel	13.181	19.043	(5.862)	(44.5)	141.169	152.706	(11.537)	(8.2)
Insurance	0.127	0.000	0.127	100.0	53.236	51.441	1.795	3.4
Claims	6.950	6.000	0.950	13.7	80.091	82.363	(2.272)	(2.8)
Paratransit Service Contracts	36.518	28.212	8.306	22.7	348.115	325.060	23.055	6.6
Mtce. and Other Operating Contracts	20.387	13.062	7.325	35.9	198.297	164.179	34.118	17.2
Professional Service Contracts	15.013	11.524	3.489	23.2	130.781	131.206	(0.425)	(0.3)
Materials & Supplies	30.227	19.876	10.351	34.2	307.539	259.274	48.265	15.7
Other Business Expenditures	6.527	4.690	1.837	28.1	62.600	56.039	6.561	10.5
Total Non-Labor Expenditures	\$156.181	\$125.802	\$30.379	19.5	\$1,594.278	\$1,495.928	\$98.350	6.2
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	\$620.389	\$564.648	\$55.741	9.0	\$6,768.212	\$6,512.463	\$255.749	3.8
Net Surplus/(Deficit)	(\$212.432)	(\$172.289)	\$40.143	18.9	(\$2,156.774)	(\$2,018.132)	\$138.642	6.4

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
 November 2012
 (\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(25.5)	(8.3)	Primarily due to the impact of Tropical Storm Sandy	(18.2)	(0.5)	Primarily due to the impact of Tropical Storm Sandy
Other Operating Receipts	36.2	over 100.0	Primarily the favorable timing of NYC partial reimbursement of paratransit expenses	(2.2)	(0.7)	Primarily lower advertising receipts
Capital and Other Reimbursements	(26.3)	(27.2)	Mostly the unfavorable timing of reimbursements, including an adverse impact on processing due to Tropical Storm Sandy	(96.8)	(10.8)	Mostly the unfavorable timing of reimbursements, including an adverse impact on processing due to Tropical Storm Sandy
Salaries & Wages	32.0	9.6	Largely the favorable timing of retro-wage payments	71.0	2.1	Largely the favorable timing of retro-wage payments
Pension				81.7	13.8	Largely the favorable timing of payments awaiting legislative approval of NYCERS increased pension expense valuation
Other Fringe Benefits	(3.6)	(11.4)	Mainly the unfavorable timing of payments			
Electric Power	3.9	14.1	Mostly lower expenses			
Fuel	(5.9)	(44.5)	The unfavorable timing of payments	(11.5)	(8.2)	The unfavorable timing of payments
Claims	1.0	13.7	Favorable timing of claims payouts	(2.3)	(2.8)	Higher claims payouts than anticipated
Paratransit Service Contracts	8.3	22.7	Mostly expense underruns and the favorable timing of payments	23.1	6.6	Mostly expense underruns
Maintenance Contracts	7.3	35.9	Mostly lower expenses	34.1	17.2	Largely lower expenses and the favorable timing of payments
Professional Service Contracts	3.5	23.2	Mostly the favorable timing of payments, partly offset by higher expenses			
Materials & Supplies	10.4	34.2	Largely expense underruns	48.3	15.7	Largely the favorable timing of payments and expense underruns
Other Business Expenses	1.8	28.1	Mainly lower MVM debit/credit card charges and stationery expenses	6.6	10.5	Mainly lower MVM debit/credit card charges and stationery expenses

MTA NEW YORK CITY TRANSIT
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 CASH CONVERSION (CASH FLOW ADJUSTMENTS)
 November 2012
 (\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$4.047)	(\$11.417)	(\$7.370)	(182.1)	\$0.236	(\$5.321)	(\$5.557)	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(8.223)	(1.909)	6.314	76.8	0.622	0.658	0.036	5.8
Paratransit Reimbursement	(8.925)	21.774	30.699	344.0	8.586	7.553	(1.033)	(12.0)
Other	(5.726)	(5.867)	(0.141)	(2.5)	(2.232)	(2.739)	(0.507)	(22.7)
Total Other Operating Revenue	(22.874)	13.998	36.872	161.2	6.976	5.472	(1.504)	(21.6)
Capital and Other Reimbursements	20.640	14.228	(6.412)	(31.1)	85.536	8.200	(77.336)	(90.4)
Total Receipts	(\$6.281)	\$16.809	\$23.090	367.6	\$92.748	\$8.351	(\$84.397)	(91.0)
Expenditures								
Labor:								
Payroll	(25.466)	10.323	35.789	140.5	(55.738)	16.223	71.961	129.1
Overtime	(2.439)	16.234	16.673	683.6	(40.930)	(6.611)	34.319	83.8
Total Salaries & Wages	(27.905)	24.557	52.462	188.0	(96.668)	9.612	106.280	109.9
Health and Welfare	0.000	(3.781)	(3.781)	-	(2.382)	(7.192)	(4.810)	(201.9)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(0.001)	(0.112)	(0.111)	-	351.830	476.602	124.772	35.5
Other Fringe Benefits	0.314	(2.316)	(2.630)	(837.6)	22.613	25.638	3.025	13.4
Total Fringe Benefits	0.313	(6.209)	(6.522)	-	372.061	495.048	122.987	33.1
GASB Account	(2.541)	(2.635)	(0.094)	(3.7)	(30.591)	(32.476)	(1.885)	(6.2)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$30.133)	\$15.713	\$45.846	152.1	\$244.802	\$472.184	\$227.382	92.9
Non-Labor:								
Electric Power	(1.247)	(1.486)	(0.239)	(19.2)	12.000	2.451	(9.549)	(79.6)
Fuel	0.000	(5.673)	(5.673)	-	9.354	(2.006)	(11.360)	(121.4)
Insurance	4.453	4.407	(0.046)	(1.0)	(4.199)	(2.146)	2.053	48.9
Claims	0.967	1.920	0.953	98.6	7.009	6.871	(0.138)	(2.0)
Paratransit Service Contracts	(1.307)	(3.630)	(2.323)	(177.7)	3.307	3.802	0.495	15.0
Mtce. and Other Operating Contracts	1.154	1.345	0.191	16.6	(11.861)	3.074	14.935	125.9
Professional Service Contracts	0.000	5.776	5.776	-	1.699	4.253	2.554	150.3
Materials & Supplies	1.370	2.656	1.286	93.9	(5.472)	21.156	26.628	486.6
Other Business Expenses	(0.234)	0.107	0.341	145.7	0.234	2.251	2.017	862.0
Total Non-Labor Expenditures	\$5.156	\$5.422	\$0.266	5.2	\$12.071	\$39.706	\$27.635	228.9
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	(\$24.977)	\$21.135	\$46.112	184.6	\$256.873	\$511.890	\$255.017	99.3
Depreciation	130.000	117.781	(12.219)	(9.4)	1,292.750	1,280.631	(12.119)	(0.9)
OPEB Account	0.000	0.000	0.000	-	1,019.383	1,038.570	19.187	1.9
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$105.023	\$138.916	\$33.893	32.3	\$2,569.006	\$2,831.091	\$262.085	10.2
Total Cash Conversion Adjustments	\$98.742	\$155.725	\$56.983	57.7	\$2,661.754	\$2,839.442	\$177.688	6.7

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2012 YEAR-TO-DATE
(\$ in millions)

	November 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual Results	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	3,711.6	3,736.9	3,698.3	(13.3)	(0.4)	(38.6)	(1.0)
Total Expenses before Depreciation, OPEB and Environmental Remediation	6,218.0	6,246.3	6,236.7	(18.7)	(0.3)	9.6	0.2
Depreciation	1,292.8	1,278.1	1,280.6	12.2	0.9	(2.5)	(0.2)
OPEB Account	1,019.3	1,091.5	1,038.6	(19.3)	(1.9)	52.9	4.8
Environmental Remediation	0.0	0.0	0.0	0.0	n/a	0.0	n/a
Total Expenses	8,530.1	8,615.9	8,555.9	(25.8)	(0.3)	60.0	0.7
Net Surplus/(Deficit)	(4,818.5)	(4,879.0)	(4,857.6)	(39.1)	(0.8)	21.4	0.4

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NOVEMBER 2012 YEAR-TO-DATE
(\$ in millions)

	November 2012 Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Total Revenue (Nonreimbursable)	(38.6)	(1.0)	Mostly due to the adverse impact on ridership by Tropical Storm Sandy.
Total Expenses (Nonreimbursable)	60.0	0.7	Expenses before non-cash liability adjustments were favorable by a net \$9.6 million (0.2 percent), due mostly to the favorable timing of non-labor and fringe benefit expenses, partly offset by higher overtime expenses due to the impact of Tropical Storm Sandy. Depreciation expenses were unfavorable by \$2.5 million (0.2 percent). OPEB account expenses were favorable by \$52.9 million (4.8 percent), due to the timing of accrual adjustments which will be mostly offset later in the year.

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
November 2012

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./(Unfav)</u>	<u>Explanation</u>
Administration:				
Office of the President	29	29	0	
Law	266	262	4	
Office of the EVP	41	37	4	
Human Resources	239	238	1	
Office of Management and Budget	39	37	2	
Capital Planning & Budget	31	30	1	
Corporate Communications	251	243	8	
AFC Program Management & Sales	54	50	4	
Technology & Information Services	444	440	4	
Non-Departmental	84	-	84	
Labor Relations	96	91	5	
Materiel	238	239	(1)	
Controller	130	136	(6)	
Total Administration	1,942	1,832	110	
Operations				
Subways Service Delivery	7,394	7,295	99	
Subways Operations Support/Admin.	313	308	5	
Subways Stations	2,674	2,680	(6)	
Sub-total Subways	10,381	10,283	98	
Buses	10,315	10,352	(37)	
Paratransit	172	157	15	
Operations Planning	395	378	17	
Revenue Control	421	396	25	
Total Operations	21,684	21,566	118	
Maintenance				
Subways Operations Support/Admin.	163	159	4	
Subways Engineering	311	296	15	
Subways Car Equipment	4,118	4,114	4	
Subways Infrastructure	1,292	1,309	(17)	
Subways Elevators & Escalators	378	341	37	
Subways Stations	3,542	3,534	8	
Subways Track	2,730	2,697	33	
Subways Power	596	617	(21)	
Subways Signals	1,417	1,414	3	
Subways Electronic Maintenance	1,379	1,331	48	
Sub-total Subways	15,926	15,812	114	
Buses	3,731	3,735	(4)	
Revenue Control	150	137	13	
Supply Logistics	557	554	3	
System Safety	88	83	5	
Total Maintenance	20,452	20,321	131	
Engineering/Capital				
Capital Program Management	1,218	1,196	22	
Total Engineering/Capital	1,218	1,196	22	
Public Safety				
Security	574	479	95	
Total Public Safety	574	479	95	
Total Positions	45,870	45,394	476	
Non-Reimbursable	41,377	42,075	(698)	
Reimbursable	4,493	3,319	1,174	
Total Full-Time	45,711	45,176	535	
Total Full-Time Equivalents	159	218	(59)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
November 2012

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	640	578	62	
Professional, Technical, Clerical	1,187	1,232	(45)	
Operational Hourlies	115	22	93	
Total Administration	1,942	1,832	110	
Operations				
Managers/Supervisors	2,521	2,415	106	
Professional, Technical, Clerical	378	371	7	
Operational Hourlies	18,785	18,780	5	
Total Operations	21,684	21,566	118	
Maintenance				
Managers/Supervisors	3,742	3,643	99	
Professional, Technical, Clerical	1,027	966	61	
Operational Hourlies	15,683	15,712	(29)	
Total Maintenance	20,452	20,321	131	
Engineering/Capital				
Managers/Supervisors	272	254	18	
Professional, Technical, Clerical	944	940	4	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,196	22	
Public Safety				
Managers/Supervisors	195	128	67	
Professional, Technical, Clerical	36	29	7	
Operational Hourlies	343	322	21	
Total Public Safety	574	479	95	
Total Positions				
Managers/Supervisors	7,370	7,018	352	
Professional, Technical, Clerical	3,572	3,538	34	
Operational Hourlies	34,928	34,838	90	
Total Positions	45,870	45,394	476	

**MTA NEW YORK CITY TRANSIT
(PRELIMINARY) INVENTORY NOTES
November 2012
(\$ in millions)**

	<u>11/30/12</u>	<u>11/30/11</u>
<u>Operating Inventory</u>		
Gross Inventory	\$260.128	\$264.592
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(75.300)	(62.700)
Net Inventory	\$184.328	\$201.392

MTA New York City Transit
2012 July Financial Plan - Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	November						November Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
Scheduled Service	0	\$9.9	0	\$8.7	0	\$1.1 11.4%	0	\$104.9	0	\$102.0	0	\$2.9 2.8%
Unscheduled Service	0	\$5.4	0	\$6.8	0	(\$1.4) (25.6%)	0	\$62.3	0	\$73.6	0	(\$11.3) (18.1%)
Programmatic/Routine Maintenance	0	\$3.7	0	\$7.7	0	(\$4.0) (108.7%)	0	\$74.3	0	\$91.9	0	(\$17.6) (23.6%)
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0 0.0%	0	\$0.0	0	\$0.0	0	\$0.0 0.0%
Vacancy/Absentee Coverage	0	\$0.0	0	\$0.7	0	(\$0.7) 0.0%	0	\$7.7	0	\$14.4	0	(6.6) (86.1%)
Weather Emergencies	0	\$0.1	0	\$25.0	0	(\$25.0) *	0	\$2.2	0	\$26.9	0	(\$24.7) *
Safety/Security/Law Enforcement	0	\$0.3	0	\$0.3	0	(\$0.1) -27.9%	0	\$2.4	0	\$2.7	0	(\$0.2) (8.8%)
Other	0	\$0.7	0	\$0.2	0	\$0.5 74.5%	0	\$6.5	0	\$2.5	0	\$4.0 61.6%
Subtotal	0	\$19.9	0	\$49.4	0	(\$29.5) (147.8%)	0	\$260.5	0	\$314.0	0	(\$53.5) (20.5%)
REIMBURSABLE OVERTIME		\$2.8		\$2.7	0	\$0.2 5.5%		\$61.2	0	\$68.5	0	(\$7.3) (11.9%)
TOTAL OVERTIME	0	\$22.7	0	\$52.0	0	(\$29.3) (128.9%)	0	\$321.7	0	\$382.5	0	(\$60.8) (18.9%)

Totals may not add due to rounding. Due to transfer of payroll reporting to BSC, data source to determine hours by category is not available at this time. As a result, hours are not included.

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

* Exceeds 100%

MTA New York City Transit
 2012 July Financial Plan - 2012 Mid-Year Forecast
 Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

	November			November Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	0	\$1.1 (3.8%)		0	\$2.9 (5.4%)	Primarily favorable due to vacancies and lower than scheduled bus service.
Unscheduled Service	0	(\$1.4) 4.7%	Primarily due to bus traffic delays, diversions and extra bus trips.	0	(\$11.3) 21.1%	Unfavorable due reclassification adjustments (offset in Payroll), related to the recording of the recent ATU arbitration ruling, as well as bus traffic delays, diversions and extra bus trips.
Programmatic/Routine Maintenance	0	(\$4.0) 13.5%	Mainly due to signals and subway track maintenance.	0	(\$17.6) 32.8%	Unfavorable variance primarily due to maintenance and inspection backlogs in Signals; Buses maintenance efforts to improve fleet reliability and reverse negative MDBF trend; and hot weather-related bus maintenance.
Unscheduled Maintenance	0	\$0.0 0.0%		0	\$0.0 0.0%	
Vacancy/Absentee Coverage	0	(\$0.7) 2.4%	Mainly due to vacancy / absentee coverage in train operators, conductors, and RTO supervisors.	0	(\$6.6) 12.4%	Mainly due to vacancy / absentee coverage in train operators, conductors, station agents, station cleaners, bus operators, bus maintainers, and bus dispatchers.
Weather Emergencies	0	(\$25.0) 84.7%	Primarily due to Tropical Storm Sandy	0	(\$24.7) 46.2%	Primarily due to Tropical Storm Sandy
Safety/Security/Law Enforcement	0	(\$0.1) 0.2%		0	(\$0.2) 0.4%	
Other		\$0.5 (1.8%)		0	\$4.0 (7.5%)	
Subtotal	0	(\$29.5) 100.5%		0	(\$53.5) 88.0%	
REIMBURSABLE OVERTIME						
	0	\$0.2 (0.5%)		0	(\$7.3) 12.0%	Mostly due to track and buses reimbursable requirements.
TOTAL OVERTIME	0	(\$29.3)		0	(\$60.8)	

4.24

METROPOLITAN TRANSPORTATION AUTHORITY
2012 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 relat
<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 extraordinary events</u>, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.</i>
<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

November 2012

(All data are preliminary and subject to audit)

In the month of November, operating revenue was \$0.6 million, less than \$0.1 million (4.2 percent) below the Mid-Year Forecast (forecast), due primarily to the system closure/reduced service caused by Tropical Storm Sandy, partly offset by the favorable timing of student fare reimbursements. Year-to-date, operating revenue was \$6.9 million, \$0.2 million (2.7 percent) under forecast, due mainly to the impact of Tropical Storm Sandy.

November 2012 average weekday ridership was 15,363, 11.2 percent (1,940 riders) less than November 2011, due to reduced service after Tropical Storm Sandy. Average weekday ridership for the twelve months ending November 2012 was 16,163, 1.0 percent (154 riders) higher than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits exceeded forecast in November by \$0.3 million (8.1 percent). Labor expenses were higher by \$0.7 million (34.5 percent), due to higher overtime expenses caused mostly by Tropical Storm Sandy and the unfavorable timing of payroll and pension expenses. Non-labor expenses were favorable by \$0.4 million (38.4 percent), due largely to the favorable timing of material expenses and underruns in energy costs. Year-to-date, non-reimbursable expenses were below forecast by \$0.4 million (1.1 percent). Labor expenses exceeded forecast by \$1.6 million (6.6 percent), due to the unfavorable timing of fringe benefit expenses and higher overtime expenses, partly offset by lower payroll expenses due to the favorable timing of labor contract resolution and vacancy control savings. Non-labor expenses were favorable by \$1.9 million (18.7 percent), primarily due to lower energy costs and the favorable timing of material and maintenance contract expenses.

Depreciation expenses were \$8.3 million year-to-date, equal to forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$2.2 million year-to-date, equal to forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$28.7 million, \$1.1 million (4.0 percent) higher than forecast, due largely to the timing of retro-wage payments.

MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 ACCRUAL STATEMENT of OPERATIONS by CATEGORY
 November 2012
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.474	0.375	(0.099)	(20.9)	0.000	-	-	-	0.474	0.375	0.099	(20.9)
Other Operating Revenue	0.141	0.214	0.073	51.8	0.000	-	-	-	0.141	0.214	0.073	51.8
Capital and Other Reimbursements	-	0.000	0.000	-	0.119	0.067	(0.052)	(43.7)	0.119	0.067	0.052	(43.7)
Total Revenue	\$ 0.615	\$0.589	(\$0.026)	(4.2)	\$0.119	\$0.067	\$ (0.052)	(43.7)	\$ 0.734	\$ 0.656	\$ (0.078)	(10.6)
Expenses												
Labor:												
Payroll	1.200	1.334	(0.134)	(11.2)	0.020	0.035	(0.015)	(75.0)	1.220	1.369	(0.149)	(12.2)
Overtime	0.000	0.277	(0.277)	-	0.080	0.014	0.066	82.5	0.080	0.291	(0.211)	(263.8)
Total Salaries & Wages	\$ 1.200	1.611	(0.411)	(34.3)	\$0.100	\$0.049	\$ 0.051	51.0	\$ 1.300	\$ 1.660	\$ (0.360)	(27.7)
Health and Welfare	0.351	0.464	(0.113)	(32.2)	0.066	0.006	0.060	90.9	0.417	0.470	(0.053)	(12.7)
OPEB Current Portion	0.056	0.056	0.000	0.0	0.000	0.000	-	-	0.056	0.056	-	0.0
Pensions	0.337	0.496	(0.159)	(47.2)	0.001	0.005	(0.004)	(400.0)	0.338	0.501	(0.163)	(48.2)
Other Fringe Benefits	0.032	0.030	0.002	6.3	0.001	0.007	(0.006)	(600.0)	0.033	0.037	(0.004)	(12.1)
Total Fringe Benefits	\$ 0.776	\$1.046	(\$0.270)	(34.8)	\$0.068	\$0.018	\$ 0.050	73.5	\$ 0.844	\$ 1.064	\$ (0.220)	(26.1)
Reimbursable Overhead	-	0.000	0.000	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 1.976	\$2.657	(\$0.681)	(34.5)	\$0.168	\$0.067	\$ 0.101	60.1	\$ 2.144	\$ 2.724	\$ (0.580)	(27.1)
Non-Labor:												
Electric Power	0.442	0.314	0.128	29.0	0.000	-	-	-	0.442	0.314	0.128	29.0
Fuel	0.050	0.022	0.028	56.0	0.000	-	-	-	0.050	0.022	0.028	56.0
Insurance	0.022	0.021	0.001	4.5	0.000	-	-	-	0.022	0.021	0.001	4.5
Claims	0.024	0.024	0.000	0.0	0.000	-	-	-	0.024	0.024	-	0.0
Paratransit Service Contracts	-	0.000	0.000	-	0.000	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.151	0.151	0.000	0.0	0.000	-	-	-	0.151	0.151	-	0.0
Professional Service Contracts	0.035	0.035	0.000	0.0	0.000	-	-	-	0.035	0.035	-	0.0
Materials & Supplies	0.397	0.123	0.274	69.0	(0.049)	0.000	(0.049)	(100.0)	0.348	0.123	0.225	64.7
Other Business Expenses	-	0.001	(0.001)	-	0.000	-	-	-	-	0.001	(0.001)	-
Total Non-Labor Expenses	\$ 1.121	\$0.691	\$0.430	38.4	(\$0.049)	\$0.000	\$ (0.049)	(100.0)	\$ 1.072	\$ 0.691	\$ 0.381	35.5
Other Expenses Adjustments:												
Other	-	-	0.000	-	0.000	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$0.000	\$0.000	-	\$0.000	\$0.000	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.097	\$3.348	(\$0.251)	(8.1)	\$0.119	\$0.067	\$ 0.052	43.7	\$ 3.216	\$ 3.415	\$ (0.199)	(6.2)
Depreciation	0.742	0.742	0.000	0.0	0.000	-	-	-	0.742	0.742	-	0.0
Other Post Employment Benefits	0.150	0.150	0.000	0.0	0.000	-	-	-	0.150	0.150	-	0.0
Total Expenses	\$ 3.989	\$4.240	(\$0.251)	(6.3)	\$0.119	\$0.067	\$ 0.052	43.7	\$ 4.108	\$ 4.307	\$ (0.199)	(4.8)
Net Surplus/(Deficit)	\$ (3.374)	(\$3.651)	(\$0.277)	(8.2)	\$0.000	\$0.000	\$ -	-	\$ (3.374)	(\$3.651)	\$ (0.277)	(8.2)

MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 ACCRUAL STATEMENT of OPERATIONS by CATEGORY
 November 2012 Year-to-Date
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	5.197	5.007	(0.190)	(3.7)	-	-	-	-	5.197	5.007	(0.190)	(3.7)
Other Operating Revenue	1.928	1.927	(0.001)	(0.1)	-	-	-	-	1.928	1.927	(0.001)	(0.1)
Capital and Other Reimbursements	-	-	-	-	1.555	1.994	0.439	28.2	1.555	1.994	0.439	28.2
Total Revenue	\$ 7.125	\$ 6.934	\$ (0.191)	(2.7)	\$ 1.555	\$ 1.994	\$ 0.439	28.2	\$ 8.680	\$ 8.928	\$ 0.248	2.9
Expenses												
Labor:												
Payroll	13.274	12.688	0.586	4.4	0.269	0.521	(0.252)	(93.7)	13.543	13.209	0.334	2.5
Overtime	0.661	1.507	(0.846)	(128.0)	0.625	0.458	0.167	26.7	1.286	1.965	(0.679)	(52.8)
Total Salaries & Wages	\$ 13.935	\$ 14.195	\$ (0.260)	(1.9)	\$ 0.894	\$ 0.979	\$ (0.085)	(9.5)	\$ 14.829	\$ 15.174	\$ (0.345)	(2.3)
Health and Welfare	3.405	3.758	(0.353)	(10.4)	0.445	0.174	0.271	60.9	3.850	3.932	(0.082)	(2.1)
OPEB Current Portion	0.601	0.594	0.007	1.2	-	-	-	-	0.601	0.594	0.007	1.2
Pensions	4.461	5.277	(0.816)	(18.3)	0.093	0.256	(0.163)	(175.3)	4.554	5.533	(0.979)	(21.5)
Other Fringe Benefits	1.064	1.202	(0.138)	(13.0)	0.076	0.146	(0.070)	(92.1)	1.140	1.348	(0.208)	(18.2)
Total Fringe Benefits	\$ 9.531	\$ 10.831	\$ (1.300)	(13.6)	\$ 0.614	\$ 0.576	\$ 0.038	6.2	\$ 10.145	\$ 11.407	\$ (1.262)	(12.4)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 23.466	\$ 25.026	\$ (1.560)	(6.6)	\$ 1.508	\$ 1.555	\$ (0.047)	(3.1)	\$ 24.974	\$ 26.581	\$ (1.607)	(6.4)
Non-Labor:												
Electric Power	4.453	3.808	0.645	14.5	-	-	-	-	4.453	3.808	0.645	14.5
Fuel	0.356	0.129	0.227	63.8	-	-	-	-	0.356	0.129	0.227	63.8
Insurance	0.237	0.239	(0.002)	(0.8)	-	-	-	-	0.237	0.239	(0.002)	(0.8)
Claims	0.252	0.250	0.002	0.8	-	-	-	-	0.252	0.250	0.002	0.8
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.482	1.287	0.195	13.2	-	-	-	-	1.482	1.287	0.195	13.2
Professional Service Contracts	0.385	0.385	-	0.0	-	-	-	-	0.385	0.385	-	0.0
Materials & Supplies	3.238	2.355	0.883	27.3	0.047	0.439	(0.392)	(834.0)	3.285	2.794	0.491	14.9
Other Business Expenses	0.004	0.005	(0.001)	(25.0)	-	-	-	-	0.004	0.005	(0.001)	(25.0)
Total Non-Labor Expenses	\$ 10.407	\$ 8.458	\$ 1.949	18.7	\$ 0.047	\$ 0.439	\$ (0.392)	(834.0)	\$ 10.454	\$ 8.897	\$ 1.557	14.9
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 33.873	\$ 33.484	\$ 0.389	1.1	\$ 1.555	\$ 1.994	\$ (0.439)	(28.2)	\$ 35.428	\$ 35.478	\$ (0.050)	(0.1)
Depreciation	8.258	8.257	0.001	0.0	-	-	-	-	8.258	8.257	0.001	0.0
Other Post Employment Benefits	2.150	2.150	-	0.0	-	-	-	-	2.150	2.150	-	0.0
Total Expenses	\$ 44.281	\$ 43.891	\$ 0.390	0.9	\$ 1.555	\$ 1.994	\$ (0.439)	(28.2)	\$ 45.836	\$ 45.885	\$ (0.049)	(0.1)
Net Surplus/(Deficit)	\$ (37.156)	\$ (36.957)	\$ 0.199	0.5	\$ -	\$ -	\$ -	-	\$ (37.156)	\$ (36.957)	\$ 0.199	0.5

MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN- 2012 MID-YEAR FORECAST
 EXPLANATIONS OF VARIANCES BETWEEN 2012 MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
 November 2012
 (\$ 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.	(0.099)	(20.9)%	Mostly system closure/reduced service due to Tropical Storm Sandy	(0.190)	(3.7)%	Mostly system closure/reduced service due to Tropical Storm Sandy
Other Operating Revenue	Non Reimb.	0.073	51.8%	Favorable timing of student fare reimbursements			
Payroll	Non Reimb.	(0.134)	(11.2)%	Unfavorable timing of expenses	0.586	4.4%	Timing of labor contract resolution and vacancy control savings
Overtime	Non Reimb.	(0.277)	n/a	Mostly impact of Tropical Storm Sandy and vacancy coverage requirements	(0.846) over	(100.0)	Mostly vacancy coverage requirements, Tropical Storm Sandy and the timing of reimbursable project work classification adjustments
Health and Welfare	Non Reimb.	(0.113)	(32.2)%	Timing of expenses	(0.353)	(10.4)%	Timing of expenses
Pension	Non Reimb.	(0.159)	(47.2)%	Timing of expenses	(0.816)	(18.3)%	Timing of expenses
Other Fringe Benefits	Non Reimb.				(0.138)	(13.0)%	Mostly timing and higher Workers' Compensation expenses
Electric Power	Non Reimb.	0.128	29.0%	Mainly lower billings	0.645	14.5%	Mainly lower billings
Fuel	Non Reimb.	0.028	56.0%	Mostly lower non-revenue vehicle and diesel fuel usage	0.227	63.8%	Mostly lower non-revenue vehicle and diesel fuel usage
Mtce. And Other Operating Contracts	Non Reimb.				0.195	13.2%	Timing of expenses
Materials and Supplies	Non Reimb.	0.274	69.0%	Timing of expenses	0.883	27.3%	Timing of expenses
Capital and Other Reimbursements	Reimb.	(0.052)	(43.7)%	Timing of Contractor requirements	0.439	28.2%	Timing of Contractor requirements
Payroll	Reimb.	(0.015)	(75.0)%	Timing of Contractor requirements	(0.252)	(93.7)%	Timing of Contractor requirements
Overtime	Reimb.	0.066	82.5%	Timing of Contractor requirements	0.167	26.7%	Timing of Contractor requirements
Health and Welfare	Reimb.	0.060	90.9%	Timing of Contractor requirements	0.271	60.9%	Timing of Contractor requirements
Pension	Reimb.	(0.004)	over (100.0)	Timing of Contractor requirements	(0.163)	over (100.0)	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	(0.006)	over (100.0)	Timing of Contractor requirements	(0.070)	(92.1)%	Timing of Contractor requirements

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MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 CASH RECEIPTS and EXPENDITURES
 November 2012
 (\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	0.474	1.286	0.812	171.3	5.226	5.725	0.499	9.5
Other Operating Revenue	0.141	0.001	(0.140)	(99.3)	1.948	1.441	(0.507)	(26.0)
Capital and Other Reimbursements	0.314	0.087	(0.227)	(72.3)	2.072	0.275	(1.797)	(86.7)
Total Receipts	\$ 0.929	\$ 1.374	\$ 0.445	47.9	\$ 9.246	\$ 7.441	\$ (1.805)	(19.5)
Expenditures								
Labor:								
Payroll	1.270	3.221	(1.951)	(153.6)	13.576	15.050	(1.474)	(10.9)
Overtime	0.094	0.206	(0.112)	(119.1)	1.272	1.659	(0.387)	(30.4)
Health and Welfare	0.423	0.464	(0.041)	(9.7)	3.845	3.845	-	0.0
OPEB Current Portion	0.056	0.056	-	0.0	0.601	0.594	0.007	1.2
Pensions	0.705	0.495	0.210	29.8	4.230	4.455	(0.225)	(5.3)
Other Fringe Benefits	0.165	0.455	(0.290)	(175.8)	1.646	1.477	0.169	10.3
GASB Account	0.050	0.043	0.007	14.0	0.297	0.092	0.205	69.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.763	\$ 4.940	\$ (2.177)	(78.8)	\$ 25.467	\$ 27.172	\$ (1.705)	(6.7)
Non-Labor:								
Electric Power	0.489	0.327	0.162	33.1	4.735	3.731	1.004	21.2
Fuel	0.050	0.022	0.028	56.0	0.356	0.130	0.226	63.5
Insurance	0.035	0.021	0.014	40.0	0.225	0.209	0.016	7.1
Claims	0.038	0.024	0.014	36.8	0.370	0.252	0.118	31.8
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.161	0.056	0.105	65.2	1.472	1.058	0.414	28.1
Professional Service Contracts	0.065	0.015	0.050	76.9	0.503	0.341	0.162	32.2
Materials & Supplies	0.311	0.074	0.237	76.2	3.382	3.197	0.185	5.5
Other Business Expenditures	0.052	0.001	0.051	98.1	0.316	0.045	0.271	85.8
Total Non-Labor Expenditures	\$ 1.201	\$ 0.540	\$ 0.661	55.0	\$ 11.359	\$ 8.963	\$ 2.396	21.1
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 3.964	\$ 5.480	\$ (1.516)	(38.2)	\$ 36.826	\$ 36.135	\$ 0.691	1.9
Operating Cash Deficit	\$ (3.035)	\$ (4.106)	\$ (1.071)	(35.3)	\$ (27.580)	\$ (28.694)	\$ (1.114)	(4.0)

MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN 2012 MID-YEAR FORECAST AND ACTUAL CASH BASIS
 November 2012
 (\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	0.812	over 100.0%	Mainly the favorable timing of MetroCard cas settlements with NYCT	0.499	9.5%	Mainly the favorable timing of MetroCard cas settlements with NYCT
Other Operating Revenue	(0.140)	(99.3%)	The unfavorable timing of student fare reimbursements	(0.507)	(26.0%)	The unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.227)	(72.3%)	The unfavorable timing of reimbursements	(1.797)	(86.7%)	Mostly the unfavorable timing of reimbursements
Payroll	(1.951)	over (100.0)	The unfavorable timing of retro-wage payments	(1.474)	(10.9%)	The unfavorable timing of retro-wage payments
Overtime	(0.112)	over (100.0)	Mainly the impact of Tropical Storm Sandy and vacancy coverage requirements	(0.387)	(30.4%)	Mainly vacancy coverage requirements, Tropical Storm Sandy and reimbursable project work
Pensions	0.210	29.8%	Mostly favorable timing of payments	(0.225)	(5.3)%	Unfavorable timing of payments
Other Fringe Benefits	(0.290)	over (100.0)	Unfavorable timing of payments	0.169	10.3%	Favorable timing of payments
Electric Power	0.162	33.1%	Mainly lower billings and the favorable timing of payments	1.004	21.2%	Mainly lower billings and the favorable timing of payments
Fuel	0.028	56.0%	Mainly lower non-revenue vehicle and diesel fuel usage	0.226	63.5%	Mainly lower non-revenue vehicle and diesel fuel usage
Claims	0.014	36.8%	The favorable timing of payments	0.118	31.8%	The favorable timing of payments
Maintenance Contracts	0.105	65.2%	Mostly the favorable timing of payments	0.414	28.1%	Mostly the favorable timing of expenses and payments
Professional Service Contracts	0.050	76.9%	Mostly favorable timing of payments	0.162	32.2%	Mostly favorable timing of payments
Materials & Supplies	0.237	76.2%	Mostly favorable timing of expenses	0.185	5.5%	Favorable timing of expenses, partly offset by the unfavorable timing of payments
Other Business Expenses	0.051	98.1%	Favorable timing of payments	0.271	85.8%	Favorable timing of payments

MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 CASH CONVERSION (CASH FLOW ADJUSTMENTS)
 November 2012
 (\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.000	0.911	0.911	-	0.029	0.718	0.689	2,375.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	(0.213)	(0.213)	-	0.020	(0.486)	(0.506)	(2,530.0)
Capital and Other Reimbursements	0.195	0.020	(0.175)	(89.7)	0.517	(1.719)	(2.236)	(432.5)
Total Receipts	\$0.195	\$0.718	\$0.523	268.2	\$0.566	(\$1.487)	(\$2.053)	(362.7)
Expenditures								
Labor:								
Payroll	(0.050)	(1.852)	(1.802)	(3,604.0)	(0.033)	(1.841)	(1.808)	(5,478.8)
Overtime	(0.014)	0.085	0.099	707.1	0.014	0.306	0.292	2,085.7
Health and Welfare	(0.006)	0.006	0.012	200.0	0.005	0.087	0.082	1,640.0
OPEB Current Portion	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(0.367)	0.006	0.373	101.6	0.324	1.078	0.754	232.7
Other Fringe Benefits	(0.132)	(0.418)	(0.286)	(216.7)	(0.506)	(0.129)	0.377	74.5
GASB Account	(0.050)	(0.043)	0.007	14.0	(0.297)	(0.092)	0.205	69.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$0.619)	(\$2.216)	(\$1.597)	(258.0)	(\$0.493)	(\$0.591)	(\$0.098)	(19.9)
Non-Labor:								
Electric Power	(0.047)	(0.013)	0.034	72.3	(0.282)	0.077	0.359	127.3
Fuel	0.000	0.000	0.000	-	0.000	(0.001)	(0.001)	-
Insurance	(0.013)	0.000	0.013	100.0	0.012	0.030	0.018	150.0
Claims	(0.014)	0.000	0.014	100.0	(0.118)	(0.002)	0.116	98.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	(0.010)	0.095	0.105	-	0.010	0.229	0.219	2,190.0
Professional Service Contracts	(0.030)	0.020	0.050	166.7	(0.118)	0.044	0.162	137.3
Materials & Supplies	0.037	0.049	0.012	32.4	(0.097)	(0.403)	(0.306)	(315.5)
Other Business Expenditures	(0.052)	0.000	0.052	-	(0.312)	(0.040)	0.272	-
Total Non-Labor Expenditures	(\$0.129)	\$0.151	\$0.280	-	(\$0.905)	(\$0.066)	\$0.839	-
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	(\$0.748)	(\$2.065)	(\$1.317)	(176.1)	(\$1.398)	(\$0.657)	\$0.741	53.0
Depreciation Adjustment	0.742	0.742	0.000	0.0	8.258	8.257	(0.001)	(0.0)
Other Post Employment Benefits	0.150	0.150	0.000	0.0	2.150	2.150	0.000	0.0
Total Expenditures	\$0.144	(\$1.173)	(\$1.317)	(914.6)	\$9.010	\$9.750	\$0.740	8.2
Total Cash Conversion Adjustments	\$0.339	(\$0.455)	(\$0.794)	(234.2)	\$9.576	\$8.263	(\$1.313)	(13.7)

MTA STATEN ISLAND RAILWAY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2012 YEAR-TO-DATE
(\$ in millions)

	November 2012 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual Results	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	7.1	7.0	6.9	(0.2)	(2.8)	(0.1)	(1.4)
Total Expenses before Depreciation, OPEB and Environmental Remediation	33.9	34.6	33.5	0.4	1.2	1.1	3.2
Depreciation	8.2	8.2	8.2	0.0	0.0	0.0	0.0
OPEB Account	2.2	2.2	2.2	0.0	0.0	0.0	0.0
Total Expenses	44.3	45.0	43.9	0.4	0.9	1.1	2.4
Net Surplus/(Deficit)	(37.2)	(38.0)	(37.0)	0.2	0.5	1.0	2.6

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NOVEMBER 2012 YEAR-TO-DATE
(\$ in millions)

	November 2012 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	(0.1)	(1.4)	Lower ridership due to impact of Tropical Storm Sandy
Total Expenses (Nonreimbursable)	1.1	2.4	Mostly the favorable timing of labor contract resolution and energy underruns, partly offset by the unfavorable timing of material expenses and higher overtime expenses

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2012 MID-YEAR FORECAST VERSUS 2012 PRELIMINARY ACTUAL
(in millions)**

<u>Month of November</u>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.407	0.318	(0.088)	(21.7%)	System closure due to Superstorm Sandy, and reduced service after Superstorm Sandy
<u>Year to Date</u>				
4.262	4.122	(0.140)	(3.3%)	

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

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2011 ACTUAL VERSUS 2012 PRELIMINARY ACTUAL
(in millions)**

	<u>Month of November</u>				<u>Explanation</u>
	<u>2011</u>	<u>2012</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.017	0.015	(0.002)	(11.2%)	Reduced service after Superstorm Sandy
Average Weekend	0.009	0.008	(0.001)	(14.7%)	Reduced service after Superstorm Sandy
	<u>12-Month Rolling Average</u>				
Average Weekday	0.016	0.016	0.000	1.0%	
Average Weekend	0.009	0.009	(0.000)	(4.5%)	System closure due to Superstorm Sandy, and reduced service after Superstorm Sand

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

MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
 November 2012

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	14	13	1
General Office	9	6	3
Purchasing/Stores	6	6	0
Total Administration	29	25	4
Operations			
Transportation	91	102	(11)
Total Operations	91	102	(11)
Maintenance			
Mechanical	43	41	2
Electronics/Electrical	12	7	5
Power/Signals	26	26	0
Maintenance of Way	46	46	0
Infrastructure	25	26	(1)
Total Maintenance	152	146	6
Total Positions	272	273	(1)
Non-Reimbursable	269	270	(1)
Reimbursable	3	3	0
Total Full-Time	272	273	(1)
Total Full-Time-Equivalents	0	0	0

4.37

MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 November 2012

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	12	4	
Professional, Technical, Clerical	13	13	0	
Operational Hourlies	0	0	0	
Total Administration	29	25	4	
Operations				
Managers/Supervisors	5	4	1	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	83	95	(12)	
Total Operations	91	102	(11)	
Maintenance				
Managers/Supervisors	7	13	(6)	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	142	132	10	
Total Maintenance	152	146	6	
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	29	(1)	
Professional, Technical, Clerical	19	17	2	
Operational Hourlies	225	227	(2)	
Total Positions	272	273	(1)	

Report



MTA BUS FINANCIAL & RIDERSHIP REPORT

MTA BUS COMPANY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2012 YEAR-TO-DATE
(\$ in millions)

4.40

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	186.0	185.3	184.4	(1.6)	(0.9)	(0.9)	(0.5)
Total Expenses before Non-Cash Liability Adjs	486.0	502.3	490.4	(4.4)	(0.9)	11.9	2.4
Depreciation	38.8	38.8	41.6	(2.7)	(7.1)	(2.7)	(7.1)
OPEB Obligation	50.8	50.8	50.7	0.1	0.2	0.1	0.2
Environmental Remediation			2.2	(2.2)		(2.2)	
Total Expenses	575.6	591.9	584.9	(9.3)	(1.6)	7.0	1.2
Net Surplus/(Deficit)	(389.6)	(406.6)	(400.5)	(10.8)	(2.8)	6.2	1.5

Note: Totals may not add due to rounding

MTA BUS COMPANY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2012 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$0.9)	(0.5)	Mainly due to revenue loss as a result of Tropical Storm Sandy offset by favorable Other Operating Income
Total Expenses	\$7.0	1.2	Mainly due to the timing of non labor expenses offset by unfavorable labor and other non-cash operating expenses.

4.41

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
 November 2012
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	Mid Year Forecast	Actual	(Unfavorable)		Mid Year Forecast	Actual	(Unfavorable)		Mid Year Forecast	Actual	(Unfavorable)	
Variance			Percent	Variance			Percent	Variance			Percent	
Revenue												
Farebox Revenue	\$ 14.851	\$ 13.268	\$ (1.583)	(10.7)	\$ -	\$ -	\$ -	-	\$ 14.851	\$ 13.268	\$ (1.583)	(10.7)
Other Operating Income	1.673	1.772	0.099	5.9	-	-	-	-	1.673	1.772	0.099	5.9
Capital and Other Reimbursements	-	-	-	-	0.969	0.493	(0.476)	(49.2)	0.969	0.493	(0.476)	(49.2)
Total Revenue	\$ 16.524	\$ 15.040	\$ (1.484)	(9.0)	\$ 0.969	\$ 0.493	\$ (0.476)	(49.2)	\$ 17.493	\$ 15.533	\$ (1.960)	(11.2)
Labor:												
Payroll	\$ 17.508	\$ 21.463	\$ (3.955)	(22.6)	\$ 0.670	\$ 0.330	\$ 0.340	50.7	\$ 18.178	\$ 21.794	\$ (3.616)	(19.9)
Overtime	3.321	4.566	(1.245)	(37.5)	-	-	-	-	3.321	4.566	(1.245)	(37.5)
Health and Welfare	3.539	5.254	(1.715)	(48.5)	0.092	0.095	(0.003)	(2.9)	3.631	5.348	(1.717)	(47.3)
OPEB Current Payment	1.078	1.216	(0.138)	(12.8)	-	-	-	-	1.078	1.216	(0.138)	(12.8)
Pensions	3.076	3.822	(0.746)	(24.2)	0.042	0.047	(0.005)	(11.1)	3.118	3.869	(0.751)	(24.1)
Other Fringe Benefits	1.952	2.150	(0.198)	(10.1)	0.056	0.021	0.035	62.4	2.008	2.171	(0.163)	(8.1)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 30.474	\$ 38.470	\$ (7.996)	(26.2)	\$ 0.860	\$ 0.493	\$ 0.367	42.7	\$ 31.334	\$ 38.963	\$ (7.629)	(24.3)
Non-Labor:												
Electric Power	\$ 0.111	\$ 0.110	\$ 0.001	0.5	\$ -	\$ -	\$ -	-	\$ 0.111	\$ 0.110	\$ 0.001	0.5
Fuel	3.649	2.743	0.906	24.8	-	-	-	-	3.649	2.743	0.906	24.8
Insurance	1.269	1.281	(0.012)	(0.9)	-	-	-	-	1.269	1.281	(0.012)	(0.9)
Claims	2.084	2.083	0.001	0.0	-	-	-	-	2.084	2.083	0.001	0.0
Maintenance and Other Operating Contracts	2.262	1.440	0.822	36.3	0.039	-	0.039	100.0	2.301	1.440	0.861	37.4
Professional Service Contracts	0.433	0.445	(0.012)	(2.9)	-	-	-	-	0.433	0.445	(0.012)	(2.9)
Materials & Supplies	2.909	2.479	0.430	14.8	0.070	-	0.070	100.0	2.979	2.479	0.500	16.8
Other Business Expense	0.387	0.225	0.162	41.8	-	-	-	-	0.387	0.225	0.162	41.8
Total Non-Labor Expenses	\$ 13.104	\$ 10.808	\$ 2.296	17.5	\$ 0.109	\$ -	\$ 0.109	100.0	\$ 13.213	\$ 10.808	\$ 2.405	18.2
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 43.578	\$ 49.278	\$ (5.700)	(13.1)	\$ 0.969	\$ 0.493	\$ 0.476	49.2	\$ 44.547	\$ 49.771	\$ (5.224)	(11.7)
Depreciation	3.394	3.855	(0.461)	(13.6)	-	-	-	-	3.394	3.855	(0.461)	(13.6)
OPEB Obligation	4.631	4.618	0.013	0.3	-	-	-	-	4.631	4.618	0.013	0.3
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 51.603	\$ 57.751	\$ (6.148)	(11.9)	\$ 0.969	\$ 0.493	\$ 0.476	49.2	\$ 52.572	\$ 58.244	\$ (5.672)	(10.8)
Net Surplus/(Deficit)	\$ (35.079)	\$ (42.711)	\$ (7.632)	(21.8)	\$ -	\$ -	\$ -	-	\$ (35.079)	\$ (42.711)	\$ (7.632)	(21.8)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
 November 2012 Year-To-Date
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable		Mid Year Forecast	Actual	Favorable		Mid Year Forecast	Actual	Favorable	
			(Unfavorable)	Percent			(Unfavorable)	Percent			(Unfavorable)	Percent
Revenue												
Farebox Revenue	\$ 168.411	\$ 165.661	\$ (2.750)	(1.6)	\$ -	\$ -	\$ -	-	\$ 168.411	\$ 165.661	\$ (2.750)	(1.6)
Other Operating Income	17.585	18.753	1.168	6.6	-	-	-	-	17.585	18.753	1.168	6.6
Capital and Other Reimbursements	-	-	-	-	7.757	5.490	(2.267)	(29.2)	7.757	5.490	(2.267)	(29.2)
Total Revenue	\$ 185.996	\$ 184.414	\$ (1.582)	(0.9)	\$ 7.757	\$ 5.490	\$ (2.267)	(29.2)	\$ 193.753	\$ 189.903	\$ (3.850)	(2.0)
Expenses												
Labor:												
Payroll	\$ 205.020	\$ 216.764	\$ (11.744)	(5.7)	\$ 5.045	\$ 3.618	\$ 1.427	28.3	\$ 210.065	\$ 220.382	\$ (10.317)	(4.9)
Overtime	39.730	44.250	(4.520)	(11.4)	-	-	-	-	39.730	44.250	(4.520)	(11.4)
Health and Welfare	39.190	40.952	(1.762)	(4.5)	0.959	0.937	0.022	2.3	40.149	41.889	(1.740)	(4.3)
OPEB Current Payment	13.508	15.253	(1.745)	(12.9)	-	-	-	-	13.508	15.253	(1.745)	(12.9)
Pensions	37.171	41.193	(4.022)	(10.8)	0.452	0.461	(0.009)	(2.1)	37.623	41.654	(4.031)	(10.7)
Other Fringe Benefits	21.236	21.143	0.093	0.4	0.407	0.188	0.219	53.8	21.643	21.331	0.312	1.4
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 355.855	\$ 379.555	\$ (23.700)	(6.7)	\$ 6.863	\$ 5.204	\$ 1.659	24.2	\$ 362.718	\$ 384.759	\$ (22.041)	(6.1)
Non-Labor:												
Electric Power	\$ 1.069	\$ 1.088	\$ (0.019)	(1.8)	\$ -	\$ -	\$ -	-	\$ 1.069	\$ 1.088	\$ (0.019)	(1.8)
Fuel	30.828	23.991	6.837	22.2	-	-	-	-	30.828	23.991	6.837	22.2
Insurance	14.083	14.164	(0.081)	(0.6)	-	-	-	-	14.083	14.164	(0.081)	(0.6)
Claims	22.919	22.913	0.006	0.0	-	-	-	-	22.919	22.913	0.006	0.0
Maintenance and Other Operating Contracts	24.092	16.191	7.901	32.8	0.179	(0.110)	0.289	*	24.271	16.081	8.190	33.7
Professional Service Contracts	5.244	4.507	0.737	14.0	-	-	-	-	5.244	4.507	0.737	14.0
Materials & Supplies	28.038	24.885	3.153	11.2	0.715	0.396	0.319	44.7	28.753	25.281	3.472	12.1
Other Business Expense	3.858	3.079	0.779	20.2	-	-	-	-	3.858	3.079	0.779	20.2
Total Non-Labor Expenses	\$ 130.131	\$ 110.820	\$ 19.311	14.8	\$ 0.894	\$ 0.286	\$ 0.608	68.1	\$ 131.025	\$ 111.105	\$ 19.920	15.2
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 485.986	\$ 490.375	\$ (4.389)	(0.9)	\$ 7.757	\$ 5.490	\$ 2.267	29.2	\$ 493.743	\$ 495.864	\$ (2.121)	(0.4)
Depreciation	38.840	41.582	(2.742)	(7.1)	-	-	-	-	38.840	41.582	(2.742)	(7.1)
OPEB Obligation	50.786	50.708	0.078	0.2	-	-	-	-	50.786	50.708	0.078	0.2
Environmental Remediation	-	2.203	(2.203)	-	-	-	-	-	-	2.203	(2.203)	-
Total Expenses	\$ 575.612	\$ 584.868	\$ (9.256)	(1.6)	\$ 7.757	\$ 5.490	\$ 2.267	29.2	\$ 583.369	\$ 590.357	\$ (6.988)	(1.2)
Net Surplus/(Deficit)	\$ (389.616)	\$ (400.454)	\$ (10.838)	(2.8)	\$ -	\$ 0.000	\$ 0.000	-	\$ (389.616)	\$ (400.454)	\$ (10.838)	(2.8)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	November 2012			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (1,583)	(10.7)	Mainly due to revenue loss from Tropical Storm Sandy	\$ (2,750)	(1.6)	Mainly due to revenue loss from Tropical Storm Sandy
Other Operating Revenue	NR	\$ 0.099	5.9	Favorable student fare reimbursements, insurance recoveries and misc revenues	\$ 1,168	6.6	Favorable student fare reimbursements, insurance recoveries and misc revenues
Capital and Other Reimbursements	R	\$ (0,476)	(49.2)	Timing of reimbursement receipts, delayed charges and vacancies	\$ (2,267)	(29.2)	Timing of reimbursement receipts, delayed charges and vacancies
Total Revenue Variance		\$ (1,960)	(11.2)		\$ (3,850)	(2.0)	
Payroll	NR	\$ (3,955)	(22.6)	Mainly due to higher rate of pay for MPA, timing of reimbursable billings, unbudgeted misc labor expenses, greater than budgeted headcount and Tropical Storm Sandy	\$ (11,744)	(5.7)	Mainly due to higher rate of pay for MPA, timing of reimbursable billings, unbudgeted misc labor expenses, greater than budgeted headcount and Tropical Storm Sandy
Overtime	NR	\$ (1,245)	(37.5)	Primarily due to Tropical Storm Sandy, traffic delays and the preventative maintenance initiative	\$ (4,520)	(11.4)	Primarily due to Tropical Storm Sandy, traffic delays and preventative maintenance initiative
Health and Welfare (including OPEB)	NR	\$ (1,853)	(40.1)	Mostly due to higher claims and unfavorable timing of expenses	\$ (3,507)	(6.7)	Mostly due to higher claims and unfavorable timing of expenses
Pension	NR	\$ (0,746)	(24.2)	Higher expenses and third party re-estimate revised in the Nov Plan	\$ (4,022)	(10.8)	Higher expenses and third party re-estimate revised in the Nov Plan
Other Fringe Benefits	NR	\$ (0,198)	(10.1)	Related to the payroll and overtime over-runs	\$ 0,093	0.4	(a)
Electric Power	NR	\$ 0,001	0.5	(a)	\$ (0,019)	0.5	(a)
Fuel	NR	\$ 0,906	24.8	Mainly due to timing of charges and Tropical Storm Sandy	\$ 6,837	22.2	Mainly due to timing of charges and Tropical Storm Sandy
Insurance	NR	\$ (0,012)	(0.9)	(a)	\$ (0,081)	(0.6)	(a)
Claims	NR	\$ 0,001	0.0	(a)	\$ 0,006	0.0	(a)
Maintenance and Other Operating Contracts	NR	\$ 0,822	36.3	Timing of charges	\$ 7,901	32.8	Timing of charges
Professional Service Contracts	NR	\$ (0,012)	(2.9)	(a)	\$ 0,737	14.0	Timing of charges
Materials & Supplies	NR	\$ 0,430	14.8	Timing of charges	\$ 3,153	11.2	Timing of charges
Other Business Expense	NR	\$ 0,162	41.8	Timing of charges	\$ 0,779	20.2	Timing of charges
Depreciation	NR	\$ (0,461)	(13.6)		\$ (2,742)	(7.1)	
Other Post Employment Benefits	NR	\$ 0,013	0.3	(a)	\$ 0,078	0.2	(a)
Environmental Remediation		\$ -	-		\$ (2,203)	-	
Payroll	R	\$ 0,340	50.7	Timing and delayed charges	\$ 1,427	28.3	Timing and delayed charges; vacancies.
Health and Welfare	R	\$ (0,003)	(2.9)	} Timing of charges	\$ 0,022	2.3	} Timing of charges.
Pension	R	\$ (0,005)	(11.1)		\$ (0,009)	(2.1)	
Other Fringe Benefits	R	\$ 0,035	62.4		\$ 0,219	53.8	
Maintenance and Other Operating Contracts	R	\$ 0,039	*	Timing of charges	\$ 0,289	*	Diesel fuel charges & credits
Materials & Supplies	R	\$ 0,070	*	Timing of charges	\$ 0,319	*	Timing of charges
Total Expense Variance		\$ (5,672)	(10.8)		\$ (6,988)	(1.2)	
Net Variance		\$ (7,632)	(21.8)		\$ (10,838)	(2.8)	

(a) - Variance less than 5%

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	November 2012				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ 15.017	\$ 11.196	\$ (3.821)	(25.4)	\$ 169.265	\$ 164.705	\$ (4.560)	(2.7)
Other Operating Revenue	1.947	0.337	(1.610)	(82.7)	17.348	17.959	0.611	3.5
Capital and Other Reimbursements	1.626	-	(1.626)	(100.0)	11.217	1.461	(9.756)	(87.0)
Total Receipts	\$ 18.590	\$ 11.533	\$ (7.057)	(38.0)	\$ 197.830	\$ 184.125	\$ (13.705)	(6.9)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 21.024	\$ 20.962	\$ 0.062	0.3	\$ 230.621	\$ 202.473	\$ 28.148	12.2
Overtime	3.244	4.566	(1.322)	(40.7)	39.965	44.825	(4.860)	(12.2)
Health and Welfare	6.006	0.012	5.994	99.8	46.458	63.634	(17.176)	(37.0)
OPEB Current Payment	2.196	1.100	1.096	49.9	18.676	13.133	5.543	29.7
Pensions	3.194	3.280	(0.086)	(2.7)	37.374	40.097	(2.723)	(7.3)
Other Fringe Benefits	2.420	1.925	0.495	20.5	23.496	19.465	4.031	17.2
GASB Account	0.617	-	0.617	100.0	3.702	-	3.702	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 38.701	\$ 31.845	\$ 6.856	17.7	\$ 400.292	\$ 383.627	\$ 16.665	4.2
<i>Non-Labor:</i>								
Electric Power	\$ 0.111	\$ 0.110	\$ 0.001	0.5	\$ 1.069	\$ 1.008	\$ 0.061	5.7
Fuel	4.095	0.140	3.955	96.6	38.547	37.386	1.161	3.0
Insurance	3.797	0.463	3.334	87.8	28.804	15.487	13.317	46.2
Claims	2.725	0.310	2.415	88.6	19.112	6.617	12.495	65.4
Maintenance and Other Operating Contracts	3.154	1.097	2.057	65.2	26.698	12.504	14.194	53.2
Professional Service Contracts	0.909	0.013	0.896	98.5	6.768	1.976	4.792	70.8
Materials & Supplies	3.481	2.813	0.668	19.2	36.774	30.801	5.973	16.2
Other Business Expenses	0.682	0.157	0.525	76.9	4.907	1.860	3.047	62.1
Total Non-Labor Expenditures	\$ 18.954	\$ 5.103	\$ 13.851	73.1	\$ 162.679	\$ 107.637	\$ 55.042	33.8
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 57.655	\$ 36.948	\$ 20.707	35.9	\$ 562.971	\$ 491.264	\$ 71.707	12.7
Operating Cash Surplus/(Deficit)	\$ (39.065)	\$ (25.415)	\$ 13.650	34.9	\$ (365.141)	\$ (307.139)	\$ 58.002	15.9

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	November 2012			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Operating Receipts or Disbursements						
Farebox Revenue	\$ (3.821)	(25.4)	Mainly due to Tropical Storm Sandy, reduced ridership and timing of receipts	\$ (4.560)	(2.7)	Mainly due to Tropical Storm Sandy, reduced ridership and timing of receipts
Other Operating Revenue	(1.610)	(82.7)	Timing of receipts	0.611	3.5	Higher student and senior reimbursement receipts offset by loss from Tropical Storm Sandy
Capital and Other Reimbursements	(1.626)	(100.0)	Timing of reimbursement receipts and delayed charges	(9.756)	(87.0)	Timing of reimbursement receipts and delayed charges
Total Receipts	\$ (7.057)	(38.0)		\$ (13.705)	(6.9)	
Payroll	\$ 0.062	0.3	Timing of inter-agency payments and delayed contract settlements	\$ 28.148	12.2	Timing of inter-agency payments and delayed contract settlements
Overtime	(1.322)	(40.7)	Primarily due to Tropical Storm Sandy, traffic delays and the preventative maintenance initiative	(4.860)	(12.2)	Primarily due to Tropical Storm Sandy, traffic delays and the preventative maintenance initiative
Health and Welfare (including OPEB)	7.090	86.4	Timing of payments	(11.633)	(17.9)	Prior period payments and higher claims
Pension	(0.086)	(2.7)	(a)	(2.723)	(7.3)	Higher expenses and third party re-estimate revised in the Nov Plan
Other Fringe Benefits	0.495	20.5	Timing of payments	4.031	17.2	Timing of payments
GASB	0.617	100.0	Timing of payments	3.702	100.0	Timing of payments
Electric Power	0.001	0.5	(a)	0.061	5.7	Timing of payments
Fuel	3.955	96.6	Timing of payments	1.161	3.0	(a)
Insurance	3.334	87.8	Timing of payments	13.317	46.2	Timing of payments
Claims	2.415	88.6	Timing of payments	12.495	65.4	Timing of payments
Maintenance and Other Operating Contracts	2.057	65.2	Timing of payments	14.194	53.2	Timing of payments
Professional Service Contracts	0.896	98.5	Timing of payments	4.792	70.8	Timing of payments
Materials & Supplies	0.668	19.2	Timing of payments	5.973	16.2	Timing of payments
Other Business Expenditure	0.525	76.9	Timing of payments	3.047	62.1	Timing of payments
Total Expenditures	\$ 20.707	35.9		\$ 71.707	12.7	
Net Cash Variance	\$ 13.650	34.9		\$ 58.002	15.9	

(a) - Variance less than 5%

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	November 2012				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ 0.166	\$ (2.072)	\$ (2.238)	*	\$ 0.854	\$ (0.956)	\$ (1.810)	*
Other Operating Revenue	0.274	(1.435)	(1.709)	*	(0.237)	(0.793)	(0.556)	*
Capital and Other Reimbursements	0.657	(0.493)	(1.150)	*	3.460	(4.029)	(7.489)	*
Total Receipts	\$ 1.097	\$ (4.000)	\$ (5.097)	*	\$ 4.077	\$ (5.778)	\$ (9.855)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$ (2.846)	\$ 0.832	\$ 3.678	*	\$ (20.556)	\$ 17.909	\$ 38.465	*
Overtime	0.077	-	(0.077)	(100.0)	(0.235)	(0.575)	(0.340)	*
Health and Welfare	(2.375)	5.336	7.711	*	(6.309)	(21.745)	(15.436)	*
OPEB Current Payment	(1.118)	0.116	1.234	*	(5.168)	2.120	7.288	*
Pensions	(0.076)	0.588	0.664	*	0.249	1.558	1.309	*
Other Fringe Benefits	(0.412)	0.246	0.658	*	(1.853)	1.865	3.718	*
GASB Account	(0.617)	-	0.617	100.0	(3.702)	-	3.702	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ (7.367)	\$ 7.118	\$ 14.485	*	\$ (37.574)	\$ 1.132	\$ 38.706	*
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ 0.080	\$ 0.080	-
Fuel for Buses and Trains	(0.446)	2.603	3.049	*	(7.719)	(13.394)	(5.675)	(73.5)
Insurance	(2.528)	0.818	3.346	*	(14.721)	(1.322)	13.399	91.0
Claims	(0.641)	1.773	2.414	*	3.807	16.296	12.489	*
Maintenance and Other Operating Contracts	(0.853)	0.344	1.197	*	(2.427)	3.577	6.004	*
Professional Service Contracts	(0.476)	0.432	0.908	*	(1.524)	2.532	4.056	*
Materials & Supplies	(0.502)	(0.334)	0.168	33.5	(8.021)	(5.520)	2.501	31.2
Other Business Expenditures	(0.295)	0.068	0.363	*	(1.049)	1.220	2.269	*
Total Non-Labor Expenditures	\$ (5.741)	\$ 5.704	\$ 11.445	*	\$ (31.654)	\$ 3.468	\$ 35.122	*
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.	\$ (13.108)	\$ 12.822	\$ 25.930	*	\$ (69.228)	\$ 4.600	\$ 73.828	*
Depreciation Adjustment	3.394	3.855	0.461	13.6	38.840	41.582	2.742	7.1
Other Post Employment Benefits	4.631	4.618	(0.013)	(0.3)	50.786	50.708	(0.078)	(0.2)
Environmental Remediation	-	-	-	-	-	2.203	2.203	-
Total Expenses/Expenditures	\$ (5.083)	\$ 21.295	\$ 26.378	*	\$ 20.398	\$ 99.093	\$ 78.695	*
Total Cash Conversion Adjustments	\$ (3.986)	\$ 17.295	\$ 21.281	*	\$ 24.475	\$ 93.315	\$ 68.840	*

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
Utilization
(In millions)

	<u>November 2012</u>			<u>Year-to-date as of November 2012</u>		
	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$ 14.851	\$ 13.268	\$ (1.583)	\$ 168.411	\$ 165.661	\$ (2.750)
Total Farebox Revenue	\$ 14.851	\$ 13.268	\$ (1.583)	\$ 168.411	\$ 165.661	\$ (2.750)
Other Revenue	\$ 1.673	\$ 1.772	\$ 0.099	\$ 17.585	\$ 18.753	\$ 1.168
Capital & Other	0.969	0.493	(0.476)	7.757	5.490	(2.267)
Total Revenue	\$ 17.493	\$ 15.533	\$ (1.960)	\$ 193.753	\$ 189.903	\$ (3.850)
<u>Ridership</u>						
Fixed Route	10.187	9.437	(0.750)	112.009	109.938	(2.071)
Total Ridership	10.187	9.437	(0.750)	112.009	109.938	(2.071)

MTA BUS COMPANY
 FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
 TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION and DEPARTMENT
 November 2012

FUNCTION / DEPARTMENT	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Office of the EVP	4	4	-	
Human Resources	6	8	(2)	
Office of Management and Budget	14	13	1	
Technology & Information Services	17	18	(1)	
Material	19	16	3	
Controller	18	26	(8)	
Office of the President	6	7	(1)	
System Safety Administration	5	2	3	
Law	21	23	(2)	
Corporate Communications	2	2	-	
Labor Relations	4	-	4	
Strategic Office	8	6	2	
Non-Departmental	61	-	61	Timing of Training Requirements
Total Administration	185	125	60	
Buses	2,060	2,177	(117)	
Office of the Executive VP	1	1	-	
Safety & Training	21	81	(60)	
Road Operations	117	117	-	
Transportation Support	20	20	-	
Operations Planning	30	30	-	
Revenue Control	21	20	1	
Total Operations	2,270	2,446	(176)	Students in Training
Buses	738	737	1	
Maintenance Support/CMF	154	157	(3)	
Facilities	72	40	32	
Supply Logistics	85	80	5	Vacancies Replaced by MOU
Total Maintenance	1,049	1,014	35	
Capital Program Management	38	33	5	
Total Engineering/Capital	38	33	5	
Security	14	14	-	
Total Public Safety	14	14	-	
Total Positions	3,556	3,632	(76)	
Non-Reimbursable	3,492	3,574	(82)	
Reimbursable	64	58	6	
Total Full-Time	3,541	3,618	(77)	
Total Full-Time Equivalents	15	14	1	

4.49

MTA BUS COMPANY
 FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
 TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION AND OCCUPATIONAL GROUP
 November 2012

FUNCTION / OCCUPATION	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	49	42	7	
Professional, Technical, Clerical	75	83	(8)	
Operational Hourlies	61	-	61	
Total Administration	185	125	60	Timing of Training Requirements
Operations				
Managers/Supervisors	302	295	7	
Professional, Technical, Clerical	50	54	(4)	
Operational Hourlies	1,918	2,097	(179)	
Total Operations	2,270	2,446	(176)	Students in Training
Maintenance				
Managers/Supervisors	197	194	3	
Professional, Technical, Clerical	13	13	-	
Operational Hourlies	839	807	32	
Total Maintenance	1,049	1,014	35	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	22	18	4	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
Total Engineering/Capital	38	33	5	
Public Safety				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	2	(2)	
Total Public Safety	14	14	-	
Total Baseline Positions				
Managers/Supervisors	581	556	25	
Professional, Technical, Clerical	157	170	(13)	
Operational Hourlies	2,818	2,906	(88)	
Total Baseline Positions	3,556	3,632	(76)	

4.50

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

	November			November Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	1,736 3.6%	\$0.1 3.3%	Less than schedule service operated	52,819 9.6%	\$1.4 6.0%	Less than schedule service operated
Unscheduled Service	(3,245) -89.6%	(\$0.1) -44.0%		(12,293) -32.7%	(\$0.4) -23.8%	
Programmatic/Routine Maintenance	(6,850) -47.9%	(\$0.5) -80.2%		(15,077) -8.4%	(\$2.2) -27.4%	Primarily due to Summer preventative maintenance initiative and the residual effect of the bus maintenance program
Unscheduled Maintenance	- 0.0%	\$0.0 0.0%		105 100.0%	\$0.0 0.5%	
Vacancy/Absentee Coverage	(3,151) -32.7%	(\$0.2) -40.8%	Absentee Coverage	(88,407) -65.4%	(\$2.3) -38.2%	Vacancy and absentee Coverage
Weather Emergencies	(13,487) -12803.8%	(\$0.5) -8774.2%	Tropical Storm Sandy	(24,943) -698.7%	(\$1.0) -548.6%	Tropical Storm Sandy
Safety/Security/Law Enforcement	90 40.2%	\$0.0 46.6%		1,028 42.7%	\$0.0 28.3%	
Other	37 6.0%	(\$0.0) -28.7%		228 3.0%	(\$0.0) -11.1%	
Subtotal	(24,870) -32.2%	(\$1.2) -37.5%		(86,542) -9.4%	(\$4.5) -11.4%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(24,870)	(\$1.2)		(86,542)	(\$4.5)	

4.51

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

NON-REIMBURSABLE OVERTIME	November						November Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<u>Scheduled Service</u>	48,698	\$2.0	46,961	\$1.9	1,736	\$0.1	551,712	\$23.4	498,893	\$22.0	52,819	\$1.4
					3.6%	3.3%					9.6%	6.0%
<u>Unscheduled Service</u>	3,623	\$0.2	6,868	\$0.3	(3,245)	(0.1)	37,604	\$1.7	49,897	\$2.1	(12,293)	(0.4)
					-89.6%	-44.0%					-32.7%	-23.8%
<u>Programmatic/Routine Maintenance</u>	14,305	\$0.6	21,155	\$1.1	(6,850)	(0.5)	180,535	\$7.9	195,613	\$10.0	(15,077)	(2.2)
					-47.9%	-80.2%					-8.4%	-27.4%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	105	\$0.0	0	\$0.0	105	0.0
					0.0%	0.0%					100.0%	0.5%
<u>Vacancy/Absentee Coverage</u>	9,632	\$0.5	12,783	\$0.7	(3,151)	(0.2)	135,138	\$6.1	223,545	\$8.4	(88,407)	(2.3)
					-32.7%	-40.8%					-65.4%	-38.2%
<u>Weather Emergencies</u>	105	\$0.0	13,592	\$0.5	(13,487)	(0.5)	3,570	\$0.2	28,513	\$1.2	(24,943)	(1.0)
					-12803.8%	-8774.2%					-698.7%	-548.6%
<u>Safety/Security/Law Enforcement</u>	224	\$0.0	134	\$0.0	90	0.0	2,409	\$0.1	1,381	\$0.1	1,028	0.0
					40.2%	46.6%					42.7%	28.3%
<u>Other</u>	606	\$0.0	569	\$0.0	37	(0.0)	7,682	\$0.4	7,454	\$0.4	228	(0.0)
					6.0%	-28.7%					3.0%	-11.1%
Subtotal	77,194	\$3.3	102,063	\$4.6	(24,870)	(\$1.2)	918,755	\$39.7	1,005,296	\$44.3	(86,542)	(\$4.5)
					-32.2%	-37.5%					-9.4%	-11.4%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	77,194	\$3.3	102,063	\$4.6	(24,870)	(\$1.2)	918,755	\$39.7	1,005,296	\$44.3	(86,542)	(\$4.5)
					-32.2%	-37.5%					-9.4%	-11.4%

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2011 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 relat
<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 <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance n
<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
<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.

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through November 30, New York City Transit's performance against its 2012 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$75.3	\$59.0	78
Design Completions	108.9	52.2	48
Awards	2,588.7	2,174.1	84
Substantial Completions	2,698.2	2,154.0	80
Closeouts	4,204.1	994.6	24

During November, NYCT awarded projects totaling \$392.6 million, including:

- modernization of the Union Turnpike and 71st Avenue Interlocking on the Queens Boulevard Line in Queens; and
- installation of Public Address /Customer Information Systems at 43 subway stations.

During the same period, NYCT substantially completed projects totaling \$408.8 million including:

- modernization of the interlockings at Lexington and 5th Avenue on the Queens Boulevard Line in Manhattan;
- rehabilitation of the Bleecker Street Station on the Lexington Avenue **6** Line in Manhattan including full ADA accessibility and a free transfer connection between the Broadway / Lafayette Street Station on the 6th Avenue **B D F V** Lines and the uptown platform of the Bleecker Street Station; and
- capital improvement work at five stations and the associated line structures on the West End **D M** Lines in Brooklyn.

Also during November, NYCT completed one design project for \$0.6 million, and closed out five projects for \$33.5 million.

Capital Program Status
November 2012

During November, NYCT awarded projects totaling \$392.6 million, including a \$297.8 million project to modernize and improve the reliability of the Union Turnpike and 71st Avenue Interlocking located on the Queens Boulevard Line in Queens. The project scope includes a new conventional relay-based interlocking and the construction of new relay rooms to house associated equipment. This project is necessary for future implementation of Communications Based Train Control (CBTC) on this line.

NYCT also committed \$9.6 million of a \$47 million project to commence installation of Public Address / Customer Information Systems at 43 subway stations. Remaining funds are scheduled to be committed in the near future. The systems to be installed under this project will feature audio and text-messaging capabilities, and will be connected to the NYCT communications network.

Also during November, NYCT substantially completed projects totaling \$408.8 million including the \$141.1 million modernization of the signal interlockings at Lexington and 5th Avenue on the Queens Boulevard Line in Manhattan that will pave the way for implementation of Communications Based Train Control (CBTC). This project scope also included construction of new relay rooms to house associated equipment.

NYCT completed three companion projects totaling \$127.1 million to rehabilitate the historic Bleecker Street Station on the Lexington 6 Line in Manhattan. The scope included rehabilitation of street entrances, restoration of historic wall finishes, repair of structural deficiencies, widening of the southbound platform, new lighting, and upgrades to electrical, communication and mechanical systems. The project also included construction of a free transfer connection between the Broadway / Lafayette Street Station on the 6th Avenue B D F V Lines and the uptown platform of the Bleecker Street Station, and installation of five elevators and other American with Disabilities Act (ADA) accessibility components to bring the Broadway/Lafayette - Bleecker Station. A new escalator was also included as part of the transfer connection.

NYCT also completed a \$99.3 million project, funded by the American Recovery and Reinvestment Act of 2009, to perform capital improvement work at five stations and the associated line structures on the West End D M Lines in Brooklyn. The project scope for three of the stations, Fort Hamilton Parkway, 62nd Street, and 9th Avenue, included repair of structural deficiencies, architectural treatment of customer areas, and upgrades to communications, electrical, and lighting systems. Structural repair work was performed at the 50th Street and 55th Street Stations. All five stations received ADA improvements. The line structure rehabilitation project included repair of a substantial amount of structural defects, as identified by NYCT's ongoing inspection program.

Also during November, NYCT completed one design project for \$0.6 million, and closed out five projects for \$33.5 million.

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

Projects Closed During November 2012
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Purchase 4 Diesel Locomotives	\$9.0	\$8.3	04/12	7
Replace Copper Cable: Steinway Tube – Ph.1	\$4.4	\$4.7	09/12	2
Replace Copper Cable: Steinway Tube – Ph.2	\$10.0	\$10.0	09/12	2
Replace High Production Encoding Machines	\$5.2	\$4.3	11/12	0
CBH #292/293 Albermarle Rd / Nostrand	\$6.3	\$6.3	11/12	0

The closeout of a project to purchase four diesel locomotives was delayed seven months due to protracted review and approval of final operation and maintenance manuals and as-built drawings. Verification of final locomotive validation software caused further delay.

**CAPITAL PROJECT MILESTONE SUMMARY
2012**

(THROUGH NOVEMBER 30, 2012)

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

November

Design Starts	\$0.5	1	\$0.0	0	0.0	0.0
Design Completions	1.3	2	0.6	1	42.3	50.0
Construction Awards	285.5	12	392.6	7	137.5	58.3
Substantial Completions	65.1	9	408.8	19	627.9	211.1
Closeouts	400.1	12	33.5	5	8.4	41.7

2012 Year-To-Date

Design Starts	\$75.3	47	\$59.0	64	78.4	136.2
Design Completions	108.9	81	52.2	44	48.0	54.3
Construction Awards	2,588.7	102	2,174.1	118	84.0	115.7
Substantial Completions	2,698.2	161	2,154.0	111	79.8	68.9
Closeouts	4,204.1	140	994.6	54	23.7	38.6

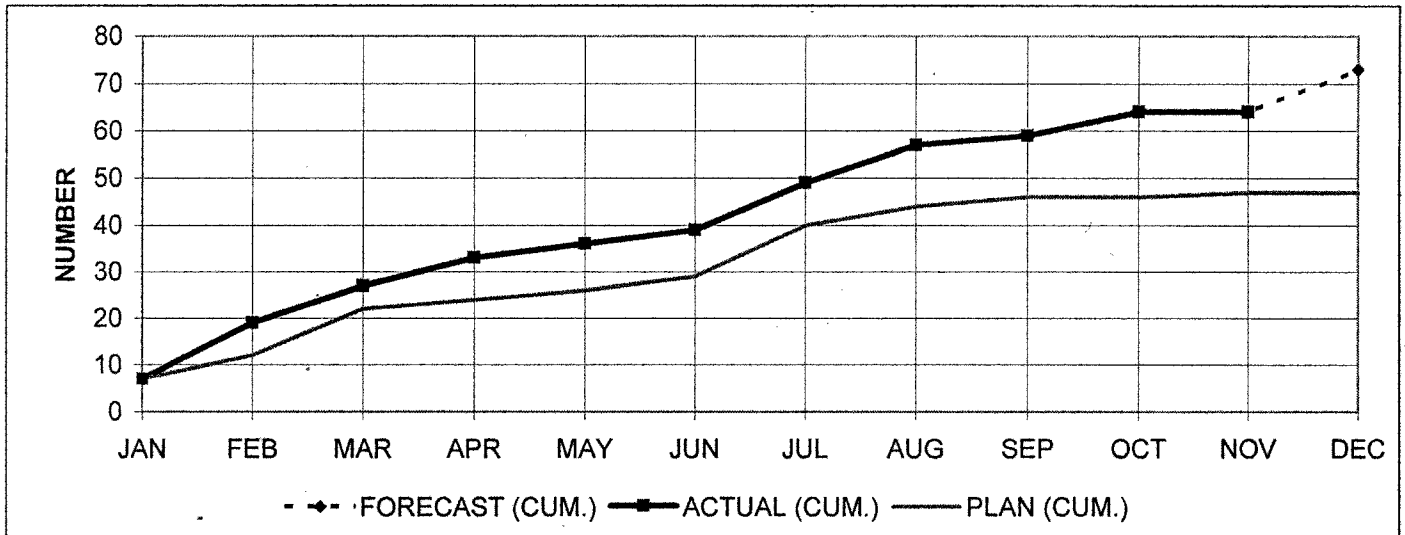
2012 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$75.3	47	\$85.9	73	114.2	155.3
Design Completions	119.7	92	69.4	58	58.0	63.0
Construction Awards	3,854.2	127	2,334.9	124	60.6	97.6
Substantial Completions	2,962.0	184	2,320.8	136	78.4	73.9
Closeouts	4,915.5	178	1,851.7	93	37.7	52.2

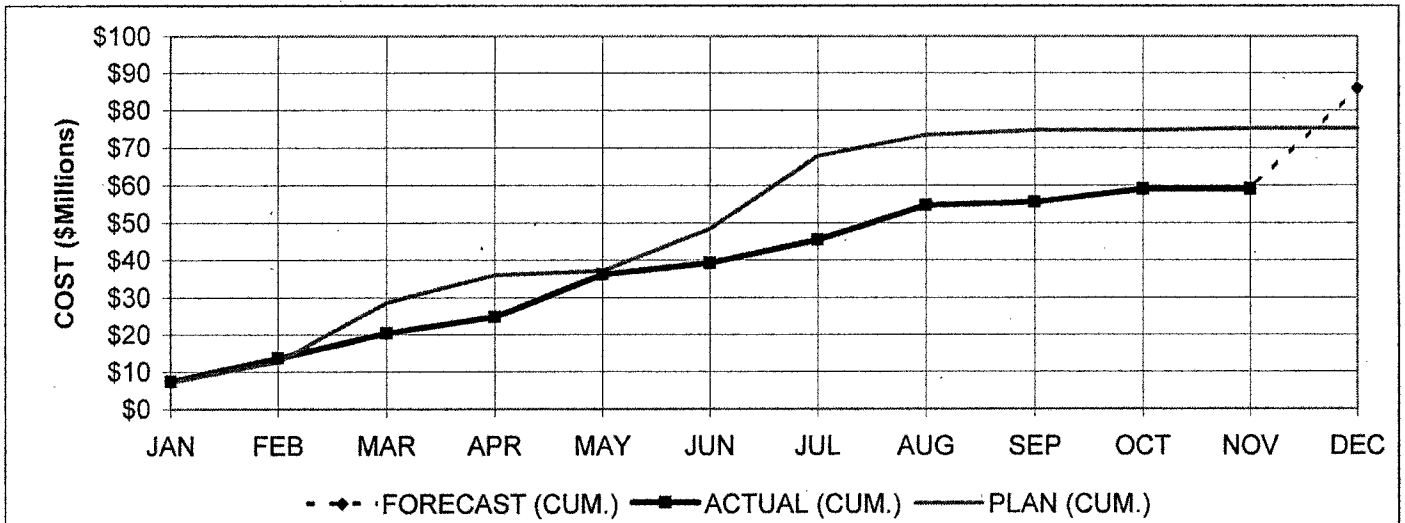
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2012 Design Starts Charts

As of November 2012



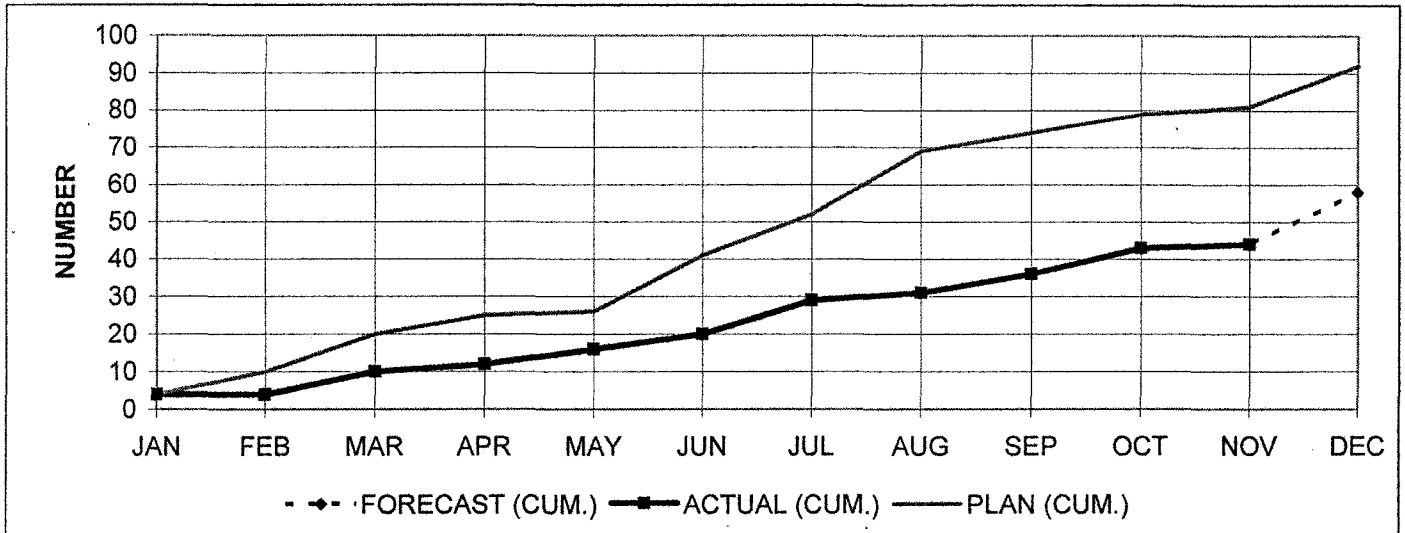
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												9
ACTUAL (NON-CUM.)	7	12	8	6	3	3	10	8	2	5	0	
PLAN (NON-CUM.)	7	5	10	2	2	3	11	4	2	0	1	0
FORECAST (CUM.)												73
ACTUAL (CUM.)	7	19	27	33	36	39	49	57	59	64	64	
PLAN (CUM.)	7	12	22	24	26	29	40	44	46	46	47	47



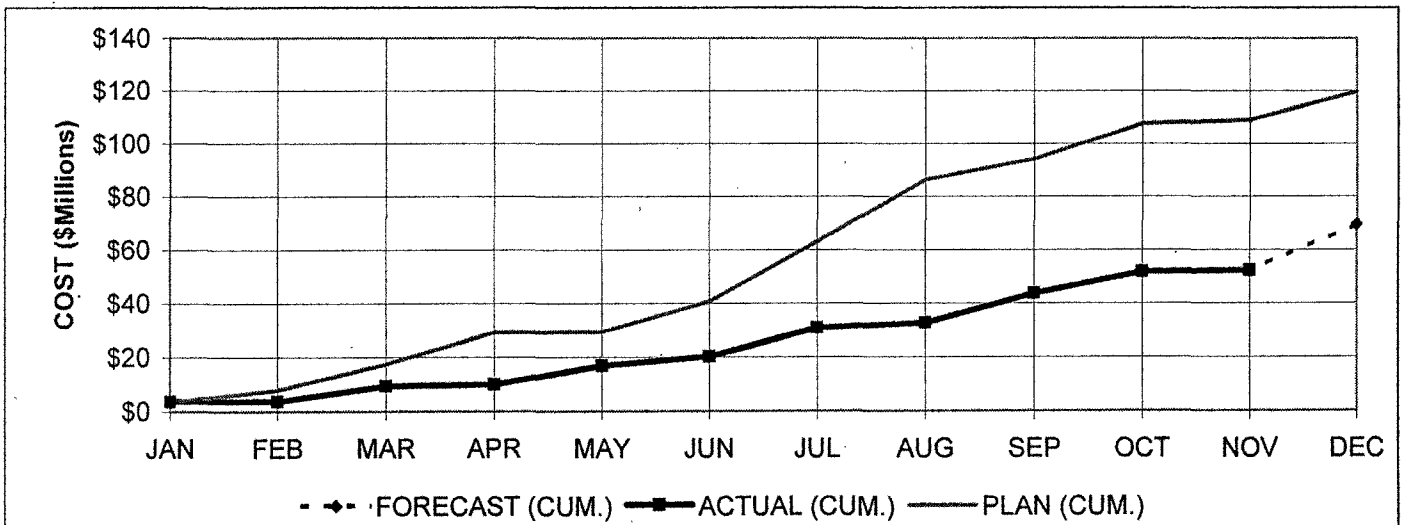
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												26.9
ACTUAL (NON-CUM.)	7.5	6.3	6.7	4.4	11.4	3.1	6.2	9.3	0.9	3.5	0.0	
PLAN (NON-CUM.)	7.3	5.3	16.1	7.3	1.1	11.3	19.5	5.6	1.3	0.0	0.5	0.0
FORECAST (CUM.)												86.0
ACTUAL (CUM.)	7.5	13.7	20.4	24.8	36.2	39.2	45.4	54.7	55.6	59.0	59.0	
PLAN (CUM.)	7.3	12.7	28.7	36.0	37.1	48.4	67.9	73.5	74.8	74.8	75.3	75.3

2012 Design Completions Charts

As of November 2012



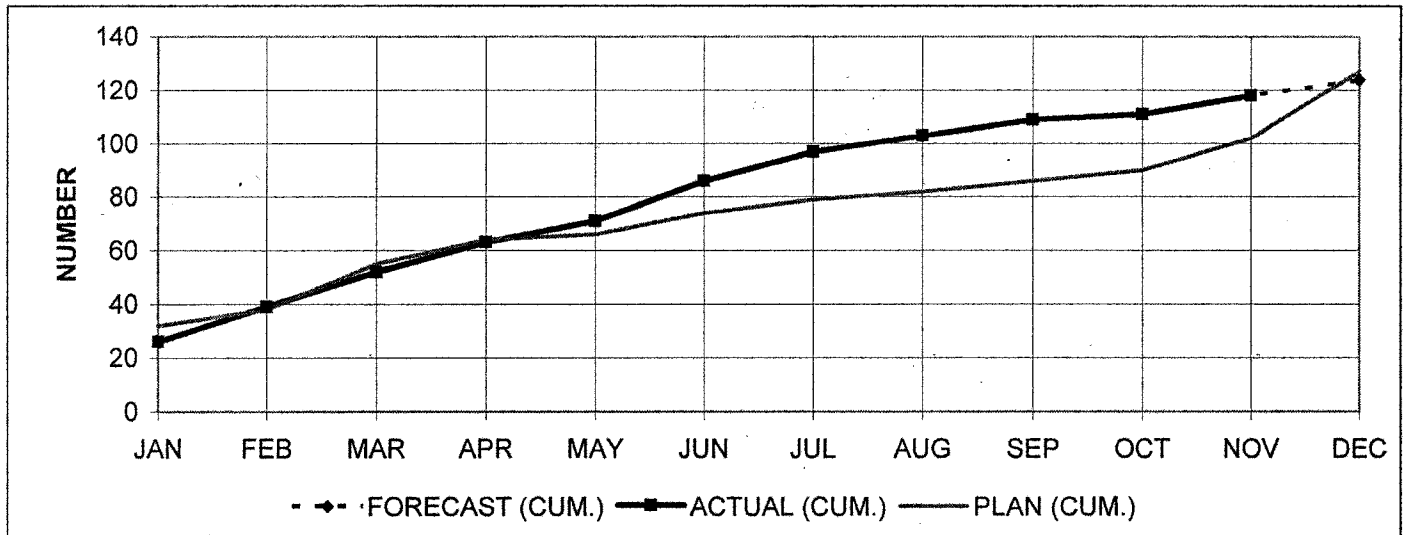
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												14
ACTUAL (NON-CUM.)	4	0	6	2	4	4	9	2	5	7	1	
PLAN (NON-CUM.)	4	6	10	5	1	15	11	17	5	5	2	11
FORECAST (CUM.)												58
ACTUAL (CUM.)	4	4	10	12	16	20	29	31	36	43	44	
PLAN (CUM.)	4	10	20	25	26	41	52	69	74	79	81	92



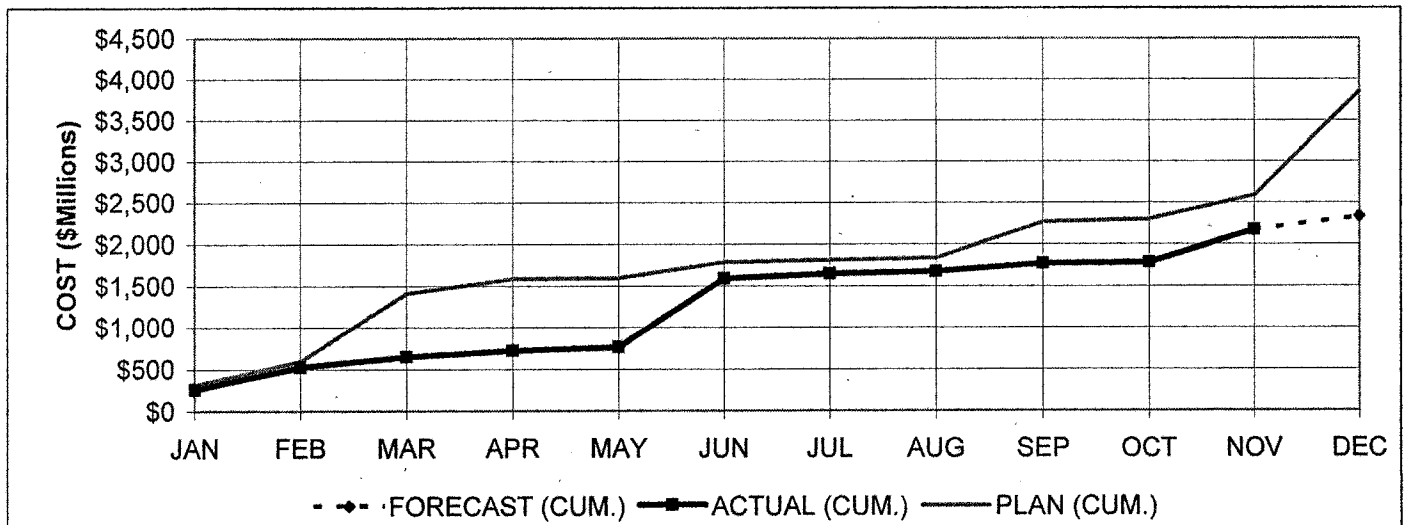
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												17.2
ACTUAL (NON-CUM.)	3.7	0.0	5.7	0.6	6.9	3.3	10.6	2.0	10.9	8.1	0.6	
PLAN (NON-CUM.)	3.4	4.6	9.5	11.7	0.3	11.3	22.4	23.4	7.8	13.3	1.3	10.8
FORECAST (CUM.)												69.4
ACTUAL (CUM.)	3.7	3.7	9.4	10.0	16.9	20.2	30.8	32.8	43.6	51.7	52.2	
PLAN (CUM.)	3.4	8.0	17.5	29.2	29.4	40.7	63.1	86.5	94.3	107.6	108.9	119.8

2012 Awards Charts

As of November 2012



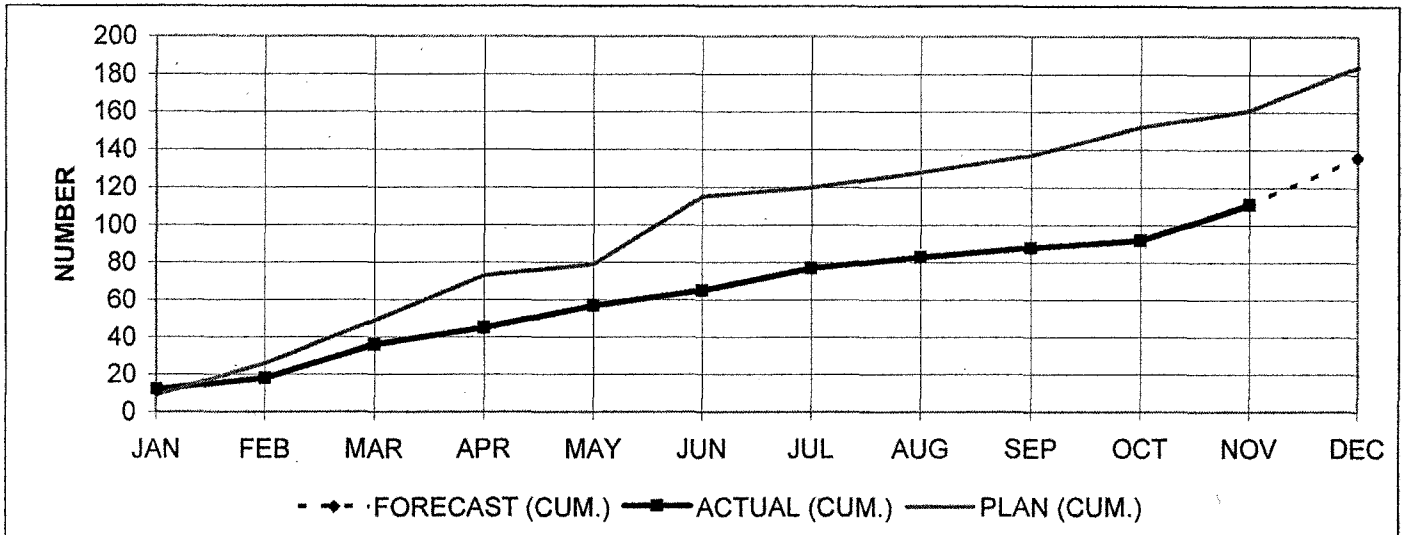
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												6
ACTUAL (NON-CUM.)	26	13	13	11	8	15	11	6	6	2	7	
PLAN (NON-CUM.)	32	6	17	9	2	8	5	3	4	4	12	25
FORECAST (CUM.)												124
ACTUAL (CUM.)	26	39	52	63	71	86	97	103	109	111	118	
PLAN (CUM.)	32	38	55	64	66	74	79	82	86	90	102	127



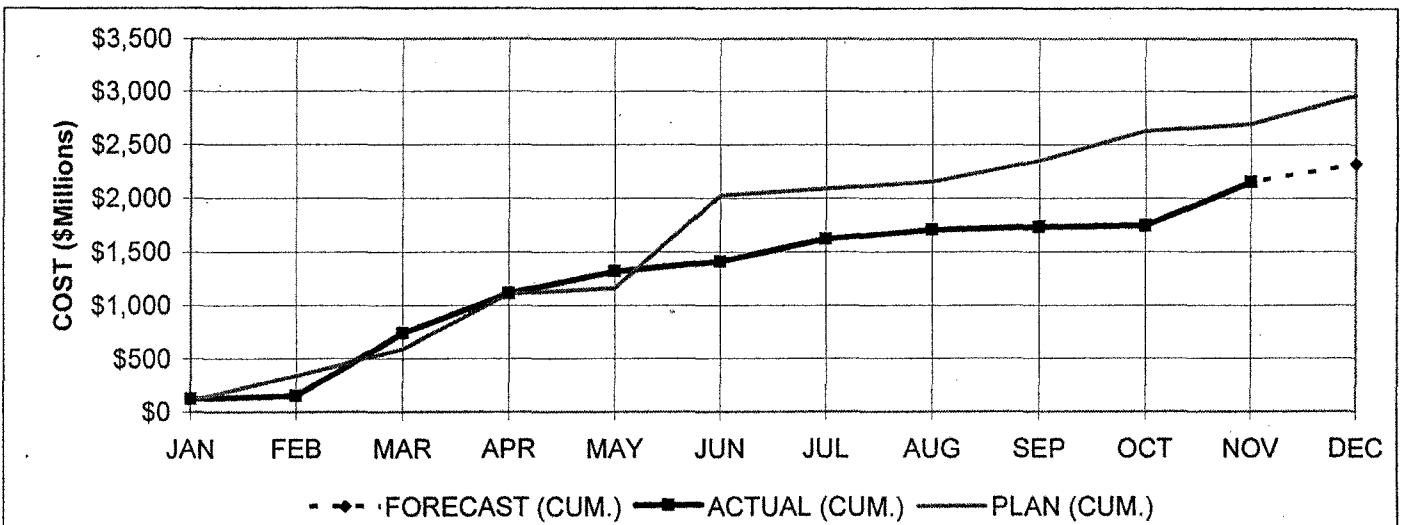
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												160.9
ACTUAL (NON-CUM.)	260.3	265.5	123.9	75.8	41.3	822.7	57.3	27.7	96.3	10.6	392.7	
PLAN (NON-CUM.)	315.3	280.6	813.6	179.0	10.2	187.7	27.1	20.3	438.1	31.3	285.5	1265.5
FORECAST (CUM.)												2,334.9
ACTUAL (CUM.)	260.3	525.8	649.7	725.5	766.8	1,589.6	1,646.9	1,674.5	1,770.8	1,781.4	2,174.1	
PLAN (CUM.)	315.3	595.9	1,409.5	1,588.5	1,598.7	1,786.4	1,813.5	1,833.8	2,271.9	2,303.2	2,588.7	3,854.2

2012 Substantial Completions Charts

As of November 2012



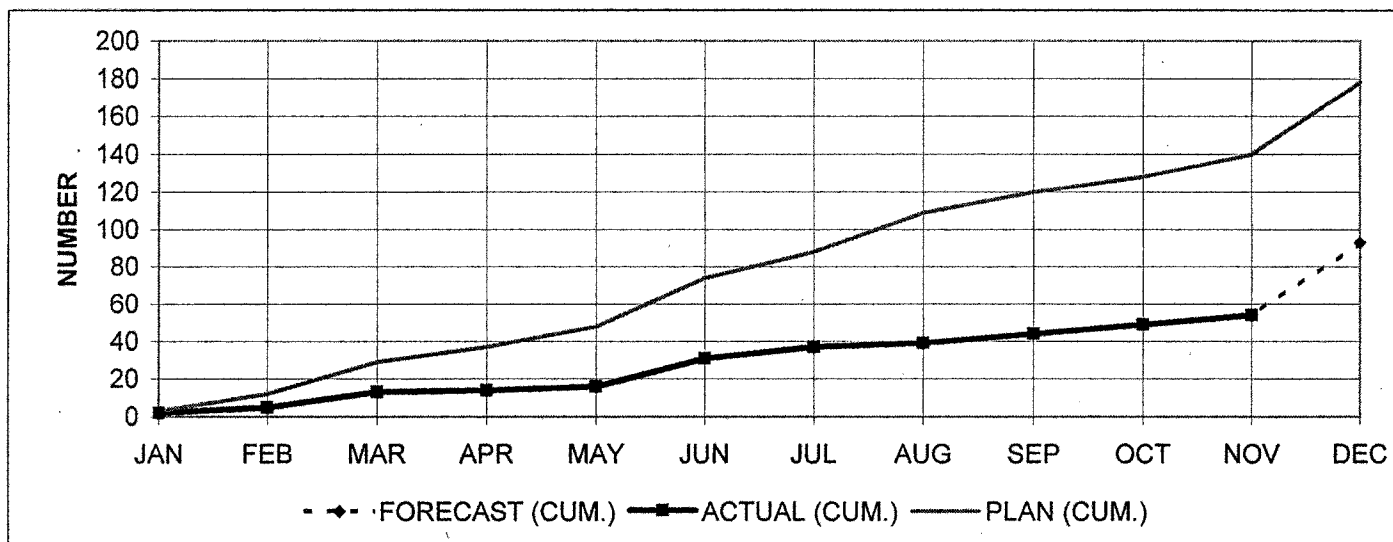
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												25
ACTUAL (NON-CUM.)	12	6	18	9	12	8	12	6	5	4	19	
PLAN (NON-CUM.)	9	17	23	24	6	36	5	8	9	15	9	23
FORECAST (CUM.)												136
ACTUAL (CUM.)	12	18	36	45	57	65	77	83	88	92	111	
PLAN (CUM.)	9	26	49	73	79	115	120	128	137	152	161	184



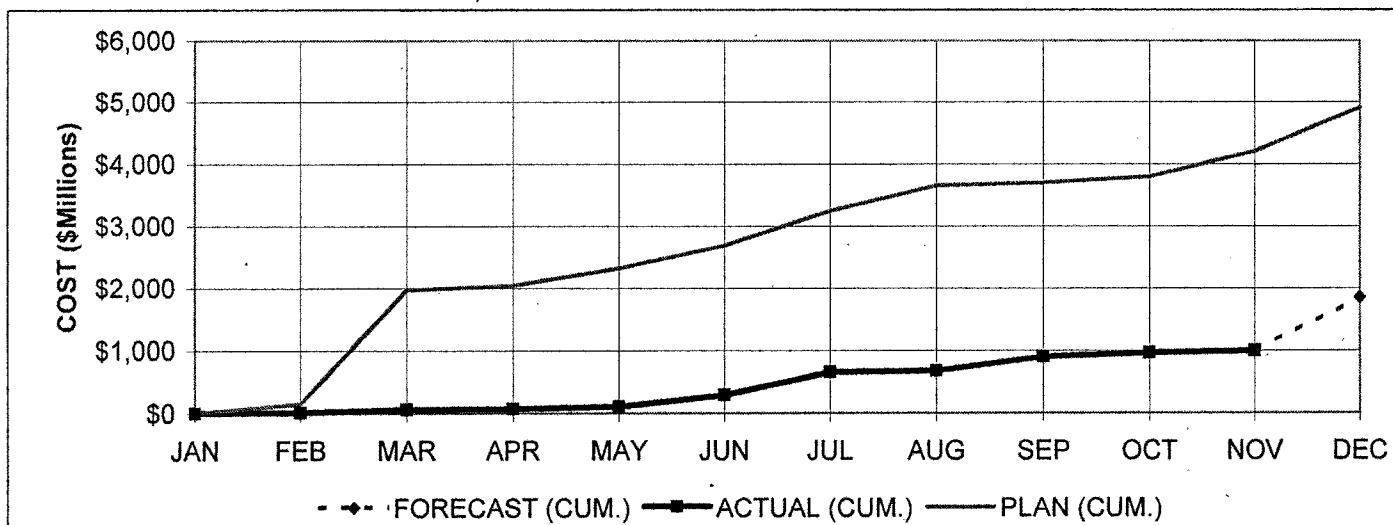
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												166.9
ACTUAL (NON-CUM.)	124.1	28.9	585.0	373.3	206.1	91.4	212.0	86.6	27.5	10.4	408.8	
PLAN (NON-CUM.)	108.7	234.0	246.7	519.8	51.9	867.7	60.3	66.1	196.1	281.9	65.1	263.8
FORECAST (CUM.)												2,320.9
ACTUAL (CUM.)	124.1	153.0	738.0	1,111.3	1,317.4	1,408.8	1,620.8	1,707.3	1,734.8	1,745.2	2,154.0	
PLAN (CUM.)	108.7	342.7	589.4	1,109.2	1,161.1	2,028.8	2,089.1	2,155.2	2,351.2	2,633.1	2,698.2	2,962.0

2012 Closeouts Charts

As of November 2012



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												39
ACTUAL (NON-CUM.)	2	3	8	1	2	15	6	2	5	5	5	
PLAN (NON-CUM.)	3	9	17	8	11	26	14	21	11	8	12	38
FORECAST (CUM.)												93
ACTUAL (CUM.)	2	5	13	14	16	31	37	39	44	49	54	
PLAN (CUM.)	3	12	29	37	48	74	88	109	120	128	140	178



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												857.1
ACTUAL (NON-CUM.)	4.4	10.1	46.2	10.4	36.9	182.1	368.6	17.6	227.5	57.5	33.5	
PLAN (NON-CUM.)	5.3	149.1	1816.5	75.7	276.6	363.5	561.6	407.3	43.1	105.4	400.1	711.4
FORECAST (CUM.)												1,851.7
ACTUAL (CUM.)	4.4	14.5	60.6	71.0	107.9	290.0	658.6	676.2	903.6	961.1	994.6	
PLAN (CUM.)	5.3	154.4	1,970.9	2,046.6	2,323.1	2,686.7	3,248.2	3,655.5	3,698.6	3,804.0	4,204.1	4,915.5

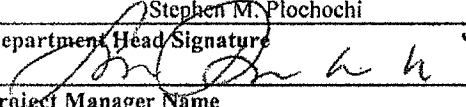
5. PROCUREMENTS

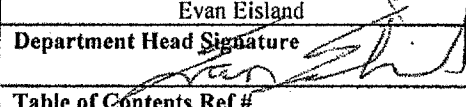




New York City Transit

PROCUREMENTS

The Procurement Agenda this month includes 12 actions for a proposed expenditure of \$23.8M.

Subject Request for Authorization to Award Various Procurements					
Department Materiel Division – NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	1/28/13			
2	Board	1/30/13			

January 16, 2013			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Table of Contents Ref #.			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	Executive VP		Pres. MTAB/SVP Buses
X	Capital Prog. Management		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:

Procurements Requiring Two Thirds Vote:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ 1.2 M
• Pandrol USA, LP	\$ 1.2 M	

Schedules Requiring Majority Vote

Schedule F: Personal Service Contracts	1	\$.2 M
• U2 Labs International, LLC	\$.2 M	
Schedule I: Modification to Purchase and Public Work Contracts	1	\$ 2.4 M
• Trillium USA LLC	\$ 2.4 M	

SUBTOTAL 3 \$ 3.8 M

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

MTA Bus 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 C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$ 4.8 M
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	2	\$ 5.0 M
SUBTOTAL	3	\$ 9.8 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	1	\$.3 M
SUBTOTAL	1	\$.3 M

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

NYC Transit proposes to award Ratifications in the following categories:

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	2	\$ 5.6 M
SUBTOTAL	2	\$ 5.6 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	3	\$ 4.3 M
SUBTOTAL	3	\$ 4.3 M

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

TOTAL	12	\$ 23.8 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.)

BOARD RESOLUTION

WHEREAS, in accordance with Section 1265-a and 1209 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and certain budget adjustments to estimated quantity contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

JANUARY 2013

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive.) 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. Pandrol USA, LP
Sole Source - Three-year omnibus | \$1,200,000 (Est.) | <u>Staff Summary Attached</u> |
|--|--------------------|-------------------------------|
- Purchase of sole source replacement parts for the Track Division.

JANUARY 2013

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

F. Personal Service Contracts

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

2. **U2 Labs International, LLC** **\$239,807 (Est.)**
Non-Competitive – Thirty-month contract
RFQ #38050

This contract is to provide enhancements and expansion to the Bus Trek System (Bus Trek), a web-based software program developed for the monitoring and management of the location and movement of buses in service. Bus Trek is used by bus dispatchers, route managers, schedule managers, and other Authority personnel to more effectively monitor its bus fleets and improve customer service. Through a graphical interface and utilizing the Customer Information System (CIS) feed, real time data generated by the MTA's Bus Time Program, Bus Trek displays map-based moving images representing real-time location. CIS data is transmitted by each bus every 30 seconds indicating its current position, run number, route number and other related information. Bus Trek is currently deployed on all buses in Staten Island and the Bronx, on the M34 in Manhattan, and on the B61 and B63 routes in Brooklyn, totaling approximately 1,980 buses. Enhancements to Bus Trek will include 1) improving and enhancing real time graphical user display; 2) implementing statistical reporting to monitor individual bus route performance; 3) implementing monitoring and reporting tools to optimize bus dispatching; and 4) validating Bus Trek's capacity through load testing the system to confirm and/or make any necessary modifications to the Bus Trek architecture to support the fleet of approximately 5,600 buses, 300 routes and applicable NYC Transit/MTA Bus employees. The contract also includes a requirement to provide training to facilitate the transition of long term maintenance of Bus Trek to designated Authority personnel.

In June 2010, the Board approved a \$30K non-competitive contract to U2 Labs International, LLC (U2 Labs) for MTAHQ to provide consulting and supervisory services to MTAHQ student interns performing technology related research projects that included real time bus location information. Based on the work performed for MTAHQ with respect to bus location, U2 Labs was awarded a \$19,900 non-competitive contract by NYC Transit to develop a proof of concept for Bus Trek as part of a collaborative effort with NYC Transit's Internship Program. The work under this agreement was performed by U2 Labs in the same manner as for the MTAHQ Bus Time project utilizing open source technologies. U2 Labs assisted DOB in the design and development of Bus Trek and utilized the student interns to execute the necessary programming under U2 Labs' guidance and supervision. While this contract was initially envisioned as a proof of concept, the effort produced a product that was capable of being rolled out to approximately 2,000 buses.

U2 Labs, represented by its sole owner, Dr. Uyar, a professor in the Electrical Engineering and Computer Science Departments of the Graduate Center at City College of New York, has performed technologically relevant research projects for the MTA. Professor Uyar's engagement in those technology related research projects, along with his initial involvement in the development of Bus Trek, uniquely qualifies him to provide the specific consulting and management services required for implementation of the Bus Trek enhancements.

This contract will be performed in the same manner as the initial development of Bus Trek, utilizing student interns perpetuating an academic/industry partnership. NYC Transit is the sole owner of the Bus Trek system inclusive of the underlying programming codes as well as all the enhancements to be implemented.

Dr. Uyar's hourly rate of \$101.27 is well below the rate for technology consultants with similar credentials where the hourly rate often exceeds \$200. Based on this comparison, the price is considered to be fair and reasonable.

JANUARY 2013

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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.)

3. Trillium USA LLC
Contract # 04B8867.1

\$2,373,753

Staff Summary Attached

Modification to the contract for the operation and maintenance of the Compressed Natural Gas (CNG) fueling facility at West Farms Bus Depot, in order to extend the contract term and increase the contract value.

JANUARY 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

1. **Five Firms** **\$4,800,000 (Est.)** Staff Summary Attached
Six Proposals - Five-year contracts
Contract # C-34814
Contractor services for groundwater and soil remediation services at various locations within the NYC Transit system.

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.)

2. **Capus Automation Services, Inc.** **\$102,739 (Est.)**
Single Bid – Two-year contract with a one-year option
RFQ # 36508
This contract is for preventive and remedial maintenance service for 19 modular vertical lift module (VLM) storage units located in six storerooms. These units are heavy-duty retrieval devices with open shelves suitable for storing large components and are used in areas where there is limited floor space in order to utilize the storeroom's height to maximize storage capacity. Periodic preventive and remedial maintenance service has to be performed on these devices to ensure their proper and safe operation.

Following a bid solicitation notice, only one bid was received. Subsequently, a market survey revealed that two potential vendors that had intended to bid missed the due date because of their own internal administrative errors. Nevertheless, the feedback from these vendors indicated that one would have quoted nearly double the low bidder, and the other had never maintained this brand of equipment.

Capus is currently providing preventive and remedial maintenance for these 19 units, and its proposed rates reflect an increase of 1.5% over current pricing. The contract contains an option for an additional year wherein rates will increase by 3% in the third year. Based on the comparison to the current contract, and results of the survey, the price is considered fair and reasonable.

JANUARY 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.)

- 3. Franklin Company Contractors, Inc. \$4,912,279**
Two Bids/Low Bidder – Five-year contract
RFQ #26738

This contract is for remote monitoring of fuel tanks and for the repair and service of petroleum monitoring and dispensing equipment for NYC Transit's Department of Buses (DOB), Department of Subways (DOS) and MTA Bus Company (MTABC).

The contractor is required to perform Veeder-Root (V-R) fuel management services (FMS) consisting of remotely monitoring and reporting to individuals/locations designated by NYC Transit of any alarm conditions for all tank and related system leak and level monitoring systems on a 24 hour, 7 day a week basis. The contract also includes: 1) maintenance services that will ensure all electronic leak and level monitoring systems are operational; 2) business inventory reconciliation which combines inventory, metered dispense and receipt data to automatically generate a comprehensive reconciliation report; 3) V-R training for NYC Transit & MTABC personnel; 4) repair services of the Gasboy fuel dispensing system; 5) and any other maintenance/repair/service to damaged or otherwise non-functioning V-R or Gasboy equipment.

Franklin Company Contractors, Inc.'s (Franklin) price is approximately 11% lower than the second low bidder, the incumbent. When comparing like items from the previous contract to those under this bid, Franklin's bid price represents an increase of less than 1% from the previous contract pricing. The price is considered fair and reasonable.

JANUARY 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.)

1. Skanska/Railworks, JV

Staff Summaries Attached

Contract # C-26505.12

\$291,491

Modification to the contract for the furnishing and installing of finishes and systems for the No. 7 Line Extension, in order to implement changes to the security, fire alarm, communications and customer information systems; invert slab, track drainage and other electrical/civil/structural work.

JANUARY 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. John P. Picone, Inc.
Contract #A-36111.4 | \$440,000 | <u>Staff Summary Attached</u> |
| Modification to the contract for flood mitigation and relieving platform rehabilitation at the 148 th Street Yard, in order to furnish and install manholes with a backwater valve on the existing sewer connections. | | |
| 2. New York City Department of Transportation, Office of Traffic Engineering & Safety
Contract #08D9856.2 | \$5,110,761 (Est.) | <u>Staff Summary Attached</u> |
| Modification to the contract for the maintenance of bus stops, informational signage and bus stop movements, in order to extend the contract term. | | |

JANUARY 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. **Judlau Contracting, Inc.** Staff Summary Attached
Contract #C-26006.10 **\$1,700,000**
Modification to the contract for the construction of the Second Avenue Subway – 63rd Street and Lexington Avenue Station, in order to perform additional work due to communication changes.

2. **Plaza Schiavone JV** Staff Summary Attached
Contract # A-36125.126 **\$2,225,000**
Modification to the contract for the Fulton Center Enclosure, to furnish and install the glass and stainless steel cladding for the new elevator hoist way enclosure.

3. **Skanska/Railworks, JV** Staff Summaries Attached
Contract # C-26505.38 **\$340,000**
Modification to the contract for the furnishing and installing of finishes and systems for the No. 7 Line Extension, in order to implement changes to the emergency response radio system.

Schedule A: Non-Competitive Purchases and Public Work Contracts



Item Number: 1

Vendor Name (& Location) Pandrol USA, LP (Bridgeport, NJ)
Description Purchase of non-inventory and inventory Pandrol material
Contract Term (including Options, if any) February 1, 2013 - January 31, 2016
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: Omnibus Sole Source Approval

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$1,200,000 (Est.)	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Division of Materiel, Stephen M. Plochochi	

Discussion:

This omnibus approval will cover items identified as obtainable only from Pandrol USA, LP (Pandrol) and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the \$15,000 small purchase threshold. NYC Transit is not obligated to generate any expenditures pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9 (b) of PAL 1209, which allows purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are four items covered by this approval for the purchase of Pandrol material (two types of clips, a spacer and a hook). These sole source parts will be used by the Division of Track for normal maintenance and repair requirements throughout the NYC Transit system. Previously, there were six items provided by Pandrol pursuant to prior omnibus approvals. Due to Procurement's outreach efforts, two of those items (anti-abrasion pads) recently became competitively available and, thus, are no longer included in this omnibus approval request.

This approval will apply to inventory and non-inventory items identified as obtainable only from Pandrol for the following reasons: sole pre-qualified source on the Qualified Products List (QPL); not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Pandrol. These sole source parts will be purchased on an as-required basis during the three year period.

The recently expired omnibus approval, approved by the Board on November 18, 2009 with an effective date of December 1, 2009 for a three year term that expired on November 30, 2012, was for \$1,500,000.

Through negotiations with Pandrol, Procurement was successful in obtaining firm fixed pricing from Pandrol for the three year term of the new omnibus approval for these four items. Procurement performed an analysis comparing the prices for the most recent Purchase Orders (one year contracts/purchase orders) issued against the recently expired omnibus to the recently negotiated prices for the new omnibus approval. Based on this analysis, the weighted average annual increase is 1.22%. The PPI for Metal and Metal Products, Foundry and Forge Shop Products (WPU1015) over the past three years from December 2009 to November 2012 shows an average annual increase of 4.1%. The 1.22% weighted average annual increase compares favorably with the average annual increase in the PPI.

Pandrol has assured Procurement in writing that NYC Transit is receiving most favored customer pricing.

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 3

Vendor Name (& Location) Trillium USA LLC (Salt Lake City, UT)	
Description Design of a new Compressed Natural Gas transit fueling facility – West Farms Bus Depot	
Contract Term (including Options, if any) August 14, 2003– August 13, 2013	
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: 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: Department of Buses, Darryl Irick	

Contract Number 04B8867	AWO/Modification # 1
Original Amount:	\$ 9,360,000
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 240,000
Current Amount:	\$ 9,600,000
This request	\$ 2,373,753 (Est.)
% of This Request to Current Amount:	24.7%
% of Modifications (including This Request) to Original Amount:	27.9%

Discussion:

This modification will reduce the per therm pricing, extend the contract through December 31, 2014 for the operation and maintenance of the Compressed Natural Gas (CNG) fueling facility at the West Farms Depot and increase the contract funding by \$2,373,753 to cover the contract requirements through December 31, 2014.

Contract No. 04B8867 is part of a competitively negotiated Contract No. C-40411E awarded to Trillium USA LLC (Trillium) in December 2000 for the design and construction of a new CNG fueling facility at West Farms Depot. Contract No. 04B8867 provided for a ten (10) year period of operation and maintenance of the CNG fueling facility which commenced in August 2003 once the construction was completed and the facility was in operation.

Under the operation and maintenance provision, the contractor is responsible for providing preventive and remedial maintenance to the entire CNG fueling facility, including the gas monitoring and warning systems as well as other related components in order to ensure continuous service. The unique technical nature of the CNG fueling facility requires an experienced, technically qualified contractor to operate and maintain the facility to ensure safe and continuous operation. The price schedule for the operation and maintenance is structured where the contractor receives a monthly payment based on the volume of CNG dispensed (therms used) multiplied by an established rate per therm and includes tiered pricing where the per therm pricing decreases as the volume of CNG dispensed increases. The per therm rates are adjusted yearly based on fluctuations to a predetermined Consumer Price Index (CPI).

The size of the CNG bus fleet at West Farms Depot has increased by 86% from 136 buses in 2004 to 253 buses in 2012 thereby increasing the volume of CNG dispensed. While the higher volume of CNG dispensed allows for lower per therm rate, the steady growth of CNG bus fleet has depleted the contract funding prematurely. As a result, a budget adjustment was executed in November 2012 which added \$240,000 to the contract to provide continued service while approval of this modification is sought.

This modification includes changing the per therm tier pricing for this contract to match that of the Jackie Gleason contract which provides more favorable tier pricing. The West Farms per therm tier pricing was established at the time of award for the construction of the CNG facility in 2000. Based on recent average monthly volumes of CNG dispensed at West Farms, the change in the tier pricing will result in yearly savings of about \$200,000. Trillium agreed to honor the more favorable tier pricing effective November 2012. This modification also includes the addition of line items for labor and material similar to those in the Jackie Gleason contract to cover any miscellaneous upgrades that may become required. These items have an estimated value of \$148,560 which will be used for an upcoming upgrade to the compressor engines mandated by the EPA.

This modification also allows for adding the required funding and extending the contract from August 14, 2013 through December 31, 2014 so it is coterminous with NYC Transit's Contract No. 06A9336 with Trillium covering the Jackie Gleason CNG fueling facility. MTA Bus Company (MTABC) also has a contract with Trillium for the same services covering College Point and Spring Creek CNG fueling facilities. MTABC obtained Board approval in March 2012 for extending its contract through December 31, 2014 and changing the price structure to match that of the Jackie Gleason contract. As all CNG maintenance contracts for NYC Transit and MTABC will expire at the same time, it is NYC Transit's intent to conduct a competitive RFP for the combined requirements in an effort to realize savings that may be associated with economies of scale. It should be noted that of the four locations, only the Jackie Gleason contract (06A9336) includes a 3-year option. A market survey will be conducted in the first half of 2013 with input from NYC Transit's CNG consultant to determine whether exercise of the option would be advantageous and if so, to also extend the other CNG maintenance contracts. The final price is considered fair and reasonable.

Item Number <u>1</u>						SUMMARY INFORMATION																															
Division & Division Head Name: VP Materiel, Stephen M. Plochochi						Vendor Name																															
Division Head Signature & Date 						Five Firms (See Below)																															
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th colspan="6">Board Reviews</th> </tr> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> <tr> <td></td> <td>President</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>MTA Committee</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>MTA Board</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						Board Reviews						Order	To	Date	Approval	Info	Other		President						MTA Committee						MTA Board					Contract Number C-34814	
						Board Reviews																															
Order	To	Date	Approval	Info	Other																																
	President																																				
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						Description Contractor Services for Groundwater & Soil Remediation Systems at Various Locations.																															
						Total Amount \$4,800,000																															
						Contract Term (including Options, if any): Five (5) years																															
						Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																															
						Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																															
						Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive																															
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I. PURPOSE/RECOMMENDATION:

To obtain approval of the Board in accordance with All Agency Procurement Guidelines to award contracts for Contractor Services for Groundwater & Soil Remediation Systems at Various Locations Throughout the NYC Transit System by means of a Call Agreement. The Call Agreement will be used to competitively solicit Work Orders on an "as-needed" basis for a period of five years at an estimated cost of \$4,800,000. The following firms were selected via the competitive RFP process to be Signatories to the Call Agreement:

- The Franklin Co. Contractors, Inc., College Point, NY
- L.I. Environmental Assessment/Environment Assessment & Remediation, Patchogue, NY
- EnviroTrac Ltd., Yaphank, NY
- EQ Northeast Inc., Wrentham, MA
- Groundwater & Environmental Services, Inc., Neptune, NJ

II. DISCUSSION:

This new contract will replace the existing Call Agreement which expires in May 2013. All on-going remediation work being performed under Work Orders solicited and awarded under the existing Call Agreement will continue until NYS Department of Environmental Conservation ("DEC") certifies that the remediation work at the sites covered by those Work Orders is completed. All work for any new sites will be performed under this new Call Agreement.

To achieve compliance with DEC regulations, and to continue to abide by the terms of the Consent Decree executed with the DEC in January 1992 and renewed in May 2001, NYC Transit has engaged the services of multiple contractors via a series of Call Agreements solicited by RFPs. The remediation work is an on-going effort in order to comply with current DEC clean-up standards.

The groundwater and soil remediation work to be performed generally includes the construction and installation of several monitoring and recovery wells, as well as other remediation equipment, and to maintain such equipment during the clean-up process. Individual Work Orders will be bid competitively by the selected companies (Signatory Firms) and award of the Work Order will be made to the Signatory Firm offering the lowest price.

Six (6) proposals were submitted in response to the Request for Proposal. The selection of contractors to be signatories to the Call Agreement was accomplished by a one step RFP process. The criteria are: (1) Relevant Technical Experience performing groundwater work with its own forces for at least five years; (2) Record of Integrity and Business Ethics; (3) Overall Safety Record; and (4) General Responsibility, including a commitment to comply with the required MBE/WBE goals, financial, insurance, and bonding requirements.

The Selection Committee's review of the proposals resulted in the selection of five firms.

Three of the selected contractors are incumbent signatories performing satisfactorily under NYCT's Call Agreement Program under Contract C-34878:

- 1) The Franklin Co. Contractors, Inc.
- 2) L.I. Environmental Assessment/Environment Assessment & Remediation (LIEA/EAR)
- 3) EnviroTrac Ltd.

The Franklin Co. Contractors, Inc. has completed work orders in the total amount of \$6,744,713.50. EnviroTrac has completed work orders in the total amount of \$1,966,559. LIEA/EAR was awarded one work order in the amount of \$537,924. Out of the two remaining firms selected, EQ Northeast Inc. is currently satisfactorily performing as a prime contractor on projects for Amtrak and New York City's Bureau of Water and Sewer Operations with projects totaling \$4M and \$2.4M, respectively and Groundwater & Environmental Services is currently satisfactorily performing as a prime contractor on projects for New York State Department of Environmental Conservation (NYSDEC) and the Commonwealth of Pennsylvania (PADEP) with projects totaling \$10M and \$8M, respectively. All references checked were satisfactory. The remaining proposer, C2G Environmental Consultants was eliminated from further consideration since it lacked sufficient related experience.

A review of the documents submitted by the firms and the Division of Materiel's background checks and investigations disclosed no significant adverse information within the meaning of the All Agency Responsibility Guidelines. Financial Approvals have been received for the selected firms. No Work Orders will be awarded until Bonding and Insurance for each individual Work Order is approved. An Authorizing Resolution declaring competitive bidding impractical was duly adopted by the Board.

III. D/MBE/WBE:

The MBE/WBE goals are 10%/10%. No Work Orders will be awarded to any Signatory Firm until approval from the Office of Diversity and Civil Rights is obtained. A MBE/WBE Utilization Plan will be submitted for each individual Work Order. One incumbent firm, The Franklin Co. has achieved its previous M/WBE goals on previous MTA contracts. Two other incumbent firms, LIEA/EAR and EnviroTrac Ltd. have not achieved their M/WBE goals, nor demonstrated a good faith effort toward achieving these goals, but have submitted corrective action plans acceptable to DDCR and the agency. EQ Northeast Inc. and Groundwater & Environmental Services, Inc. have not completed any MTA contract; therefore, no assessment of these firms' M/WBE performance can be determined at this time.

IV. IMPACT ON FUNDING:

The estimated bid budget for this Procurement is \$4.8 Million. This procurement is funded MTA 100%. No Work Orders will be awarded until a WAR Certificate is received for each individual Work Order.

V. ALTERNATIVES:

To handle this procurement by formal competitive bidding would cause significant delays qualifying the right contractor for each Work Order. This may result in the DEC imposing fines upon the New York City Transit.

VI. CAPITAL PROGRAM REPORTING:

This contract has been reviewed for compliance with the requirements of the 1986 legislation applicable to Capital Contract Awards and the necessary inputs have been secured from the responsible functional departments.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 1

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 C-26505	AWO/Modification # 12
Original Amount:	\$ 513,700,497
Prior Modifications:	\$ 3,627,629
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 517,328,126
This Request:	\$ 291,491
% of This Request to Current Amount:	0.1%
% of Modifications (including This Request) to Original Amount:	0.8%

Discussion:

This modification includes revisions to various systems as well as changes to the plumbing/electrical/civil/structural work. Funding for this modification will be provided by the Hudson Yards Development Corporation.

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.

As a result of an accelerated final design review period, several technical review comments were received in the later stages of the bid document preparation. Critical comments were addressed during the bid phase, however, not all comments could be addressed without impacting the contract award schedule and ultimately the overall schedule for the No.7 project. It was decided to implement the remaining changes during construction.

This modification addresses revisions to the security, fire alarm and communications systems including additional intrusion/access control, ambient noise sensors, voice/data outlets and all associated conduit, cable, wiring and accessories. This modification also includes the cleaning of existing track drain pipes and a credit for the deletion of approximately \$20k of concrete invert slab.

The contractor's proposal was \$449,446; MTACC's revised estimate was \$268,201. Following negotiations, the price of \$291,491 was agreed upon and is considered fair and reasonable. Savings of \$157,955 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) John P. Picone, Inc. (Lawrence, NY)	
Description Flood mitigation work at 148 th St Yard – Lenox Avenue Line	
Contract Term (including Options, if any) June 6, 2011 – June 6, 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: Capital Program Management, Frederick E. Smith	

Contract Number A-36111	AWO/Modification # 4
Original Amount:	\$ 13,832,000
Prior Modifications:	\$ 116,200
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 13,948,200
This Request:	\$ 440,000
% of This Request to Current Amount:	3.2%
% of Modifications (including This Request) to Original Amount:	4.2%

Discussion:

This retroactive modification is for furnishing and installing backwater valves on existing sewer service connections within the 148th Street Yard in Manhattan.

The 148th Street Yard (Yard) is on the shore of the Harlem River and is at a low elevation relative to the river because trains enter the Yard directly from the underground tunnel via a portal. This contract provides various flood mitigation measures for the Yard, including construction of a sheet pile sea wall adjacent to the existing bulkhead and new flood walls at the north and south ends of the property to address flooding from the river. The contract also provides for the rerouting of existing drainage from the Harlem River Drive to prevent discharge from the Harlem River Drive into the Yard.

In August 2011, the Yard was flooded during Tropical Storm Irene, which dropped 7 inches of rain over 24 hours and coincided with an unusually high lunar tide. Photographs and videos taken during the storm showed that the flooding was caused in part by water backing up from the NYC Department of Environmental Protection (NYCDEP) sewer system, specifically from NYCDEP sewer manholes and from the ventilated grating on the access hatch for the NYCDEP sewer regulator located beneath the Yard. To prevent such flooding in the future, NYCDEP has accepted NYC Transit’s recommendation that the sewer manholes and sewer regulator access hatch be retrofitted with bolted, watertight covers. A future modification will provide the watertight covers; that modification is not expected to require Board approval.

In connection with retrofitting the sewer manholes and sewer regulator access hatch, NYC Transit must also retrofit a backwater valve into each of five sewer service connection pipes to prevent backup through existing catch basins and drains. A backwater valve is a one-way valve. A flap in the valve is pushed into the open position by water flowing in the proper direction into the sewer. During storms such as Irené, the sewer system is overloaded and sewer water backs up and flows from the sewer system back into the Yard; in that case the sewer water flowing in the reverse direction pushes the backwater valve flap into the closed position, ensuring that the sewage will not back up into catch basins and drains.

This modification will provide one backwater valve for each of the five yard sewer connections. Each sewer connection requires hand excavation to access the sewer connection pipe, the furnishing and installation of the stainless steel backwater valve, and the construction of a customized manhole for each of the five yard sewer connections to permit access to the valve for future maintenance. The contractor’s initial proposal was \$503,660; NYC Transit’s revised estimate was \$410,000. Following negotiations, the lump sum of \$440,000 was agreed upon and found to be fair and reasonable. Savings of \$63,660 were achieved.

The stainless steel backwater valves are long-lead items. On December 18, 2012, the Senior Vice President and Chief Engineer approved a retroactive waiver and the contractor was directed to purchase the valves and avoid delay to the contractual substantial completion date.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

Vendor Name (& Location) NYC Department of Transportation (Long Island City, NY)	
Description Maintenance of bus stops, informational signage and bus stop movements	
Contract Term (including Options, if any) July 1, 2007 – March 31, 2012	
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: 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: Operations Planning, Peter Cafiero	

Contract Number 08D9856	AWO/Modification # 3
Original Board Approved Amount:	\$ 7,240,180
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 7,240,180
Total Amount:	\$ 5,110,761 (Est.)
% of This Request to Current Amount:	70.6%
% of Modifications (including This Request) to Original Amount:	70.6%

Discussion:

This retroactive dual agency contract modification is for continued maintenance of bus stops, informational signage and bus stop movements for 39 months from April 1, 2012 through June 30, 2015 for an estimated amount of \$5,110,761. However, due to funding limitations, the contract modification award amount will be \$4,745,004 comprised of \$3,160,173 for NYC Transit and \$1,584,831 for MTA Bus Company (MTABC). The potential budget shortfall of \$365,757 (\$243,594 for NYC Transit and \$122,163 for MTABC) will be requested at a later date, if needed. This contract modification will be issued and funded up to the award amount of \$4,745,004 and will be modified thereafter for any additional required increases up to the total Board approved amount. Although the Board originally approved \$7.24M for an initial 48 month term, the contract was only issued for \$5.66M due to budget constraints. Subsequently, as funding became available, the contract term was extended by nine months to March 31, 2012 and contract value increased to the amount approved by the Board.

Since 1990, under various Memoranda of Understanding (MOU), NYC Transit has retained NYC Department of Transportation (NYCDOT) on a non-competitive basis to regularly inspect, install and maintain all bus stop signage throughout the five boroughs. This maintenance program continues to be contracted on a non-competitive basis with NYCDOT as they are the only legal entity authorized to maintain bus stop signs and all traffic regulatory signage in New York City.

NYC Transit and MTABC reimburse NYCDOT for employee salaries, overhead, fringe benefits, other program related expenses and all necessary equipment and labor required for inspecting, installing and maintaining bus stop signage. NYC Transit and MTABC have approximately 24,010 bus stops. Of those bus stops, NYC Transit has 12,056; MTABC has 3,978; and 7,976 are jointly shared between the two agencies.

Under this MOU, the program is divided into three sections: 1) maintenance of bus stops and their informational panels; 2) all bus stop movements; and 3) charges incurred for materials, sign printing supplies, EZ pass charges, tools and equipment. NYCDOT has a dedicated "Bus Stop Sign Unit" to respond to repair requests.

As NYCDOT's services continue to be needed, NYC Transit and NYCDOT agreed to extend the contract term retroactively from April 1, 2012 through June 30, 2015. NYCDOT's cost proposal for this extension assumes increases of all salaries effective July 1st for the last two years of this extension (July 1, 2013 and July 1, 2014) based on the establishment of a new collective bargaining agreement with the City of New York. Until a new Collective Bargaining Agreement is in place, potentially resulting in salary increases, NYC Transit and MTABC will reimburse NYCDOT the actual labor rates that are in place as verified by MTA Audit. Based on this scenario, NYC Transit and MTABC will only seek approval for the budget shortfall depending on the results of a new Collective Bargaining Agreement and if the rates for fringe benefits and overhead increase as established by NYC's Office of Management and Budget. Approval is being sought retroactively as negotiations were protracted due to the need to reconcile cost information.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) Judlau Contracting, Inc. (New York, NY)	
Description Second Avenue Subway Route 132A- 63 rd Street/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 # 10
Original Amount:	\$ 176,450,000
Prior Modifications:	\$ 975,016
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 177,425,016
This Request:	\$1,700,000
% of This Request to Current Amount:	1.0%
% of Modifications (including This Request) to Original Amount:	1.5%

Discussion:

This retroactive modification is for additional work associated with communication design changes.

The contract calls for reconstruction of the 63rd Street Station including all entrances, station systems, lighting, architectural finishes and other station elements.

In 2010, NYC Transit requested a series of design changes to the communications systems affecting all four 2nd Avenue Station contracts as well as the Systems contract. Due to the nature and timing of this request in relation to Contract C-26006, many of the comments could not be addressed during the bid phase without significantly impacting the contract award schedule. It was decided to implement these changes during construction. The design consultant began the incorporation of these changes into the design of each contract in April 2011. This modification is necessary to implement the changes for Contract C-26006, which include revision of the fire alarm and Inergen fire suppression systems, the CCTV system and the Supervisory and Control Data Acquisition (SCADA) system. This modification also includes changes to the fan dampers and actuators, Con Ed service and the elimination of a power panel from the Elevator machine room. To avoid schedule impact, this work had to begin without delay. Consequently, the MTACC President approved a retroactive waiver on October 11, 2012.

Work includes the furnishing and installation of additional conduit and wire trough, cable, boxes, receptacles, switches and meters as well as the deletion of some contractually required conduit. This modification also addresses several non-communication changes including changes to cement block fire walls; concrete structural walls, slabs and high bench; furnishing and installation of an access door and manhole cover; and rod, clean and relocate drain piping.

The contractor's revised proposal was \$2,263,375; MTACC's revised estimate was \$1,628,283. Negotiations resulted in the agreed upon net lump sum price of \$1,700,000 which is considered fair and reasonable. Savings of \$563,375 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

Vendor Name (& Location) Plaza Schiavone, JV (New York, NY)	
Description Fulton Street Transit Center Enclosure	
Contract Term (including Options, if any) August 5, 2010 – February 4, 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 A-36125	AWO/Modification # 126
Original Amount:	\$ 175,988,000
Prior Modifications:	\$ 15,205,009
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 191,193,009
This Request:	\$2,225,000
% of This Request to Current Amount:	1.2%
% of Modifications (including This Request) to Original Amount:	9.9%

Discussion:

This retroactive modification is for the furnishing and installing glass and stainless steel cladding for the hoist way enclosures of the new elevators for the Fulton Street Transit Center (Fulton Center). To avoid schedule impact, this work had to begin without delay. Consequently, the MTACC President approved a retroactive waiver on December 6, 2012.

This contract is for the construction of the Fulton Center Enclosure.

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 original contract called for the build-out of the third floor as office space to be utilized by NYC Transit personnel. As part of the reprogramming of Fulton Center, the third floor will be converted from office space to retail space. As such, significant changes are being made to the layout of the building, including the provision of additional vertical circulation (both elevators and stairs) to provide additional access to the new retail space. Prior modifications related to the new elevators addressed the required structural upgrades, the steel framing for the hoist way and the elevators themselves along with all associated equipment.

This modification includes the furnishing and installing of the glass and stainless steel cladding for the hoist way enclosures including fire-rated glass panels and stainless steel mullions, frames, trim and panels. The glass being used for the elevator hoist way matches the glass used for the interior glass walls of the Fulton Center, which was previously approved by the Board.

The contractor's proposal was in the amount of \$3,231,859; MTACC's revised estimate was \$2,094,051. Negotiations resulted in the agreed upon lump sum price of \$2,225,000, which is considered fair and reasonable. Savings of \$1,006,859 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

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 C-26505	AWO/Modification # 38
Original Amount:	\$ 513,700,497
Prior Modifications:	\$ 3,627,629
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 517,328,126
This Request:	\$ 340,000
% of This Request to Current Amount:	0.1%
% of Modifications (including This Request) to Original Amount:	0.8%

Discussion:

This modification includes revisions to the Private Mobile Radio System (PMRS). Funding for this modification will be provided by the Hudson Yards Development Corporation.

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.

Under this modification, the Private Mobile Radio System (PMRS) will provide seamless radio coverage on the No.7 Line extension for below ground NYC Transit radio users, as well as above and below ground coverage for all police, fire and emergency services. This modification addresses equipment (only) changes associated with a change to the specified radiating antenna cable as well as the discontinuation of a bi-directional amplifier (BDA) which is a key specified component of the PMRS system. This modification includes changes to several other BDAs, provision of optical splitters, additional fiber optic equipment and additional low noise amplifiers to achieve better noise reduction in the system. To avoid any schedule impact resulting from the lead time associated with the procurement of this equipment, the MTACC President approved a retroactive waiver on October 25, 2012. The contractor's proposal was \$365,714; MTACC's revised estimate was \$312,713. Following negotiations, the price of \$340,000 was agreed upon and is considered fair and reasonable. Savings of \$25,714 were achieved.

6. SERVICE CHANGES

Report



SERVICE CHANGES: PERMANENTLY EXTEND ⑥ TO CHURCH AVENUE

Service Issue

Since July 2009, the ⑥ train has been temporarily extended from Smith/9 Sts to Church Avenue as part of the Culver Viaduct Reconstruction Project. The extension provides significant benefits to riders. It is, therefore, recommended that the ⑥ be permanently extended to Church Avenue when the reconstruction project is completed in Spring 2013.

Recommendation

Permanently extend ⑥ to Church Avenue.

Budget Impact

Operation of the permanent extension to Church Avenue would cost an estimated net \$2.2 million per year. Funding for the project was included in the 2012 Service Investments, approved by the MTA Board in July 2012.

Proposed Implementation Date

This service has been in operation on a temporary basis since 2009.

Staff Summary



Subject	Permanent Extension of G Train to Church Avenue
Department	Operations Planning
Department Head Name	Peter G. Cafiero <i>JMPC</i>
Department Head Signature	
Project Manager Name	Judy McClain

Date	January 15, 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>WP</i>	4	VP General Counsel <i>WJ</i>
7	Executive VP <i>MS</i>	3	Director OMB <i>M</i>
6	SVP Subways <i>AP</i>	2	VP GCRL <i>MS 1/11/2013</i>
5	VP Corp. Comm. <i>JMPC</i>	1	Chief OP <i>JMPC</i>

Purpose

To obtain approval of a recommendation for a permanent extension of the **G** train to Church Avenue.

Discussion

Since July 2009, the **G** train has been temporarily extended from Smith/9 Sts to Church Avenue as part of the Culver Viaduct Reconstruction Project. Given the ridership benefits of permanently extending the **G** to Church Avenue, which are described below, the extension was included in the 2012 Service Investments approved by the MTA Board in July 2012.

The extension offers a variety of benefits to riders. It provides a one-seat ride for riders between **G** stations north of Bergen Street and the stations between 4 Avenue and Church Avenue. It also allows for better connectivity for **G** riders to 4th Avenue **R** service at the 4 Av/9 St station, and it improves effective headways for riders who would be equally well-served by either **F** or **G** between Church Avenue and Bergen Street.

Spring 2012 traffic checks showed 1,900 northbound riders and 1,150 southbound riders actually riding the **G** trains at the peak load of the new **G** segment (i.e, between Smith/9 Sts and 4 Av) in the AM peak. In addition, a large number of riders who connect to either the **R** at 4 Av/9 St or to **A/C** service benefit, because they are equally served by the **F** or **G**, resulting in shorter average waits. In total, the extension is estimated to benefit 40,000 riders weekdays, for an aggregate passenger time-savings of 68,000 minutes per weekday.

This recommended service change was the subject of public hearings that were held between November 7th and November 28th in all five boroughs of New York City as well as in Westchester,

Orange and Nassau Counties. These hearings were held to solicit public comments about these service changes as well as proposed fare increases. No comments were received on the recommended **G** extension.

Recommendation

Permanently extend **G** to Church Avenue

Alternative to the Proposed Service Change

The **G** train would return to its previous terminal at Smith/9 Sts.


Budget Impact

Operation of the permanent extension to Church Avenue would cost an estimated net \$2.2 million per year. Funding for the project was included in the 2012 Service Investments, approved by the MTA Board in July 2012.

Proposed Implementation Date

This service has been in operation on a temporary basis since 2009.

Approved for Submission to the Board:



Thomas F. Prendergast
President

BOARD RESOLUTION

WHEREAS, in a Staff Summary dated January 15, 2013, the Chief of Operations Planning has recommended the following action as a part of the 2012 Service Investments:

- Permanently extend the **G** crosstown local to Church Avenue in Kensington

WHEREAS, public hearings were held on the proposed changes between November 7th and November 28th and a summary of public comment and NYC Transit staff response accompanied the Staff Summary; and

WHEREAS, upon a review of the Staff Summary and the documents referenced in or attached to it, the Board has determined that:

- (1) the proposed changes are funded as part of the 2012 Service Investments and
- (2) the proposed changes will not result in any significant environmental impacts and that a Negative Declaration is appropriate;

NOW, THEREFORE IT IS RESOLVED that the Board approves the service changes described in said Staff Summary at attachments; and authorizes the President or his designee to implement such changes at such time as deemed practicable.

Report



New York City Transit

**SERVICE CHANGES: IMPLEMENT NEW BX46 BUS SERVICE IN
 HUNTS POINT**

Service Issue

As part of the 2012 Service Investments, a new bus route is recommended to serve southwest Hunts Point. Over the past years, this neighborhood has experienced steady growth and there have been ongoing requests for better transit service from elected officials, employers and residents. The residential and industrial areas to the east of the Bruckner Expressway are not within convenient walking distance to other transit. Additionally, residents and workers have a difficult walk across the Bruckner Expressway service road to reach their destinations. This new route would also provide service to Barretto Point Park which is currently served by transit only on summer weekends.

Recommendation

Implement new Bx46 bus route between the Prospect Av **2 5** Station and Hunts Point Market.

Budget Impact

The net operational cost associated with this service is \$1.4 million annually. Funding for the service was included in the 2012 Service Investments, approved by the MTA Board in July 2012.

Proposed Implementation Date

April 2013.

Staff Summary

Subject	Implement New Bx46 Bus Service in Hunts Point
Department	Operations Planning
Department Head Name	Peter G. Cafiero <i>[Signature]</i>
Department Head Signature	
Project Manager Name	Judith McClain

Date	January 15, 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>[Signature]</i>	4	VP General Counsel <i>[Signature]</i>		
7	Executive VP <i>[Signature]</i>	3	Director OMB <i>[Signature]</i>		
6	SVP Buses <i>[Signature]</i>	2	VP GCR 1/15/2013 <i>[Signature]</i>		
5	VP Corp. Comm. <i>[Signature]</i>	1	Chief OF <i>[Signature]</i>		

Purpose

To obtain approval of a recommendation for the new Bx46 bus route to serve the Hunts Point neighborhood in the Bronx.

Discussion

As part of the 2012 Service Investments, a new bus route is recommended to serve southwest Hunts Point that would operate between the Prospect Av ② ⑤ Station and Hunts Point Market. Over the past years, this neighborhood has experienced steady growth and there have been requests for better transit service from elected officials, employers and residents. The residential and industrial areas to the east of the Bruckner Expressway are not within convenient walking distance to other transit. Additionally, residents and workers have a difficult and dark walk across the busy Bruckner Expressway service road to reach their destinations. This new route would also provide full-year service to Barretto Point Park which is currently served by transit only on summer weekends.

This proposal has been well-received by the public at community outreach meetings as well as at public hearings that were held between November 7th and November 28th in all five boroughs of New York City as well as in Westchester, Orange and Nassau Counties. These hearings were held to solicit public comments about these service changes as well as proposed fare increases. Responses to comments received from the public are attached.

The route would operate via Prospect Avenue adjacent to the Prospect Av ② ⑤ station, Macy Place, Hewitt Place, Longwood Avenue (serving the Longwood Avenue ⑥ Station), Tiffany Street, Viele Avenue, Halleck Street, Ryawa Avenue, and Food Center Drive (see attached map).

This route will operate seven days a week on a 30-minute headway. The service span will be:

Weekday: Eastbound 5:30-23:30; Westbound 6:00-00:00

Saturday & Sunday: Eastbound 8:30-22:30; Westbound 9:00-23:00

Recommendation

Implement new Bx46 bus route between the Prospect Av **2** **5** Station and Food Center Drive.

Alternatives to the Proposed Service Change

1. *Do nothing.* Does not address the requests of the community for transit service.
2. *Extend or create a new branch of the Bx6.* This would lead to uneven headways and confusion for customers. It would also not be possible to serve the Prospect Av **2** **5** Station.
3. *Begin western terminal at Longwood Av **6** Station instead of Prospect Av **2** **5** Station.*
This alternative would not serve the needs of many residents or workers coming from other parts of the Bronx and the city.


Budget Impact

The net operational cost associated with this service is \$1.4 million annually. Funding for the service was included in the 2012 Service Investments, approved by the MTA Board in July 2012.

Proposed Implementation Date

April 2013.

Approved for Submission to the Board:



Thomas F. Prendergast, President

BOARD RESOLUTION

WHEREAS, in a Staff Summary dated January 15, 2013, the Chief of Operations Planning has recommended the following action as a part of the 2012 Service Investments:

- Implement a new Bx46 bus route to serve the Hunts Point neighborhood

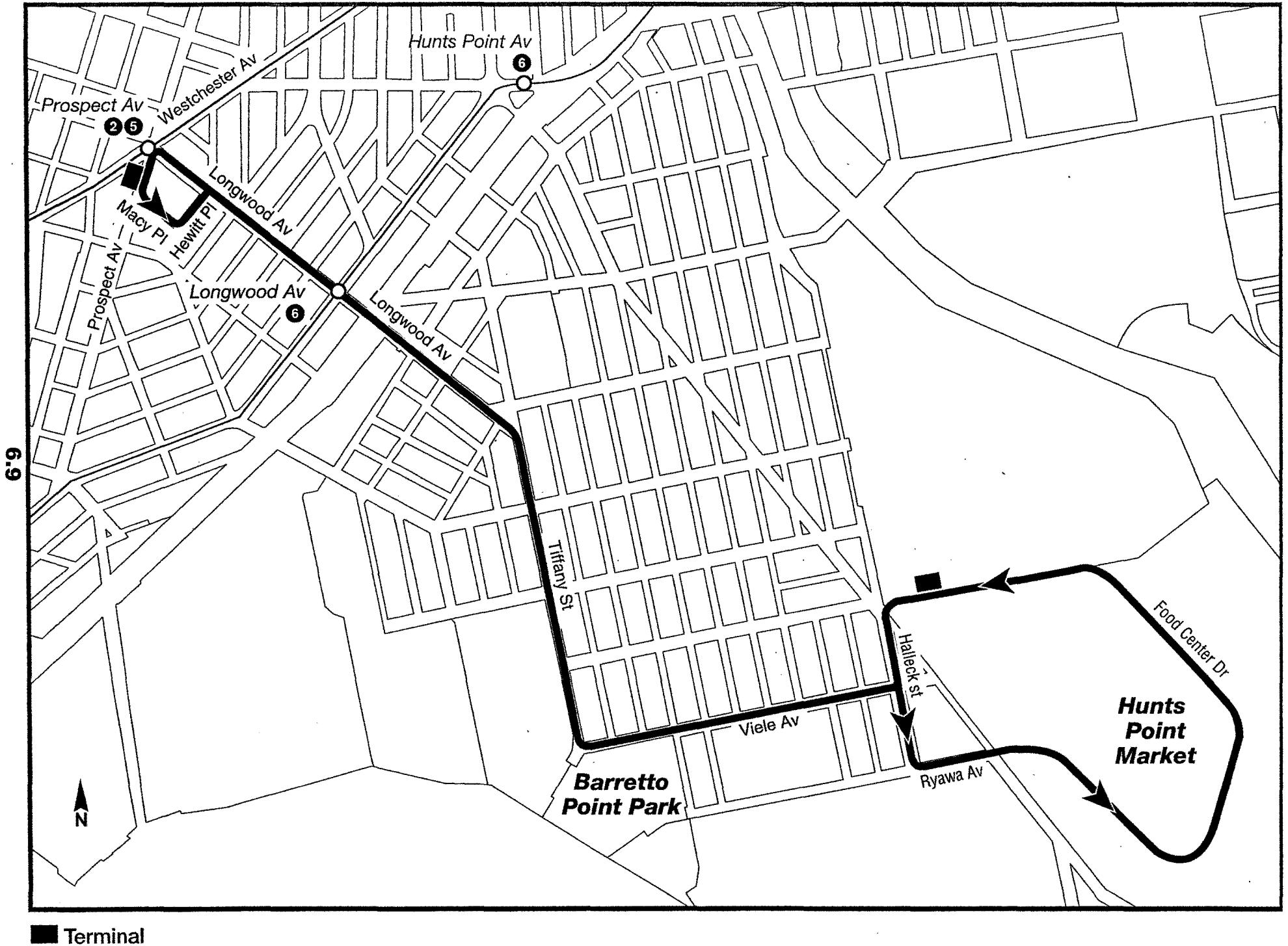
WHEREAS, public hearings were held on the proposed changes between November 7th and November 28th and a summary of public comment and NYC Transit staff response accompanied the Staff Summary; and

WHEREAS, upon a review of the Staff Summary and the documents referenced in or attached to it, the Board has determined that:

- (1) the proposed changes are funded as part of the 2012 Service Investments and
- (2) the proposed changes will not result in any significant environmental impacts and that a Negative Declaration is appropriate;

NOW, THEREFORE IT IS RESOLVED that the Board approves the service changes described in said Staff Summary and attachments; and authorizes the President or his designee to implement such changes at such time as deemed practicable.

New Bx46 Route Serving Hunts Point



■ Terminal



Public Comments on the New Local Bx46 Bus Service in Hunts Point

Summary of Public Comments and Staff Responses

New York City Transit staff presented a preliminary route plan to the Office of the Borough President, Community Board 2, and members of the public on September 12, 2012, with a two-week window provided following the meeting for community members to submit written comments, prior to final plan proposal.

Community members were invited to submit oral and written comments on the final plan at or following the MTA Public Hearing held on November 13, 2012 in the Bronx. They were invited to comment on this at all of the fare increase hearings, but comments were only received at the hearing in the Bronx.

The reception to the plan was overwhelmingly positive at both meetings, with some suggestions provided. This report summarizes oral comments received at the November 13, 2012 Bronx Public Hearing and written comments submitted to MTA through November 27, 2012. The comments below are paraphrased for clarity. For the purpose of the staff summary, the only comments listed below are those related to the new Hunts Point local bus service. Following each comment is the New York City Transit staff response.

Comment: The new route will be extremely useful for residents and businesses (this comment was received by several people at both meetings).

Staff Response: No response required.

Comment: The route should be extended to the west to Yankee Stadium or the Hub (oral comment at Public Hearing).

Staff Response: The length of the new route is constrained by the funds available for the 2012 Service Investments package. NYCT will monitor ridership along the route and community demand for additional service and consider these options in future network planning.

Comment: The Barretto Shuttle should merge with the Bx6 (oral comment at Public Hearing).

Staff Response: It is unclear whether this comment requests an extension of the Bx6 from its eastern terminus to Barretto Point Park, or the creation of a separate branch of the Bx6. Both options were considered in the planning process.

Public Comments on the New Local Bx46 Bus Service in Hunts Point

Page 2 of 2

January 15, 2013

Splitting the Bx6 into two branches to serve the new route would be confusing for customers and would take service away from the intersection of Southern Boulevard and Hunts Point Avenue/East 163rd Street. This is a busy commercial destination and important transfer point.

An extension to the Bx6 would add travel time to and reduce reliability on what is already a long, busy route, and would complicate service to the Hunts Point Food Center. The Bx6 has more frequent service than what is warranted by potential ridership to southwest Hunts Point, so the extension would be over-served.

Comment: The route of the former Hunts Point Clean Air Transportation (HP CAT) Shuttle Service would serve more businesses than the proposed route. The former route traveled on Barry Street and Oak Point Avenue (written comment submitted following preliminary presentation).

Staff Response: The route was selected to provide access to as many potential riders as possible while balancing the needs of residents, businesses and park users. Operating the route via Barry Street would not serve the residential areas of Hunts Point. NYCT staff observed that Barry Street is much narrower than the selected route and narrows further when semi-trucks park on the street. Tiffany Street is a wider through street that does not become as clogged.

Report



New York City Transit

SERVICE CHANGES:

REQUEST FOR PUBLIC HEARING:

**BX15, BX55 SERVICE REVISIONS &
RELOCATION OF THE FULL-TIME STAFF AREA
AT THE KINGSBRIDGE RD **B****D** STATION**

Service Issue

The Bus Rapid Transit Phase II: Future Corridors study recommended the Webster Avenue and 3rd Avenue transportation corridor as a prime location for improved bus service. Webster Avenue and 3rd Avenue are parallel north/south corridors in the southern and central Bronx that traverse neighborhoods long distances from the nearest subway. In recent years, there has been a great deal of new development in these neighborhoods. Current bus service on both Webster Avenue and 3rd Avenue suffers from slow speeds and low reliability.

Revising 3rd Avenue service in tandem with the start of Bx41 SBS service on Webster Avenue would provide more efficient bus service in these Bronx neighborhoods from both operational and customer perspectives.

This public hearing would also allow comments on the proposed relocation of the full-time staffed area from the northern control area (at 196th St) to the southern control area (at Kingsbridge Road) of the Kingsbridge Road **B****D** subway station in the Bronx.

Recommendation

Schedule a public hearing to receive comments from the community on the service revision proposals on the Bx15 and Bx55 bus routes and to receive comments about the shifting of the station agent from the northern control area to the southern control area of the Kingsbridge Road **B****D** subway station.

Budget Impact

There will be an annual cost savings from Bx15/Bx55 service changes, but these cost savings will be more than off-set by the investment in Select Bus Service on the Bx41. After the public hearing, service plans and schedules will be finalized, and the budget impact will be reported in the follow-up Staff Summary. The relocation of the full-time station agent at the Kingsbridge Road Station is cost neutral.

Proposed Implementation Date

Hold the public hearing in March 2013, for target implementation of the Bx15/55 service changes in Summer 2013 and shifting of the Kingsbridge Road full-time control area in the Spring of 2014, coincident with the completion of the elevator installation at the station.

Staff Summary

Subject	Request for Public Hearing: Bx15, Bx55 Service Revisions & Relocation of the Full-Time Staff Area at the Kingsbridge Rd B D Sta
Department	Operations Planning
Department Head Name	Peter G. Caflero <i>gm for PC</i>
Department Head Signature	
Project Manager Name	Judith McClain

Date	January 15, 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	Acting Chairman		X		
3	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President <i>VP</i>	4	Director OMB <i>M</i>
7	Executive VP <i>WJ</i>	3	VP General Counsel <i>WJ</i>
6	SVP Buses <i>WJ 1/16/13</i>		VP GCR <i>WJ 1/16/13</i>
5	VP Corp. Comm. <i>WJ 1/16/13</i>	1	Chief OP <i>gm for PC</i>

Purpose

The purpose of this staff summary is to gain the approval of the President and the Acting Chairman to hold a public hearing on two topics. The first topic is a series of proposals related to Webster Avenue and 3rd Avenue bus service in the Bronx on the Bx15 and Bx55 bus routes. These changes are being made in conjunction with a proposal to implement SBS service on the Webster Avenue Bx41 bus route.

The second topic of the public hearing would be the proposed relocation of the full-time staffed area at the Kingsbridge Road **B D** subway station in the Bronx from the northern control area (at 196th St) to the southern control area (at Kingsbridge Road).

Discussion

1. Bx15/Bx55 Service Revisions

MTA New York City Transit (NYCT) has been closely working with the New York City Department of Transportation (NYCDOT) to implement Select Bus Service in New York City. In 2009, the Bus Rapid Transit Phase II: Future Corridors study, which included much input from elected officials and community members, recommended the Webster Avenue/3rd Avenue transportation corridor as a prime location for improved bus service. Webster Avenue and 3rd Avenue are parallel north/south corridors in the southern and central Bronx that traverse neighborhoods long distances from the nearest subway.

The Bx41 is the primary bus route along Webster Avenue. It provides local and limited-stop bus service between The Hub at East 149th Street/3rd Avenue and the Gun Hill Intermodal Terminal at East Gun Hill Road/White Plains Road via Melrose Avenue, Webster Avenue, and East Gun Hill Road.

Two routes currently operate on 3rd Avenue. The Bx15 provides all local service between West 125th Street/12th Avenue in Manhattan and Fordham Plaza in the Bronx. The Bx55 provides supplemental weekday-only, limited-stop service between The Hub and Fordham Plaza, with alternate trips extended north to the Gun Hill Intermodal Terminal via Webster Avenue and East Gun Hill Road between the hours of 6:30 a.m. and 7:30 p.m.

In developing a proposal to speed up bus service and increase reliability in these neighborhoods, both Webster Avenue and 3rd Avenue were examined to determine which corridor would allow for the greatest improvement to service. Webster Avenue is generally a wider street than 3rd Avenue, allowing for more beneficial use of features such as bus lanes. In addition, the residential population within walking distance of Webster Avenue is greater than the population within the same distance of 3rd Avenue. Enhanced bus service along Webster Avenue would benefit not only residents along the Webster Avenue corridor but also many residents along the 3rd Avenue corridor, as these streets are generally no more than ¼-mile apart. Focusing efforts on Webster Avenue, the proposal would convert the Bx41 Limited to the Bx41 SBS. Bx41 SBS would include standard SBS features such as off-board fare collection, bus lanes, traffic signal priority, and specially-branded buses. Note that Local Bx41 service would remain unchanged.

This service change also proposes removing the Bx55 from the segment of Webster Avenue north of Fordham Road. Currently alternate Bx55 trips traverse the northern portion of Webster Avenue between Fordham Road and East Gun Hill Road along the same route path and making the same stops as the Bx41 Limited. As this segment will be better served by the expanded and enhanced Bx41 SBS, it is proposed to eliminate the duplicative Bx55 Limited trips north of Fordham Plaza.

With paired local and limited-stop routes, it is optimal for the route traveling the longest distance to be the limited route and the shorter route to be the local route. This proposal would rename the Bx55 Limited as the Bx15 Limited. The proposed Bx15 Limited would operate between Fordham Plaza in the Bronx and West 125th Street/12th Avenue in Manhattan, making limited stops between Fordham Plaza and The Hub and all local stops south of The Hub and along 125th Street. Bx15 local service would operate at all times between Fordham Plaza and The Hub, with service extended to West 125th Street/12th Avenue in Manhattan nights and weekends when the Bx15 Limited is not operating. This route structure would speed up interborough trips from 3rd Avenue to Manhattan (please see attached maps).



2. Kingsbridge Road B D Full-time Staff Area Relocation

The Kingsbridge Road station is currently served by two control areas: 1) N221 at the north end of the station (at 196th Street) is currently the station's only control area that is staffed; 2) N220 at the south end of the station (at Kingsbridge Road) currently operates as an unstaffed control area. The station is an ADA key station and from a layout and construction perspective, southern control area N220 is the better location for retrofitting the station with ADA elevators. Construction for the ADA retrofit began in March of 2012 and the elevators are expected to be in

operation in the spring of 2014. While it is not required to have staff in the vicinity of elevators, it is considered good practice, allowing passengers using wheelchairs direct access to a station agent. Details of this planned relocation have been shared with the community at various meetings during the course of the project.

Recommendation

Schedule a public hearing to receive comments from the community on the service revision proposals on the Bx15 and Bx55 bus routes. Pursuant to MTA Board approved service guidelines, a public hearing is required because Bx55 route miles would be decreased by more than 25%. However, this proposal, in conjunction with the implementation of Bx41 SBS, will yield a net increase in service for the community.

It is also recommended that the public hearing receive comments on the shifting of the station agent from the northern N221 control area to the southern N220 control area of the Kingsbridge Road   subway station.

After consideration of public comment at the hearing, the proposed changes would be modified as appropriate and forwarded to the Board for final action.

Alternatives to the Public Hearing Request

Do Nothing. Inefficient and duplicative service on Webster Avenue north of Fordham Plaza will continue to operate and an opportunity to provide a new limited through service to Harlem will be forfeited. At Kingsbridge Road a full-time staff agent will remain at the north end of the station while ADA access will be provided at the station's south end.

Budget Impact

There will be an annual cost savings from Bx15/Bx55 service changes, but these cost savings will be more than off-set by cost increases for Select Bus Service on the Bx41. After the public hearing, service plans and schedules will be finalized, and the budget impact will be reported in the follow-up Staff Summary. The relocation of the full-time station agent at the Kingsbridge Road Station is cost neutral.

Authorization to conduct a public hearing:

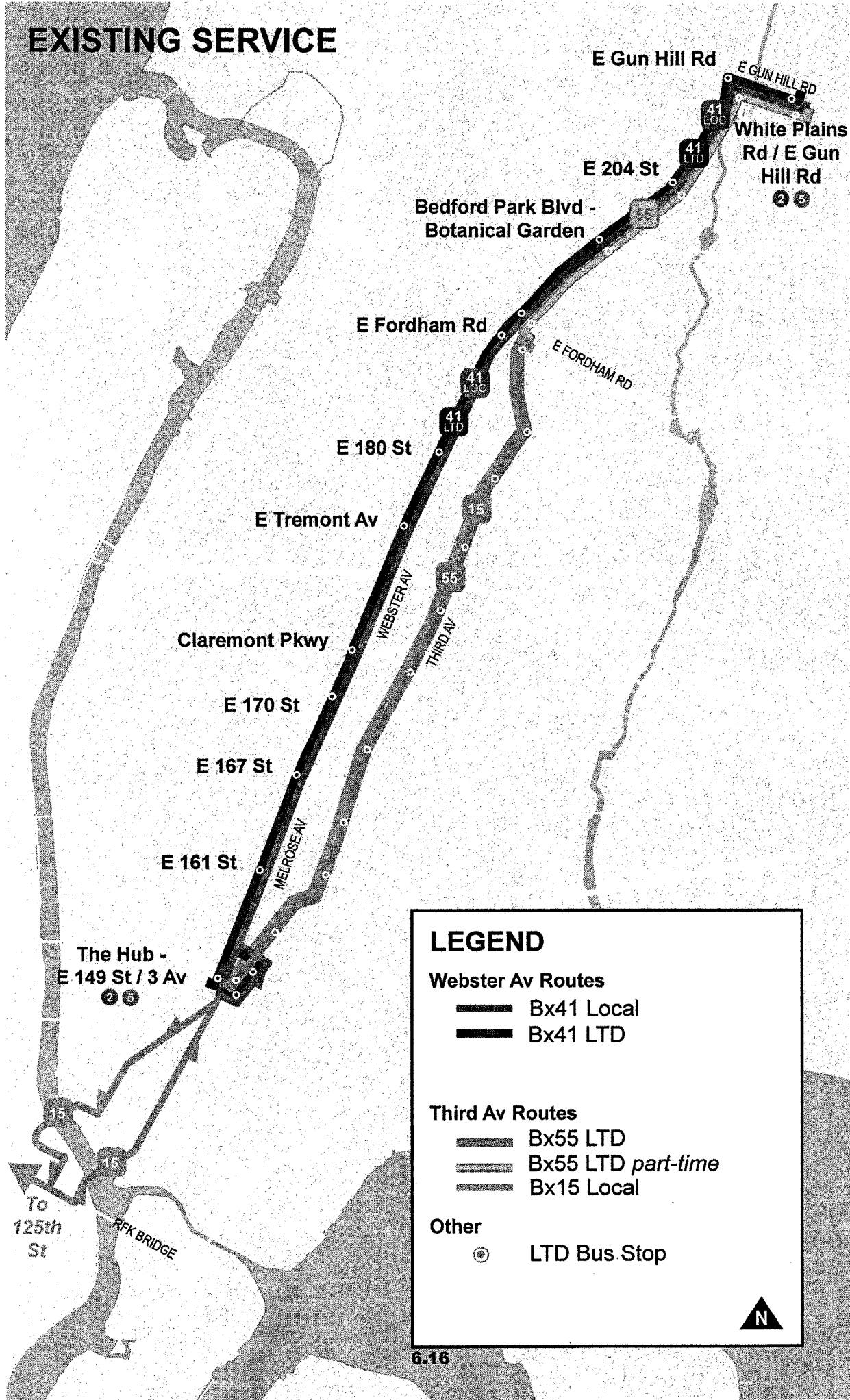


Thomas F. Prendergast
President





Fernando Ferrer
Acting Chairman

EXISTING SERVICE






LEGEND

Webster Av Routes

-  Bx41 Local
-  Bx41 LTD

Third Av Routes

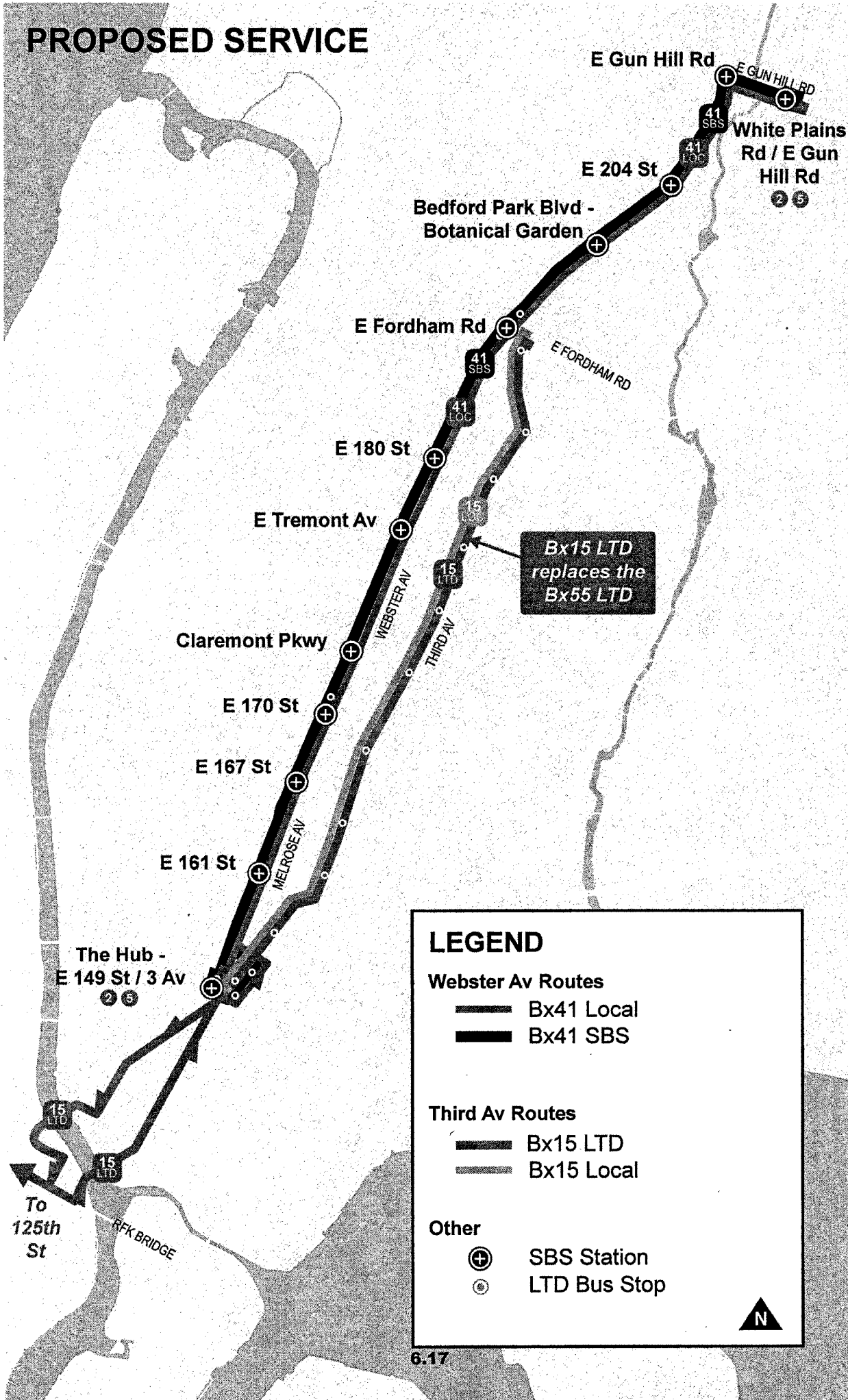
-  Bx55 LTD
-  Bx55 LTD *part-time*
-  Bx15 Local

Other

-  LTD Bus Stop





PROPOSED SERVICE





LEGEND



Webster Av Routes

-  Bx41 Local
-  Bx41 SBS

Third Av Routes

-  Bx15 LTD
-  Bx15 Local

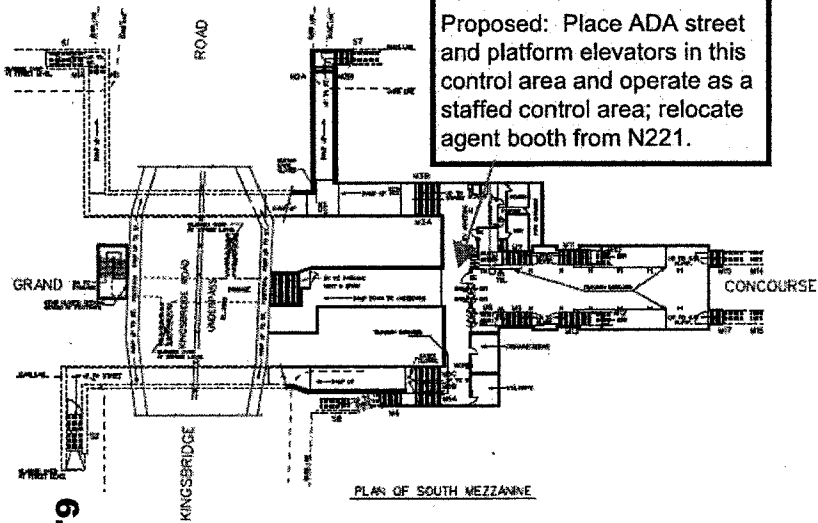
Other

-  SBS Station
-  LTD Bus Stop

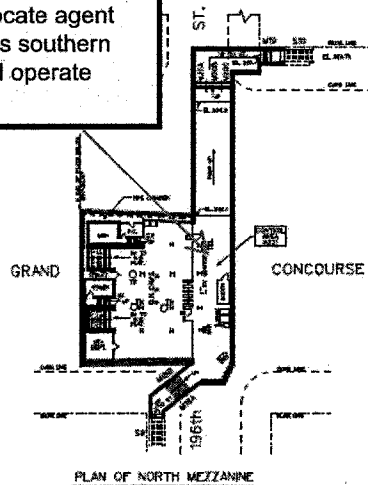


N220 Control area at Kingsbridge Road:
 Currently is unstaffed.
 Proposed: Place ADA street and platform elevators in this control area and operate as a staffed control area; relocate agent booth from N221.

N221 Control area at 196 St:
 Currently is station's staffed control area.
 Proposed: Relocate agent booth to station's southern control area and operate N221 unstaffed.

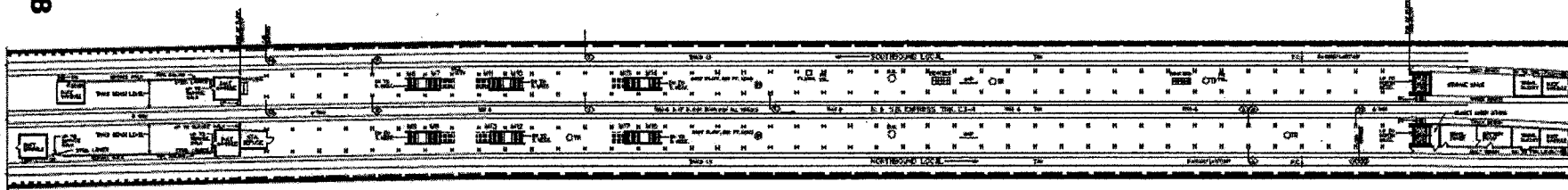


PLAN OF SOUTH MEZZANINE

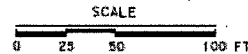


PLAN OF NORTH MEZZANINE

6.18



PLAN OF PLATFORM



KINGSBRIDGE ROAD
 STATION PLAN
 CONCOURSE LINE - IND DIVISION
 STATION NUMBER 212

Report



New York City Transit

SERVICE CHANGES:

**NYC TRANSIT COMMITTEE NOTIFICATION:
BUS SCHEDULE CHANGES EFFECTIVE APRIL 2013**

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. These changes also address the need for running time adjustments to more accurately 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.

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

Sixty-three bus schedule changes (on 54 routes) are proposed for implementation in April 2013.

Budget Impact

Implementation of the April 2013 schedule changes is estimated to cost \$2.2 million annually. These costs will be incorporated into the 2013 operating budget.

Proposed Implementation Date

April 2013.

Staff Summary

Subject	Bus Schedule Changes Effective April 2013
Department	Operations Planning
Department Head Name	Peter G. Cafiero <i>gmc for PC</i>
Department Head Signature	
Project Manager Name	Michael Glikin

Date	January 15, 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	Transit Cmte			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President <i>TAP</i>	4	VP General Counsel <i>W.P. J. ...</i>
7	Executive VP <i>MS</i>	3	Director OMB <i>M</i>
6	SVP Buses <i>1/18/13</i>		VP GCR <i>1/11/2013</i>
5	VP Corp. Comm. <i>1/11/13</i>		Chief OP <i>gmc for PC</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 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 April 2013 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 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

Sixty-three bus schedule changes (on 54 routes) have been identified for implementation in April 2013 (see Attachment 1).

1. Thirty-nine of the 63 bus schedule changes contain increases or adjustments in service frequency and/or include modifications in running time to meet established bus loading guidelines and improve reliability.
2. The remaining 24 of the 63 bus schedule changes contain reductions in service frequencies to more closely align service with customer demand, to meet MTA loading guidelines for bus operation, and to concurrently improve reliability through running time modifications where needed.

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 April 2013 schedule changes is estimated to cost \$2.2 million annually. These costs will be incorporated into the 2013 operating budget.

Proposed Implementation Date

April 2013.

Approved:



Thomas F. Prendergast
President

Attachment 1
April 2013 - Page 1 of 3

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 (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
B1	2.5	2	127%	100%	6	7	85%	97%	4	3.5	110%	98%	8	7	114%	91%	+1.5%
B47	8	8	87%	87%	12	15	71%	88%	10	10	78%	78%	10	12	69%	83%	-2.3%
B61	9	8	107%	93%	12	10	109%	91%	8	8	75%	75%	15	15	74%	74%	0.0%
B62	8	9	68%	77%	20	15	101%	76%	10	10	72%	72%	12	12	82%	82%	0.0%
B68	7	8	64%	72%	9	9	86%	86%	9	7	114%	89%	12	15	72%	90%	-2.3%
B83	5	5.5	81%	89%	15	10	145%	97%	7	7	80%	80%	12	9	131%	93%	+4.7%
Bx13	5	4	108%	93%	10	9	110%	94%	5	4	106%	91%	8	7	113%	93%	+10.6%
Bx40/42	7	6	94%	84%	10	9	103%	88%	8	6	101%	80%	10	10	82%	82%	+1.6%
M8	10	9	112%	94%	15	20	25%	33%	15	15	72%	72%	20	20	38%	38%	0.0%
M15	9	9	76%	76%	8	9	81%	92%	9	10	55%	68%	9	10	51%	59%	-2.6%
M15 - SBS	3.5	3	110%	95%	8	8	84%	84%	5.5	5	103%	95%	9	8	97%	85%	+4.4%
M23	8	8	79%	79%	9	10	73%	85%	6	6	83%	83%	10	10	52%	52%	-3.9%
M50	15	15	76%	76%	20	20	49%	49%	10	12	51%	67%	20	30	26%	39%	-6.9%
M57	12	10	91%	65%	15	15	75%	75%	10	9	113%	94%	12	12	71%	71%	+3.3%
M66	3.5	3.5	90%	90%	10	10	85%	85%	4	3.5	97%	91%	9	10	69%	81%	-1.0%
M96	3	3	86%	86%	6	5.5	105%	89%	3.5	3	99%	94%	7	6	112%	99%	+3.6%
M106	15	12	109%	82%	30	30	90%	90%	15	15	79%	79%	30	30	81%	81%	+5.3%
Q12	4	4.5	68%	79%	9	10	80%	94%	5.5	5	90%	82%	6	5.5	111%	94%	+1.1%
Q13	9	8	101%	88%	12	10	102%	77%	7	6	99%	89%	10	9	127%	93%	+3.5%
Q26	8	8	86%	86%	N/A	N/A	N/A	N/A	15	10	138%	80%	20	20	91%	91%	+6.5%
Q27	2.5	2	107%	94%	6	5.5	101%	85%	3.5	3	95%	90%	4	3.5	91%	77%	+1.7%
Q28	4	3.5	100%	94%	12	10	107%	81%	8	6	113%	90%	10	9	119%	87%	+3.0%
Q31	5	5	96%	96%	20	20	89%	89%	10	9	97%	80%	20	20	40%	40%	+0.7%
Q36	8	8	93%	93%	15	20	59%	79%	9	8	104%	91%	12	10	118%	89%	+1.1%
Q48	12	15	62%	89%	20	20	63%	63%	15	15	58%	58%	20	20	73%	73%	-1.4%
S40/90	6	6	84%	84%	20	20	76%	76%	10	9	111%	91%	20	20	98%	98%	+1.2%
S44/94	9	8	118%	96%	15	15	61%	61%	8	7	83%	70%	15	15	82%	82%	0.0%
S46/96	6	5.5	91%	79%	12	15	71%	93%	7	7	88%	88%	12	12	87%	87%	0.0%
X27	7	6	100%	90%	60	60	53%	53%	10	10	93%	93%	15	15	72%	72%	-3.7%
X28	6	5.5	89%	83%	60	60	37%	37%	8	9	80%	91%	20	20	68%	68%	+1.3%
X37	7	8	76%	86%	N/A	N/A	N/A	N/A	12	10	102%	85%	N/A	N/A	N/A	N/A	0.0%
X38	8	7	103%	92%	N/A	N/A	N/A	N/A	8	8	90%	90%	N/A	N/A	N/A	N/A	+3.3%
X68	20	15	95%	71%	N/A	N/A	N/A	N/A	15	15	68%	68%	N/A	N/A	N/A	N/A	+4.6%

(*) 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.

6.22

Attachment 1
April 2013 - Page 2 of 3

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.

Saturday	Late Morning				Midday				Late Afternoon				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 (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B1	9	6	155%	98%	8	8	97%	97%	8	8	88%	88%	10	10	85%	85%	+0.9%
B20	20	20	78%	78%	15	15	81%	81%	15	12	104%	83%	20	20	74%	74%	+1.5%
B35	5.5	5	103%	94%	4	4	91%	91%	3	3.5	76%	86%	3.5	4	64%	76%	-5.3%
B49	12	15	68%	86%	12	15	73%	91%	12	15	77%	97%	15	20	51%	69%	-9.3%
B60	15	20	68%	90%	10	12	69%	82%	12	15	76%	95%	15	15	73%	73%	-9.6%
B82	12	10	106%	88%	9	10	81%	94%	9	9	74%	74%	10	12	74%	89%	-6.0%
B83	15	15	99%	99%	12	12	72%	72%	12	10	111%	92%	12	15	61%	76%	0.0%
Bx3	9	10	75%	88%	7	6	87%	79%	7	7	81%	81%	7	7	74%	74%	0.0%
Bx6	9	9	94%	94%	9	8	114%	97%	8	8	99%	99%	9	9	87%	87%	+5.6%
Bx12 - SBS	9	8	111%	97%	8	6	104%	83%	8	5.5	129%	92%	10	8	129%	97%	+26.0%
Bx19	10	12	72%	86%	8	8	97%	97%	9	7	126%	98%	9	8	111%	98%	+5.3%
Bx40/42	12	12	79%	79%	10	12	69%	83%	10	12	73%	87%	12	12	77%	77%	-6.3%
M15	12	15	34%	67%	10	10	71%	71%	10	10	66%	66%	10	12	51%	62%	-3.4%
M15 - SBS	15	12	136%	70%	9	8	107%	94%	8	6	119%	95%	9	8	111%	97%	+17.7%
Q54	20	20	99%	99%	15	20	73%	97%	15	15	83%	83%	15	20	50%	67%	-4.1%

(*) Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. 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, evening, and weekend headways and percent of guideline capacity based on a representative hour during the the time periods described in the headings.

6.23

Attachment 1
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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.

Sunday	Late Morning				Midday				Late Afternoon				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 (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
B3	15	12	111%	88%	9	9	94%	94%	9	9	79%	79%	12	10	109%	91%	+2.7%
B12	10	12	76%	91%	10	10	70%	70%	8	9	73%	83%	9	10	70%	81%	-8.1%
B14	20	20	67%	67%	20	20	94%	94%	15	20	69%	93%	20	20	38%	38%	-2.6%
B17	15	20	68%	90%	12	12	81%	81%	10	12	81%	97%	15	20	74%	99%	-6.6%
B45	20	20	41%	41%	15	20	61%	81%	15	20	72%	96%	20	20	64%	64%	-9.3%
B49	20	20	84%	84%	15	20	65%	87%	15	15	91%	91%	15	20	54%	72%	-7.1%
Bx6	20	15	133%	100%	12	10	109%	91%	10	9	106%	91%	12	12	99%	99%	+8.6%
Bx17	20	20	64%	64%	20	15	119%	89%	12	12	81%	81%	20	20	64%	64%	+1.3%
Bx35	15	10	130%	87%	10	9	111%	95%	10	9	113%	97%	12	12	82%	82%	+7.5%
M15	12	15	25%	49%	9	10	57%	66%	8	9	51%	58%	9	10	33%	39%	-10.9%
M15 - SBS	12	12	50%	50%	9	8	104%	91%	9	9	95%	95%	10	10	90%	90%	+2.1%
Q43	12	15	72%	90%	15	15	90%	90%	15	12	105%	84%	15	20	75%	100%	-1.2%
Q83	15	12	111%	84%	12	15	63%	83%	12	12	82%	82%	12	15	64%	85%	-3.3%
S44	30	30	65%	65%	15	15	76%	76%	15	10	138%	79%	30	20	94%	63%	+6.1%
S48	20	30	54%	81%	15	15	70%	70%	20	15	116%	87%	20	30	54%	81%	-1.8%

(*) Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. 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, evening, and weekend headways and percent of guideline capacity based on a representative hour during the the time periods described in the headings.

6.24



**SERVICE CHANGES: NYCT/MTA-BUS OPERATIONS COMMITTEE
NOTIFICATION SERVICE REVISION
QM12 TRAVEL PATH REVISION in
MIDDLE VILLAGE, QUEENS**

SERVICE ISSUE:

The QM12 provides express bus service between Forest Hills, Queens and either Sixth Avenue or Third Avenue in Midtown, Manhattan via the intermediate neighborhoods of Rego Park, Middle Village, and Glendale. In Middle Village, the QM12 makes a right turn at Metropolitan Avenue and Woodhaven Boulevard, a very congested intersection with vehicles and pedestrians. This turn is frequently delayed by this congestion and pedestrian activity.

RECOMMENDED SOLUTION:

To provide more reliable service and avoid congestion at the right turn from westbound Metropolitan Avenue to northbound Woodhaven Boulevard, streamline the travel path of the QM12 to travel via Trotting Course Lane from Metropolitan Avenue to Woodhaven Boulevard and Yellowstone Boulevard. This revision would discontinue one low bus stop on Metropolitan Avenue at Woodhaven Boulevard and relocate it approximately 550 feet east and north to Trotting Course Lane.


ESTIMATED IMPACT:

This revision would essentially be cost neutral, as the reduction in travel distance associated with this change would be very small. Most importantly, this revision would improve reliability and operations by avoiding congestion and adverse traffic issues. Over time, the provision of more reliable service should encourage additional ridership and revenue.

PLANNED IMPLEMENTATION:

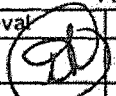


April 2013

Staff Summary

Subject	QM12 Travel Path Revision in Middle Village, Queens
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	David Moss

Date	January 7, 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	NYCT/MTA Bus Ops Comm.			X	

Internal Approvals			
Order	Approval	Order	Approval
4	President 	1/10/13	
3	Executive Vice President 		
2	VP, Intergovernmental and Community Affairs 		
1	Vice President, Operations Planning	NCS	1/7/13

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Operations Committee of, a recommendation to revise the travel path in Middle Village, Queens of the QM12 express bus route. This route was formerly operated by the Triboro Coach Corporation and transitioned into MTA Bus service on February 20, 2006.

DISCUSSION:

The QM12 provides weekday peak period, peak direction express bus service between Forest Hills, Queens and either Sixth Avenue or Third Avenue in Midtown, Manhattan via the intermediate neighborhoods of Rego Park, Middle Village, and Glendale. The QM12 travels a one-way distance of approximately 13 miles, transporting approximately 475 passengers per weekday.

In Middle Village, the QM12 travels through a very congested intersection that is frequently busy with vehicles and pedestrians at Metropolitan Avenue and Woodhaven Boulevard. At this intersection, the QM12 makes a right turn from westbound Metropolitan Avenue to northbound Woodhaven Boulevard, which is frequently delayed by this congestion and pedestrian activity.

The QM12 travels a one-way loop in this area near its eastern terminus, and therefore, makes this right turn as it travels both westbound toward Midtown, and eastbound from Midtown (after discharging passengers at its last stop on Metropolitan Avenue at Woodhaven Boulevard).

The westbound QM12 in the morning travels from the first pickup at the Crescent Apartments on Union Turnpike east of Woodhaven Boulevard, east along Union Turnpike, then north on 71st Avenue, and west on Metropolitan Avenue before turning north onto Woodhaven Boulevard, and then northeasterly

Staff Summary

on Yellowstone Boulevard as it travels to Midtown. The eastbound QM12 in the evening travels from Midtown southwest along Yellowstone Boulevard, then south on Woodhaven Boulevard, east on Union Turnpike, north on 71st Avenue and west on Metropolitan Avenue to the last drop-off bus stop on Metropolitan Avenue at Woodhaven Boulevard. The buses then turn right onto northbound Woodhaven Boulevard, in non-revenue service, to their next assigned trip.

There is an opportunity to streamline the QM12 travel path in Middle Village, but more importantly, avoid the traffic congestion and associated delays at the intersection and turn from Metropolitan Avenue to Woodhaven Boulevard by traveling via Trotting Course Lane from Metropolitan Avenue to Woodhaven Boulevard and Yellowstone Boulevard, as shown in the attached map. This revision would utilize a slightly more direct travel path reducing the travel distance by less than 0.1 miles. Scheduled travel time would remain unchanged, but service reliability would be improved.

This revision would relocate the current bus stop on Metropolitan Avenue at Woodhaven Boulevard about one block east, approximately 550 feet east and north, to Trotting Course Lane at Alderton Street. This bus stop is a mid-route pick-up stop on the westbound QM12 and the last drop-off stop on the eastbound QM12 along the one-way loop. Based on recent passenger counts, a total of less than 10 passengers per weekday board or alight the QM12 this bus stop. Passengers traveling to 6th Avenue in Midtown have the additional option of taking QM15 from its bus stop on Woodhaven Boulevard at Metropolitan Avenue (around the corner from the current QM12 bus stop).

RECOMMENDATION:

To provide more reliable service and avoid congestion at the right turn from westbound Metropolitan Avenue to northbound Woodhaven Boulevard, streamline the travel path of the QM12 to travel via Trotting Course Lane from Metropolitan Avenue to Woodhaven Boulevard and Yellowstone Boulevard. This revision would discontinue one low bus stop on Metropolitan Avenue at Woodhaven Boulevard and relocate it approximately 550 feet east and north to Trotting Course Lane.

ALTERNATIVES:

The only alternative would be to leave the current QM12 service unchanged. This would forego the opportunity to address reliability issues and traffic issues.

IMPACT ON FUNDING:

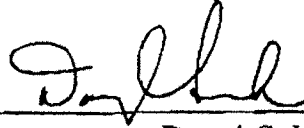
This revision would essentially be cost neutral, as the reduction in travel distance associated with this change would be very small. Most importantly, this revision would improve reliability and operations by avoiding congestion and adverse traffic issues. Over time, the provision of more reliable service should encourage additional ridership and revenue.

IMPLEMENTATION:

April 2013

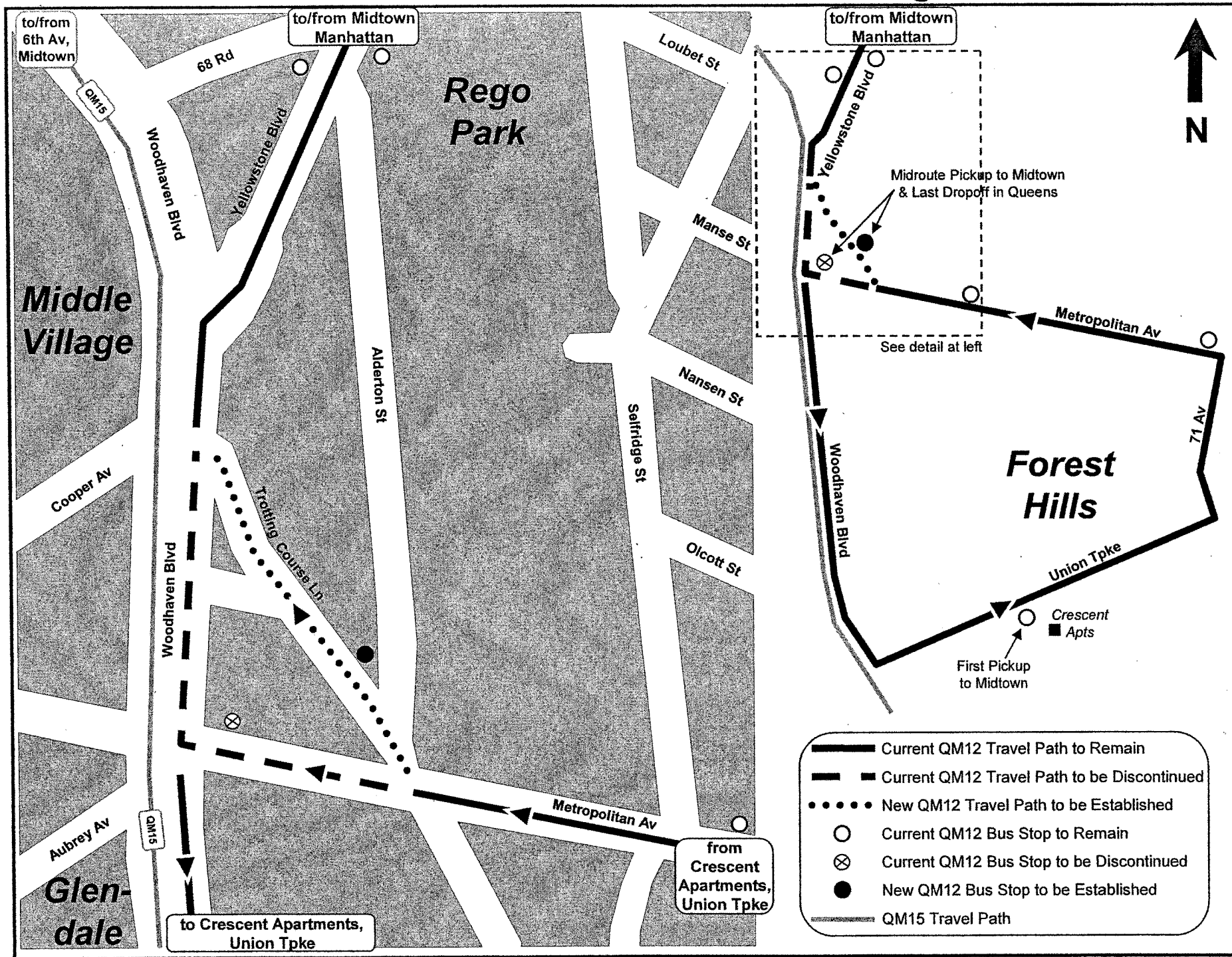
Staff Summary

Approved:



Darryl C. Irick
President

QM12 Path Revision in Middle Village



6.29

to/from
6th Av,
Midtown

to/from Midtown
Manhattan

to/from Midtown
Manhattan



Middle
Village

Rego
Park

Forest
Hills

Cooper Av

68 Rd

Loubet St

Midroute Pickup to Midtown
& Last Dropoff in Queens

See detail at left

Metropolitan Av

Alberton St

Manse St

Nansen St

71 Av

Trotting Course L.P.

Saltridge St

Olcott St

Union Tpke

Woodhaven Blvd

Woodhaven Blvd

Crescent
Apts

First Pickup
to Midtown

Metropolitan Av

from
Crescent
Apartments,
Union Tpke

to Crescent Apartments,
Union Tpke

Aubrey Av

Glen-
dale

QM15

QM15

QM15

7. SPECIAL REPORTS & PRESENTATIONS

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

Actual November 2012 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>November 2011</u>	<u>November 2012*</u>	<u>Difference</u>
Cash	3.2%	3.4%	0.2%
Single-Ride Ticket	1.3%	1.1%	(0.2%)
Bonus Pay-Per-Ride	37.9%	39.5%	1.5%
Non-Bonus Pay-Per-Ride	10.2%	10.4%	0.2%
7-Day Farecard	16.6%	16.4%	(0.2%)
30-Day Farecard	<u>30.9%</u>	<u>29.3%</u>	(1.6%)
Total	100.0%	100.0%	

* Preliminary

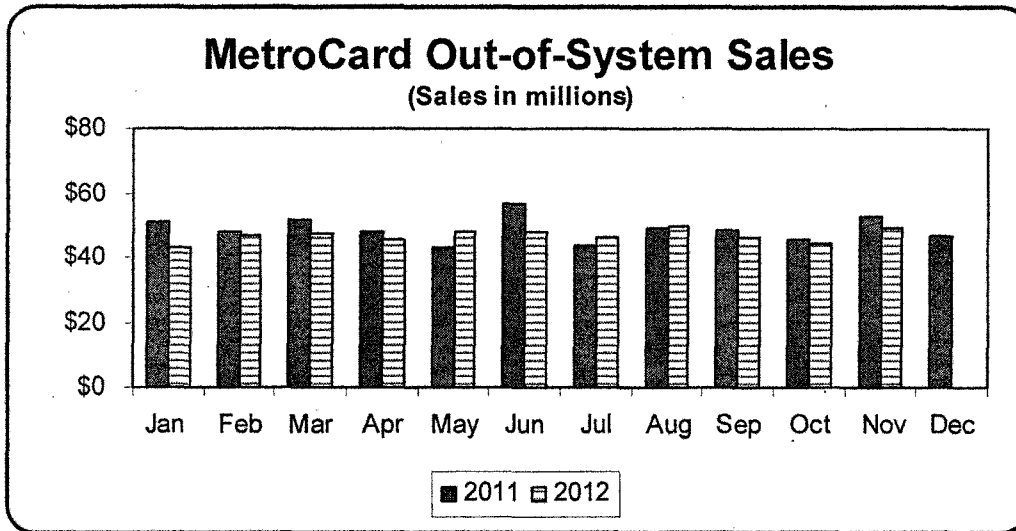
Note: Percentages may not add due to rounding.

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 November 2012 was 3,668, a 25.3 percent decrease from the same period last year, mostly due to the effects of Hurricane Sandy. The average value of a credit issued was \$63.13.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$49.2 million in November 2012, a 6.7 percent decrease compared to November 2011. Year-to-date sales totaled \$514.8 million, a 4.5 percent decrease compared to the same period last year.



Retail Sales

There were 4,406 active out-of-system sales and distribution locations for MetroCards, generating \$24.0 million in sales revenue during November 2012.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 241,015 MetroCards valued at approximately \$19.1 million were made in November 2012 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$79.08. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 43,374 for November 2012, generating an additional \$4.5 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$228.8 million, a 3.6 percent decrease when compared to last year.

Mobile Sales Program

In November 2012, the Mobile Sales unit completed 176 site visits, of which 118 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$142,000 in revenue was generated. In November 2012, the Mobile Sales unit assisted and enabled 1,663 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as Howard Beach locations under a General Order (Queens).

Reduced-Fare Program

During November 2012 enrollment in the Reduced-Fare Program increased by 3,707 new customers, while 58 customers left the program. The total number of customers in the program is 804,195. Seniors account for 650,863 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 153,332 customers. Of those, a total of 33,711 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Reduced-fare customers added approximately \$5.4 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In November 2012, the EasyPay Reduced Fare program enrollment totaled 120,470 accounts. During the month, EasyPay customers accounted for approximately 1.7 million subway and bus rides with \$1.4 million charged to their accounts. Each account averaged 24 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In November 2012, the EasyPay Xpress PPR program enrollment totaled 52,538 accounts. During this month, Xpress PPR customers accounted for approximately 856,000 subway, express bus and local bus rides with \$1.9 million charged to their accounts. Each account averaged 21 trips per month, with an average monthly bill of \$46.

EasyPay Xpress Unlimited Program

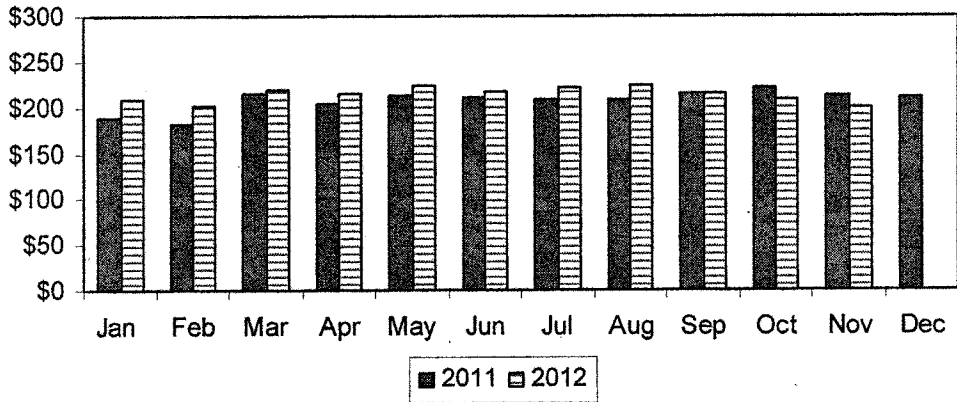
In November 2012, the EasyPay Xpress Unlimited program enrollment totaled 9,557 accounts. During this month, Xpress Unlimited customers accounted for approximately 378,000 subway and local bus rides with \$782,000 charged to their accounts. Each account averaged 45 trips per month with a fixed monthly bill of \$104.

In-System Automated Sales

Vending machine sales (MVMs & MEMs) during November 2012 totaled \$199.8 million, on a base of 13.3 million customer transactions. There were 1.6 million fewer transactions and \$11.6 million less in sales in November 2012 compared with November 2011, mostly due to the effects of Hurricane Sandy. Year-to-date, the number of transactions at vending machines is 163.3 million, a 1.7% increase compared to the same period last year. During November 2012, MEMs accounted for 1,557,647 transactions resulting in \$38,610,358 in sales. Debit/credit card purchases account for 71.6 percent of total vending machine revenue, while cash purchases account for 28.4 percent. Debit/credit card transactions account for 44.6 percent of total vending machine transactions, while cash transactions account for 55.4 percent. The average credit sale is \$28.05, more than three times the average cash sale of \$7.48. The average debit sale is \$19.23.

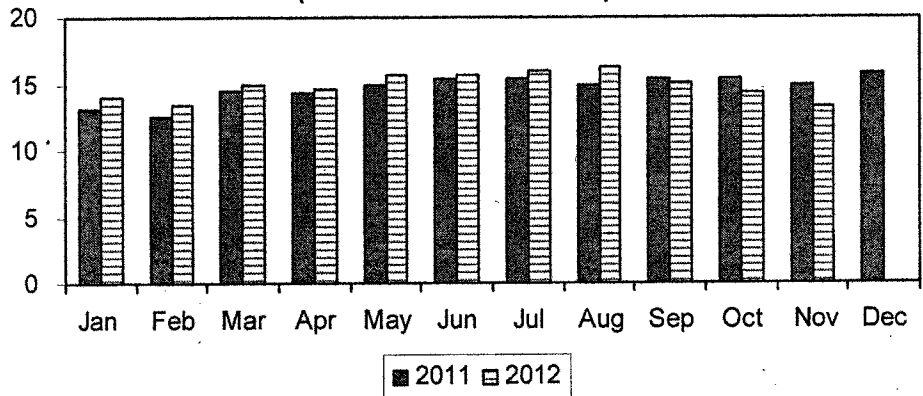
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



8. MTACC MONTHLY PROJECT STATUS REPORTS:

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

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - January 2013

(data thru December 2012; \$s in million)

	Budget	Expenditures
Construction	\$ 943.9	\$ 715.3
Design	105.3	104.2
Construction Management	129.9	83.8
Real Estate	220.9	205.8
Total	\$ 1,400.0	\$ 1,109.0

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

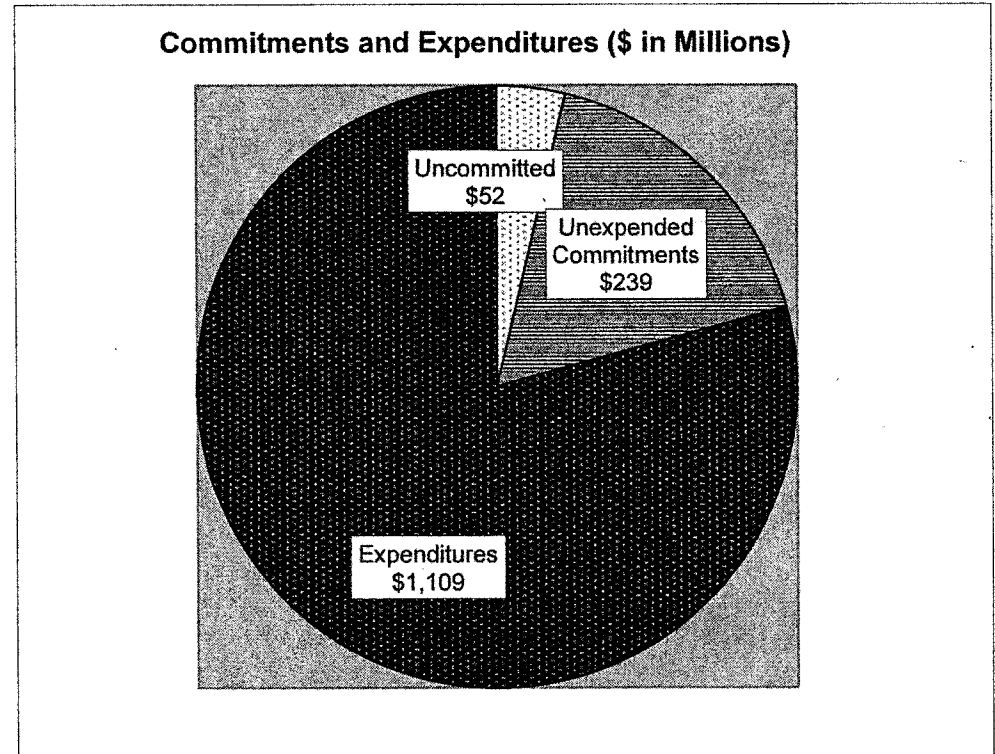
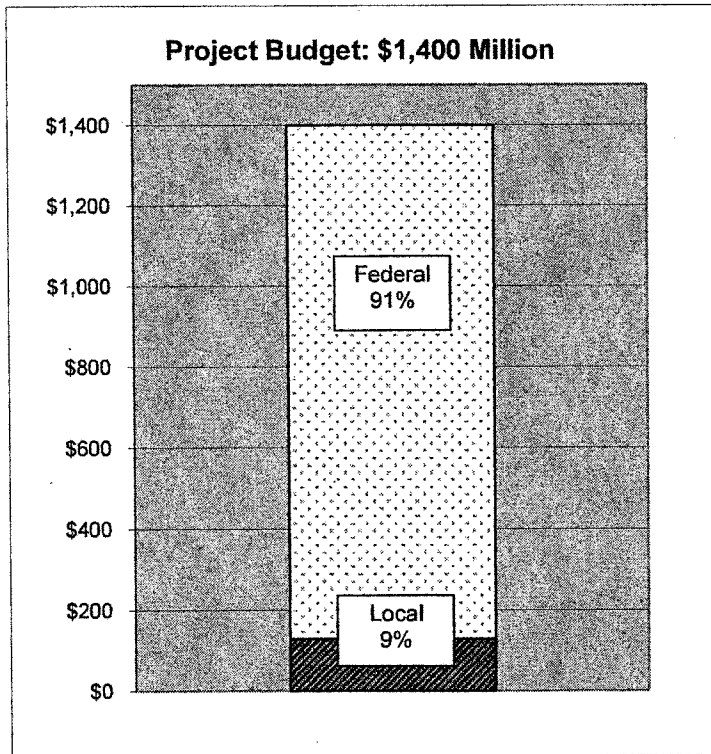
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone*	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i>	\$ 133.6	\$ 129.0	\$ 4.6	\$ 121.2	Aug-2009	Jul-2009	Mar-2013	Mar-2013	Mar-2013
4C/D: 4/5 Station Rehab & Dey St HH Finishes <i>WDF</i>	64.5	62.2	2.3	56.8	Sep-2009	Aug-2009	Jul-2012	Oct-2012	Dec-2012
4E: Dey St Concourse & R Underpass Finishes <i>Skanska US Civil Northeast</i>	23.1	21.9	1.2	18.7	Sep-2010	Mar-2010	Nov-2012	Jun-2014	Dec-2012
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	206.8	191.2	15.6	93.2	Jan-2011	Aug-2010	Jun-2014	Jun-2014	Jun-2014
4G: Corbin Building Restoration <i>Judlau Contracting</i>	67.5	66.0	1.6	57.8	Mar-2010	Feb-2010	Dec-2012	Jun-2014	Feb-2013
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.

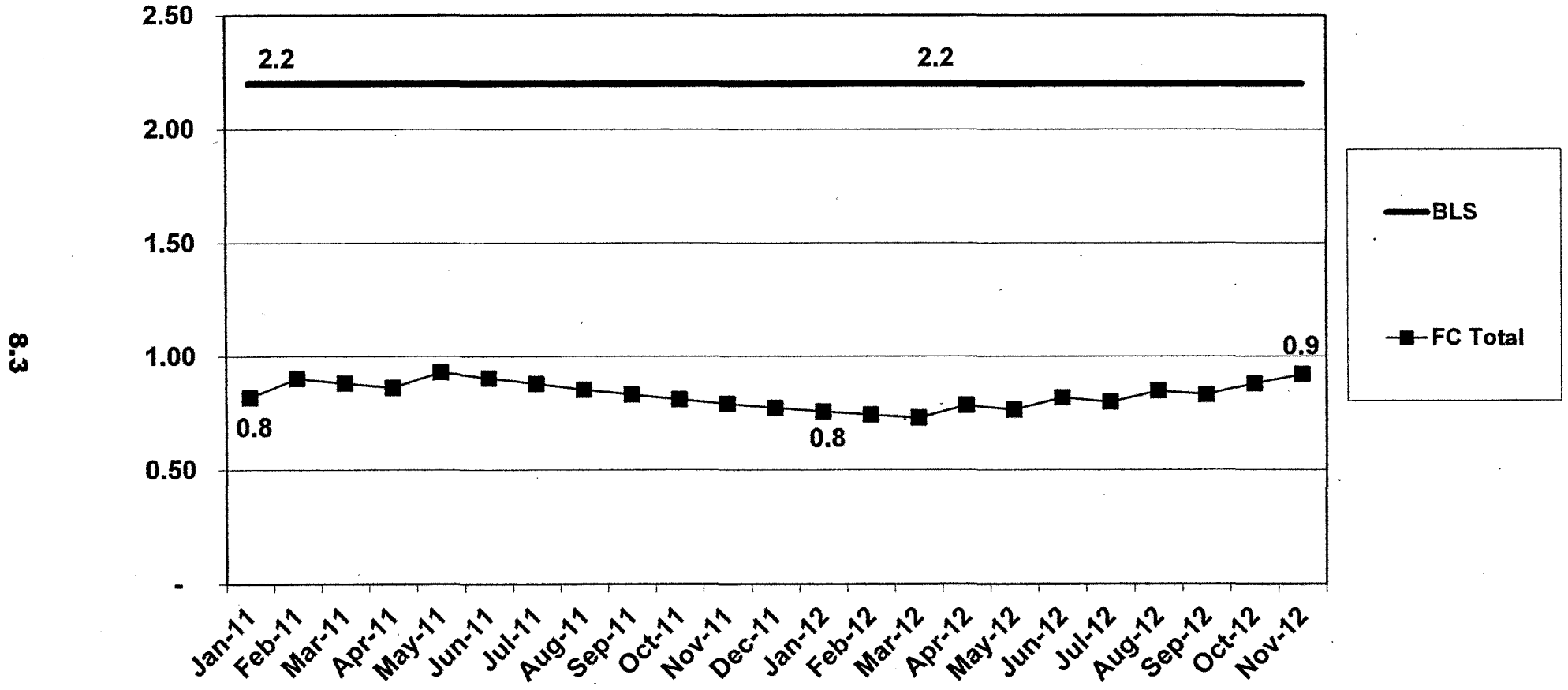
Fulton Center Status

Report to the Transit Committee - January 2013
(data thru December 2012)

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	\$ 925	\$ 31	\$ 818
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	291
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,348	\$ 52	\$ 1,109



**Lost Time Injury Rate
Fulton Center Project, 2011-2012
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)

7 Line Extension Active and Future Construction Contracts

Report to the Transit Committee - January 2013

(data thru December 2012; \$s in million)

	Budget	Expenditures
Final Design	\$ 114.0	\$ 108.7
Construction	1,870.9	1,451.7
Construction Management	40.0	22.9
Subway Project Reserve	75.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,583.3
HYDC-Funded Non-Subway Work [†]	266.0	181.8
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 1,765.1
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 1,818.1

	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

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>	127.8	120.0	7.9	111.6	Oct-2010	Dec-2012	May-2013
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	517.6	24.8	189.2	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	1.1	Sep-2012	Apr-2016	Apr-2016

† 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

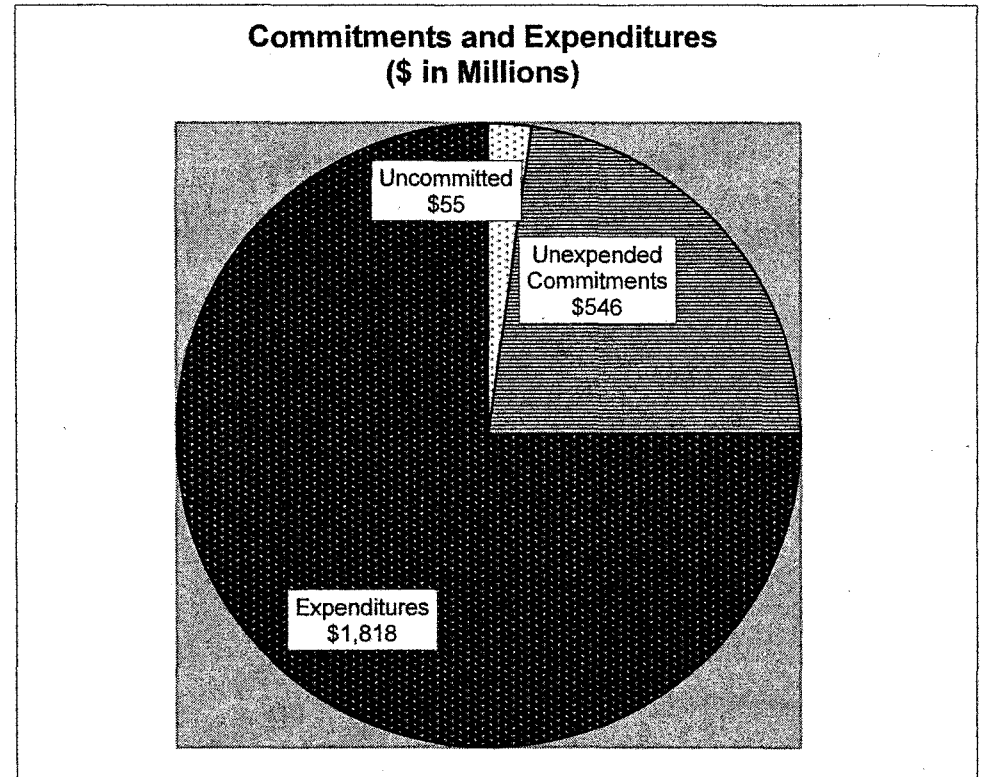
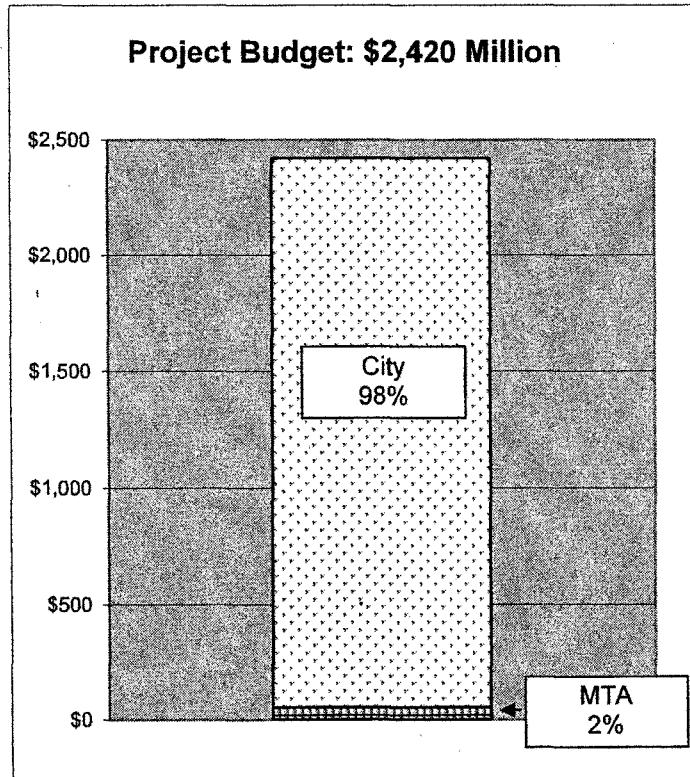
Report to the Transit Committee - January 2013

(data thru December 2012)

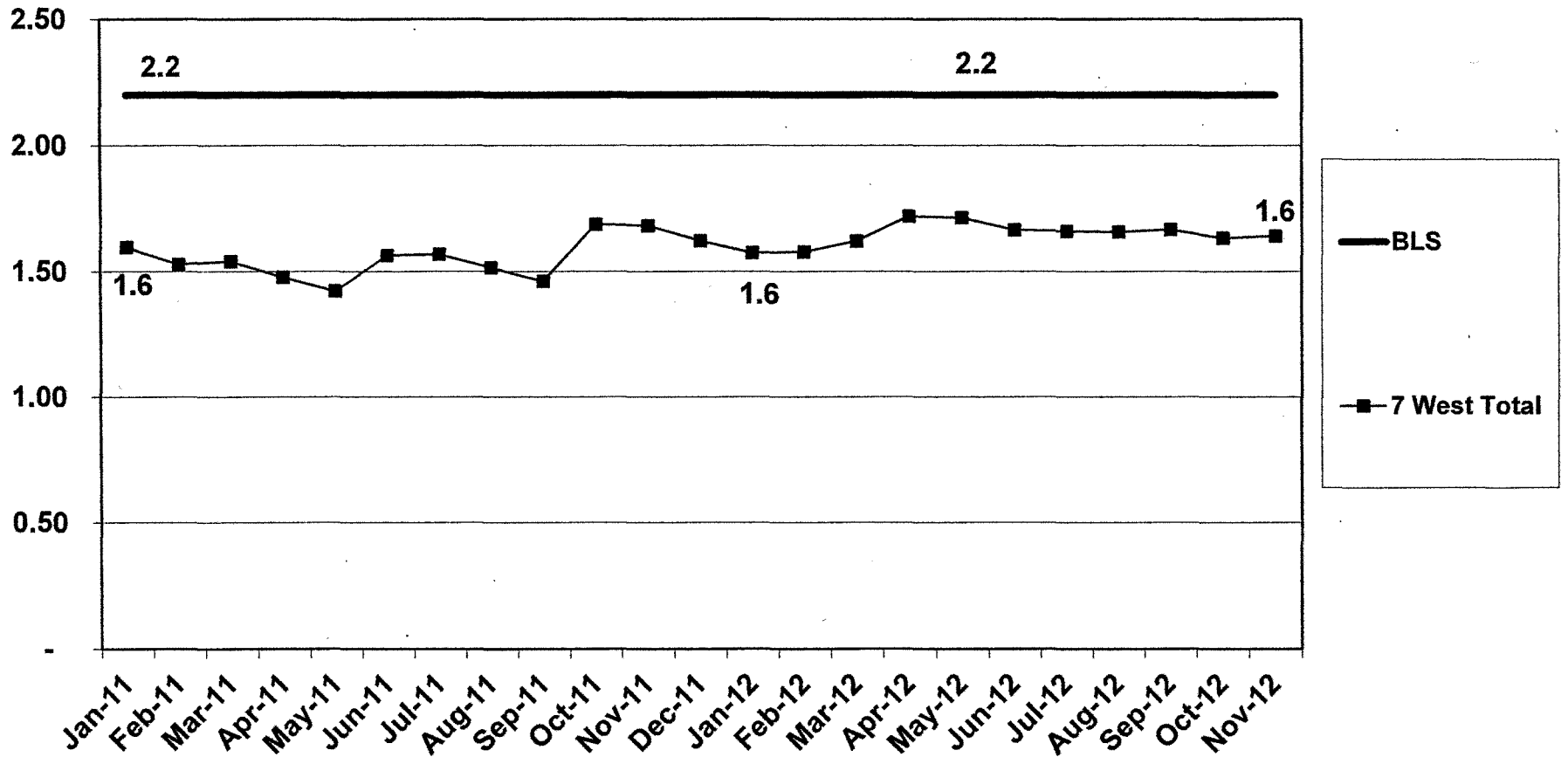
MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,312	2,312	55	1,765
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,312	\$ 2,365	\$ 55	\$ 1,818

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

8.5



**Lost Time Injury Rate
7 Line Extension Project, 2011-2012
vs. US BLS National Standard for Heavy & Civil Construction**



9'8

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 - January 2013

(data thru December 2012; \$s in million)

	Budget	Expenditures
Construction	\$ 3,503.0	\$ 1,311.1
Design	475.5	435.0
Construction Management	191.0	78.8
Real Estate	281.5	193.8
Total	\$ 4,451.0	\$ 2,018.8

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

8.7

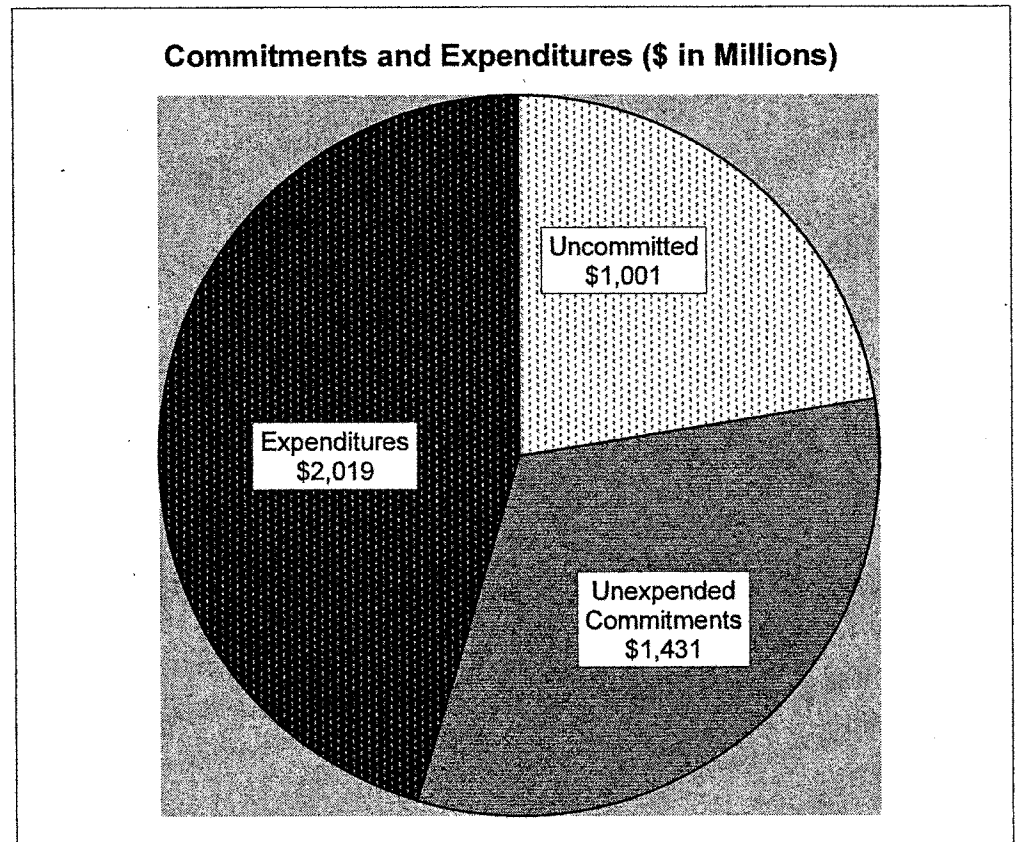
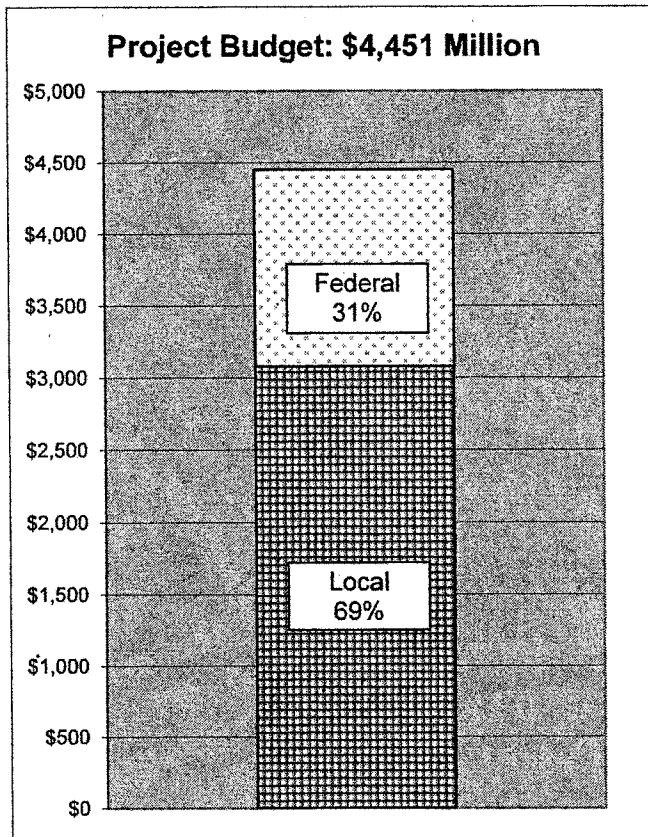
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
96th St Station Structure <i>EE Cruz & Tully, JV</i>	369.1	360.4	8.7	291.3	Feb-2009	May-2009	Jan-2013	Jul-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	451.1	18.4	265.1	Jun-2010	Oct-2010	Oct-2013	Jan-2014
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	178.9	6.3	55.9	Jul-2010	Jan-2011	May-2014	Oct-2014
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	303.4	28.6	100.2	Jan-2011	Aug-2011	Sep-2014	Sep-2014
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	282.9	262.2	20.6	10.4	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	340.8	324.6	16.2	1.8	Mar-2011	Jun-2012	Dec-2015	Dec-2015
72nd St Station Finishes		<i>In Procurement</i>			Nov-2012	Feb-2013	N/A	Nov-2015
86th St Station Finishes		<i>In Procurement</i>			Oct-2013	May-2013	N/A	May-2016

Second Avenue Subway (Phase 1) Status

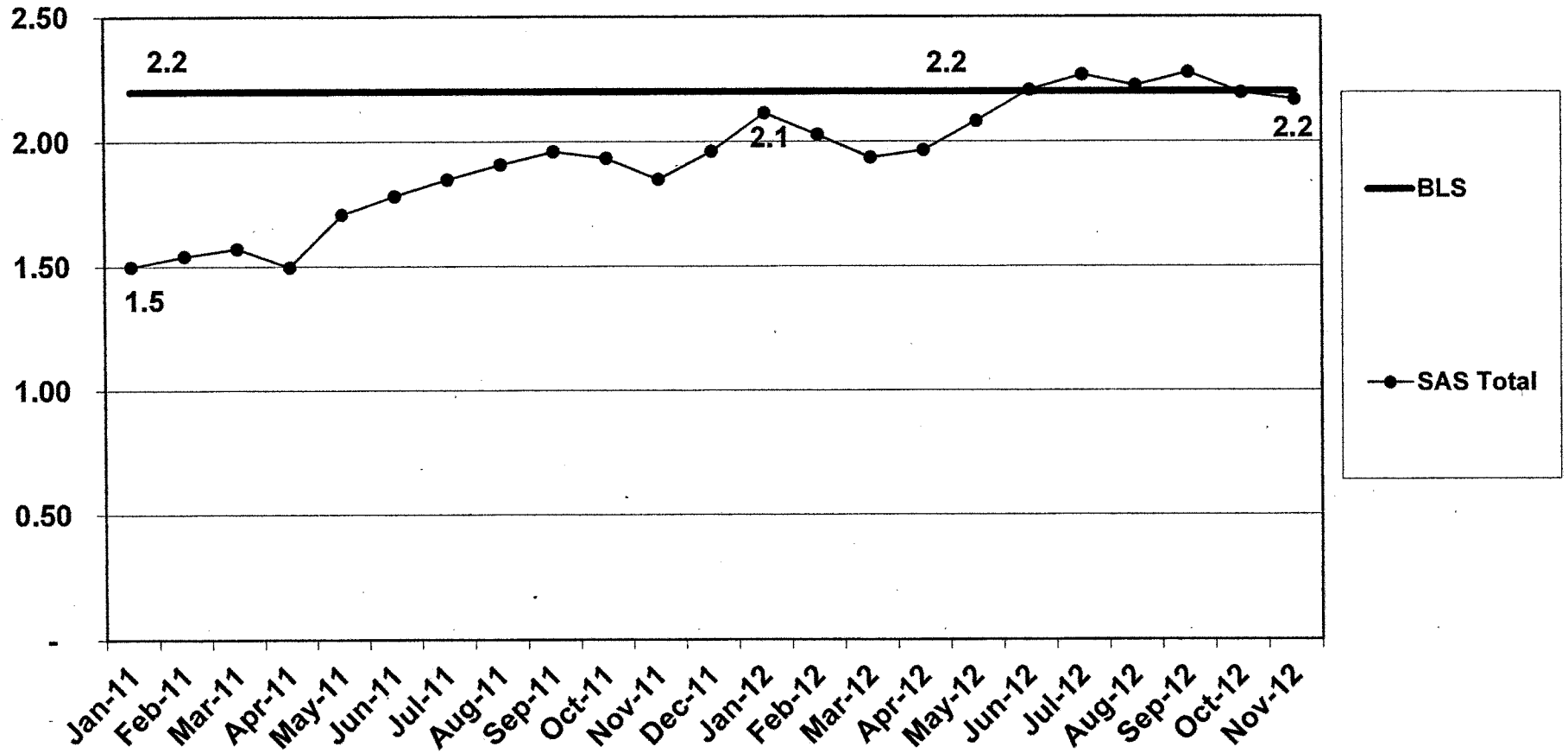
Report to the Transit Committee - January 2013

(data thru December 2012)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,049	\$ 1	\$ 988
2005-2009	1,914	846	1,067	758	1,777	137	940
2010-2014	1,487	1,487	-	-	624	864	90
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 3,450	\$ 1,001	\$ 2,019



**Lost Time Injury Rate
Second Avenue Subway Project, 2011-2012
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)