



FINANCIAL AND RIDERSHIP REPORT

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

| Category (\$ in millions) | July Results | | July Year-to-Date Results | | | |
|--|----------------------|-------|---------------------------|-------------|----------------------|-------|
| | Variance Fav/(Unfav) | | Forecast | Prel Actual | Variance Fav/(Unfav) | |
| | \$ | % | \$ | \$ | \$ | % |
| Total Farebox Revenue | 3.7 | 1.1 | 2,295.9 | 2,302.5 | 6.6 | 0.3 |
| Nonreimb. Exp. before Dep./OPEB | (3.3) | (0.3) | 4,300.9 | 4,283.5 | 17.3 | 0.4 |
| Net Cash Deficit* | (4.6) | (2.5) | (1,323.4) | (1,349.9) | (26.5) | (2.0) |

*Excludes Subsidies and Debt Service

July 2013 **farebox revenue** was \$347.7 million, \$3.7 million (1.1 percent) above forecast, mostly due to subway revenue, which was \$3.8 million (1.5 percent) above forecast; bus revenue was \$0.1 million (0.1 percent) above forecast, and paratransit revenue was \$0.2 million (11.7 percent) below forecast. Year-to-date revenue was \$6.6 million (0.3 percent) above forecast, again mostly due to subway revenue, which was \$6.5 million (0.4 percent) above forecast; bus revenue was \$0.5 million (0.1 percent) above forecast and paratransit revenue was \$0.4 million (4.0 percent) below forecast. Accrued fare media liability was equal to the forecast for both the month and year-to-date. The July 2013 non-student **average fare** of \$1.778 increased 13.8¢ from July 2012 due to the March 2013 fare increase; the subway fare increased 14.6¢, the local bus fare increased 11.0¢, and the express bus fare increased 48.7¢.

Total **ridership** in July 2013 of 196.1 million was 0.9 percent (1.8 million trips) above forecast. Average weekday ridership in July 2013 was 7.3 million, an increase of 0.2 percent from July 2012. Average weekday ridership for the twelve months ending July 2013 was 7.6 million, an increase of 0.6 percent from the twelve months ending July 2012.

Nonreimbursable expenses before depreciation and OPEB in July were above forecast by \$3.3 million (0.3 percent). Labor expenses were less than forecast by \$0.7 million (0.1 percent), due largely to favorable health & welfare/OPEB current rates and vacancies, partly offset by higher overtime expenses, due primarily to additional bus unscheduled service and maintenance/vacancy coverage requirements. Non-labor expense were above forecast by \$4.0 million (2.8 percent), due largely to the unfavorable timing of bond services and IT hardware expenses, and higher claims processing, partly offset by the favorable timing of auto purchases, other maintenance contract and electric power expenses. Year-to-date, nonreimbursable expenses were \$17.3 million (0.4 percent) below forecast. Labor expenses were lower than forecast by \$24.8 million (0.7 percent), again due largely to favorable health & welfare/OPEB current rates, payroll underruns mainly from vacancies, and favorable reimbursable overhead credits, partly offset by higher overtime expenses. Non-labor expenses exceeded forecast by \$7.5 million (0.8 percent), mostly from the unfavorable timing of bond services and data center costs, and higher claims processing, partly offset by underruns in paratransit service contract and electric power expenses.

The **net cash deficit** for July year-to-date was \$1,349.9 million, unfavorable to forecast by \$26.5 million (2.0 percent), due mostly to the unfavorable timing of capital and fare reimbursements.

FINANCIAL RESULTS

Farebox Revenue

July 2013 Farebox Revenue - (\$ in millions)

| | July | | | | July Year-to-Date | | | |
|-----------------------------|--------------|--------------|-------------------------|-------------|-------------------|----------------|-------------------------|-------------|
| | Forecast | Preliminary | Favorable/(Unfavorable) | | Forecast | Preliminary | Favorable/(Unfavorable) | |
| | | Actual | Amount | Percent | | Actual | Amount | Percent |
| Subway | 256.3 | 260.0 | 3.8 | 1.5% | 1,716.5 | 1,723.0 | 6.5 | 0.4% |
| NYCT Bus | 81.9 | 82.0 | 0.1 | 0.1% | 539.4 | 539.9 | 0.5 | 0.1% |
| Paratransit | 1.5 | 1.4 | (0.2) | (11.7%) | 9.5 | 9.1 | (0.4) | (4.0%) |
| Subtotal | 339.7 | 343.3 | 3.7 | 1.1% | 2,265.5 | 2,272.1 | 6.6 | 0.3% |
| Fare Media Liability | 4.4 | 4.4 | 0.0 | 0.0% | 30.5 | 30.5 | 0.0 | 0.0% |
| Total - NYCT | 344.0 | 347.7 | 3.7 | 1.1% | 2,295.9 | 2,302.5 | 6.6 | 0.3% |
| MTA Bus Company | 17.0 | 17.3 | 0.3 | 1.9% | 113.9 | 114.4 | 0.5 | 0.4% |
| <i>Total - Regional Bus</i> | <i>98.9</i> | <i>99.3</i> | <i>0.4</i> | <i>0.4%</i> | <i>653.2</i> | <i>654.2</i> | <i>1.0</i> | <i>0.2%</i> |

Note: Totals may not add due to rounding.

- Subway revenue was above forecast for June and July, due in part to an improving ridership trend since the restoration of services that were disrupted after Sandy.
- Paratransit revenue continued to run below forecast, due in part to initiatives that diverted riders to more efficient modes.

Average Fare

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

| | NYC Transit | | | | MTA Bus Company | | | |
|--------------------|-------------|---------|--------|---------|-----------------|---------|--------|---------|
| | 2012 | Prelim. | Change | | 2012 | Prelim. | Change | |
| | | 2013 | Amount | Percent | | 2013 | Amount | Percent |
| Subway | 1.723 | 1.868 | 0.146 | 8.5% | | | | |
| Local Bus | 1.368 | 1.478 | 0.110 | 8.0% | 1.381 | 1.495 | 0.114 | 8.3% |
| Subway & Local Bus | 1.625 | 1.761 | 0.136 | 8.4% | 1.381 | 1.495 | 0.114 | 8.3% |
| Express Bus | 4.581 | 5.068 | 0.487 | 10.6% | 4.576 | 4.973 | 0.397 | 8.7% |
| Total | 1.640 | 1.778 | 0.138 | 8.4% | 1.643 | 1.765 | 0.121 | 7.4% |

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

Other Operating Revenue

In the month of July, other operating revenues were above forecast by \$1.5 million (5.3 percent), mostly due to higher paratransit Urban Tax and advertising revenues. Year-to-date, other operating revenues were favorable by \$0.6 million (0.2 percent), due mainly to higher advertising revenue.

Nonreimbursable Expenses

In July, nonreimbursable expenses before depreciation and OPEB exceeded forecast by \$3.3 million (0.3 percent). Year-to-date, expenses were \$17.3 million (0.4 percent) less than forecast. The major causes of these variances are reviewed below:

Labor expenses in the month of July were favorable to forecast by \$0.7 million (0.1 percent). Health & welfare/OPEB current expenses were below forecast by \$4.6 million (5.5 percent), due mainly to lower rates. Payroll expenses underran by \$1.7 million (0.7 percent), due largely to vacancies, partly offset by higher earned employee separation payments. Overtime expenses exceeded forecast by \$5.2 million (19.1 percent), due primarily to additional bus unscheduled service and subway/bus maintenance/vacancy coverage requirements. Reimbursable overhead credits were unfavorable by \$1.0 million (6.7 percent), resulting mainly from reimbursable labor cost underruns. Year-to-date, labor costs were lower than forecast by \$24.8 million (0.7 percent). Health & welfare/OPEB current expenses underran forecast by \$14.6 million (2.6 percent), again due to lower rates. Payroll expenses were favorable by \$9.7 million (0.6 percent), due largely to vacancies and lower earned employee separation payments. Reimbursable overhead credits were favorable by \$4.5 million (4.0 percent), resulting mainly from higher reimbursable labor costs. Overtime expenses exceeded forecast by \$6.3 million (3.0 percent), due primarily to additional bus unscheduled service, subway/bus maintenance/vacancy coverage requirements, and residual Sandy/adverse weather requirements.

Non-labor expenses were above forecast in July by \$4.0 million (2.8 percent). Professional service contract expenses exceeded forecast by \$12.9 million (over 100.0 percent), due largely to the unfavorable timing of bond services and IT hardware expenses, and negative retroactive reclassification adjustments offset in other non-labor accounts. Claims (public liability) expenses overran by \$2.9 million (39.5 percent), due to higher claims processing. Fuel expenses were above forecast by \$1.5 million (11.3 percent), primarily from higher consumption and prices. Maintenance contract expenses were favorable by \$6.4 million (29.7 percent), primarily from the timing of auto purchases and revenue vehicle maintenance & repair requirements. Electric power expenses were less than forecast by \$4.8 million (19.9 percent), due to the favorable timing of expenses and lower consumption. Materials and supplies expenses were under forecast by \$3.7 million (14.9 percent), represented mostly by favorable retroactive reclassification adjustments, partly offset by the unfavorable timing of non-vehicle maintenance requirements. Year-to-date, non-labor expenses were \$7.5 million (0.8 percent) above forecast, including the following:

- Professional service contracts were higher than forecast by \$12.5 million (15.8 percent), due largely to the unfavorable timing of bond services and data center expenses, and retroactive reclassification adjustments offset in other non-labor accounts.
- Claims (public liability) expenses were higher by \$2.9 million (5.6 percent), due to higher claims processing.
- Insurance expenses were over forecast by \$1.2 million (3.7 percent), due to the unfavorable timing of interagency payments.
- Paratransit service contracts were below forecast by \$3.7 million (1.7 percent), due mainly to lower completed trips and call center activity.

- Electric power expenses were favorable by \$2.4 million (1.4 percent), mainly caused by lower consumption.
- Materials and supplies expenses were under forecast by \$1.6 million (1.0 percent), primarily from favorable retroactive reclassification adjustments, higher scrap/surplus sales and favorable inventory adjustments, partly offset by the unfavorable timing of non-vehicle maintenance requirements.
- Maintenance contract expenses were less than forecast by \$1.4 million (1.3 percent), due largely to the favorable timing of auto purchases, revenue vehicle maintenance and repair requirements, and painting expenses, partly offset by the unfavorable timing of non-vehicle maintenance and repair requirements.

Depreciation expenses were below forecast year-to-date by \$14.1 million (1.7 percent), due to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$688.8 million of accrued expenses year-to-date, \$26.5 million (3.7 percent) lower than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for July year-to-date was \$1,349.9 million, unfavorable to forecast by \$26.5 million (2.0 percent), due mostly to the unfavorable timing of capital and fare reimbursements.

Inventory (see Inventory Note following)

Inventory at the end of July was \$205.0 million, \$21.7 million (11.8 percent) higher than the December 2012 balance of \$183.3 million, due largely to buildups in support of subway car equipment, track replacement and bus requirements.

Incumbents

There were 45,211 full-time paid incumbents at the end of July, 88 less than in June and an increase of 81 from December 2012 (excluding 199 temporary December paid incumbents).

RIDERSHIP RESULTS

July 2013 Ridership vs. Forecast - (millions)

| | July | | | | July Year-to-Date | | | |
|-----------------------------|--------------|--------------|-------------|-------------|-------------------|----------------|-------------|-------------|
| | Preliminary | | More/(Less) | | Preliminary | | More/(Less) | |
| | Forecast | Actual | Amount | Percent | Forecast | Actual | Amount | Percent |
| Subway | 139.1 | 140.8 | 1.7 | 1.2% | 984.3 | 986.8 | 2.6 | 0.3% |
| NYCT Bus | 54.4 | 54.5 | 0.1 | 0.3% | 395.1 | 395.2 | 0.1 | 0.0% |
| Subtotal | 193.5 | 195.3 | 1.9 | 1.0% | 1,379.3 | 1,382.0 | 2.6 | 0.2% |
| Paratransit | 0.8 | 0.8 | (0.1) | (6.7%) | 5.5 | 5.4 | (0.1) | (2.3%) |
| Total - NYCT | 194.3 | 196.1 | 1.8 | 0.9% | 1,384.8 | 1,387.4 | 2.5 | 0.2% |
| MTA Bus Company | 9.8 | 10.0 | 0.3 | 2.7% | 72.5 | 72.8 | 0.4 | 0.5% |
| <i>Total - Regional Bus</i> | <i>64.1</i> | <i>64.6</i> | <i>0.4</i> | <i>0.7%</i> | <i>467.5</i> | <i>468.0</i> | <i>0.4</i> | <i>0.1%</i> |

Notes: Totals may not add due to rounding.

- Paratransit ridership continued to underrun the forecast due in part to initiatives that diverted riders to more efficient modes.

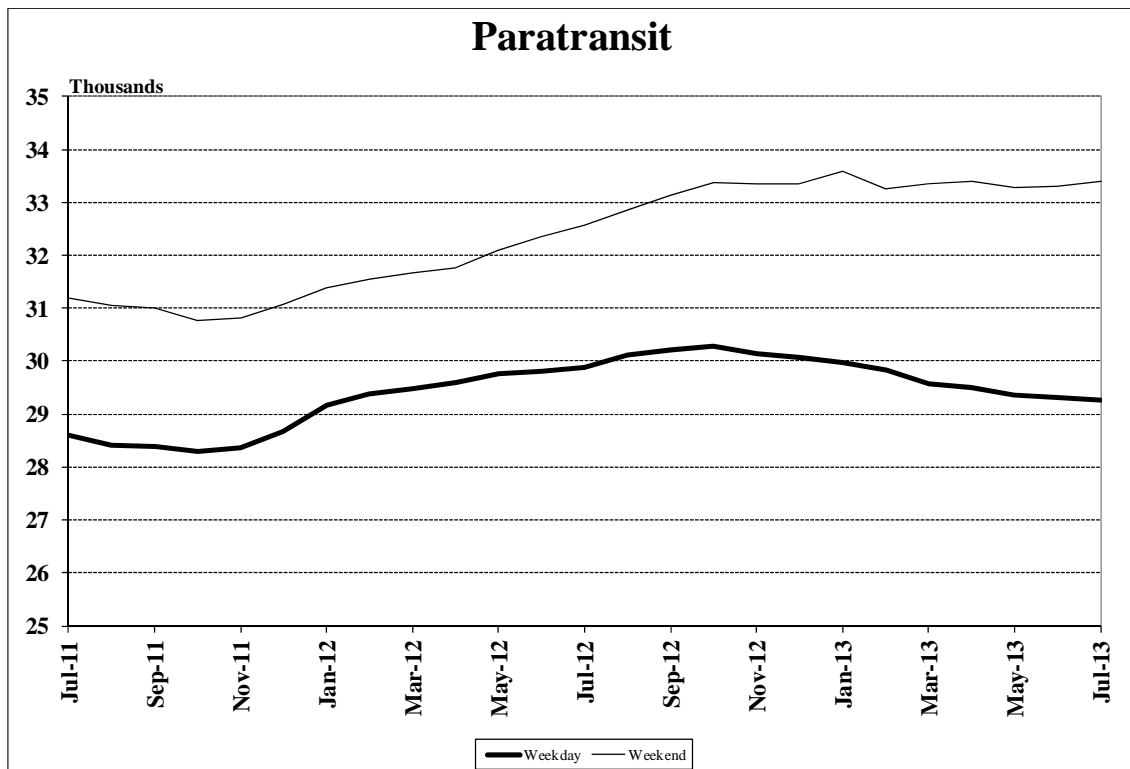
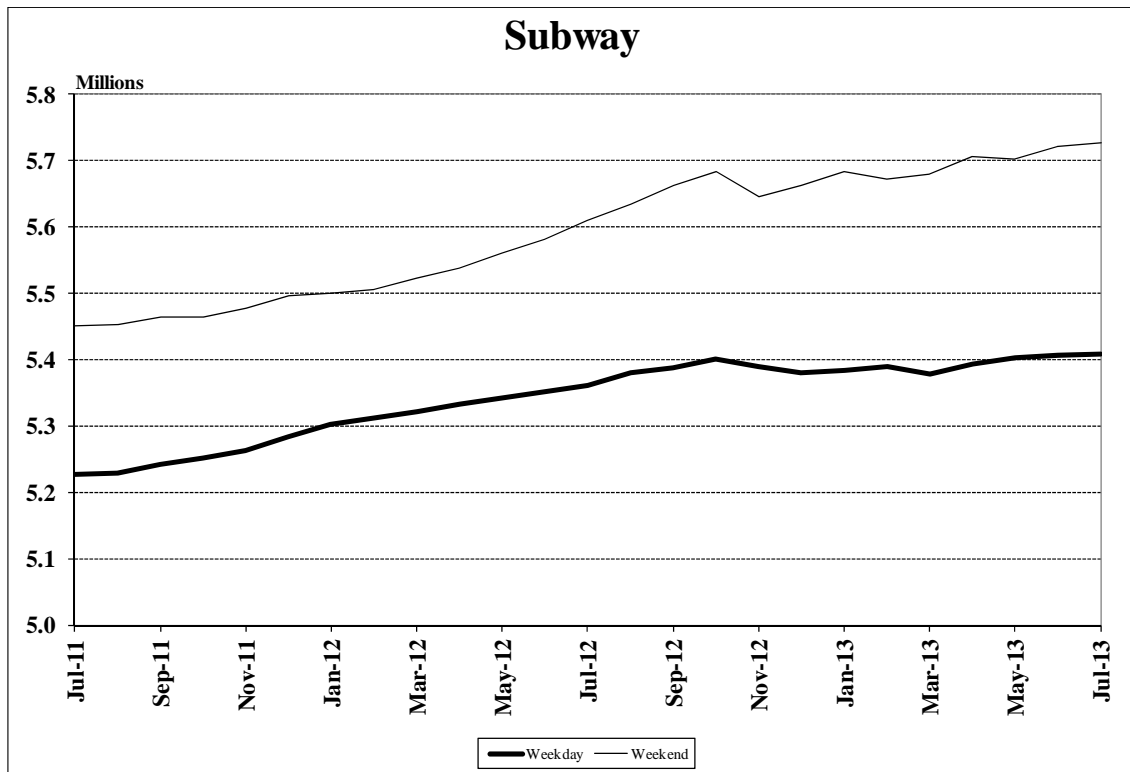
| July Average Weekday and Weekend Ridership vs. Prior Year | | | | | | | | |
|---|-----------------------------|--------------|------------|--------------|-----------------------------|--------------|-------------|--------------|
| Month | Average Weekday (thousands) | | | | Average Weekend (thousands) | | | |
| | Preliminary | | Change | | Preliminary | | Change | |
| | 2012 | 2013 | Amount | Percent | 2012 | 2013 | Amount | Percent |
| Subway | 5,212 | 5,232 | +20 | +0.4% | 5,604 | 5,673 | +69 | +1.2% |
| NYCT Local Bus | 1,968 | 1,965 | -3 | -0.1% | 2,294 | 2,353 | +59 | +2.6% |
| NYCT Express Bus | 41 | 40 | -1 | -2.5% | 10 | 11 | +1 | +7.1% |
| Paratransit | 29 | 29 | -1 | -1.8% | 32 | 33 | +1 | +3.4% |
| TOTAL - NYCT | 7,250 | 7,266 | +16 | +0.2% | 7,940 | 8,070 | +131 | +1.6% |
| MTABC Local Bus | 337 | 343 | +6 | +1.9% | 372 | 388 | +17 | +4.4% |
| MTABC Express Bus | 34 | 32 | -2 | -5.9% | 13 | 12 | -1 | -6.2% |
| Total - MTA Bus | 371 | 375 | +4 | +1.2% | 384 | 400 | +16 | +4.1% |
| <i>Total - Regional Bus</i> | <i>2,380</i> | <i>2,380</i> | <i>1</i> | <i>+0.0%</i> | <i>2,688</i> | <i>2,764</i> | <i>76</i> | <i>+2.8%</i> |
| 12-Month Rolling Average | | | | | | | | |
| Subway | 5,360 | 5,408 | +48 | +0.9% | 5,609 | 5,727 | +117 | +2.1% |
| Local Bus | 2,122 | 2,125 | +2 | +0.1% | 2,289 | 2,308 | +19 | +0.8% |
| Express Bus | 43 | 42 | -1 | -1.5% | 10 | 11 | +2 | +15.5% |
| Paratransit | 30 | 29 | -1 | -2.0% | 33 | 33 | +1 | +2.5% |
| TOTAL - NYCT | 7,555 | 7,604 | +49 | +0.6% | 7,941 | 8,079 | +139 | +1.7% |
| MTABC Local Bus | 364 | 373 | +9 | +2.4% | 360 | 374 | +15 | +4.1% |
| MTABC Express Bus | 34 | 33 | -1 | -2.6% | 14 | 13 | -0 | -1.6% |
| Total - MTA Bus | 398 | 406 | +8 | +1.9% | 373 | 388 | +14 | +3.9% |
| <i>Total - Regional Bus</i> | <i>2,563</i> | <i>2,573</i> | <i>10</i> | <i>+0.4%</i> | <i>2,672</i> | <i>2,707</i> | <i>35</i> | <i>+1.3%</i> |

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

- July 2013 average weekday subway ridership was the highest of any July in over forty-five years.
- July 2013 average weekend subway and total NYCT ridership were both the highest of any July in over forty-five years.
- Weekend NYCT express bus ridership continued a strong growth trend, helped by the addition of Sunday X17 and weekend X27 service in September 2012.

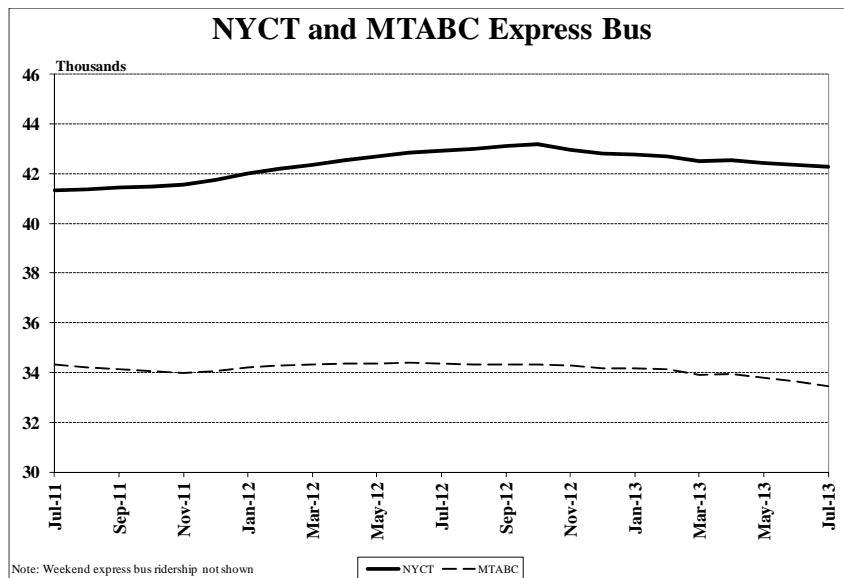
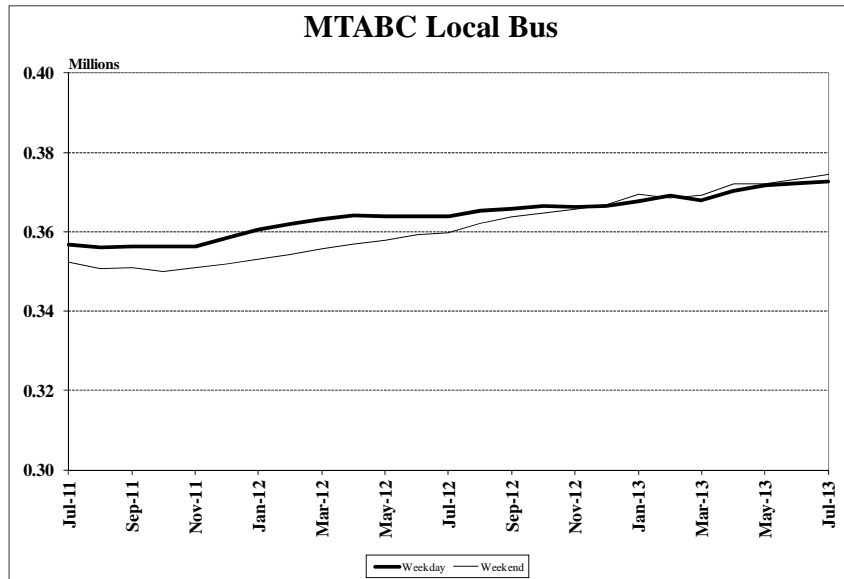
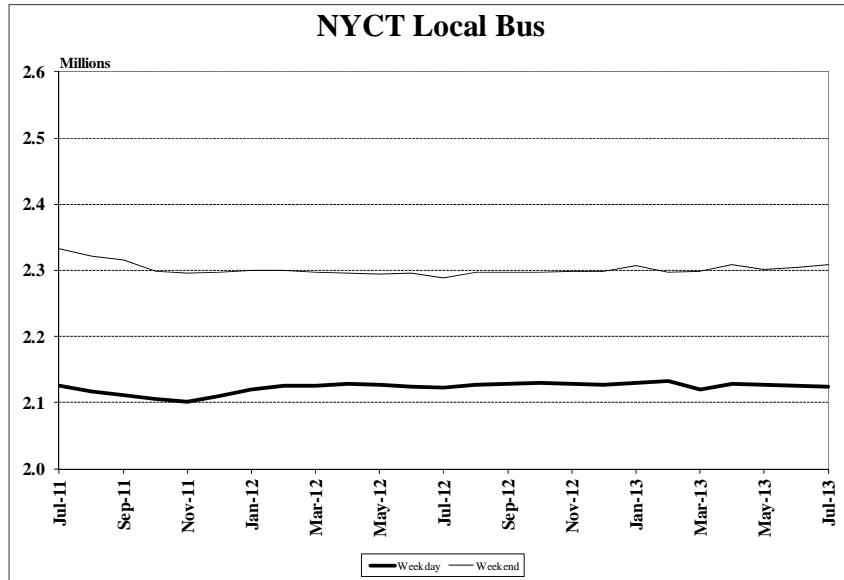
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From July 2012 to July 2013, ridership increased on the subway, MTA local buses, and the Staten Island Ferry and decreased on all other services. The largest increase was on the Staten Island Ferry (up 2.3 percent) and the largest decrease was on the Staten Island Railway (down 9.2 percent). Average weekend ridership results were more positive, although there was a large decrease on the Staten Island Railway (down 41.0 percent) due in part to two weekends of service suspensions for construction.

Bridges and Tunnels traffic decreased on weekdays and was unchanged on weekends.

| Ridership on Transit Services in the New York Area (thousands) | | | | |
|--|---------------|-------------------------------|---------------------------|--|
| Transit Service | Jul-12 | Preliminary Jul-13 | Percent Change | 12-Month Rolling Average Percent Change |
| <u>Average Weekday</u> | | | | |
| NYCT Subway | 5,212 | 5,232 | +0.4% | +0.9% |
| NYCT Local Bus | 1,968 | 1,965 | -0.1% | +0.1% |
| NYCT Express Bus | 41 | 40 | -2.5% | -1.5% |
| NYCT Paratransit | 29 | 29 | -1.8% | -2.0% |
| Staten Island Railway | 14 | 13 | -9.2% | -6.5% |
| MTA Local Bus | 337 | 343 | +1.9% | +2.4% |
| MTA Express Bus | 34 | 32 | -5.9% | -2.6% |
| Long Island Rail Road | 300 | 293 | -2.3% | -1.6% |
| Metro-North Railroad | 283 | 281 | -0.7% | -1.3% |
| Staten Island Ferry | 74 | 76 | +2.3% | n/a |
| PATH | 265 | 250 | -5.7% | -4.0% |
| <u>Average Weekend</u> | | | | |
| NYCT Subway | 5,604 | 5,673 | +1.2% | +2.1% |
| NYCT Local Bus | 2,294 | 2,353 | +2.6% | +0.8% |
| NYCT Express Bus | 10 | 11 | +7.1% | +15.5% |
| NYCT Paratransit | 32 | 33 | +3.4% | +2.5% |
| Staten Island Railway | 7 | 4 | -41.0% | -13.1% |
| MTA Local Bus | 372 | 388 | +4.4% | +4.1% |
| MTA Express Bus | 13 | 12 | -6.2% | -1.6% |
| Long Island Rail Road | 213 | 210 | -1.6% | -0.4% |
| Metro-North Railroad | 228 | 218 | -4.4% | -0.7% |
| Staten Island Ferry | 94 | 97 | +3.5% | n/a |
| PATH | 222 | 203 | -8.8% | -15.1% |

| MTA Bridges and Tunnels (thousands) | | | | |
|---|-------|-------|-------|-------|
| Average Weekday | 830 | 825 | -0.6% | -1.9% |
| Average Weekend | 1,527 | 1,527 | +0.0% | -0.4% |

Note: Percentages are based on unrounded data.

Economy

From July 2012 to July 2013, New York City employment increased 2.3 percent (90,200 jobs). Private sector employment increased 2.7 percent (89,700 jobs) and government employment increased 0.1 percent (500 jobs). The sub-sector with the largest absolute increase was educational/health services (up 30,100 jobs or 4.0 percent). The sub-sectors with the largest percentage increases were leisure/hospitality (up 4.5 percent or 16,400 jobs) and other services (up 4.5 percent or 7,600 jobs). The sub-sector with the largest absolute decrease was information (down 3,100 jobs or 1.7 percent) and the sub-sector with the largest percentage decrease was manufacturing (down 3.7 percent or 2,800 jobs).

The chart below shows the year-over-year change in private sector and government employment over the past twelve months. Year-over-year private sector growth rebounded in July 2013 to its highest level since August 2012. Government sector employment also improved, as July 2013 was the first month since March 2012 without a year-over-year decrease.

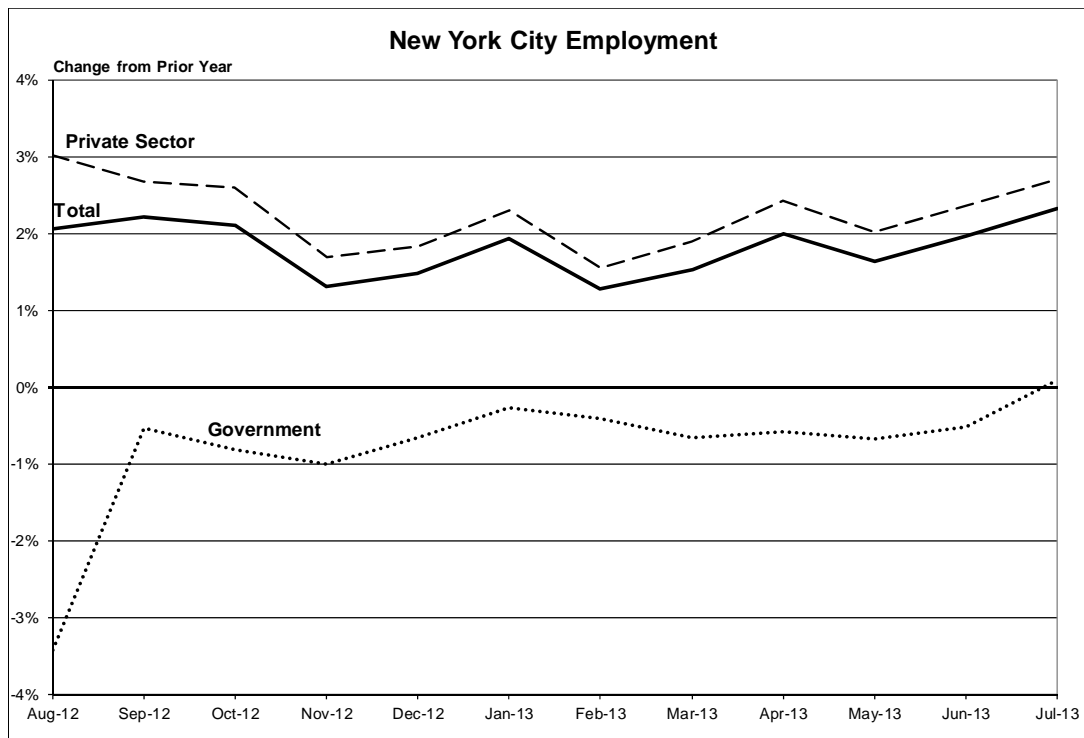


Table 1

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2013
(\$ 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 | \$256.258 | \$260.026 | \$3.768 | 1.5 | \$0.000 | \$0.000 | \$0.000 | - | \$256.258 | \$260.026 | \$3.768 | 1.5 |
| Bus | 81.880 | 81.967 | 0.087 | 0.1 | 0.000 | 0.000 | 0.000 | - | 81.880 | 81.967 | 0.087 | 0.1 |
| Paratransit | 1.532 | 1.352 | (0.180) | (11.7) | 0.000 | 0.000 | 0.000 | - | 1.532 | 1.352 | (0.180) | (11.7) |
| Fare Media Liability | 4.352 | 4.352 | 0.000 | 0.0 | 0.000 | 0.000 | 0.000 | - | 4.352 | 4.352 | 0.000 | 0.0 |
| Total Farebox Revenue | 344.022 | 347.697 | 3.675 | 1.1 | 0.000 | 0.000 | 0.000 | - | 344.022 | 347.697 | 3.675 | 1.1 |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue: | | | | | | | | | | | | |
| Fare Reimbursement | 2.695 | 2.696 | 0.001 | 0.0 | 0.000 | 0.000 | 0.000 | - | 2.695 | 2.696 | 0.001 | 0.0 |
| Paratransit Reimbursement | 13.408 | 14.060 | 0.652 | 4.9 | 0.000 | 0.000 | 0.000 | - | 13.408 | 14.060 | 0.652 | 4.9 |
| Other | 11.958 | 12.782 | 0.824 | 6.9 | 0.000 | 0.000 | 0.000 | - | 11.958 | 12.782 | 0.824 | 6.9 |
| Total Other Operating Revenue | 28.061 | 29.538 | 1.477 | 5.3 | 0.000 | 0.000 | 0.000 | - | 28.061 | 29.538 | 1.477 | 5.3 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 96.183 | 92.987 | (3.196) | (3.3) | 96.183 | 92.987 | (3.196) | (3.3) |
| Total Revenue | \$372.083 | \$377.235 | \$5.152 | 1.4 | \$96.183 | \$92.987 | (\$3.196) | (3.3) | \$468.266 | \$470.222 | \$1.956 | 0.4 |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | 249.193 | 247.465 | 1.728 | 0.7 | 30.948 | 26.164 | 4.784 | 15.5 | 280.141 | 273.629 | 6.512 | 2.3 |
| Overtime | 27.273 | 32.491 | (5.218) | (19.1) | 5.440 | 7.721 | (2.281) | (41.9) | 32.713 | 40.212 | (7.499) | (22.9) |
| Total Salaries & Wages | 276.466 | 279.956 | (3.490) | (1.3) | 36.388 | 33.885 | 2.503 | 6.9 | 312.854 | 313.841 | (0.987) | (0.3) |
| Health and Welfare | 53.425 | 52.152 | 1.273 | 2.4 | 2.309 | 2.167 | 0.142 | 6.1 | 55.734 | 54.319 | 1.415 | 2.5 |
| OPEB Current Payment | 29.675 | 26.400 | 3.275 | 11.0 | 0.000 | 0.000 | 0.000 | - | 29.675 | 26.400 | 3.275 | 11.0 |
| Pensions | 705.506 | 704.531 | 0.975 | 0.1 | 24.372 | 25.612 | (1.240) | (5.1) | 729.878 | 730.143 | (0.265) | (0.0) |
| Other Fringe Benefits | 26.120 | 26.383 | (0.263) | (1.0) | 9.433 | 8.935 | 0.498 | 5.3 | 35.553 | 35.318 | 0.235 | 0.7 |
| Total Fringe Benefits | 814.726 | 809.466 | 5.260 | 0.6 | 36.114 | 36.714 | (0.600) | (1.7) | 850.840 | 846.180 | 4.660 | 0.5 |
| Reimbursable Overhead | (15.416) | (14.387) | (1.029) | (6.7) | 15.416 | 14.387 | 1.029 | 6.7 | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$1,075.776 | \$1,075.035 | \$0.741 | 0.1 | \$87.918 | \$84.986 | \$2.932 | 3.3 | \$1,163.694 | \$1,160.021 | \$3.673 | 0.3 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | 24.038 | 19.259 | 4.779 | 19.9 | 0.020 | 0.035 | (0.015) | (75.0) | 24.058 | 19.294 | 4.764 | 19.8 |
| Fuel | 13.338 | 14.847 | (1.509) | (11.3) | 0.002 | 0.001 | 0.001 | 50.0 | 13.340 | 14.848 | (1.508) | (11.3) |
| Insurance | 5.225 | 6.900 | (1.675) | (32.1) | 0.000 | 0.000 | 0.000 | - | 5.225 | 6.900 | (1.675) | (32.1) |
| Claims | 7.441 | 10.382 | (2.941) | (39.5) | 0.000 | 0.000 | 0.000 | - | 7.441 | 10.382 | (2.941) | (39.5) |
| Paratransit Service Contracts | 33.882 | 33.312 | 0.570 | 1.7 | 0.000 | 0.000 | 0.000 | - | 33.882 | 33.312 | 0.570 | 1.7 |
| Mtce. and Other Operating Contracts | 21.690 | 15.251 | 6.439 | 29.7 | 0.931 | 2.086 | (1.155) | (124.1) | 22.621 | 17.337 | 5.284 | 23.4 |
| Professional Service Contracts | 9.586 | 22.468 | (12.882) | (134.4) | 1.814 | 2.389 | (0.575) | (31.7) | 11.400 | 24.857 | (13.457) | (118.0) |
| Materials & Supplies | 25.043 | 21.305 | 3.738 | 14.9 | 5.125 | 3.374 | 1.751 | 34.2 | 30.168 | 24.679 | 5.489 | 18.2 |
| Other Business Expenses | 5.457 | 5.995 | (0.538) | (9.9) | 0.373 | 0.116 | 0.257 | 68.9 | 5.830 | 6.111 | (0.281) | (4.8) |
| Total Non-Labor Expenses | \$145.700 | \$149.719 | (\$4.019) | (2.8) | \$8.265 | \$8.001 | \$0.264 | 3.2 | \$153.965 | \$157.720 | (\$3.755) | (2.4) |
| 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 | \$1,221.476 | \$1,224.754 | (\$3.278) | (0.3) | \$96.183 | \$92.987 | \$3.196 | 3.3 | \$1,317.659 | \$1,317.741 | (\$0.082) | (0.0) |
| Depreciation | 127.000 | 119.736 | 7.264 | 5.7 | 0.000 | 0.000 | 0.000 | - | 127.000 | 119.736 | 7.264 | 5.7 |
| OPEB Account | 0.000 | 0.011 | (0.011) | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.011 | (0.011) | - |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenses | \$1,348.476 | \$1,344.501 | \$3.975 | 0.3 | \$96.183 | \$92.987 | \$3.196 | 3.3 | \$1,444.659 | \$1,437.488 | \$7.171 | 0.5 |
| Net Surplus/(Deficit) | (\$976.393) | (\$967.266) | \$9.127 | 0.9 | \$0.000 | \$0.000 | \$0.000 | - | (\$976.393) | (\$967.266) | \$9.127 | 0.9 |

NOTE: Totals may not add due to rounding.

Table 2

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

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|----------------------|----------------------|--|--------------|------------------|------------------|--|--------------|----------------------|----------------------|--|--------------|
| | Forecast | Actual | Favorable (Unfavorable) Variance | Percent | Forecast | Actual | Favorable (Unfavorable) Variance | Percent | Forecast | Actual | Favorable (Unfavorable) Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue: | | | | | | | | | | | | |
| Subway | \$1,716.549 | \$1,723.029 | \$6.480 | 0.4 | \$0.000 | \$0.000 | \$0.000 | - | \$1,716.549 | \$1,723.029 | \$6.480 | 0.4 |
| Bus | 539.386 | 539.897 | 0.511 | 0.1 | 0.000 | 0.000 | 0.000 | - | 539.386 | 539.897 | 0.511 | 0.1 |
| Paratransit | 9.520 | 9.141 | (0.379) | (4.0) | 0.000 | 0.000 | 0.000 | - | 9.520 | 9.141 | (0.379) | (4.0) |
| Fare Media Liability | 30.464 | 30.464 | 0.000 | 0.0 | 0.000 | 0.000 | 0.000 | - | 30.464 | 30.464 | 0.000 | 0.0 |
| Total Farebox Revenue | 2,295.919 | 2,302.531 | 6.612 | 0.3 | 0.000 | 0.000 | 0.000 | - | 2,295.919 | 2,302.531 | 6.612 | 0.3 |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue: | | | | | | | | | | | | |
| Fare Reimbursement | 50.974 | 50.975 | 0.001 | 0.0 | 0.000 | 0.000 | 0.000 | - | 50.974 | 50.975 | 0.001 | 0.0 |
| Paratransit Reimbursement | 94.757 | 94.628 | (0.129) | (0.1) | 0.000 | 0.000 | 0.000 | - | 94.757 | 94.628 | (0.129) | (0.1) |
| Other | 195.304 | 196.032 | 0.728 | 0.4 | 0.000 | 0.000 | 0.000 | - | 195.304 | 196.032 | 0.728 | 0.4 |
| Total Other Operating Revenue | 341.035 | 341.635 | 0.600 | 0.2 | 0.000 | 0.000 | 0.000 | - | 341.035 | 341.635 | 0.600 | 0.2 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 529.208 | 542.779 | 13.571 | 2.6 | 529.208 | 542.779 | 13.571 | 2.6 |
| Total Revenue | \$2,636.954 | \$2,644.166 | \$7.212 | 0.3 | \$529.208 | \$542.779 | \$13.571 | 2.6 | \$3,166.162 | \$3,186.945 | \$20.783 | 0.7 |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | 1,671.998 | 1,662.290 | 9.708 | 0.6 | 197.778 | 195.058 | 2.720 | 1.4 | 1,869.776 | 1,857.348 | 12.428 | 0.7 |
| Overtime | 211.262 | 217.558 | (6.296) | (3.0) | 52.420 | 59.756 | (7.336) | (14.0) | 263.682 | 277.314 | (13.632) | (5.2) |
| Total Salaries & Wages | 1,883.260 | 1,879.848 | 3.412 | 0.2 | 250.198 | 254.814 | (4.616) | (1.8) | 2,133.458 | 2,134.662 | (1.204) | (0.1) |
| Health and Welfare | 371.131 | 358.567 | 12.564 | 3.4 | 14.178 | 13.810 | 0.368 | 2.6 | 385.309 | 372.377 | 12.932 | 3.4 |
| OPEB Current Payment | 184.093 | 182.114 | 1.979 | 1.1 | 0.000 | 0.000 | 0.000 | - | 184.093 | 182.114 | 1.979 | 1.1 |
| Pensions | 832.280 | 829.771 | 2.509 | 0.3 | 27.611 | 29.017 | (1.406) | (5.1) | 859.891 | 858.788 | 1.103 | 0.1 |
| Other Fringe Benefits | 175.305 | 175.481 | (0.176) | (0.1) | 63.643 | 64.666 | (1.023) | (1.6) | 238.948 | 240.147 | (1.199) | (0.5) |
| Total Fringe Benefits | 1,562.809 | 1,545.933 | 16.876 | 1.1 | 105.432 | 107.493 | (2.061) | (2.0) | 1,668.241 | 1,653.426 | 14.815 | 0.9 |
| Reimbursable Overhead | (112.502) | (117.000) | 4.498 | 4.0 | 112.502 | 117.000 | (4.498) | (4.0) | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$3,333.567 | \$3,308.781 | \$24.786 | 0.7 | \$468.132 | \$479.307 | (\$11.175) | (2.4) | \$3,801.699 | \$3,788.088 | \$13.611 | 0.4 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | 179.368 | 176.937 | 2.431 | 1.4 | 0.151 | 0.171 | (0.020) | (13.2) | 179.519 | 177.108 | 2.411 | 1.3 |
| Fuel | 97.251 | 97.733 | (0.482) | (0.5) | 0.012 | 0.011 | 0.001 | 8.3 | 97.263 | 97.744 | (0.481) | (0.5) |
| Insurance | 32.336 | 33.536 | (1.200) | (3.7) | 0.000 | 0.000 | 0.000 | - | 32.336 | 33.536 | (1.200) | (3.7) |
| Claims | 52.087 | 55.028 | (2.941) | (5.6) | 0.000 | 0.000 | 0.000 | - | 52.087 | 55.028 | (2.941) | (5.6) |
| Paratransit Service Contracts | 217.540 | 213.879 | 3.661 | 1.7 | 0.000 | 0.000 | 0.000 | - | 217.540 | 213.879 | 3.661 | 1.7 |
| Mtce. and Other Operating Contracts | 107.465 | 106.055 | 1.410 | 1.3 | 19.817 | 22.002 | (2.185) | (11.0) | 127.282 | 128.057 | (0.775) | (0.6) |
| Professional Service Contracts | 79.143 | 91.684 | (12.541) | (15.8) | 9.790 | 12.620 | (2.830) | (28.9) | 88.933 | 104.304 | (15.371) | (17.3) |
| Materials & Supplies | 166.040 | 164.440 | 1.600 | 1.0 | 30.788 | 28.101 | 2.687 | 8.7 | 196.828 | 192.541 | 4.287 | 2.2 |
| Other Business Expenses | 36.063 | 35.463 | 0.600 | 1.7 | 0.518 | 0.567 | (0.049) | (9.5) | 36.581 | 36.030 | 0.551 | 1.5 |
| Total Non-Labor Expenses | \$967.293 | \$974.755 | (\$7.462) | (0.8) | \$61.076 | \$63.472 | (\$2.396) | (3.9) | \$1,028.369 | \$1,038.227 | (\$9.858) | (1.0) |
| 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 | \$4,300.860 | \$4,283.536 | \$17.324 | 0.4 | \$529.208 | \$542.779 | (\$13.571) | (2.6) | \$4,830.068 | \$4,826.315 | \$3.753 | 0.1 |
| Depreciation | 837.145 | 823.022 | 14.123 | 1.7 | 0.000 | 0.000 | 0.000 | - | 837.145 | 823.022 | 14.123 | 1.7 |
| OPEB Account | 715.269 | 688.751 | 26.518 | 3.7 | 0.000 | 0.000 | 0.000 | - | 715.269 | 688.751 | 26.518 | 3.7 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenses | \$5,853.274 | \$5,795.309 | \$57.965 | 1.0 | \$529.208 | \$542.779 | (\$13.571) | (2.6) | \$6,382.482 | \$6,338.088 | \$44.394 | 0.7 |
| Net Surplus/(Deficit) | (\$3,216.320) | (\$3,151.143) | \$65.177 | 2.0 | \$0.000 | \$0.000 | \$0.000 | - | (\$3,216.320) | (\$3,151.143) | \$65.177 | 2.0 |

NOTE: Totals may not add due to rounding.

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

| Generic Revenue or Expense Category | Nonreimb or Reimb | MONTH | | | YEAR TO DATE | | |
|---|------------------------------|--|--------|---|--|-------|--|
| | | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Other Operating Revenue | NR | 1.5 | 5.3 | Primarily due to higher paratransit urban tax and advertising revenues | 0.6 | 0.2 | Mostly higher advertising revenue |
| Payroll | NR | 1.7 | 0.7 | Mostly due to vacancies, partly offset by higher employee earned separation payments | 9.7 | 0.6 | Mostly due to vacancies and lower employee earned separation payments |
| Overtime | NR | (5.2) | (19.1) | Mainly due to additional bus unscheduled service and subway/bus maintenance/ vacancy coverage requirements | (6.3) | (3.0) | Mainly due to additional bus unscheduled service, subway/bus maintenance/vacancy coverage requirements, and residual Sandy and adverse weather requirements |
| Health & Welfare (including OPEB current payment) | NR | 4.6 | 5.5 | Mostly lower rates | 14.6 | 2.6 | Mostly lower rates |
| Reimbursable Overhead | NR | (1.0) | (6.7) | Unfavorable overhead credits, resulting mostly from reimbursable labor cost underruns | 4.5 | 4.0 | Favorable overhead credits, resulting mostly from higher reimbursable labor costs |
| Electric Power | NR | 4.8 | 19.9 | Mainly due to the favorable timing of expenses and lower consumption | 2.4 | 1.4 | Mostly lower consumption |
| Fuel | NR | (1.5) | (11.3) | Largely higher consumption and prices | | | |
| Insurance | NR | (1.7) | (32.1) | Mostly the unfavorable timing of interagency payments | (1.2) | (3.7) | Mostly the unfavorable timing of interagency payments |
| Claims | NR | (2.9) | (39.5) | Higher claims processing | (2.9) | (5.6) | Higher claims processing |
| Paratransit Service Contracts | NR | 0.6 | 1.7 | Mostly due to lower completed trips and call center activity, partly offset by the unfavorable timing of expenses | 3.7 | 1.7 | Mostly due to lower completed trips and call center activity |
| Maintenance and Other Operating Contracts | NR | 6.4 | 29.7 | Primarily the favorable timing of auto purchases and revenue vehicle maintenance and repair requirements | 1.4 | 1.3 | Primarily the favorable timing of auto purchases, revenue vehicle maintenance and repair requirements, and painting expenses, partly offset by the unfavorable timing of non-vehicle maintenance and repair requirements |

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

| Generic Revenue or Expense Category | Nonreimb or Reimb | MONTH | | | YEAR TO DATE | | |
|--|----------------------|--|-----------------|---|--|--------|---|
| | | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Professional Service Contracts | NR | (12.9) | over (100.0) | Mostly due to the unfavorable timing of bond services and IT hardware expenses, and retroactive reclassification adjustments offset in other non-labor accounts | (12.5) | (15.8) | Mostly due to the unfavorable timing of bond services and data center expenses, and retroactive reclassification adjustments offset in other non-labor accounts |
| Materials & Supplies | NR | 3.7 | 14.9 | Mainly due to favorable retroactive reclassification adjustments, partly offset by the unfavorable timing of non-vehicle maintenance requirements | 1.6 | 1.0 | Mainly due to favorable retroactive reclassification adjustments, higher scrap/surplus sales and favorable inventory adjustments, partly offset by the unfavorable timing of non-vehicle maintenance requirements |
| Other Business Expenses | NR | (0.5) | (9.9) | Due largely to unfavorable results in various miscellaneous credits/expense accounts, partly offset by lower stationery expenses | 0.6 | 1.7 | Due largely to underruns in stationery expenses |
| Depreciation | NR | 7.3 | 5.7 | Due to the favorable timing of assets reaching beneficial use | 14.1 | 1.7 | Due to the favorable timing of assets reaching beneficial use |
| OPEB Long-Term Account | NR | | | | 26.5 | 3.7 | Lower accrued expenses due to updated actuarial information |
| Capital and Other Reimbursements | R | (3.2) | (3.3) | Reimbursement decrease consistent with reimbursable expense decrease | 13.6 | 2.6 | Reimbursement increase consistent with reimbursable expense increase |
| Payroll | R | 4.8 | 15.5 | Mainly the favorable timing of capital construction and engineering requirements | 2.7 | 1.4 | Mainly the favorable timing of capital construction and engineering requirements, partly offset by the unfavorable timing of non-capital requirements |
| Overtime | R | (2.3) | (41.9) | Largely additional work in Subways, specifically for track, station environment, infrastructure, power and signals requirements | (7.3) | (14.0) | Largely additional work in Subways, specifically for track, infrastructure, power, station environment and signals requirements |
| Health & Welfare | R | 0.1 | 6.1 | Lower rates | 0.4 | 2.6 | Lower rates |
| Pension | R | (1.2) | (5.1) | The unfavorable timing of expenses | (1.4) | (5.1) | The unfavorable timing of expenses |

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

| Generic Revenue or Expense Category | Nonreimb or Reimb | MONTH | | | YEAR TO DATE | | |
|---|----------------------|--|--------------|--|--|--------|---|
| | | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| | | | | | | | |
| Other Fringe Benefits | R | 0.5 | 5.3 | Primarily lower direct overhead expenses, resulting from decreased reimbursable labor expenses | (1.0) | (1.6) | Primarily higher direct overhead expenses, resulting from increased reimbursable labor expenses, and higher FICA expenses |
| Maintenance and Other Operating Contracts | R | (1.2) | over (100.0) | Largely the unfavorable timing of operating contract and maintenance services costs | (2.2) | (11.0) | Largely the unfavorable timing of operating contract and maintenance services costs |
| Professional Service Contracts | R | (0.6) | (31.7) | Mostly the unfavorable timing of IT hardware expenses | (2.8) | (28.9) | Mostly the unfavorable timing of IT hardware, data center, and EDP maintenance & repair expenses |
| Materials & Supplies | R | 1.8 | 34.2 | Mainly the favorable timing of non-vehicle maintenance requirements | 2.7 | 8.7 | Mainly the favorable timing of non-vehicle maintenance requirements |
| Other Business Expenses | R | 0.3 | 68.9 | Largely the favorable timing of various miscellaneous expenses | | | |

Table 4

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

| | Month | | | | Year-to-Date | | | |
|--|--------------------|--------------------|--|--------------|----------------------|----------------------|--|--------------|
| | Forecast | Actual | Favorable (Unfavorable) Variance | Percent | Forecast | Actual | Favorable (Unfavorable) Variance | Percent |
| <u>Receipts</u> | | | | | | | | |
| Farebox Revenue | \$342.559 | \$369.416 | \$26.857 | 7.8 | \$2,334.949 | \$2,351.972 | \$17.023 | 0.7 |
| Vehicle Toll Revenue | | | | | | | | |
| <u>Other Operating Revenue:</u> | | | | | | | | |
| Fare Reimbursement | 6.312 | 0.000 | (6.312) | (100.0) | 71.391 | 51.313 | (20.078) | (28.1) |
| Paratransit Reimbursement | 2.700 | 1.999 | (0.701) | (26.0) | 96.228 | 95.098 | (1.130) | (1.2) |
| Other | 3.722 | 3.825 | 0.103 | 2.8 | 136.824 | 136.658 | (0.166) | (0.1) |
| Total Other Operating Revenue | 12.734 | 5.824 | (6.910) | (54.3) | 304.443 | 283.069 | (21.374) | (7.0) |
| Capital and Other Reimbursements | 114.183 | 100.024 | (14.159) | (12.4) | 475.864 | 445.180 | (30.684) | (6.4) |
| Total Receipts | \$469.476 | \$475.264 | \$5.788 | 1.2 | \$3,115.256 | \$3,080.221 | (\$35.035) | (1.1) |
| <u>Expenditures</u> | | | | | | | | |
| Labor: | | | | | | | | |
| Payroll | 262.595 | 259.530 | 3.065 | 1.2 | 1,844.062 | 1,838.615 | 5.447 | 0.3 |
| Overtime | 30.746 | 33.175 | (2.429) | (7.9) | 251.891 | 259.273 | (7.382) | (2.9) |
| Total Salaries & Wages | 293.341 | 292.705 | 0.636 | 0.2 | 2,095.953 | 2,097.888 | (1.935) | (0.1) |
| Health and Welfare | 55.734 | 45.913 | 9.821 | 17.6 | 436.011 | 413.330 | 22.681 | 5.2 |
| OPEB Current Payment | 29.675 | 26.400 | 3.275 | 11.0 | 184.093 | 182.114 | 1.979 | 1.1 |
| Pensions | 79.958 | 80.299 | (0.341) | (0.4) | 407.270 | 406.176 | 1.094 | 0.3 |
| Other Fringe Benefits | 30.940 | 30.606 | 0.334 | 1.1 | 211.858 | 216.167 | (4.309) | (2.0) |
| Total Fringe Benefits | 196.307 | 183.218 | 13.089 | 6.7 | 1,239.232 | 1,217.787 | 21.445 | 1.7 |
| GASB Account | 5.784 | 20.445 | (14.661) | (253.5) | 37.571 | 38.094 | (0.523) | (1.4) |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenditures | \$495.432 | \$496.368 | (\$0.936) | (0.2) | \$3,372.756 | \$3,353.769 | \$18.987 | 0.6 |
| Non-Labor: | | | | | | | | |
| Electric Power | 24.058 | 24.278 | (0.220) | (0.9) | 176.652 | 175.776 | 0.876 | 0.5 |
| Fuel | 12.340 | 13.393 | (1.053) | (8.5) | 105.884 | 107.750 | (1.866) | (1.8) |
| Insurance | 12.890 | 8.200 | 4.690 | 36.4 | 32.409 | 28.721 | 3.688 | 11.4 |
| Claims | 6.720 | 20.526 | (13.806) | (205.4) | 47.444 | 66.633 | (19.189) | (40.4) |
| Paratransit Service Contracts | 33.152 | 31.802 | 1.350 | 4.1 | 219.195 | 218.655 | 0.540 | 0.2 |
| Mtce. and Other Operating Contracts | 23.690 | 17.342 | 6.348 | 26.8 | 136.637 | 127.586 | 9.051 | 6.6 |
| Professional Service Contracts | 11.104 | 13.920 | (2.816) | (25.4) | 92.808 | 102.130 | (9.322) | (10.0) |
| Materials & Supplies | 25.580 | 30.161 | (4.581) | (17.9) | 215.639 | 208.096 | 7.543 | 3.5 |
| Other Business Expenditures | 5.304 | 4.622 | 0.682 | 12.9 | 39.256 | 41.050 | (1.794) | (4.6) |
| Total Non-Labor Expenditures | \$154.838 | \$164.244 | (\$9.406) | (6.1) | \$1,065.924 | \$1,076.397 | (\$10.473) | (1.0) |
| Other Expenditure Adjustments: | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenditures | \$650.270 | \$660.612 | (\$10.342) | (1.6) | \$4,438.680 | \$4,430.166 | \$8.514 | 0.2 |
| Net Surplus/(Deficit) | (\$180.794) | (\$185.348) | (\$4.554) | (2.5) | (\$1,323.424) | (\$1,349.945) | (\$26.521) | (2.0) |

NOTE: Totals may not add due to rounding.

Table 5

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

| Operating Receipts or Disbursements | MONTH | | | YEAR TO DATE | | |
|---|--|-----------------|---|--|--------|---|
| | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Farebox Receipts | 26.9 | 7.8 | Favorable timing of cash, mostly from the counting and depositing of receipts | 17.0 | 0.7 | Favorable timing of cash, mostly from the counting and depositing of receipts |
| Other Operating Receipts | (6.9) | (54.3) | Due largely to the unfavorable timing of receipt of student fare reimbursements | (21.4) | (7.0) | Due mainly to the unfavorable timing of receipt of senior citizen and student fare reimbursements |
| Capital and Other Reimbursements | (14.2) | (12.4) | Mostly the unfavorable timing of reimbursements | (30.7) | (6.4) | Mostly the unfavorable timing of reimbursements |
| Health & Welfare (including OPEB current payment) | 13.1 | 15.3 | Mainly the favorable timing of payments and lower rates | 24.7 | 4.0 | Mainly the favorable timing of payments and lower rates |
| GASB Account | (14.7) | over (100.0) | Retroactive adjustments to recognize an increase in payments based on a new funding formula | | | |
| Fuel | (1.1) | (8.5) | Largely higher consumption and prices | (1.9) | (1.8) | Mostly the unfavorable timing of interagency payments |
| Insurance | 4.7 | 36.4 | The favorable timing of interagency payments | 3.7 | 11.4 | The favorable timing of interagency payments |
| Claims | (13.8) | over (100.0) | Higher claims payouts and processing | (19.2) | (40.4) | Higher claims payouts and processing |
| Maintenance Contracts | 6.3 | 26.8 | Primarily the favorable timing of auto purchases and revenue vehicle maintenance and repair requirements | 9.1 | 6.6 | Mainly the favorable timing of payments |
| Professional Service Contracts | (2.8) | (25.4) | Mostly due to the unfavorable timing of bond services and IT hardware expenses, partly offset by the favorable timing of payments | (9.3) | (10.0) | Mostly due to the unfavorable timing of bond services and data center expenses, partly offset by the favorable timing of payments |
| Materials & Supplies | (4.6) | (17.9) | Mainly the unfavorable timing of payments | 7.5 | 3.5 | Mainly the favorable timing of payments and higher scrap/surplus sales |
| Other Business Expenses | 0.7 | 12.9 | Largely due to the favorable timing of payments | (1.8) | (4.6) | Largely due to the unfavorable timing of payments |

Table 6

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

| | Month | | | | Year-to-Date | | | |
|--|------------------|------------------|--|----------------|--------------------|--------------------|--|----------------|
| | Forecast | Actual | Favorable (Unfavorable) Variance | Percent | Forecast | Actual | Favorable (Unfavorable) Variance | Percent |
| <u>Receipts</u> | | | | | | | | |
| Farebox Revenue | (\$1.463) | \$21.719 | \$23.182 | - | \$39.030 | \$49.441 | \$10.411 | 26.7 |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue: | | | | | | | | |
| Fare Reimbursement | 3.617 | (2.696) | (6.313) | (174.5) | 20.417 | 0.338 | (20.079) | (98.3) |
| Paratransit Reimbursement | (10.708) | (12.061) | (1.353) | (12.6) | 1.471 | 0.470 | (1.001) | (68.0) |
| Other | (8.236) | (8.957) | (0.721) | (8.8) | (58.480) | (59.374) | (0.894) | (1.5) |
| Total Other Operating Revenue | (15.327) | (23.714) | (8.387) | (54.7) | (36.592) | (58.566) | (21.974) | (60.1) |
| Capital and Other Reimbursements | 18.000 | 7.037 | (10.963) | (60.9) | (53.344) | (97.599) | (44.255) | (83.0) |
| Total Receipts | \$1.210 | \$5.042 | \$3.832 | 316.7 | (\$50.906) | (\$106.724) | (\$55.818) | (109.6) |
| <u>Expenditures</u> | | | | | | | | |
| Labor: | | | | | | | | |
| Payroll | 17.546 | 14.099 | (3.447) | (19.6) | 25.714 | 18.733 | (6.981) | (27.1) |
| Overtime | 1.967 | 7.037 | 5.070 | 257.8 | 11.791 | 18.041 | 6.250 | 53.0 |
| Total Salaries & Wages | 19.513 | 21.136 | 1.623 | 8.3 | 37.505 | 36.774 | (0.731) | (1.9) |
| Health and Welfare | 0.000 | 8.406 | 8.406 | - | (50.702) | (40.953) | 9.749 | 19.2 |
| OPEB Current Payment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Pensions | 649.920 | 649.844 | (0.076) | (0.0) | 452.621 | 452.612 | (0.009) | (0.0) |
| Other Fringe Benefits | 4.613 | 4.712 | 0.099 | 2.1 | 27.090 | 23.980 | (3.110) | (11.5) |
| Total Fringe Benefits | 654.533 | 662.962 | 8.429 | 1.3 | 429.009 | 435.639 | 6.630 | 1.5 |
| GASB Account | (5.784) | (20.445) | (14.661) | (253.5) | (37.571) | (38.094) | (0.523) | (1.4) |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenditures | \$668.262 | \$663.653 | (\$4.609) | (0.7) | \$428.943 | \$434.319 | \$5.376 | 1.3 |
| Non-Labor: | | | | | | | | |
| Electric Power | 0.000 | (4.984) | (4.984) | - | 2.867 | 1.332 | (1.535) | (53.5) |
| Fuel | 1.000 | 1.455 | 0.455 | 45.5 | (8.621) | (10.006) | (1.385) | (16.1) |
| Insurance | (7.665) | (1.300) | 6.365 | 83.0 | (0.073) | 4.815 | 4.888 | - |
| Claims | 0.721 | (10.144) | (10.865) | - | 4.643 | (11.605) | (16.248) | (349.9) |
| Paratransit Service Contracts | 0.730 | 1.510 | 0.780 | 106.8 | (1.655) | (4.776) | (3.121) | (188.6) |
| Mtce. and Other Operating Contracts | (1.069) | (0.005) | 1.064 | 99.5 | (9.355) | 0.471 | 9.826 | 105.0 |
| Professional Service Contracts | 0.296 | 10.937 | 10.641 | - | (3.875) | 2.174 | 6.049 | 156.1 |
| Materials & Supplies | 4.588 | (5.482) | (10.070) | (219.5) | (18.811) | (15.555) | 3.256 | 17.3 |
| Other Business Expenses | 0.526 | 1.489 | 0.963 | 183.1 | (2.675) | (5.020) | (2.345) | (87.7) |
| Total Non-Labor Expenditures | (\$0.873) | (\$6.524) | (\$5.651) | (647.3) | (\$37.555) | (\$38.170) | (\$0.615) | (1.6) |
| Other Expenditure Adjustments: | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenditures before Depreciation and OPEB | \$667.389 | \$657.129 | (\$10.260) | (1.5) | \$391.388 | \$396.149 | \$4.761 | 1.2 |
| Depreciation | 127.000 | 119.736 | (7.264) | (5.7) | 837.145 | 823.022 | (14.123) | (1.7) |
| OPEB Account | 0.000 | 0.011 | 0.011 | - | 715.269 | 688.751 | (26.518) | (3.7) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenditures | \$794.389 | \$776.876 | (\$17.513) | (2.2) | \$1,943.802 | \$1,907.922 | (\$35.880) | (1.8) |
| Total Cash Conversion Adjustments | \$795.599 | \$781.918 | (\$13.681) | (1.7) | \$1,892.896 | \$1,801.198 | (\$91.698) | (4.8) |

NOTE: Totals may not add due to rounding.

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

| | <u>Mid-Year Forecast</u> | <u>Actual</u> | <u>Variance Fav./Unfav)</u> | <u>Explanation</u> |
|-----------------------------------|------------------------------|---------------|---------------------------------|--|
| Administration: | | | | |
| Office of the President | 61 | 39 | 22 | |
| Law | 266 | 259 | 7 | |
| Office of the EVP | 41 | 39 | 2 | |
| Human Resources | 230 | 247 | (17) | |
| Office of Management and Budget | 39 | 36 | 3 | |
| Capital Planning & Budget | 31 | 30 | 1 | |
| Corporate Communications | 254 | 237 | 17 | |
| Technology & Information Services | 446 | 435 | 11 | |
| Non-Departmental | 84 | - | 84 | TWU Apprentice Program-none appointed currently |
| Labor Relations | 96 | 87 | 9 | |
| Materiel | 252 | 236 | 16 | |
| Controller | 137 | 141 | (4) | |
| Total Administration | 1,937 | 1,786 | 151 | |
| Operations | | | | |
| Subways Rapid Transit Operations | 7,318 | 7,279 | 39 | |
| Subways Operations Support | 317 | 322 | (5) | |
| Subways Stations | 2,611 | 2,611 | 0 | |
| Sub-total Subways | 10,246 | 10,212 | 34 | |
| Buses | 10,464 | 10,378 | 86 | Actuals include Training/Safety, Budget in Bus Maint.(a) |
| Paratransit | 209 | 193 | 16 | |
| Operations Planning | 417 | 396 | 21 | |
| Revenue Control | 461 | 428 | 33 | |
| Total Operations | 21,797 | 21,607 | 190 | |
| Maintenance | | | | |
| Subways Operations Support | 226 | 218 | 8 | |
| Subways Engineering | 321 | 300 | 21 | |
| Subways Car Equipment | 4,230 | 4,183 | 47 | |
| Subways Infrastructure | 1,376 | 1,357 | 19 | |
| Subways Elevator & Escalators | 381 | 374 | 7 | |
| Subways Stations | 3,517 | 3,411 | 106 | Mainly Maintenance Hourly and Supervisor Positions |
| Subways Track | 2,730 | 2,686 | 44 | |
| Subways Power | 585 | 598 | (13) | |
| Subways Signals | 1,436 | 1,406 | 30 | |
| Subways Electronic Maintenance | 1,431 | 1,366 | 65 | Mainly PTE's and Hourly Positions |
| Sub-total Subways | 16,233 | 15,899 | 334 | |
| Buses | 3,749 | 3,653 | 96 | Budget Includes Training/Safety, charged to Oper Bus (a) |
| Revenue Control | 137 | 137 | 0 | |
| Supply Logistics | 561 | 554 | 7 | |
| System Safety | 91 | 87 | 4 | |
| Total Maintenance | 20,771 | 20,330 | 441 | |
| Engineering/Capital | | | | |
| Capital Program Management | 1,319 | 1,182 | 137 | |
| Total Engineering/Capital | 1,319 | 1,182 | 137 | |
| Public Safety | | | | |
| Security | 584 | 555 | 29 | |
| Total Public Safety | 584 | 555 | 29 | |
| Total Positions | 46,408 | 45,460 | 948 | |
| Non-Reimbursable | 41,721 | 41,662 | 59 | |
| Reimbursable | 4,687 | 3,798 | 889 | |
| Total Full-Time | 46,241 | 45,211 | 1,030 | |
| Total Full-Time Equivalents | 167 | 249 | (82) | |

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

| FUNCTION/OCCUPATION | Mid-Year Forecast | Actual | Variance Fav./Unfav) | Explanation |
|-----------------------------------|------------------------------|---------------|---------------------------------|--------------------|
| Administration: | | | | |
| Managers/Supervisors | 659 | 567 | 92 | |
| Professional, Technical, Clerical | 1,163 | 1,196 | (33) | |
| Operational Hourlies | 115 | 23 | 92 | |
| Total Administration | 1,937 | 1,786 | 151 | |
| Operations | | | | |
| Managers/Supervisors | 2,517 | 2,499 | 18 | |
| Professional, Technical, Clerical | 450 | 447 | 3 | |
| Operational Hourlies | 18,830 | 18,661 | 169 | |
| Total Operations | 21,797 | 21,607 | 190 | |
| Maintenance | | | | |
| Managers/Supervisors | 3,789 | 3,620 | 169 | |
| Professional, Technical, Clerical | 1,083 | 962 | 121 | |
| Operational Hourlies | 15,899 | 15,748 | 151 | |
| Total Maintenance | 20,771 | 20,330 | 441 | |
| Engineering/Capital | | | | |
| Managers/Supervisors | 295 | 260 | 35 | |
| Professional, Technical, Clerical | 1,022 | 920 | 102 | |
| Operational Hourlies | 2 | 2 | 0 | |
| Total Engineering/Capital | 1,319 | 1,182 | 137 | |
| Public Safety | | | | |
| Managers/Supervisors | 210 | 190 | 20 | |
| Professional, Technical, Clerical | 37 | 33 | 4 | |
| Operational Hourlies | 337 | 332 | 5 | |
| Total Public Safety | 584 | 555 | 29 | |
| Total Positions | | | | |
| Managers/Supervisors | 7,470 | 7,136 | 334 | |
| Professional, Technical, Clerical | 3,755 | 3,558 | 197 | |
| Operational Hourlies | 35,183 | 34,766 | 417 | |
| Total Positions | 46,408 | 45,460 | 948 | |

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

| | <u>7/31/13</u> | <u>7/31/12</u> |
|-----------------------------------|------------------|------------------|
| <u>Operating Inventory</u> | | |
| Gross Inventory | \$280.264 | \$272.567 |
| Shortage Reserve | (0.500) | (0.500) |
| Obsolescence Reserve | (74.800) | (67.200) |
| Net Inventory | \$204.964 | \$204.867 |

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

| | July | | | | | | July 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 | | | | | | | | | | | | |
| <u>Scheduled Service</u> | 307,006 | \$9.4 | 0 | \$9.3 | 0 | \$0.1 1.4% | 2,191,728 | \$67.3 | 0 | \$66.9 | 0 | \$0.3 .5% |
| <u>Unscheduled Service</u> | 199,937 | \$6.1 | 0 | \$9.0 | 0 | (\$2.8) (46.3%) | 1,528,749 | \$46.9 | 0 | \$49.6 | 0 | (\$2.7) (5.8%) |
| Programmatic/Routine Maintenance | 273,113 | \$8.4 | 0 | \$10.2 | 0 | (\$1.8) (21.9%) | 1,889,936 | \$58.0 | 0 | \$58.2 | 0 | (\$0.2) (0.3%) |
| Unscheduled Maintenance | 0 | \$0.0 | 0 | \$0.0 | 0 | \$0.0 0.0% | 0 | \$0.0 | 0 | \$0.0 | 0 | \$0.0 0.0% |
| <u>Vacancy/Absentee Coverage</u> | 36,963 | \$1.1 | 0 | \$2.8 | 0 | (\$1.6) * | 304,190 | \$9.3 | 0 | \$12.5 | 0 | (3.2) * |
| <u>Weather Emergencies</u> | 42,942 | \$1.3 | 0 | \$0.8 | 0 | \$0.5 * | 851,743 | \$26.2 | 0 | \$27.7 | 0 | (\$1.5) * |
| <u>Safety/Security/Law Enforcement</u> | 8,953 | \$0.3 | 0 | \$0.3 | 0 | (\$0.0) (14.6%) | 61,812 | \$1.9 | 0 | \$1.9 | 0 | \$0.0 2.3% |
| <u>Other</u> | 19,381 | \$0.6 | 0 | \$0.1 | 0 | \$0.5 83.4% | 52,647 | \$1.6 | 0 | \$0.8 | 0 | \$0.9 53.1% |
| Subtotal | 888,296 | \$27.3 | 0 | \$32.5 | 0 | (\$5.2) (19.1%) | 6,880,806 | \$211.3 | 0 | \$217.6 | 0 | (\$6.3) (3.0%) |
| REIMBURSABLE OVERTIME | 170,973 | \$5.4 | 0 | \$7.8 | 0 | (\$2.4) * | 1,648,398 | \$52.4 | 0 | \$59.9 | 0 | (\$7.4) (14.2%) |
| TOTAL OVERTIME | 1,059,268 | \$32.7 | 0 | \$40.3 | 0 | (\$7.6) (23.2%) | 8,529,204 | \$263.7 | 0 | \$277.4 | 0 | (\$13.7) (5.2%) |

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

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

* Exceeds 100%

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

| | July | | | July Year-to-Date | | |
|---|---------------------|------------------|--|---------------------|------------------|--|
| | Var. - Fav./(Unfav) | | Explanations | Var. - Fav./(Unfav) | | Explanations |
| | Hours | \$ | | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | | | | |
| <u>Scheduled Service</u> | 0 | \$0.1 (2.6%) | | 0 | \$0.3 (5.5%) | |
| <u>Unscheduled Service</u> | 0 | (\$2.8) 54.5% | Mainly due to traffic, breakdowns and related ramp delays in Department of Buses. | 0 | (\$2.7) 43.1% | Mainly due to traffic, breakdowns and related ramp delays in Department of Buses. |
| <u>Programmatic/Routine Maintenance</u> | 0 | (\$1.8) 35.2% | Primarily due to stations maintenance and inspection, testing and maintenance of signal systems, Buses maintenance repair / rehab on facilities and depot equipment. | 0 | (\$0.2) 2.7% | |
| <u>Unscheduled Maintenance</u> | 0 | \$0.0 0.0% | | 0 | \$0.0 0.0% | |
| <u>Vacancy/Absentee Coverage</u> | 0 | (\$1.6) 31.2% | Mainly due to vacancy / absentee coverage in train operators, conductors, and bus operators. | 0 | (\$3.2) 50.1% | Mainly due to vacancy / absentee coverage in train operators, conductors, and bus operators. |
| <u>Weather Emergencies</u> | 0 | \$0.5 (9.5%) | | 0 | (\$1.5) 24.0% | Primarily due to Tropical Storm Sandy continued requirements and heavy rains. |
| <u>Safety/Security/Law Enforcement</u> | 0 | (\$0.0) 0.8% | | 0 | \$0.0 -0.7% | |
| <u>Other</u> | | \$0.5 (9.5%) | | 0 | \$0.9 (13.6%) | |
| Subtotal | 0 | (\$5.2) 68.7% | | 0 | (\$6.3) 45.8% | |
| REIMBURSABLE OVERTIME | 0 | (\$2.4) 31.3% | Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability and greater than anticipated shuttle services support in buses. | 0 | (\$7.4) 54.2% | Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability and greater than anticipated shuttle services support in buses. |
| TOTAL OVERTIME | 0 | (\$7.6) | | 0 | (\$13.7) | |

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

METROPOLITAN TRANSPORTATION AUTHORITY
2013 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL AND RIDERSHIP REPORT

July 2013

(All data are preliminary and subject to audit)

In the month of July, **operating revenues** were \$0.5 million, less than \$0.1 million (0.9 percent) below the Mid-Year Forecast (forecast). Year-to-date, operating revenues were \$4.5 million, \$0.1 million (1.2 percent) less than forecast, due mostly to the unfavorable timing of advertising receipts and student fare reimbursements.

Total **ridership** in July 2013 was 300,310 riders, 2.7 percent (8,295 riders) below forecast. Year-to-date, total ridership was 2,419,672 riders, 0.3 percent (6,095 riders) under forecast. July 2013 average weekday ridership was 12,711 riders, 9.2 percent (1,291 riders) lower than July 2012. Average weekday ridership for the twelve months ending July 2013 was 15,217 riders, 6.5 percent (1,061 riders) lower than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were lower than forecast in July by \$0.4 million (10.1 percent). Labor expenses underran by \$0.1 million (2.6 percent), mainly from the favorable timing of fringe benefit expenses, mostly offset by higher overtime expenses, due to residual Sandy requirements. Non-labor expenses were less than forecast by \$0.3 million (24.0 percent), due primarily to the favorable timing of electric power and materials & supplies expenses. Year-to-date, expenses were below forecast by \$2.0 million (7.9 percent). Labor expenses were favorable by \$0.4 million (2.4 percent), due mostly to the favorable timing of health & welfare expenses. Non-labor expenses underran forecast by \$1.5 million (20.8 percent), due again to the favorable timing of electric power and materials & supplies expenses.

Depreciation expenses year-to-date were \$0.8 million (14.4 percent) favorable to the forecast, due to the retirement of some assets not reflected in the forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$1.1 million of accrued expenses year-to-date, \$0.3 million (20.0 percent) below forecast.

The **operating cash deficit** (excluding subsidies) year-to-date was \$18.9 million, less than \$0.1 million (0.1 percent) above forecast.

Table 1

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2013
(\$ 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 | 0.476 | 0.465 | (0.011) | (2.3) | - | - | - | - | 0.476 | 0.465 | (0.011) | (2.3) |
| Other Operating Revenue | 0.071 | 0.077 | 0.006 | 8.5 | - | - | - | - | 0.071 | 0.077 | 0.006 | 8.5 |
| Capital and Other Reimbursements | - | - | - | - | 0.152 | - | (0.152) | (100.0) | 0.152 | - | (0.152) | (100.0) |
| Total Revenue | \$ 0.547 | \$ 0.542 | \$ (0.005) | (0.9) | \$ 0.152 | \$ - | \$ (0.152) | (100.0) | \$ 0.699 | \$ 0.542 | \$ (0.157) | (22.5) |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | 1.354 | 1.448 | (0.094) | (6.9) | 0.009 | \$ - | 0.009 | 100.0 | 1.363 | 1.448 | (0.085) | (6.2) |
| Overtime | 0.100 | 0.260 | (0.160) | (160.0) | 0.080 | \$ - | 0.080 | 100.0 | 0.180 | 0.260 | (0.080) | (44.4) |
| Total Salaries & Wages | \$ 1.454 | \$ 1.708 | \$ (0.254) | (17.5) | \$ 0.089 | \$ - | \$ 0.089 | 100.0 | \$ 1.543 | \$ 1.708 | \$ (0.165) | (10.7) |
| Health and Welfare | 0.370 | 0.070 | 0.300 | 81.1 | 0.060 | \$ - | 0.060 | 100.0 | 0.430 | 0.070 | 0.360 | 83.7 |
| OPEB Current Portion | 0.082 | 0.101 | (0.019) | (23.2) | - | - | - | - | 0.082 | 0.101 | (0.019) | (23.2) |
| Pensions | 0.512 | 0.458 | 0.054 | 10.5 | 0.001 | \$ - | 0.001 | 100.0 | 0.513 | 0.458 | 0.055 | 10.7 |
| Other Fringe Benefits | 0.163 | 0.176 | (0.013) | (8.0) | 0.002 | \$ - | 0.002 | 100.0 | 0.165 | 0.176 | (0.011) | (6.7) |
| Total Fringe Benefits | \$ 1.127 | \$ 0.805 | \$ 0.322 | 28.6 | \$ 0.063 | \$ - | \$ 0.063 | 100.0 | \$ 1.190 | \$ 0.805 | \$ 0.385 | 32.4 |
| Reimbursable Overhead | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Labor Expenses | \$ 2.581 | \$ 2.513 | \$ 0.068 | 2.6 | \$ 0.152 | \$ - | \$ 0.152 | 100.0 | \$ 2.733 | \$ 2.513 | \$ 0.220 | 8.0 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | 0.469 | 0.169 | 0.300 | 64.0 | - | - | - | - | 0.469 | 0.169 | 0.300 | 64.0 |
| Fuel | 0.034 | 0.149 | (0.115) | (338.2) | - | - | - | - | 0.034 | 0.149 | (0.115) | (338.2) |
| Insurance | 0.024 | 0.023 | 0.001 | 4.2 | - | - | - | - | 0.024 | 0.023 | 0.001 | 4.2 |
| Claims | - | 0.002 | (0.002) | - | - | - | - | - | - | 0.002 | (0.002) | - |
| Paratransit Service Contracts | - | - | - | - | - | - | - | - | - | - | - | - |
| Mtce. and Other Operating Contracts | 0.143 | 0.401 | (0.258) | (180.4) | - | - | - | - | 0.143 | 0.401 | (0.258) | (180.4) |
| Professional Service Contracts | 0.039 | 0.070 | (0.031) | (79.5) | - | - | - | - | 0.039 | 0.070 | (0.031) | (79.5) |
| Materials & Supplies | 0.668 | 0.221 | 0.447 | 66.9 | - | - | - | - | 0.668 | 0.221 | 0.447 | 66.9 |
| Other Business Expenses | - | 0.012 | (0.012) | - | - | - | - | - | - | 0.012 | (0.012) | - |
| Total Non-Labor Expenses | \$ 1.377 | \$ 1.047 | \$ 0.330 | 24.0 | \$ - | \$ - | \$ - | - | \$ 1.377 | \$ 1.047 | \$ 0.330 | 24.0 |
| Other Expenses Adjustments: | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses | | | | | | | | | | | | |
| before Depreciation and OPEB | \$ 3.958 | \$ 3.560 | \$ 0.398 | 10.1 | \$ 0.152 | \$ - | \$ 0.152 | 100.0 | \$ 4.110 | \$ 3.560 | \$ 0.550 | 13.4 |
| Depreciation | 0.750 | 0.691 | 0.059 | 7.9 | - | - | - | - | 0.750 | 0.691 | 0.059 | 7.9 |
| Other Post Employment Benefits | 0.192 | - | 0.192 | 100.0 | - | - | - | - | 0.192 | - | 0.192 | 100.0 |
| Total Expenses | \$ 4.900 | \$ 4.251 | \$ 0.649 | 13.2 | \$ 0.152 | \$ - | \$ 0.152 | 100.0 | \$ 5.052 | \$ 4.251 | \$ 0.801 | 15.9 |
| Net Surplus/(Deficit) | \$ (4.353) | \$ (3.709) | \$ 0.644 | 14.8 | \$ - | \$ - | \$ - | - | \$ (4.353) | \$ (3.709) | \$ 0.644 | 14.8 |

Table 2

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

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|--------------------|--------------------|----------------------------|--------------|-----------------|-----------------|----------------------------|---------------|--------------------|--------------------|----------------------------|-------------|
| | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | 3.104 | 3.106 | 0.002 | 0.1 | - | - | - | - | 3.104 | 3.106 | 0.002 | 0.1 |
| Other Operating Revenue | 1.439 | 1.383 | (0.056) | (3.9) | - | - | - | - | 1.439 | 1.383 | (0.056) | (3.9) |
| Capital and Other Reimbursements | - | - | - | - | 0.911 | 1.171 | 0.260 | 28.5 | 0.911 | 1.171 | 0.260 | 28.5 |
| Total Revenue | \$ 4.543 | \$ 4.489 | \$ (0.054) | (1.2) | \$ 0.911 | \$ 1.171 | \$ 0.260 | 28.5 | \$ 5.454 | \$ 5.660 | \$ 0.206 | 3.8 |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | 9.311 | 9.365 | (0.054) | (0.6) | 0.239 | 0.155 | 0.084 | 35.1 | 9.550 | 9.520 | 0.030 | 0.3 |
| Overtime | 1.450 | 1.542 | (0.092) | (6.3) | 0.306 | 0.194 | 0.112 | 36.6 | 1.756 | 1.736 | 0.020 | 1.1 |
| Total Salaries & Wages | \$ 10.761 | \$ 10.907 | \$ (0.146) | (1.4) | \$ 0.545 | \$ 0.349 | \$ 0.196 | 36.0 | \$ 11.306 | \$ 11.256 | \$ 0.050 | 0.4 |
| Health and Welfare | 2.185 | 1.552 | 0.633 | 29.0 | 0.212 | - | 0.212 | 100.0 | 2.397 | 1.552 | 0.845 | 35.3 |
| OPEB Current Portion | 0.423 | 0.497 | (0.074) | (17.5) | - | - | - | - | 0.423 | 0.497 | (0.074) | (17.5) |
| Pensions | 3.056 | 3.208 | (0.152) | (5.0) | 0.092 | - | 0.092 | 100.0 | 3.148 | 3.208 | (0.060) | (1.9) |
| Other Fringe Benefits | 0.836 | 0.686 | 0.150 | 17.9 | 0.062 | 0.221 | (0.159) | (256.5) | 0.898 | 0.907 | (0.009) | (1.0) |
| Total Fringe Benefits | \$ 6.500 | \$ 5.943 | \$ 0.557 | 8.6 | \$ 0.366 | \$ 0.221 | \$ 0.145 | 39.6 | \$ 6.866 | \$ 6.164 | \$ 0.702 | 10.2 |
| Reimbursable Overhead | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Labor Expenses | \$ 17.261 | \$ 16.850 | \$ 0.411 | 2.4 | \$ 0.911 | \$ 0.570 | \$ 0.341 | 37.4 | \$ 18.172 | \$ 17.420 | \$ 0.752 | 4.1 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | 2.764 | 2.061 | 0.703 | 25.4 | - | - | - | - | 2.764 | 2.061 | 0.703 | 25.4 |
| Fuel | 0.217 | 0.149 | 0.068 | 31.3 | - | - | - | - | 0.217 | 0.149 | 0.068 | 31.3 |
| Insurance | 0.148 | 0.216 | (0.068) | (45.9) | - | - | - | - | 0.148 | 0.216 | (0.068) | (45.9) |
| Claims | 0.080 | 0.014 | 0.066 | 82.5 | - | - | - | - | 0.080 | 0.014 | 0.066 | 82.5 |
| Paratransit Service Contracts | - | - | - | - | - | - | - | - | - | - | - | - |
| Mtce. and Other Operating Contracts | 0.863 | 2.213 | (1.350) | (156.4) | - | - | - | - | 0.863 | 2.213 | (1.350) | (156.4) |
| Professional Service Contracts | 0.227 | 0.461 | (0.234) | (103.1) | - | - | - | - | 0.227 | 0.461 | (0.234) | (103.1) |
| Materials & Supplies | 3.155 | 0.726 | 2.429 | 77.0 | - | 0.601 | (0.601) | - | 3.155 | 1.327 | 1.828 | 57.9 |
| Other Business Expenses | 0.003 | 0.068 | (0.065) | (2,166.7) | - | - | - | - | 0.003 | 0.068 | (0.065) | (2,166.7) |
| Total Non-Labor Expenses | \$ 7.457 | \$ 5.908 | \$ 1.549 | 20.8 | \$ - | \$ 0.601 | \$ (0.601) | - | \$ 7.457 | \$ 6.509 | \$ 0.948 | 12.7 |
| Other Expenses Adjustments: | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses | | | | | | | | | | | | |
| before Depreciation and OPEB | \$ 24.718 | \$ 22.758 | \$ 1.960 | 7.9 | \$ 0.911 | \$ 1.171 | \$ (0.260) | (28.5) | \$ 25.629 | \$ 23.929 | \$ 1.700 | 6.6 |
| Depreciation | 5.250 | 4.495 | 0.755 | 14.4 | - | - | - | - | 5.250 | 4.495 | 0.755 | 14.4 |
| Other Post Employment Benefits | 1.339 | 1.071 | 0.268 | 20.0 | - | - | - | - | 1.339 | 1.071 | 0.268 | 20.0 |
| Total Expenses | \$ 31.307 | \$ 28.324 | \$ 2.983 | 9.5 | \$ 0.911 | \$ 1.171 | \$ (0.260) | (28.5) | \$ 32.218 | \$ 29.495 | \$ 2.723 | 8.5 |
| Net Surplus/(Deficit) | \$ (26.764) | \$ (23.835) | \$ 2.929 | 10.9 | \$ - | \$ - | \$ - | - | \$ (26.764) | \$ (23.835) | \$ 2.929 | 10.9 |

Table 3

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

| <u>Generic Revenue or Expense Category</u> | <u>Non Reimb. or Reimb.</u> | <u>MONTH</u> | | | <u>YEAR-TO-DATE</u> | | |
|---|---------------------------------|--|-----------------|--|--|--------------|--|
| | | <u>Favorable/ (Unfavorable) Variance</u> | | <u>Reason for Variance</u> | <u>Favorable/ (Unfavorable) Variance</u> | | <u>Reason for Variance</u> |
| | | <u>\$</u> | <u>%</u> | | <u>\$</u> | <u>%</u> | |
| Other Operating Revenue | Non Reimb. | 0.006 | 8.5 | Mostly due to the favorable timing of advertising revenue | (0.056) | (3.9) | Mostly due to the unfavorable timing of advertising revenue and student fare reimbursements |
| Overtime | Non Reimb. | (0.160) | over (100.0) | Mostly residual Sandy requirements | (0.092) | (6.3) | Mostly residual Sandy requirements |
| Health and Welfare (including OPEB current payment) | Non Reimb. | 0.281 | 62.2 | Favorable timing of expenses/lower rates | 0.559 | 21.4 | Favorable timing of expenses/lower rates |
| Pension | Non Reimb. | 0.054 | 10.5 | Primarily the favorable timing of expenses | (0.152) | (5.0) | Primarily the unfavorable timing of expenses |
| Other Fringe Benefits | Non Reimb. | | | | 0.150 | 17.9 | Mostly higher reimbursable overhead credits, based on reimbursable capital project work |
| Electric Power | Non Reimb. | 0.300 | 64.0 | The favorable timing of expenses | 0.703 | 25.4 | The favorable timing of expenses |
| Fuel | Non Reimb. | (0.115) | over (100.0) | A catch-up of expenses | 0.068 | 31.3 | Lower usage, timing of expenses |
| Insurance | Non Reimb. | | | | (0.068) | (45.9) | Unfavorable timing of expenses |
| Maintenance Contracts | Non Reimb. | (0.258) | over (100.0) | Classification transfer of the purchases of non-revenue vehicles forecasted in Materials & Supplies | (1.350) | over (100.0) | Classification transfer of the purchases of non-revenue vehicles forecasted in Materials & Supplies |
| Professional Service Contracts | Non Reimb. | (0.031) | (79.5) | Higher Workers' Compensation Board expenses | (0.234) | over (100.0) | Higher Workers' Compensation Board and other expenses |
| Materials & Supplies | Non-Reimb. | 0.447 | 66.9 | Mostly classification transfer of non-revenue vehicles to Maintenance Contracts and the favorable timing of expenses | 2.429 | 77.0 | Mostly classification transfer of non-revenue vehicles to Maintenance Contracts and the favorable timing of expenses |
| Capital and Other Reimbursements | Reimb. | (0.152) | (100.0) | Timing of Contractor requirements | 0.260 | 28.5 | Timing of Contractor requirements |
| Payroll | Reimb. | 0.009 | 100.0 | Timing of Contractor requirements | 0.084 | 35.1 | Timing of Contractor requirements |
| Overtime | Reimb. | 0.080 | 100.0 | Timing of Contractor requirements | 0.112 | 36.6 | Timing of Contractor requirements |
| Health and Welfare | Reimb. | 0.060 | 100.0 | Timing of Contractor requirements | 0.212 | 100.0 | Timing of Contractor requirements |
| Other Fringe Benefits | Reimb. | 0.002 | 100.0 | Timing of Contractor requirements | (0.159) | over (100.0) | Timing of Contractor requirements |
| Materials & Supplies | Reimb. | | | | (0.601) | n/a | Material requirements for Signals and St. George station projects |

Table 4

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

| | Month | | | | Year-to-Date | | | |
|--|-------------------|-------------------|----------------------------|---------------|--------------------|--------------------|----------------------------|---------------|
| | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| <u>Receipts</u> | | | | | | | | |
| Farebox Revenue | 0.398 | 0.475 | 0.077 | 19.3 | 2.995 | 3.159 | 0.164 | 5.5 |
| Other Operating Revenue | 0.479 | - | (0.479) | (100.0) | 2.401 | 1.443 | (0.958) | (39.9) |
| Capital and Other Reimbursements | 0.220 | - | (0.220) | (100.0) | 1.216 | 0.776 | (0.440) | (36.2) |
| Total Receipts | \$ 1.097 | \$ 0.475 | \$ (0.622) | (56.7) | \$ 6.612 | \$ 5.378 | \$ (1.234) | (18.7) |
| <u>Expenditures</u> | | | | | | | | |
| Labor: | | | | | | | | |
| Payroll | 1.436 | 1.758 | (0.322) | (22.4) | 9.151 | 9.558 | (0.407) | (4.4) |
| Overtime | 0.177 | 0.220 | (0.043) | (24.3) | 1.604 | 1.734 | (0.130) | (8.1) |
| Health and Welfare | 0.465 | 0.050 | 0.415 | 89.2 | 2.219 | 1.622 | 0.597 | 26.9 |
| OPEB Current Portion | 0.088 | 0.098 | (0.010) | (11.4) | 0.388 | 0.311 | 0.077 | 19.8 |
| Pensions | 0.455 | 0.483 | (0.028) | (6.2) | 3.435 | 3.491 | (0.056) | (1.6) |
| Other Fringe Benefits | 0.201 | 0.082 | 0.119 | 59.2 | 0.718 | 0.398 | 0.320 | 44.6 |
| GASB Account | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | - | - | - | - |
| Total Labor Expenditures | \$ 2.822 | \$ 2.691 | \$ 0.131 | 4.6 | \$ 17.515 | \$ 17.114 | \$ 0.401 | 2.3 |
| Non-Labor: | | | | | | | | |
| Electric Power | 0.451 | 0.296 | 0.155 | 34.4 | 2.854 | 2.819 | 0.035 | 1.2 |
| Fuel | 0.020 | 0.036 | (0.016) | (80.0) | 0.283 | 0.296 | (0.013) | (4.6) |
| Insurance | 0.034 | 0.051 | (0.017) | (50.0) | 0.096 | 0.080 | 0.016 | 16.7 |
| Claims | 0.009 | - | 0.009 | 100.0 | 0.035 | 0.017 | 0.018 | 51.4 |
| Paratransit Service Contracts | - | - | - | - | - | - | - | - |
| Mtce. and Other Operating Contracts | 0.201 | 0.168 | 0.033 | 16.4 | 0.978 | 0.768 | 0.210 | 21.5 |
| Professional Service Contracts | 0.058 | 0.090 | (0.032) | (55.2) | 0.351 | 0.335 | 0.016 | 4.6 |
| Materials & Supplies | 0.560 | 0.504 | 0.056 | 10.0 | 3.339 | 2.813 | 0.526 | 15.8 |
| Other Business Expenditures | - | 0.001 | (0.001) | - | 0.002 | 0.002 | - | 0.0 |
| Total Non-Labor Expenditures | \$ 1.333 | \$ 1.146 | \$ 0.187 | 14.0 | \$ 7.938 | \$ 7.130 | \$ 0.808 | 10.2 |
| Other Expenditure Adjustments: | | | | | | | | |
| Other | - | - | - | - | - | - | - | - |
| Total Other Expenditure Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenditures | \$ 4.155 | \$ 3.837 | \$ 0.318 | 7.7 | \$ 25.453 | \$ 24.244 | \$ 1.209 | 4.7 |
| Operating Cash Deficit | \$ (3.058) | \$ (3.362) | \$ (0.304) | (9.9) | \$ (18.841) | \$ (18.866) | \$ (0.025) | (0.1) |

Table 5

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

| Operating Receipts or Disbursements | MONTH | | | YEAR TO DATE | | |
|---|--|----------|--|--|----------|--|
| | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Farebox Revenue | 0.077 | 19.3% | Favorable timing of cash receipts/settlements with NYCT | 0.164 | 5.5% | Favorable timing of cash receipts/settlements with NYCT |
| Other Operating Revenue | (0.479) | (100.0%) | Unfavorable timing of fare reimbursements and advertising receipts | (0.958) | (39.9%) | Unfavorable timing of fare reimbursements and advertising receipts |
| Capital Reimbursements | (0.220) | (100.0%) | Mostly unfavorable timing of reimbursements | (0.440) | (36.2%) | Mostly unfavorable timing of reimbursements |
| Payroll | (0.322) | (22.4%) | Unfavorable timing of payments | (0.407) | (4.4%) | Unfavorable timing of payments |
| Overtime | (0.043) | (24.3%) | Unfavorable timing of payments | (0.130) | (8.1%) | Unfavorable timing of payments |
| Health and Welfare (including OPEB current payment) | 0.405 | 73.2% | Favorable timing of payments | 0.674 | 25.9% | Favorable timing of payments |
| Other Fringe Benefits | 0.119 | 59.2% | Favorable timing of payments | 0.320 | 44.6% | Favorable timing of payments |
| Electric Power | 0.155 | 34.4% | The favorable timing of payments | | | |
| Maintenance Contracts | 0.033 | 16.4% | The favorable timing of payments | 0.210 | 21.5% | The favorable timing of payments |
| Materials and Supplies | 0.056 | 10.0% | The favorable timing of payments | 0.526 | 15.8% | The favorable timing of payments |

Table 6

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

| | Month | | | | Year-to-Date | | | |
|---|------------------|------------------|----------------------------|----------------|------------------|------------------|----------------------------|----------------|
| | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| <u>Receipts</u> | | | | | | | | |
| Farebox Revenue | (0.078) | 0.010 | 0.088 | 112.8 | (0.109) | 0.053 | 0.162 | 148.6 |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 0.408 | (0.077) | (0.485) | (118.9) | 0.962 | 0.060 | (0.902) | (93.8) |
| Capital and Other Reimbursements | 0.068 | 0.000 | (0.068) | (100.0) | 0.305 | (0.395) | (0.700) | (229.5) |
| Total Receipts | \$0.398 | (\$0.067) | (\$0.465) | (116.8) | \$1.158 | (\$0.282) | (\$1.440) | (124.4) |
| <u>Expenditures</u> | | | | | | | | |
| Labor: | | | | | | | | |
| Payroll | (0.073) | (0.310) | (0.237) | (324.7) | 0.399 | (0.038) | (0.437) | (109.5) |
| Overtime | 0.003 | 0.040 | 0.037 | 1,233.3 | 0.152 | 0.002 | (0.150) | (98.7) |
| Health and Welfare | (0.035) | 0.020 | 0.055 | 157.1 | 0.178 | (0.070) | (0.248) | (139.3) |
| OPEB Current Portion | (0.006) | 0.003 | 0.009 | 150.0 | 0.035 | 0.186 | 0.151 | 431.4 |
| Pensions | 0.058 | (0.025) | (0.083) | (143.1) | (0.287) | (0.283) | 0.004 | 1.4 |
| Other Fringe Benefits | (0.036) | 0.094 | 0.130 | 361.1 | 0.180 | 0.509 | 0.329 | 182.8 |
| GASB Account | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenditures | (\$0.089) | (\$0.178) | (\$0.089) | (100.0) | \$0.657 | \$0.306 | (\$0.351) | (53.4) |
| Non-Labor: | | | | | | | | |
| Electric Power | 0.018 | (0.127) | (0.145) | (805.6) | (0.090) | (0.758) | (0.668) | (742.2) |
| Fuel | 0.014 | 0.113 | 0.099 | 707.1 | (0.066) | (0.147) | (0.081) | (122.7) |
| Insurance | (0.010) | (0.028) | (0.018) | (180.0) | 0.052 | 0.136 | 0.084 | 161.5 |
| Claims | (0.009) | 0.002 | 0.011 | 122.2 | 0.045 | (0.003) | (0.048) | (106.7) |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Mtce. and Other Operating Contracts | (0.058) | 0.233 | 0.291 | - | (0.115) | 1.445 | 1.560 | 1,356.5 |
| Professional Service Contracts | (0.019) | (0.020) | (0.001) | (5.3) | (0.124) | 0.126 | 0.250 | 201.6 |
| Materials & Supplies | 0.108 | (0.283) | (0.391) | (362.0) | (0.184) | (1.486) | (1.302) | (707.6) |
| Other Business Expenditures | 0.000 | 0.011 | 0.011 | - | 0.001 | 0.066 | 0.065 | - |
| Total Non-Labor Expenditures | \$0.044 | (\$0.099) | (\$0.143) | - | (\$0.481) | (\$0.621) | (\$0.140) | - |
| 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 | (\$0.045) | (\$0.277) | (\$0.232) | (515.6) | \$0.176 | (\$0.315) | (\$0.491) | (279.0) |
| Depreciation Adjustment | 0.750 | 0.691 | (0.059) | (7.9) | 5.250 | 4.495 | (0.755) | (14.4) |
| Other Post Employment Benefits | 0.192 | 0.000 | (0.192) | (100.0) | 1.339 | 1.071 | (0.268) | (20.0) |
| Total Expenditures | \$0.897 | \$0.414 | (\$0.483) | (53.8) | \$6.765 | \$5.251 | (\$1.514) | (22.4) |
| Total Cash Conversion Adjustments | \$1.295 | \$0.347 | (\$0.948) | (73.2) | \$7.923 | \$4.969 | (\$2.954) | (37.3) |

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

| Month of July | | | | |
|----------------------|---------------|-----------------|----------------|--------------------|
| <u>Forecast</u> | <u>Actual</u> | <u>Variance</u> | | <u>Explanation</u> |
| | | <u>Amount</u> | <u>Percent</u> | |
| 0.309 | 0.300 | (0.008) | (2.7%) | |

| Year to Date | | | | |
|---------------------|-------|---------|--------|--|
| 2.426 | 2.420 | (0.006) | (0.3%) | |

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

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

| | Month of July | | | | Explanation |
|--------------------------|---------------|-------|----------|---------|--|
| | 2012 | 2013 | Variance | | |
| | | | Amount | Percent | |
| Average Weekday | 0.014 | 0.013 | (0.001) | (9.2%) | Residual ridership losses from Sandy |
| Average Weekend | 0.007 | 0.004 | (0.003) | (41.0%) | Service suspended between Old Town and St. George on two weekends and residual ridership losses from Sandy |
| 12-Month Rolling Average | | | | | |
| Average Weekday | 0.016 | 0.015 | (0.001) | (6.5%) | Residual ridership losses from Sandy |
| Average Weekend | 0.009 | 0.007 | (0.001) | (13.1%) | Residual ridership losses from Sandy |

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

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

| <u>Function/Departments</u> | <u>Forecast</u> | <u>Actual</u> | <u>Favorable (Unfavorable) Variance</u> |
|-----------------------------|-----------------|---------------|---|
| Administration | | | |
| Executive | 15 | 17 | (2) |
| General Office | 6 | 8 | (2) |
| Purchasing/Stores | 6 | 6 | 0 |
| Total Administration | 27 | 31 | (4) |
| Operations | | | |
| Transportation | 92 | 97 | (5) |
| Total Operations | 92 | 97 | (5) |
| Maintenance | | | |
| Mechanical | 45 | 40 | 5 |
| Electronics/Electrical | 15 | 10 | 5 |
| Power/Signals | 26 | 27 | (1) |
| Maintenance of Way | 46 | 46 | 0 |
| Infrastructure | 25 | 26 | (1) |
| Total Maintenance | 157 | 149 | 8 |
| Total Positions | 276 | 277 | (1) |
| Non-Reimbursable | 273 | 274 | (1) |
| Reimbursable | 3 | 3 | 0 |
| Total Full-Time | 276 | 277 | (1) |
| Total Full-Time-Equivalents | 0 | 0 | 0 |

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

| | <u>Forecast</u> | <u>Actual</u> | <u>Favorable (Unfavorable) Variance</u> | <u>Explanation of Variances</u> |
|---|-----------------|---------------|---|---------------------------------|
| Administration | | | | |
| Managers/Supervisors | 16 | 15 | 1 | |
| Professional, Technical, Clerical | 11 | 16 | (5) | |
| Operational Hourlies | 0 | 0 | 0 | |
| Total Administration | 27 | 31 | (4) | |
| Operations | | | | |
| Managers/Supervisors | 6 | 2 | 4 | |
| Professional, Technical, Clerical | 3 | 2 | 1 | |
| Operational Hourlies | 83 | 93 | (10) | Timing of retirees/replacements |
| Total Operations | 92 | 97 | (5) | |
| Maintenance | | | | |
| Managers/Supervisors | 8 | 13 | (5) | |
| Professional, Technical, Clerical | 3 | 2 | 1 | |
| Operational Hourlies | 146 | 134 | 12 | |
| Total Maintenance | 157 | 149 | 8 | |
| 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 | 30 | 30 | 0 | |
| Professional, Technical, Clerical | 17 | 20 | (3) | |
| Operational Hourlies | 229 | 227 | 2 | |
| Total Positions | 276 | 277 | (1) | |

FINANCIAL AND RIDERSHIP REPORT**July 2013**

(All data are preliminary and subject to audit)

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

Operating revenue was \$17.9 million in July, \$0.2 million (1.1 percent) below forecast. Farebox revenue was \$0.3 million (1.9 percent) above forecast, due mostly to greater than forecasted ridership. Other operating revenue was \$0.5 million (46.3 percent) below forecast, due to lower student fare reimbursements. Year-to-date, operating revenue was \$125.9 million, \$0.2 million (0.1 percent) below forecast, due essentially to the same factors affecting the month results.

Total ridership in July was 10.0 million riders, 2.7 percent (0.3 million riders) above forecast, and year-to-date, ridership was 72.8 million riders, 0.5 percent (0.4 million riders) above forecast. July average weekday ridership was 375,124 riders, an increase of 1.2 percent (4,428 riders) from July 2012. Average weekday ridership for the twelve months ending July 2013 was 406,045 riders, an increase of 1.9 percent (7,766 riders) from the twelve months ending July 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$49.1 million in July, \$2.8 million (5.4 percent) lower than forecast. Labor expenses underran forecast by \$3.5 million (9.2 percent), due to the favorable timing of \$4.6 million of health & welfare/OPEB current and other fringe benefit expenses, partly offset by higher overtime expenses of \$0.8 million (23.9 percent), caused by residual Sandy requirements, the accelerated correction of defects identified in inspections, and adverse weather. Non-labor expenses exceeded forecast by \$0.7 million (5.3 percent), including a net overrun in materials & supplies/maintenance contracts of \$1.4 million (27.1 percent), due to the unfavorable timing of expenses, partly offset by the favorable timing of fuel payments of \$0.7 million (17.3 percent). Year-to-date, expenses were favorable by \$2.4 million (0.7 percent), including labor expenses, which underran forecast by \$2.2 million (0.9 percent), and non-labor expenses, which were under by \$0.2 million (0.2 percent). These variances resulted largely from the same factors affecting the month results.

Depreciation expenses year-to-date of \$28.7 million were \$1.8 million (6.6 percent) higher than forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$35.8 million of accrued expenses year-to-date, \$3.3 million (10.0 percent) higher than forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$165.8 million, \$12.9 million (7.2 percent) favorable to forecast.

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

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|--------------------|--------------------|-------------------|--------------|-------------------|-----------------|-------------------|---------------|--------------------|--------------------|-------------------|--------------|
| | Favorable | | | | Favorable | | | | Favorable | | | |
| | (Unfavorable) | | | | (Unfavorable) | | | | (Unfavorable) | | | |
| | Mid Year Forecast | Actual | Variance | Percent | Mid Year Forecast | Actual | Variance | Percent | Mid Year Forecast | Actual | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$ 17.001 | \$ 17.322 | \$ 0.321 | 1.9 | \$ - | \$ - | \$ - | - | \$ 17.001 | \$ 17.322 | \$ 0.321 | 1.9 |
| Other Operating Income | 1.121 | 0.602 | (0.519) | (46.3) | - | - | - | - | 1.121 | 0.602 | (0.519) | (46.3) |
| Capital and Other Reimbursements | - | - | - | - | 0.949 | 0.477 | (0.472) | (49.7) | 0.949 | 0.477 | (0.472) | (49.7) |
| Total Revenue | \$ 18.122 | \$ 17.924 | \$ (0.198) | (1.1) | \$ 0.949 | \$ 0.477 | \$ (0.472) | (49.7) | \$ 19.071 | \$ 18.401 | \$ (0.670) | (3.5) |
| Labor: | | | | | | | | | | | | |
| Payroll | \$ 19.421 | \$ 19.657 | \$ (0.236) | (1.2) | \$ 0.666 | \$ 0.304 | \$ 0.362 | 54.4 | \$ 20.087 | \$ 19.961 | \$ 0.126 | 0.6 |
| Overtime | 3.373 | 4.180 | (0.807) | (23.9) | - | - | - | - | 3.373 | 4.180 | (0.807) | (23.9) |
| Health and Welfare | 5.007 | 2.189 | 2.818 | 56.3 | 0.097 | 0.097 | - | 0.0 | 5.104 | 2.286 | 2.818 | 55.2 |
| OPEB Current Payment | 1.966 | 1.966 | - | 0.0 | - | - | - | - | 1.966 | 1.966 | - | 0.0 |
| Pensions | 3.924 | 3.934 | (0.010) | (0.3) | 0.042 | 0.048 | (0.006) | (14.3) | 3.966 | 3.982 | (0.016) | (0.4) |
| Other Fringe Benefits | 4.869 | 3.105 | 1.764 | 36.2 | 0.024 | 0.021 | 0.003 | 12.5 | 4.893 | 3.126 | 1.767 | 36.1 |
| GASB Account | - | - | - | - | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Labor Expenses | \$ 38.560 | \$ 35.031 | \$ 3.529 | 9.2 | \$ 0.829 | \$ 0.470 | \$ 0.359 | 43.3 | \$ 39.389 | \$ 35.501 | \$ 3.888 | 9.9 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | \$ 0.074 | \$ 0.121 | \$ (0.047) | (63.5) | \$ - | \$ - | \$ - | - | \$ 0.074 | \$ 0.121 | \$ (0.047) | (63.5) |
| Fuel | 3.769 | 3.116 | 0.653 | 17.3 | - | - | - | - | 3.769 | 3.116 | 0.653 | 17.3 |
| Insurance | 0.248 | 0.187 | 0.061 | 24.6 | - | - | - | - | 0.248 | 0.187 | 0.061 | 24.6 |
| Claims | 2.166 | 2.167 | (0.001) | (0.0) | - | - | - | - | 2.166 | 2.167 | (0.001) | (0.0) |
| Maintenance and Other Operating Contracts | 2.702 | 1.862 | 0.840 | 31.1 | 0.037 | (0.015) | 0.052 | * | 2.739 | 1.847 | 0.892 | 32.6 |
| Professional Service Contracts | 1.724 | 1.624 | 0.100 | 5.8 | - | - | - | - | 1.724 | 1.624 | 0.100 | 5.8 |
| Materials & Supplies | 2.318 | 4.518 | (2.200) | (94.9) | 0.083 | 0.022 | 0.061 | 73.5 | 2.401 | 4.540 | (2.139) | (89.1) |
| Other Business Expense | 0.369 | 0.485 | (0.116) | (31.4) | - | - | - | - | 0.369 | 0.485 | (0.116) | (31.4) |
| Total Non-Labor Expenses | \$ 13.370 | \$ 14.080 | \$ (0.710) | (5.3) | \$ 0.120 | \$ 0.007 | \$ 0.113 | 94.2 | \$ 13.490 | \$ 14.087 | \$ (0.597) | (4.4) |
| Total Expenses before Non-Cash Liability Adjs. | \$ 51.930 | \$ 49.111 | \$ 2.819 | 5.4 | \$ 0.949 | \$ 0.477 | \$ 0.472 | 49.7 | \$ 52.879 | \$ 49.588 | \$ 3.291 | 6.2 |
| Depreciation | \$ 3.520 | \$ 4.026 | \$ (0.506) | (14.4) | \$ - | \$ - | \$ - | - | 3.520 | 4.026 | \$ (0.506) | (14.4) |
| OPEB Obligation | 4.691 | 5.834 | (1.143) | (24.4) | - | - | - | - | 4.691 | 5.834 | (1.143) | (24.4) |
| Environmental Remediation | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Expenses | \$ 60.141 | \$ 58.971 | \$ 1.170 | 1.9 | \$ 0.949 | \$ 0.477 | \$ 0.472 | 49.7 | \$ 61.090 | \$ 59.448 | \$ 1.642 | 2.7 |
| Net Surplus/(Deficit) | \$ (42.019) | \$ (41.047) | \$ 0.972 | 2.3 | \$ - | \$ - | \$ - | - | \$ (42.019) | \$ (41.047) | \$ 0.972 | 2.3 |

NOTE: Totals may not add due to rounding

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

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|----------------------|---------------------|-------------------|--------------|----------------------|-----------------|-------------------|---------------|----------------------|---------------------|-------------------|--------------|
| | Favorable | | | | Favorable | | | | Favorable | | | |
| | (Unfavorable) | | | | (Unfavorable) | | | | (Unfavorable) | | | |
| | Mid Year Forecast | Actual | Variance | Percent | Mid Year Forecast | Actual | Variance | Percent | Mid Year Forecast | Actual | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$ 113.850 | \$ 114.352 | \$ 0.502 | 0.4 | \$ - | \$ - | \$ - | - | \$ 113.850 | \$ 114.352 | \$ 0.502 | 0.4 |
| Other Operating Income | 12.216 | 11.529 | (0.687) | (5.6) | - | - | - | - | 12.216 | 11.529 | (0.687) | (5.6) |
| Capital and Other Reimbursements | - | - | - | - | 3.893 | 3.325 | (0.568) | (14.6) | 3.893 | 3.325 | (0.568) | (14.6) |
| Total Revenue | \$ 126.066 | \$ 125.881 | \$ (0.185) | (0.1) | \$ 3.893 | \$ 3.325 | \$ (0.568) | (14.6) | \$ 129.959 | \$ 129.206 | \$ (0.753) | (0.6) |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$ 135.209 | \$ 135.445 | \$ (0.236) | (0.2) | \$ 2.335 | \$ 1.974 | \$ 0.361 | 15.5 | \$ 137.544 | \$ 137.419 | \$ 0.125 | 0.1 |
| Overtime | 25.033 | 27.169 | (2.136) | (8.5) | - | - | - | - | 25.033 | 27.169 | (2.136) | (8.5) |
| Health and Welfare | 25.571 | 22.753 | 2.818 | 11.0 | 0.547 | 0.547 | - | 0.0 | 26.118 | 23.300 | 2.818 | 10.8 |
| OPEB Current Payment | 9.262 | 9.262 | - | 0.0 | - | - | - | - | 9.262 | 9.262 | - | 0.0 |
| Pensions | 26.966 | 26.976 | (0.010) | (0.0) | 0.263 | 0.269 | (0.006) | (2.3) | 27.229 | 27.245 | (0.016) | (0.1) |
| Other Fringe Benefits | 23.112 | 21.348 | 1.764 | 7.6 | 0.337 | 0.334 | 0.003 | 0.9 | 23.449 | 21.682 | 1.767 | 7.5 |
| GASB Account | - | - | - | - | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Labor Expenses | \$ 245.153 | \$ 242.953 | \$ 2.200 | 0.9 | \$ 3.482 | \$ 3.124 | \$ 0.358 | 10.3 | \$ 248.635 | \$ 246.077 | \$ 2.558 | 1.0 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$ 0.791 | \$ 0.903 | \$ (0.112) | (14.2) | \$ - | \$ - | \$ - | - | \$ 0.791 | \$ 0.903 | \$ (0.112) | (14.2) |
| Fuel | 21.736 | 20.371 | 1.365 | 6.3 | - | - | - | - | 21.736 | 20.371 | 1.365 | 6.3 |
| Insurance | 1.430 | 1.308 | 0.122 | 8.5 | - | - | - | - | 1.430 | 1.308 | 0.122 | 8.5 |
| Claims | 15.168 | 15.168 | (0.000) | (0.0) | - | - | - | - | 15.168 | 15.168 | (0.000) | (0.0) |
| Maintenance and Other Operating Contracts | 11.931 | 9.670 | 2.261 | 19.0 | 0.035 | (0.015) | 0.050 | * | 11.966 | 9.655 | 2.311 | 19.3 |
| Professional Service Contracts | 8.643 | 9.229 | (0.586) | (6.8) | - | - | - | - | 8.643 | 9.229 | (0.586) | (6.8) |
| Materials & Supplies | 17.938 | 20.725 | (2.787) | (15.5) | 0.376 | 0.216 | 0.160 | 42.6 | 18.314 | 20.941 | (2.627) | (14.3) |
| Other Business Expense | 2.366 | 2.459 | (0.093) | (3.9) | - | - | - | - | 2.366 | 2.459 | (0.093) | (3.9) |
| Total Non-Labor Expenses | \$ 80.004 | \$ 79.834 | \$ 0.170 | 0.2 | \$ 0.411 | \$ 0.201 | \$ 0.210 | 51.1 | \$ 80.415 | \$ 80.035 | \$ 0.380 | 0.5 |
| Total Expenses before Non-Cash Liability Adjs. | \$ 325.157 | \$ 322.787 | \$ 2.370 | 0.7 | \$ 3.893 | \$ 3.325 | \$ 0.568 | 14.6 | \$ 329.050 | \$ 326.112 | \$ 2.938 | 0.9 |
| Depreciation | 26.934 | 28.708 | (1.774) | (6.6) | - | - | - | - | 26.934 | 28.708 | (1.774) | (6.6) |
| OPEB Obligation | 32.545 | 35.807 | (3.262) | (10.0) | - | - | - | - | 32.545 | 35.807 | (3.262) | (10.0) |
| Environmental Remediation | - | 1.652 | (1.652) | - | - | - | - | - | - | 1.652 | (1.652) | - |
| Total Expenses | \$ 384.636 | \$ 388.953 | \$ (4.317) | (1.1) | \$ 3.893 | \$ 3.325 | \$ 0.568 | 14.6 | \$ 388.529 | \$ 392.278 | \$ (3.749) | (1.0) |
| Net Surplus/(Deficit) | \$ (258.570) | \$ (263.073) | \$ (4.502) | (1.7) | \$ - | \$ - | \$ - | - | \$ (258.570) | \$ (263.073) | \$ (4.502) | (1.7) |

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NOTE: Totals may not add due to rounding

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

| Generic Revenue or Expense Category | Nonreimb or Reimb | July 2013 | | | Year-To-Date | | |
|---|----------------------|--|--------------|---|--|--------------|--|
| | | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Farebox Revenue | NR | \$ 0.321 | 1.9 | Greater than anticipated ridership levels | \$ 0.502 | 0.4 | Greater than anticipated ridership levels |
| Other Operating Revenue | NR | \$ (0.519) | (46.3) | Lower student fare reimbursements. | \$ (0.687) | (5.6) | Lower student and senior fare reimbursements. |
| Capital and Other Reimbursements | R | \$ (0.472) | (49.7) | Timing of reimbursement receipts as well as timing of funding allocation and vacancies | \$ (0.568) | (14.6) | Timing of reimbursement receipts as well as timing of funding allocation and vacancies |
| Total Revenue Variance | | \$ (0.670) | (3.5) | | \$ (0.753) | (0.6) | |
| Payroll | NR | \$ (0.236) | (1.2) | (a) | \$ (0.236) | (0.2) | (a) |
| Overtime | NR | \$ (0.807) | (23.9) | Residual impact of Tropical Storm Sandy activities, accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to heat wave in late May, June and July. | \$ (2.136) | (8.5) | Residual impact of Tropical Storm Sandy activities, accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to the heat wave in July. |
| Health and Welfare (including OPEB) | NR | \$ 2.818 | 40.4 | Favorable timing of payments | \$ 2.818 | 8.1 | Favorable timing of payments |
| Pension | NR | \$ (0.010) | (0.3) | (a) | \$ (0.010) | (0.0) | (a) |
| Other Fringe Benefits | NR | \$ 1.764 | 36.2 | Favorable timing of payments | \$ 1.764 | 7.6 | Favorable timing of payments |
| Electric Power | NR | \$ (0.047) | (63.5) | Higher than anticipated expenses | \$ (0.112) | (14.2) | Higher than anticipated expenses |
| Fuel | NR | \$ 0.653 | 17.3 | Favorable timing of payments | \$ 1.365 | 6.3 | Favorable timing of payments |
| Insurance | NR | \$ 0.061 | 24.6 | (a) | \$ 0.122 | 8.5 | Favorable timing of payments |
| Claims | NR | \$ (0.001) | (0.0) | (a) | \$ (0.000) | (0.0) | (a) |
| Maintenance and Other Operating Contracts | NR | \$ 0.840 | 31.1 | Mainly due to traction motors, and alternator units charged to Material & Supplies | \$ 2.261 | 19.0 | Mainly due to traction motors, and alternator units charged to Material & Supplies |
| Professional Service Contracts | NR | \$ 0.100 | 5.8 | Lower than anticipated expenses | \$ (0.586) | (6.8) | Higher than anticipated expenses |
| Materials & Supplies | NR | \$ (2.200) | (94.9) | Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts and prior period expenses | \$ (2.787) | (15.5) | Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts and prior period expenses |
| Other Business Expense | NR | \$ (0.116) | (31.4) | Unfavorable payment for office equipments | \$ (0.093) | (3.9) | Unfavorable payment for office equipments |
| Depreciation | NR | \$ (0.506) | (14.4) | Non cash expense | \$ (1.774) | (6.6) | Non cash expense |
| Other Post Employment Benefits | NR | \$ (1.143) | (24.4) | Non cash expense | \$ (3.262) | (10.0) | Non cash expense |
| Environmental Remediation | | \$ - | - | Non cash expense unbudgeted | \$ (1.652) | - | Non cash expense unbudgeted |
| Payroll | R | \$ 0.362 | 54.4 | Timing of funding allocation and vacancies | \$ 0.361 | 15.5 | Timing of funding allocation and vacancies |
| Health and Welfare | R | \$ - | - | } (a) | \$ - | - | } (a) |
| Pension | R | \$ (0.006) | (14.3) | | \$ (0.006) | (2.3) | |
| Other Fringe Benefits | R | \$ 0.003 | 12.5 | | \$ 0.003 | 0.9 | |
| Maintenance and Other Operating Contracts | R | \$ 0.052 | * | (a) | \$ 0.050 | * | (a) |
| Materials & Supplies | R | \$ 0.061 | * | (a) | \$ 0.160 | * | (a) |
| Total Expense Variance | | \$ 1.642 | 2.7 | | \$ (3.749) | (1.0) | |
| Net Variance | | \$ 0.972 | 2.3 | | \$ (4.502) | (1.7) | |

(a) - Variance less than 5%

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

(\$ in millions)

| | July 2013 | | | | Year-To-Date | | | |
|--|----------------------------|--------------------|-------------------|--------------|----------------------------|---------------------|-------------------|--------------|
| | Favorable (Unfavorable) | | | | Favorable (Unfavorable) | | | |
| | Mid Year Forecast | Actual | Variance | Percent | Mid Year Forecast | Actual | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$ 16.886 | \$ 18.647 | \$ 1.761 | 10.4 | \$ 114.408 | \$ 115.378 | \$ 0.970 | 0.8 |
| Other Operating Revenue | 3.877 | 2.452 | (1.425) | (36.8) | 12.961 | 13.962 | 1.001 | 7.7 |
| Capital and Other Reimbursements | 1.936 | 0.528 | (1.408) | (72.7) | 6.336 | 4.210 | (2.126) | (33.6) |
| Total Receipts | \$ 22.699 | \$ 21.627 | \$ (1.072) | (4.7) | \$ 133.704 | \$ 133.549 | \$ (0.155) | (0.1) |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$ 19.828 | \$ 15.027 | \$ 4.801 | 24.2 | \$ 131.002 | \$ 125.410 | \$ 5.592 | 4.3 |
| Overtime | 3.024 | 4.180 | (1.156) | (38.2) | 25.151 | 27.591 | (2.440) | (9.7) |
| Health and Welfare | 1.000 | 4.982 | (3.982) | * | 16.180 | 20.007 | (3.827) | (23.7) |
| OPEB Current Payment | 0.425 | 1.216 | (0.791) | * | 4.250 | 2.432 | 1.818 | 42.8 |
| Pensions | 3.247 | 3.934 | (0.687) | (21.2) | 27.993 | 29.566 | (1.573) | (5.6) |
| Other Fringe Benefits | 5.741 | 2.275 | 3.466 | 60.4 | 27.746 | 21.713 | 6.033 | 21.7 |
| GASB Account | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | - | - | - | - |
| Total Labor Expenditures | \$ 33.265 | \$ 31.614 | \$ 1.651 | 5.0 | \$ 232.321 | \$ 226.719 | \$ 5.603 | 2.4 |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | \$ 0.092 | \$ 0.122 | \$ (0.030) | (32.6) | \$ 0.700 | \$ 1.939 | \$ (1.239) | * |
| Fuel | 5.529 | 0.081 | 5.448 | 98.5 | 17.638 | 14.686 | 2.952 | 16.7 |
| Insurance | - | 0.009 | (0.009) | - | 0.748 | 0.698 | 0.050 | 6.7 |
| Claims | 2.484 | 1.206 | 1.278 | 51.4 | 16.157 | 12.926 | 3.231 | 20.0 |
| Maintenance and Other Operating Contracts | 3.874 | 1.389 | 2.485 | 64.1 | 14.487 | 11.458 | 3.029 | 20.9 |
| Professional Service Contracts | 2.241 | 2.258 | (0.017) | (0.8) | 8.262 | 7.334 | 0.928 | 11.2 |
| Materials & Supplies | 2.746 | 4.657 | (1.911) | (69.6) | 19.665 | 22.040 | (2.375) | (12.1) |
| Other Business Expenses | 0.617 | 0.262 | 0.355 | 57.5 | 2.370 | 1.542 | 0.828 | 34.9 |
| Total Non-Labor Expenditures | \$ 17.583 | \$ 9.984 | \$ 7.599 | 43.2 | \$ 80.025 | \$ 72.621 | \$ 7.404 | 9.3 |
| Other Expenditure Adjustments : | | | | | | | | |
| Other | - | - | - | - | - | - | - | - |
| Total Other Expenditure Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenditures | \$ 50.848 | \$ 41.598 | \$ 9.250 | 18.2 | \$ 312.347 | \$ 299.340 | \$ 13.007 | 4.2 |
| Operating Cash Surplus/(Deficit) | \$ (28.149) | \$ (19.971) | \$ 8.178 | 29.1 | \$ (178.643) | \$ (165.790) | \$ 12.852 | 7.2 |

NOTE: Totals may not add due to rounding

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

| | July 2013 | | | Year-To-Date | | | | |
|---|--|---------|---------------------|---|----|---------------------|--------|--|
| | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance | | |
| Operating Receipts or Disbursements | \$ | % | | \$ | % | | | |
| Farebox Revenue | \$ | 1.761 | 10.4 | Greater than anticipated ridership levels | \$ | 0.970 | 0.8 | Greater than anticipated ridership levels |
| Other Operating Revenue | | (1.425) | (36.8) | Lower student fare reimbursements. | | 1.001 | 7.7 | Greater than anticipated senior reimbursement receipts |
| Capital and Other Reimbursements | | (1.408) | (72.7) | Timing of reimbursement receipts and vacancies | | (2.126) | (33.6) | Timing of reimbursement receipts and vacancies |
| Total Receipts | \$ | (1.072) | (4.7) | | \$ | (0.155) | (0.1) | |
| Payroll | \$ | 4.801 | 24.2 | Vacancies and favorable other payroll expenses | \$ | 5.592 | 4.3 | Vacancies and favorable other payroll expenses |
| Overtime | | (1.156) | (38.2) | Residual impact of Tropical Storm Sandy activities, accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to heat wave in late May, June and July. | | (2.440) | (9.7) | Residual impact of Tropical Storm Sandy activities, accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to the heat wave in July. |
| Health and Welfare (including OPEB) | | (4.773) | (334.9) | Unfavorable timing of payments | | (2.009) | (9.8) | Unfavorable timing of payments |
| Pension | | (0.687) | (21.2) | Adjustments in prior period payments | | (1.573) | (5.6) | Adjustments in prior period payments |
| Other Fringe Benefits | | 3.466 | 60.4 | Favorable timing of payments | | 6.033 | 21.7 | Favorable timing of payments |
| GASB | | - | - | (a) | | - | - | (a) |
| Electric Power | | (0.030) | (32.6) | Payments for prior periods | | (1.239) | * | Payments for prior periods |
| Fuel | | 5.448 | 98.5 | Timing of payments | | 2.952 | 16.7 | Timing of payments |
| Insurance | | (0.009) | - | (a) | | 0.050 | 6.7 | (a) |
| Claims | | 1.278 | 51.4 | Favorable timing | | 3.231 | 20.0 | Favorable timing |
| Maintenance and Other Operating Contracts | | 2.485 | 64.1 | Mainly due to traction motors, and alternator units charged to Material & Supplies | | 3.029 | 20.9 | Mainly due to traction motors, and alternator units charged to Material & Supplies |
| Professional Service Contracts | | (0.017) | (0.8) | Timing of payments | | 0.928 | 11.2 | Timing of payments |
| Materials & Supplies | | (1.911) | (69.6) | Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts and prior period expenses | | (2.375) | (12.1) | Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts and prior period expenses |
| Other Business Expenditure | | 0.355 | 57.5 | Timing of payments | | 0.828 | 34.9 | Timing of payments |
| Total Expenditures | \$ | 9.250 | 18.2 | | \$ | 13.007 | 4.2 | |
| Net Cash Variance | \$ | 8.178 | 29.1 | | \$ | 12.852 | 7.2 | |

(a) - Variance less than 5%

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

(\$ in millions)

| | July 2013 | | | | | Year-To-Date | | | | |
|--|----------------------|------------------|----------------------------|---------------|---------|----------------------|------------------|----------------------------|-------------|---------|
| | Mid Year Forecast | Actual | Favorable (Unfavorable) | | Percent | Mid Year Forecast | Actual | Favorable (Unfavorable) | | Percent |
| | | | Variance | | | | | Variance | | |
| Receipts | | | | | | | | | | |
| Farebox Revenue | \$ (0.115) | \$ 1.325 | \$ 1.440 | * | | \$ 0.558 | \$ 1.026 | \$ 0.468 | 83.9 | |
| Other Operating Revenue | 2.756 | 1.850 | (0.906) | (32.9) | | 0.745 | 2.433 | 1.688 | * | |
| Capital and Other Reimbursements | 0.987 | 0.051 | (0.936) | (94.8) | | 2.443 | 0.885 | (1.558) | (63.8) | |
| Total Receipts | \$ 3.628 | \$ 3.226 | \$ (0.402) | (11.1) | | \$ 3.745 | \$ 4.344 | \$ 0.598 | 16.0 | |
| Expenditures | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | |
| Payroll | \$ 0.259 | \$ 4.934 | \$ 4.675 | * | | \$ 6.543 | \$ 12.010 | \$ 5.467 | 83.6 | |
| Overtime | 0.349 | - | (0.349) | (100.0) | | (0.118) | (0.422) | (0.304) | * | |
| Health and Welfare | 4.104 | (2.696) | (6.800) | * | | 9.938 | 3.293 | (6.645) | (66.9) | |
| OPEB Current Payment | 1.541 | 0.750 | (0.791) | (51.3) | | 5.012 | 6.830 | 1.818 | 36.3 | |
| Pensions | 0.719 | 0.048 | (0.671) | (93.3) | | (0.764) | (2.321) | (1.557) | * | |
| Other Fringe Benefits | (0.848) | 0.851 | 1.699 | * | | (4.297) | (0.031) | 4.266 | 99.3 | |
| GASB Account | - | - | - | - | | - | - | - | - | |
| Reimbursable Overhead | - | - | - | - | | - | - | - | - | |
| Total Labor Expenditures | \$ 6.124 | \$ 3.887 | \$ (2.237) | (36.5) | | \$ 16.314 | \$ 19.358 | \$ 3.045 | 18.7 | |
| <i>Non-Labor:</i> | | | | | | | | | | |
| Traction and Propulsion Power | \$ (0.018) | \$ (0.001) | \$ (0.019) | * | | \$ 0.091 | \$ (1.036) | (1.127) | * | |
| Fuel for Buses and Trains | (1.760) | 3.035 | 4.795 | * | | 4.098 | 5.685 | 1.587 | 38.7 | |
| Insurance | 0.248 | 0.178 | (0.070) | (28.2) | | 0.682 | 0.610 | (0.072) | (10.6) | |
| Claims | (0.318) | 0.961 | 1.279 | * | | (0.989) | 2.242 | 3.231 | * | |
| Maintenance and Other Operating Contracts | (1.135) | 0.458 | 1.593 | * | | (2.521) | (1.803) | 0.718 | 28.5 | |
| Professional Service Contracts | (0.517) | (0.634) | (0.117) | (22.6) | | 0.381 | 1.895 | 1.514 | * | |
| Materials & Supplies | (0.345) | (0.117) | 0.228 | 66.1 | | (1.350) | (1.099) | 0.252 | 18.6 | |
| Other Business Expenditures | (0.248) | 0.223 | 0.471 | * | | (0.003) | 0.918 | 0.921 | * | |
| Total Non-Labor Expenditures | \$ (4.093) | \$ 4.103 | \$ 8.160 | * | | \$ 0.390 | \$ 7.414 | \$ 7.024 | * | |
| 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. | \$ 2.031 | \$ 7.990 | \$ 5.923 | * | | \$ 16.704 | \$ 26.772 | \$ 10.068 | 60.3 | |
| Depreciation Adjustment | 3.520 | 4.026 | 0.506 | 14.4 | | 26.934 | 28.708 | 1.773 | 6.6 | |
| Other Post Employment Benefits | 4.691 | 5.834 | 1.143 | 24.4 | | 32.545 | 35.807 | 3.262 | 10.0 | |
| Environmental Remediation | - | - | - | - | | - | 1.652 | 1.652 | | |
| Total Expenses/Expenditures | \$ 10.242 | \$ 17.850 | \$ 7.572 | 73.9 | | \$ 76.182 | \$ 92.939 | \$ 16.755 | 22.0 | |
| Total Cash Conversion Adjustments | \$ 13.870 | \$ 21.076 | \$ 7.170 | 51.7 | | \$ 79.928 | \$ 97.282 | \$ 17.353 | 21.7 | |

NOTE: Totals may not add due to rounding

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

| | July 2013 | | | Year-to-date | | |
|-------------------------------|----------------------|------------------|---|----------------------|-------------------|---|
| | Mid Year Forecast | Actual | Favorable/ (Unfavorable) Variance | Mid Year Forecast | Actual | Favorable/ (Unfavorable) Variance |
| <u>Farebox Revenue</u> | | | | | | |
| Fixed Route | \$ 17.001 | \$ 17.322 | \$ 0.321 | \$ 113.850 | \$ 114.352 | \$ 0.502 |
| Total Farebox Revenue | \$ 17.001 | \$ 17.322 | \$ 0.321 | \$ 113.850 | \$ 114.352 | \$ 0.502 |

| | | | | | | |
|----------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|
| Other Revenue | \$ 1.121 | \$ 0.602 | \$ (0.519) | \$ 12.216 | \$ 11.529 | \$ (0.687) |
| Capital & Other | 0.949 | 0.477 | (0.472) | 3.893 | 3.325 | (0.568) |
| Total Revenue | \$ 19.071 | \$ 18.401 | \$ (0.670) | \$ 129.959 | \$ 129.206 | \$ (0.753) |

Ridership

| | | | | | | |
|------------------------|--------------|---------------|--------------|---------------|---------------|--------------|
| Fixed Route | 9.773 | 10.042 | 0.269 | 72.459 | 72.816 | 0.357 |
| Total Ridership | 9.773 | 10.042 | 0.269 | 72.459 | 72.816 | 0.357 |

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

| FUNCTION/DEPARTMENT | Mid Year Forecast | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-----------------------------------|----------------------|--------------|--|---------------------------|
| Administration | | | | |
| Office of the EVP | 3 | 3 | - | |
| Human Resources | 6 | 9 | (3) | |
| Office of Management and Budget | 14 | 12 | 2 | |
| Technology & Information Services | 16 | 17 | (1) | |
| Material | 18 | 16 | 2 | |
| Controller | 15 | 22 | (7) | |
| Office of the President | 6 | 5 | 1 | |
| System Safety Administration | 5 | 1 | 4 | |
| Law | 24 | 23 | 1 | |
| Corporate Communications | 3 | 3 | - | |
| Labor Relations | 4 | - | 4 | |
| Strategic Office | 12 | 10 | 2 | |
| Non-Departmental | 52 | - | 52 | |
| Total Administration | 178 | 121 | 57 | Timing of Training |
| Operations | | | | |
| Buses | 2,139 | 2,186 | (47) | |
| Office of the Executive VP | 1 | 1 | - | |
| Safety & Training | 18 | 45 | (27) | |
| Road Operations | 116 | 114 | 2 | |
| Transportation Support | 20 | 20 | - | |
| Operations Planning | 32 | 31 | 1 | |
| Revenue Control | 21 | 21 | - | |
| Total Operations | 2,347 | 2,418 | (71) | Students in Training |
| Maintenance | | | | |
| Buses | 749 | 726 | 23 | |
| Maintenance Support/CMF | 166 | 159 | 7 | |
| Facilities | 72 | 43 | 29 | Vacancies Replaced by MOU |
| Supply Logistics | 92 | 83 | 9 | |
| Total Maintenance | 1,079 | 1,011 | 68 | |
| Capital Program Management | 37 | 30 | 7 | |
| Total Engineering/Capital | 37 | 30 | 7 | |
| Security | 16 | 14 | 2 | |
| Total Public Safety | 16 | 14 | 2 | |
| Total Positions | 3,657 | 3,594 | 64 | |
| Non-Reimbursable | 3,593 | 3,539 | 55 | |
| Reimbursable | 64 | 55 | 9 | |
| Total Full-Time | 3,642 | 3,577 | 66 | |
| Total Full-Time Equivalents | 15 | 17 | (2) | |

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

| FUNCTION/OCCUPATIONAL GROUP | Mid Year Forecast | Actual | Favorable (Unfavorable)Variance | Explanation of Variances |
|-----------------------------------|-------------------|--------------|------------------------------------|---------------------------------|
| Administration | | | | |
| Managers/Supervisors | 58 | 47 | 11 | |
| Professional, Technical, Clerical | 70 | 74 | (4) | |
| Operational Hourlies | 50 | - | 50 | |
| Total Administration | 178 | 121 | 57 | Timing of Training Requirements |
| Operations | | | | |
| Managers/Supervisors | 296 | 296 | - | |
| Professional, Technical, Clerical | 51 | 56 | (5) | |
| Operational Hourlies | 2,000 | 2,066 | (66) | |
| Total Operations | 2,347 | 2,418 | (71) | Students in Training |
| Maintenance | | | | |
| Managers/Supervisors | 205 | 189 | 16 | |
| Professional, Technical, Clerical | 16 | 16 | - | |
| Operational Hourlies | 858 | 806 | 52 | |
| Total Maintenance | 1,079 | 1,011 | 68 | Vacancies Replaced by MOU |
| Engineering/Capital | | | | |
| Managers/Supervisors | 21 | 16 | 5 | |
| Professional, Technical, Clerical | 16 | 14 | 2 | |
| Operational Hourlies | - | - | - | |
| Total Engineering/Capital | 37 | 30 | 7 | |
| Public Safety | | | | |
| Managers/Supervisors | 12 | 8 | 4 | |
| Professional, Technical, Clerical | 4 | 4 | - | |
| Operational Hourlies | - | 2 | (2) | |
| Total Public Safety | 16 | 14 | 2 | |
| Total Baseline Positions | | | | |
| Managers/Supervisors | 592 | 556 | 36 | |
| Professional, Technical, Clerical | 157 | 164 | (7) | |
| Operational Hourlies | 2,908 | 2,874 | 35 | |
| Total Baseline Positions | 3,657 | 3,594 | 64 | |

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

| | July | | | | | | July 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 | | | | | | | | | | | | |
| <u>Scheduled Service</u> | 51,276 | \$2.2 | 47,774 | \$2.1 | 3,502 6.8% | \$0.1 4.5% | 346,417 | \$14.6 | 304,379 | \$12.7 | 42,038 12.1% | \$1.9 13.0% |
| <u>Unscheduled Service</u> | 3,955 | \$0.2 | 5,513 | \$0.2 | (1,558) -39.4% | (0.1) -34.1% | 28,145 | \$1.3 | 36,847 | \$1.6 | (8,701) -30.9% | (0.3) -22.7% |
| <u>Programmatic/Routine Maintenance</u> | 8,831 | \$0.4 | 22,119 | \$1.0 | (13,288) -150.5% | (0.6) -165.3% | 94,312 | \$4.0 | 136,062 | \$5.9 | (41,750) -44.3% | (1.8) -45.8% |
| <u>Unscheduled Maintenance</u> | 0 | \$0.0 | 0 | \$0.0 | 0 0.0% | - 0.0% | 0 | \$0.0 | 0 | \$0.0 | 0 0.0% | - 0.0% |
| <u>Vacancy/Absentee Coverage</u> | 14,729 | \$0.6 | 20,797 | \$0.9 | (6,069) -41.2% | (0.2) -35.7% | 89,617 | \$4.0 | 121,539 | \$5.0 | (31,922) -35.6% | (1.0) -25.5% |
| <u>Weather Emergencies</u> | 107 | \$0.0 | 235 | \$0.0 | (129) * | (0.0) * | 19,920 | \$0.9 | 38,364 | \$1.7 | (18,444) * | (0.8) * |
| <u>Safety/Security/Law Enforcement</u> | 232 | \$0.0 | 67 | \$0.0 | 165 71.2% | 0.0 74.3% | 1,497 | \$0.1 | 372 | \$0.0 | 1,125 75.2% | 0.1 78.0% |
| <u>Other</u> | 323 | \$0.0 | 800 | \$0.0 | (477) * | (0.0) * | 2,208 | \$0.2 | 6,548 | \$0.3 | (4,340) * | (0.2) * |
| Subtotal | 79,452 | \$3.4 | 97,305 | \$4.2 | (17,853) -22.5% | (\$0.8) -23.9% | 582,117 | \$25.0 | 644,111 | \$27.2 | (61,994) -10.6% | (\$2.1) -8.5% |
| REIMBURSABLE OVERTIME | 0 | \$0.0 | 0 | \$0.0 | 0 | - | 0 | \$0.0 | 0 | \$0.0 | 0 | - |
| TOTAL OVERTIME | 79,452 | \$3.4 | 97,305 | \$4.2 | (17,853) -22.5% | (\$0.8) -23.9% | 582,117 | \$25.0 | 644,111 | \$27.2 | (61,994) -10.6% | (\$2.1) -8.5% |

Totals may not add due to rounding.

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

* Exceeds 100%

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

| | July | | | July Year-to-Date | | |
|----------------------------------|---------------------|----------------|--|---------------------|----------------|--|
| | Var. - Fav./(Unfav) | | Explanations | Var. - Fav./(Unfav) | | Explanations |
| | Hours | \$ | | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | | | | |
| Scheduled Service | 3,502 | \$0.1 | | 42,038 | \$1.9 | |
| | 6.8% | 4.5% | | 12.1% | 13.0% | Operating less than budgeted service |
| Unscheduled Service | (1,558) | (\$0.1) | Heat related servive interruptions | (8,701) | (\$0.3) | Metro North Derailment Shuttle service support |
| | -39.4% | -34.1% | | -30.9% | -22.7% | |
| Programmatic/Routine Maintenance | (13,288) | (\$0.6) | Maintenance work for accelerated completion of defects found on scheduled inspections. | (41,750) | (\$1.8) | Maintenance work for accelerated completion of defects found on scheduled inspections. |
| | -150.5% | -165.3% | Additional increase in O/T due to heat related road calls and breakdowns. | -44.3% | -45.8% | Additional increase in O/T due to heat related road calls and breakdowns. |
| Unscheduled Maintenance | - | \$0.0 | | - | \$0.0 | |
| | 0.0% | 0.0% | | 0.0% | 0.0% | |
| Vacancy/Absentee Coverage | (6,069) | (\$0.2) | Vacancy and Absentee Coverage for Supervisors | (31,922) | (\$1.0) | Vacancy and Absentee Coverage for Supervisors |
| | -41.2% | -35.7% | | -35.6% | -25.5% | |
| Weather Emergencies | (129) | (\$0.0) | | (18,444) | (\$0.8) | Residual effect of Tropical Storm Sandy and preparation/ response for February 8th to 11th , Winter Storm. |
| | * | * | | * | * | |
| Safety/Security/Law Enforcement | 165 | \$0.0 | | 1,125 | \$0.1 | |
| | 71.2% | 74.3% | | 75.2% | 78.0% | |
| Other | (477) | (\$0.0) | | (4,340) | (\$0.2) | |
| | * | * | | * | * | |
| Subtotal | (17,853) | (\$0.8) | | (61,994) | (\$2.1) | |
| | -22.5% | -23.9% | | -10.6% | -8.5% | |
| REIMBURSABLE OVERTIME | 0 | \$0.0 | | 0 | \$0.0 | |
| | 0.0% | 0.0% | | 0.0% | 0.0% | |
| TOTAL OVERTIME | (17,853) | (\$0.8) | | (61,994) | (\$2.1) | |

METROPOLITAN TRANSPORTATION AUTHORITY
2013 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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