



**Metropolitan Transportation Authority**

# **MTA Bus Operations Committee Meeting**

## **January 2012**

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### **Committee Members**

N. Shevell, Chair

A. Albert

J. Banks III

R. Bickford

A. Cappelli

F. Ferrer

P. Foye

I. Greenberg

J. Kay

M. Lebow

M. Page

M. Pally

E. Watt

C. Wortendyke



## **MEETING AGENDA**

### **MTA BUS OPERATIONS COMMITTEE**

**January 23, 2012, 11:30 AM**

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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**Minutes of Regular Meeting  
MTA Bus Operations Committee  
December 19, 2011  
347 Madison Avenue  
New York, New York 10017  
MTA Bus Operations Committee  
11:30 AM**

The following MTA Bus Operations Committee members attended:

Hon. Nancy Shevell  
Hon. Mark D. Lebow  
Hon. Andrew Albert  
Hon. John H. Banks III  
Hon. Robert C. Bickford  
Hon. Allen Cappelli  
Hon. Fernando Ferrer  
Hon. Patrick J. Foye  
Hon. Jeffrey Kay  
Hon. Mark Page  
Hon. Mitch Pally  
Hon. Carl Wortendyke

The following MTA Bus Operations Committee members did not attend:

Hon. Ira Greenberg  
Hon. Ed Watt

Participants: Darryl Irick, Henry Sullivan, Steve Vidal, Norman Silverman, Thomas Charles, Steve Plochochi and Peter Cafiero.

\* \* \* \* \*

Hon. Nancy Shevell, Chairperson, called the MTA Bus Operations Committee to order at 11:30 AM, December 19, 2011.

Public Comments Period

There were comments from one public speaker at the meeting.

Approval of the Minutes

Upon motion duly made and seconded, the members of the MTA Bus Operations Committee approved the minutes of the previous meeting held on November 14, 2011.

### Work Plan

Tom Del Sorbo reported that there were no changes to the Work Plan this month.

### LI Bus Transition

Tom Del Sorbo provided an update on Long Island Bus transition activities. The MTA is on target for a January 1, 2012 transfer of operations to Veolia Transportation. Veolia has hired almost all represented LI Bus employees.

94% of LI Bus fixed route and 100% paratransit vehicles passed NYS DOT inspection and were certified for service. An extensive and aggressive effort to prepare older buses for the inspections was undertaken to facilitate the transition. We expect all buses will be inspected and approved by DOT this week, and all scheduled maintenance operations will be completed and up to date by the transition date. This will ensure that the fleet will be in a safe and operable condition for the January 1 transfer date.

As of today, the agreement to use the AFC MetroCard system is still not finalized. However, this agreement should be signed by all parties within the next few days. In addition, discussions have begun on a joint wind-down agreement between MTA LI Bus and Nassau County to address activities to be handled and managed after the January 1, 2012 transition.

MTA/LI Bus and the County are also in the final stages of exercising an option in the existing LIB/Orion contract for Nassau and Veolia to receive 43 new CNG buses beginning in 2012. Of those 43 buses, 23 will be purchased via unused grant funds with Nassau separately funding the remaining 20 buses.

### Operations Report

Darryl Irick reported that for the month of October 2011, combined Bus MDBF was down slightly by 0.8% compared to October 2010 levels. AM Pullouts were down by 0.8%, and PM Pullouts were down by 0.5% as compared to October 2010. Completed Trips were down by 0.6% from October 2010.

Over the 12-month period ending October 2011, combined MDBF fell by 8.9% compared to the prior 12-month period. AM and PM Pullouts as well as completed trips all fell by 0.4% or less during the recent 12-month period. A preliminary review of bus MDBF data for November 2011 indicates improved performance when compared to November 2010, and a 13% gain over October 2011 levels.

### Safety Performance

Steve Vidal reported the 12-month rate for Combined Bus Collisions per Million Miles Traveled across the three bus units is 4.8% higher than it was in the prior 12-month period. Although the 12-month average rate is higher, performance has trended positive after experiencing the adverse impact of last winter's storms.

September showed a 2.8 % decrease in collision injuries across the three agencies, or flat over the comparable 12-month average period.

September's 12-month average for customer accidents increased by 0.8 percent while customer accident injuries increased by 4 percent. The 12-month rate for employee accidents is 7.7% higher on a regional basis. Lost Time Accident performance across all three-bus entities continues to be monitored closely. It's anticipated that the positive 12-month average trending for MTA Bus and LI Bus will continue and that NYCT's performance will normalize.

#### Paratransit

Tom Charles reported that for the month of October 2011, Access-A-Ride Paratransit ridership was down 4.3% compared to October 2010 levels. Able-Ride ridership decreased by 2.9% from October 2010 levels.

Over the 12-month period ending October 2011, there was a 4.3% decrease in Access-A-Ride Requests for Service. Able-Ride experienced a 6.4% decline in Requests for Service over the same 12-month period. Favorable no-show trends continued in the month of October as Access-A-Ride and Able-Ride passenger no-shows declined by 31.9% and 28.2%, respectively.

Mr. Charles also provided an update on the test and evaluation of the Broker for Car Service system. As of the first week in December, 25% of all weekday daily trips are scheduled with car services. The Broker system addresses 60%, or 4,000, of these daily car service trips. The Broker continues to improve its recruitment and orientation programs with an emphasis on customer sensitivity and performance on ADA paratransit trips.

#### Ridership

Tom Del Sorbo reported for the month of October 2011, average weekday ridership fell at all three agencies when compared to October 2010. LI Bus average weekday ridership fell by 1.3% in October 2011 as compared to the prior October, MTA Bus fell by 1.5%, and NYCT Bus fell by 4.1% for the same period.

Average weekend ridership in October 2011 was down at all three agencies as well, with NYCT Bus down by 7.2%, MTA Bus by 3.5%, and LI Bus by 4.8% as compared to October 2010. Express bus ridership on weekdays increased slightly at New York City Transit by 0.3% in October, while falling by 4.0% in MTA Bus.

An early look at preliminary data for November 2011 indicates that ridership fell at all three bus agencies when compared to November 2010 data. Average weekday ridership for MTA Bus fell slightly by 0.8% this November, while LI Bus fell by 2.6% and NYCT Bus fell by 3.3%.

#### Finance Report

Tom Del Sorbo reported for the month of October 2011 farebox revenues for fixed route services are below forecast across the board. MTA Bus is 2.0% below forecast, LI Bus was 1.4% lower and NYCT Bus was 1.0% under forecast through October.

Overall, fixed route farebox revenues are \$11.1 million less than forecast through October 2011, and a portion of this deficit is attributable to the shortfall resulting from the impacts of Tropical Storm Irene.

On the expense side, October 2011 year to date non-reimbursable accrued expenses reflect mostly favorable variances. MTA Bus and NYCT Bus were below forecast levels by \$8.4 million and \$81.3 million, respectively. The under-runs against budget are a combination of vacancy levels, reduced overtime spending, paratransit economies, and also timing issues related to non-labor expenses. LI Bus is \$0.6 million over forecast through October due to fuel costs and pension rate increases.

#### Procurements

Tom Del Sorbo reported that there are two competitive procurement actions for approval this month totaling \$32.45 million. The larger of the two procurement items is for the purchase of 74 low-floor Compressed Natural Gas (CNG) buses by the MTA Bus Company for \$31,788,339 from Daimler Buses North America (DBNA). The proposed contract also includes a provision for options to purchase up to 30 additional 40-foot CNG buses.

In the March 2011, the MTA Board adopted a resolution authorizing the use of a competitive RFP in lieu of competitive bidding for the purchase of these buses for local service. Initial proposals were received in September from two bidders. The selection committee unanimously recommended award of the contract to DBNA. This contract will be funded with 80% Federal Transit Administration (FTA) funds that are part of the MTA's 2010-14 Capital Program.

#### Service Changes

Norman Silverman reported there are two NYCT bus service changes on Staten Island. The first service change is a permanent revision to the S55 and S74 routes in Staten Island. Due to the closure of the Arthur Kill correctional facility, NYCT plans to shorten the S55 route to terminate at Bloomingdale Road at Veterans Road West. In addition, the S74 route would be re-routed to bypass the interior stop at the facility.

The second service change reflects a reroute of four AM and four PM X22 trips to and from Tottenville to run non-stop along West Shore Expressway between the Outerbridge Park and Ride lot and the checkpoint. This routing will be established for a trial period of approximately six months beginning in late January 2012.

#### Action Items

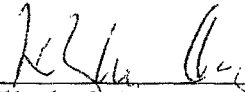
Tom Del Sorbo reported there are two action items for approval this month -- the 2012 Final Proposed Budget for MTA Bus and the 2011 November Forecast for LI Bus. The staff summary for LI Bus only reflects financial information through the end of 2011 due to the previously authorized termination of the lease and operating agreement with Nassau County on December 31, 2011. The Committee was asked to approve both items separately.

Chairperson Shevell asked the Committee for separate motions on the two budget items. After questions and comments, both items were passed by the Committee.

Adjournment

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

Respectfully submitted:

  
Elizabeth Cooney  
Secretary



## **MTA Bus Operations Committee Work Plan**

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### **I. RECURRING AGENDA ITEMS**

#### Responsibility

Approval of Minutes	Committee Chair & Members
MTA Bus Operations Committee Work Plan	Committee Chair & Members
Operations Performance Summary	President
Procurements	President
Service Changes (if any)	Operations Planning
Tariff Changes (if any)	Operations Planning
Action Items (if any)	As Listed

### **II. SPECIFIC AGENDA ITEMS**

#### Responsibility

#### January 2012

Approval of 2012 MTA Bus Operations Committee Work Plan	Committee Chair & Members
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#### February 2012

Preliminary Review of MTA Bus/LI Bus/NYC Transit-Bus 2011 Actual Results	Finance
Adopted Budget/Financial Plan 2012-2015	Finance
Service Quality Indicators for NYC Transit-Bus (including PES)	Operations Planning

#### March 2012

2011 Year-End Safety Report and 2012 Safety Agenda	Safety & Training
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#### April 2012

Final Review of MTA Bus /LI Bus/NYC Transit-Bus 2011 Actual Results	Finance
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#### May 2012

#### June 2012

#### July 2012

#### August 2012

No Meeting Held



## II. SPECIFIC AGENDA ITEMS (cont'd)

### Responsibility

#### September 2012

MTA Bus 2013 Preliminary Budget

Finance

MTA Bus 2012 Mid-Year Forecast/Monthly  
Allocation

Finance

Service Quality Indicators for NYC Transit-Bus  
and MTA Bus

Operations Planning

#### October 2012

Public Comment/2013 Preliminary Budget

Finance

#### November 2012

Public Comment/2013 Preliminary Budget  
Charter for MTA Bus Operations Committee

Finance

General Counsel

#### December 2012

2013 Proposed Final MTA Bus Budget

Finance

2013 Proposed Final NYC Transit-Bus Budget  
(information only)

Finance



## **MTA Bus Operations Committee Work Plan**

### **Detailed Summary**

#### **I. RECURRING**

##### **Approval of Minutes**

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

##### **MTA Bus Operations Committee Work Plan**

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

##### **Operations Performance Summary**

Summary presentation on the performance of Bus and Paratransit Service, including a discussion on Safety, Finance and Ridership. Information includes discussion on key indicators such as Bus MDBF, On-Time Performance, Completed Trips and Accident Rates.

##### **Procurements**

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

##### **Service Changes**

Service proposals presented for Committee information and for Board approval, when required. Proposals outline various service initiatives affecting bus service (i.e. bus route path revisions).

##### **Tariff Changes**

Proposals presented to the Board for approval of changes affecting the MTA Bus Operations Committee policy structure.

##### **Action Items**

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

## **II. SPECIFIC AGENDA ITEMS**

### **January 2012**

#### Approval of 2012 MTA Bus Operations Committee Work Plan

The Committee will be provided with the work plan for 2012 and will be asked to approve its use for the year.

### **February 2012**

#### Preliminary Review of 2011 Actual Results

A brief review of MTA Bus, Long Island Bus and NYC Transit-Bus 2011 Budget results will be presented.

#### Adopted Budget/Financial Plan 2012-2015

The revised 2012-2015 Financial Plans of MTA Bus and NYC Transit-Bus will be presented. This plan will reflect the 2012 Adopted Budget and an updated Financial Plan for 2012-2015 reflecting the out-year impact of any changes incorporated into the 2012 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2012 by category.

#### Service Quality Indicators (including PES)

Bi-annual report which represents bus service indicators (Wait Assessment) and the Passenger Environment Survey, which measures bus cleanliness, customer information and operations for New York City Transit's Department of Buses.

### **March 2012**

#### 2011 Year-End Safety Report and 2012 Safety Agenda

New York City Transit Bus and MTA Bus will present their safety goals for 2012 and describe important safety programs that are underway or planned. 2011 year-end figures for customer injuries, collisions and employee lost time restricted duty injuries will also be presented.

### **April 2012**

#### Final Review of 2011 Actual Results

The prior year's budget results for MTA Bus, Long Island Bus and NYC Transit-Bus will be reviewed, and their implications for current and future budget performance will be presented to the Committee.

### **May 2012**

### **June 2012**

### **July 2012**

### **August 2012**

No Meeting Held

## **II. SPECIFIC AGENDA ITEMS**

### **September 2012**

#### 2013 Preliminary Budget

The MTA Bus 2013 Preliminary Budget will be presented to the Committee. Public comments will be accepted.

#### 2012 Mid-Year Forecast/Monthly Allocation

The monthly allocation of 2012 Mid-Year Forecast for MTA Bus including revenues, expenses, ridership and positions, will be presented.

#### Service Quality Indicators (including PES)

Bi-annual report which represents bus service indicators (Wait Assessment) and the Passenger Environment Survey, which measures bus cleanliness, customer information and operations for NYC Transit's Department of Buses. The MTA Bus report will include Passenger Environment Survey results only on a bi-annual basis.

### **October 2012**

#### 2013 Preliminary Budget

Public comments will be accepted on the 2013 Preliminary Budgets of MTA Bus and NYC Transit-Bus.

### **November 2012**

#### 2013 Preliminary Budget

Public comments will be accepted on the 2013 Preliminary Budgets for MTA Bus and NYC Transit-Bus.

#### Charter Review

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

### **December 2012**

#### 2013 Final Proposed Budget for MTA Bus

The Committee will recommend action to the Board on the Final Proposed Budget for MTA Bus for 2013.

#### 2013 Final Proposed Budget for NYC Transit-Bus

The Final Proposed Budget for NYC Transit-Bus will be presented as information only. The Transit Committee will recommend action to the Board on the 2013 Final Proposed Budget for NYC Transit, including the Department of Buses.

# MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE

## NYCT Bus, MTA Bus, Long Island Bus

Statistical results for the month of November 2011 are shown below

Reliability	MDBF	Nov-11			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	4,124	3,918	5.3%	3,373	3,651	-7.6%
	NYCT Bus	3,966	3,875	2.4%	3,297	3,723	-11.4%
	MTA Bus	4,704	3,988	18.0%	3,379	3,415	-1.0%
	Long Island Bus	4,137	4,138	0.0%	4,266	3,707	15.1%
	MDBSI	Nov-11			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	2,432	2,322	4.7%	2,149	2,357	-8.8%
	NYCT Bus	2,364	2,222	6.4%	2,018	2,260	-10.7%
	MTA Bus	2,620	2,756	-4.9%	2,512	2,861	-12.2%
	Long Island Bus	2,574	2,255	14.2%	2,636	2,149	22.6%
Reliability	Buses <= 2 years	November % 2 Years or Newer			November # of Buses 2 Years or Newer		
		This Year	Last Year		This Year	Last Year	
	Regional	7%	17%		387	1,024	
	NYCT Bus	7%	18%		321	798	
	MTA Bus	2%	10%		26	127	
	Long Island Bus	13%	33%		40	99	
	Buses >= 12 years	November % 12 years or Older			November # of Buses 12 Years or Older		
		This Year	Last Year		This Year	Last Year	
	Regional	33%	22%		1,966	1,294	
	NYCT Bus	37%	22%		1,618	959	
	MTA Bus	28%	25%		348	307	
	Long Island Bus	0%	9%		0	28	
Reliability	Fleet age	November - Avg Fleet Age					
		This Year	Last Year				
	Regional	8.49	7.81				
	NYCT Bus	8.93	8.24				
	MTA Bus	7.58	6.62				
	Long Island Bus	5.86	6.46				
	MDBF by Fleet Age	Nov-11			12-Mon Avg		
		This Year	Last Year	% Change	This Year		
	12 Years or Older	3,006	3,104	-3.2%	2,566		
	3 to 11 Years Old	4,068	3,520	15.6%	3,265		
	2 Years or Newer	8,968	7,771	15.4%	7,760		

### Definitions

MDBF	Bus Mean Distance Between Failures(MDBF) measures the average miles between mechanical road calls. It indicates the mechanical reliability of the fleet.
MDBSI	Bus Mean Distance Between Service Interruptions (MDBSI) measures the average distance traveled by a bus between all delays and/or inconveniences to customers. All road calls caused by both mechanical and non-mechanical failures are included.

**MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE**  
**NYCT Bus, MTA Bus, Long Island Bus**

Statistical results for the month of November 2011 are shown below

Service	AM Pull Out		Nov-11			12-Mon Avg		
			This Year	Last Year	% Change	This Year *	Last Year	% Change
	Regional		98.32%	99.51%	-1.2%	98.47%	98.97%	-0.5%
	NYCT Bus		98.73%	99.49%	-0.8%	98.64%	99.08%	-0.4%
	MTA Bus		98.17%	99.50%	-1.3%	98.01%	98.49%	-0.5%
	Long Island Bus		92.85%	99.74%	-6.9%	97.98%	99.39%	-1.4%
	PM Pull Out		Nov-11			12-Mon Avg		
			This Year	Last Year	% Change	This Year *	Last Year	% Change
	Regional		98.88%	99.75%	-0.9%	99.09%	99.28%	-0.2%
	NYCT Bus		99.39%	99.79%	-0.4%	99.31%	99.41%	-0.1%
	MTA Bus		98.63%	99.58%	-1.0%	98.58%	98.77%	-0.2%
	Long Island Bus		92.46%	99.86%	-7.4%	98.01%	99.57%	-1.6%
% of Trips Completed			Nov-11			12-Mon Avg		
			This Year	Last Year	% Change	This Year *	Last Year	% Change
	Regional		98.05%	98.84%	-0.8%	97.84%	98.29%	-0.5%
	NYCT Bus		98.34%	98.83%	-0.5%	97.99%	98.27%	-0.3%
	MTA Bus		97.60%	98.76%	-1.2%	97.29%	98.17%	-0.9%
	Long Island Bus		95.29%	99.32%	-4.1%	97.63%	99.18%	-1.6%

\* Due to the inclement weather in December 2010, AM and PM Pull Out percentages are reflective of service provided prior to 12/27/10 blizzard.

**Definitions**

AM Weekday Pullout Performance	The percent of required buses and operators available in the AM peak period.
PM Weekday Pullout Performance	The percent of required buses and operators available in the PM peak period.
Percentage of Completed Trips	The percent of scheduled trips completed.

**MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE**  
**NYCT Bus, MTA Bus, Long Island Bus**

Statistical results for the month of October 2011 are shown below

Customer and Employee Safety	Collisions per million miles	Oct-11			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	41.89	45.48	-7.9%	46.67	44.97	3.8%
	NYCT Bus	42.93	45.60	-5.9%	47.32	44.94	5.3%
	MTA Bus	39.90	48.40	-17.6%	47.79	47.16	1.3%
	Long Island Bus	37.96	35.91	5.7%	37.41	38.98	-4.0%
	Collision Injuries per million miles	Oct-11			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	6.33	7.29	-13.2%	6.60	6.76	-2.4%
	NYCT Bus	5.28	8.44	-37.5%	7.01	7.30	-4.0%
	MTA Bus	4.87	4.37	11.4%	4.88	5.84	-16.3%
	Long Island Bus	20.98	4.85	332.3%	7.65	4.25	79.9%
	Customer Accidents per million Customers	Oct-11			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	1.38	1.01	37.2%	1.16	1.09	6.4%
	NYCT Bus	1.20	0.92	30.6%	1.08	1.03	5.4%
	MTA Bus	2.18	1.39	56.2%	1.47	1.27	15.7%
	Long Island Bus	2.21	1.45	52.8%	1.75	1.92	-8.9%
	Customer Accident Injuries per million Customers	Oct-11			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	1.40	1.02	36.8%	1.19	1.09	9.7%
	NYCT Bus	1.29	0.98	30.6%	1.12	1.04	8.0%
	MTA Bus	1.89	1.21	56.7%	1.47	1.19	22.9%
	Long Island Bus	1.84	1.09	69.8%	1.68	1.79	-6.0%
	Lost time Accidents Per 100 Employees	Oct-11			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	5.50	6.33	-13.2%	6.12	5.74	6.6%
	NYCT Bus	5.69	5.49	3.6%	5.69	5.04	12.8%
	MTA Bus	5.14	10.92	-52.9%	8.70	9.60	-9.4%
	Long Island Bus	3.80	3.45	10.1%	3.57	3.28	8.7%

**Definitions**

Customer Accidents/Million Customers	An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults).
Customer Accident Injuries/Million Customers	An injury resulting from an incident on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults).
Collisions/Million Miles	An incident involving a collision between a bus and another vehicle, an object, a person, or an animal.
Collision Injuries/Million Miles	An injury resulting from a collision between a bus and another vehicle, an object, a person, or an animal.
Employee On-Duty Lost-Time Accidents per 100ee	A job related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident.

**MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE**  
**NYCT Bus, MTA Bus, Long Island Bus**

Statistical results for the month of November 2011 are shown below

Fixed Route Ridership and Revenue

Total Ridership	Nov-11			12-Mon Total		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	69,030,761	70,896,763	-2.6%	811,118,953	853,608,827	-5.0%
NYCT Bus	56,291,862	58,061,221	-3.0%	663,056,201	702,055,099	-5.6%
MTA Bus	10,171,405	10,210,097	-0.4%	117,769,908	120,689,699	-2.4%
Long Island Bus	2,567,494	2,625,445	-2.2%	30,292,844	30,864,029	-1.9%
Total Farebox Revenue	Nov-11			12-Mon Total		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	91,524,532	86,016,147	6.4%	1,082,638,435	1,053,564,461	2.8%
NYCT Bus	71,759,303	68,183,741	5.2%	860,922,052	842,663,915	2.2%
MTA Bus	15,815,398	14,247,309	11.0%	177,183,932	168,319,181	5.3%
Long Island Bus	3,949,831	3,585,097	10.2%	44,532,451	42,581,365	4.6%
Average Weekday Ridership	Nov-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,709,967	2,791,258	-2.9%	2,612,785	2,740,918	-4.7%
NYCT Bus	2,200,505	2,275,616	-3.3%	2,125,529	2,242,534	-5.2%
MTA Bus	405,887	409,255	-0.8%	386,806	395,675	-2.2%
Long Island Bus	103,576	106,387	-2.6%	100,450	102,709	-2.2%
Average Weekend Ridership	Nov-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,783,643	2,832,702	-1.7%	2,688,766	2,849,735	-5.6%
NYCT Bus	2,312,373	2,370,479	-2.5%	2,246,574	2,396,630	-6.3%
MTA Bus	379,280	370,186	2.5%	355,318	366,107	-2.9%
Long Island Bus	91,990	92,038	-0.1%	86,874	86,998	-0.1%
Average Weekday Local Ridership	Nov-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,635,602	2,715,909	-3.0%	2,538,017	2,663,403	-4.7%
NYCT Bus	2,159,079	2,234,451	-3.4%	2,084,426	2,200,138	-5.3%
MTA Bus	372,947	375,071	-0.6%	353,141	360,556	-2.1%
Long Island Bus	103,576	106,387	-2.6%	100,450	102,709	-2.2%
*Long Island Bus only operates local service						
Average Weekday Express Ridership	Nov-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	74,365	75,349	-1.3%	74,768	77,514	-3.5%
NYCT Bus	41,426	41,165	0.6%	41,103	42,396	-3.0%
MTA Bus	32,940	34,184	-3.6%	33,665	35,118	-4.1%
Long Island Bus	N/A	N/A	N/A	N/A	N/A	N/A
Average Fare	Local Bus Nov-11			Express Bus Nov-11		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	\$1.38	\$1.28	8.0%	\$4.62	\$4.23	9.2%
NYCT Bus	\$1.38	\$1.28	8.0%	\$4.63	\$4.24	9.2%
MTA Bus	\$1.39	\$1.29	8.1%	\$4.60	\$4.21	9.2%
Long Island Bus	\$1.46	\$1.37	6.9%	N/A	N/A	N/A

*\*Long Island Bus only operates local service*

**Definitions**

Total Ridership	Preliminary Results Subject to Audit, includes free students. Monthly results can vary significantly depending on how many weekdays are in the month.
Farebox Revenue	Preliminary Results Subject to Audit.
Average Weekday Ridership	Average Daily Weekday Ridership.
Average Weekend Ridership	Average Saturday plus Average Sunday Ridership.
Average Fare Local Bus	Average Fare for Local Bus is determined by using non-student ridership and revenue.
Average Fare Express Bus	Average Fare for Express Bus is determined by using non-student ridership and revenue.



# MTA REGIONAL BUS, PARATRANSIT OPERATIONS PERFORMANCE SUMMARY

## Access-A-Ride (NYCT) and Able-Ride (Long Island Bus)

Statistical results for the month of November 2011 are shown below

Paratransit Ridership, Revenue and Service	Paratransit Ridership	Nov-11			12-Mon Total		
		This Year *	Last Year	% Change	This Year	Last Year	% Change
	Access-A-Ride (NYCT)	767,072	747,444	2.6%	8,858,029	9,051,319	-2.1%
	Able Ride (LI Bus)	28,522	29,186	-2.3%	340,548	360,760	-5.6%
Paratransit Revenue		Nov-11			12-Mon Total		
		This Year *	Last Year	% Change	This Year	Last Year	% Change
	Access-A-Ride (NYCT)	1,257,056	1,186,377	6.0%	14,344,803	15,357,865	-6.6%
	Able Ride (LI Bus)	93,361	98,044	-4.8%	1,134,140	1,219,706	-7.0%
Access-A-Ride (NYCT)	% of Trips Completed	Nov-11			12-Mon Avg		
		This Year *	Last Year	% Change	This Year	Last Year	% Change
	% of Trips Completed	94.30%	93.02%	1.4%	93.44%	92.34%	1.2%
	Trips Requested	654,590	664,953	-1.6%	651,280	683,329	-4.7%
	Trips Scheduled	592,775	596,644	-0.6%	580,270	609,705	-4.8%
	Trips Completed	559,010	555,017	0.7%	542,230	563,019	-3.7%
	Early Cancellations as a Percentage of Trips Requested	8.73%	9.79%	-10.9%	9.83%	10.23%	-3.9%
	Late Cancellations as a Percentage of Trips Scheduled	3.47%	3.57%	0.0%	3.74%	3.94%	0.0%
	No-Shows (Customer) as a Percentage of Trips Scheduled	1.83%	2.79%	-34.4%	2.28%	3.02%	-24.6%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.40%	0.62%	-35.4%	0.54%	0.70%	-23.5%
	Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
	Customer Refusals as a Percentage of Trips Requested	0.71%	0.48%	49.0%	0.81%	0.54%	49.3%
	New Applications Received	2,429	2,574	-5.6%	2,589	3,109	-16.7%
Able Ride (LI Bus)	% of Trips Completed	Nov-11			12-Mon Avg		
		This Year *	Last Year	% Change	This Year	Last Year	% Change
	% of Trips Completed	97.12%	97.10%	0.0%	95.50%	95.65%	-0.2%
	Trips Requested	27,705	27,850	-0.5%	27,320	28,945	-5.6%
	Trips Scheduled	26,314	27,260	-3.5%	26,666	28,618	-6.8%
	Trips Completed	25,557	26,469	-3.4%	25,467	27,373	-7.0%
	Customer Cancellations as a Percentage of Trips Requested	1.71%	1.87%	-8.6%	1.83%	1.90%	-3.5%
	No-Shows (Customer) as a Percentage of Trips Requested	1.42%	2.32%	-38.8%	1.74%	2.65%	-34.2%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Requested	N/A	N/A	N/A	N/A	N/A	N/A
	Denials (Capacity) as a Percentage of Trips Requested	0.01%	0.00%	0.0%	0.00%	0.00%	0.0%
	Customer Refusals as a Percentage of Trips Requested	1.05%	0.77%	36.2%	0.58%	0.88%	-34.6%
	New Applications Received	266	335	-20.6%	263	254	3.5%

\* Due to the impending landfall of Tropical Storm Irene, Access-A-Ride cancelled service from noon on Saturday, November 27 to noon on Monday, November 29. Nonetheless, during this time period Access-A-Ride worked with the New York City Office of Emergency Management to provide vehicles for the evacuation of persons who could not independently travel to an evacuation center or other safe haven

### Definitions

Paratransit Ridership	Preliminary Results Subject to Audit. Total includes approved riders and if required, one guest and approved Personal Care Attendant (PCA). Monthly results can vary significantly depending on how many weekdays are in the month.
Paratransit Revenue	Preliminary Results Subject to Audit. Same as full fare on public transit, paid by rider and guest. Approved PCA's ride free.
% of Trips Completed	The number of completed trips divided by the number of scheduled trips.
Early Cancellations	A trip request that is cancelled more than 3 hours before the scheduled pick-up time.
Late Cancellations	A scheduled trip that is cancelled less than 3 hours before the scheduled pick-up time.
No-Shows (Passenger)	The AAR customer did not show up for the scheduled trip.
No-shows (Carrier and No-Fault)	A scheduled trip that does not occur because the Carrier did not show up or due to an undetermined reason. Only applies to Access-A-Ride.

# **Summary of Ridership, Farebox Revenue, and Expenses**

(millions)

	November 2011				November 2011 YTD			
	Budget	Actual	Variance		Budget	Actual	Variance	
			Over/(Under)	(%)			Over/(Under)	(%)
<b>Ridership:</b>								
<b>MTA Bus</b>								
Fixed Route	10.262	10.171	(0.091)	-0.9%	110.830	108.336	(2.494)	-2.3%
<b>LIB</b>								
Fixed Route	2.687	2.567	(0.120)	-4.5%	28.335	27.869	(0.466)	-1.6%
Paratransit & Other	0.026	0.029	0.003	11.5%	0.292	0.315	0.023	7.9%
<b>Total LIB</b>	<b>2.713</b>	<b>2.596</b>	<b>(0.117)</b>	<b>-4.3%</b>	<b>28.627</b>	<b>28.184</b>	<b>(0.443)</b>	<b>-1.5%</b>
<b>NYCT / DOB</b>								
Fixed Route	56.666	56.292	(0.374)	-0.7%	619.633	610.231	(9.402)	-1.5%
Paratransit	0.952	0.767	(0.185)	-19.4%	9.290	8.172	(1.118)	-12.0%
<b>Total NYCT</b>	<b>57.618</b>	<b>57.059</b>	<b>(0.559)</b>	<b>-1.0%</b>	<b>628.923</b>	<b>618.404</b>	<b>(10.519)</b>	<b>-1.7%</b>
<b>Regional Bus Ridership</b>								
Fixed Route	69.615	69.030	(0.585)	-0.8%	758.798	746.436	(12.362)	-1.6%
Paratransit	0.978	0.796	(0.182)	-18.6%	9.582	8.487	(1.095)	-11.4%
	<b>70.593</b>	<b>69.826</b>	<b>(0.767)</b>	<b>-1.1%</b>	<b>768.380</b>	<b>754.924</b>	<b>(13.456)</b>	<b>-1.8%</b>
<b>Farebox:</b>								
<b>MTA Bus</b>								
Fixed Route	\$ 15.631	\$ 15.815	0.184	1.2%	\$ 166.917	\$ 164.137	\$ (2.781)	-1.7%
<b>LIB</b>								
Fixed Route	3.990	3.950	\$ (0.040)	-1.0%	41.743	41.168	\$ (0.575)	-1.4%
Paratransit	0.105	0.093	(0.012)	-11.4%	1.075	1.040	(0.035)	-3.3%
<b>Total LIB</b>	<b>\$ 4.095</b>	<b>\$ 4.043</b>	<b>\$ (0.052)</b>	<b>-1.3%</b>	<b>\$ 42.818</b>	<b>\$ 42.208</b>	<b>\$ (0.610)</b>	<b>-1.4%</b>
<b>NYCT / DOB</b>								
Fixed Route	\$ 72.093	\$ 71.759	\$ (0.334)	-0.5%	\$ 805.381	\$ 797.420	\$ (7.961)	-1.0%
Paratransit	1.698	1.257	(0.441)	-26.0%	15.974	13.256	(2.718)	-17.0%
<b>Total NYCT</b>	<b>\$ 73.791</b>	<b>\$ 73.016</b>	<b>\$ (0.775)</b>	<b>-1.0%</b>	<b>\$ 821.355</b>	<b>\$ 810.676</b>	<b>\$ (10.679)</b>	<b>-1.3%</b>
<b>Total Regional Bus Farebox</b>								
Fixed Route	\$ 91.714	\$ 91.524	\$ (0.190)	-0.2%	\$ 1,014.041	\$ 1,002.724	\$ (11.317)	-1.1%
Paratransit	1.803	1.350	(0.453)	-25.1%	17.049	14.296	(2.753)	-16.1%
	<b>\$ 93.517</b>	<b>\$ 92.874</b>	<b>\$ (0.643)</b>	<b>-0.7%</b>	<b>\$ 1,031.090</b>	<b>\$ 1,017.021</b>	<b>\$ (14.070)</b>	<b>-1.4%</b>

## **Accrued YTD Non-Reimbursable Expenses**

(\$ in millions)

	Mid-Year Forecast	Actual	Variance	
			Over/(Under)	(%)
<b>MTA Bus</b>	\$ 477.437	\$ 473.094	(4.343)	-0.9%
<b>LIB</b>	115.312	119.205	3.893	3.4%
<b>NYCT / DOB</b>	2,020.476	1,933.745	(86.731)	-4.3%
	<b>\$ 2,613.225</b>	<b>\$ 2,526.044</b>	<b>\$ (87.181)</b>	<b>-3.3%</b>

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**November 2011**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 15.631	\$ 15.815	\$ 0.184	1.2	\$ -	\$ -	\$ -	-	\$ 15.631	\$ 15.815	\$ 0.184	1.2
Other Operating Income	1.324	1.968	0.644	48.6	-	-	-	-	1.324	1.968	0.644	48.6
Capital and Other Reimbursements	-	-	-	-	0.765	0.671	(0.094)	(12.3)	0.765	0.671	(0.094)	(12.3)
<b>Total Revenue</b>	<b>\$ 16.956</b>	<b>\$ 17.784</b>	<b>\$ 0.828</b>	<b>4.9</b>	<b>\$ 0.765</b>	<b>\$ 0.671</b>	<b>\$ (0.094)</b>	<b>(12.3)</b>	<b>\$ 17.720</b>	<b>\$ 18.455</b>	<b>\$ 0.734</b>	<b>4.1</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 17.895	\$ 20.832	\$ (2.937)	(16.4)	\$ 0.597	\$ 0.009	\$ 0.588	98.5	\$ 18.492	\$ 20.841	\$ (2.349)	(12.7)
Overtime	3.966	4.072	(0.105)	(2.7)	-	-	-	-	3.966	4.072	(0.105)	(2.7)
Health and Welfare	3.654	3.932	0.278	7.6	0.099	0.005	0.094	95.4	4.063	3.936	0.127	3.1
OPEB Current Payment	1.242	1.100	0.142	11.4	-	-	-	-	1.242	1.100	0.142	11.4
Pensions	3.181	4.787	(1.626)	(51.4)	0.044	0.002	0.042	94.9	3.205	4.790	(1.584)	(49.4)
Other Fringe Benefits	1.913	2.039	(0.127)	(6.6)	0.050	0.001	0.050	98.7	1.963	2.040	(0.077)	(3.9)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.006	-	0.006	100.0	(0.006)	-	(0.006)	(100.0)	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 32.148</b>	<b>\$ 36.762</b>	<b>\$ (4.615)</b>	<b>(14.4)</b>	<b>\$ 0.785</b>	<b>\$ 0.016</b>	<b>\$ 0.768</b>	<b>97.9</b>	<b>\$ 32.932</b>	<b>\$ 36.779</b>	<b>\$ (3.847)</b>	<b>(11.7)</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	\$ 3.813	\$ 3.743	\$ 0.070	1.8	\$ -	\$ -	\$ -	-	\$ 3.813	\$ 3.743	\$ 0.070	1.8
Insurance	1.089	1.141	(0.052)	(4.7)	-	-	-	-	1.089	1.141	(0.052)	(4.7)
Claims	1.864	1.646	0.218	11.7	-	-	-	-	1.864	1.646	0.218	11.7
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.681	2.617	0.063	2.4	0.002	0.592	(0.589)	*	2.683	3.209	(0.526)	(19.6)
Professional Service Contracts	0.866	0.857	0.009	1.1	-	-	-	-	0.866	0.857	0.009	1.1
Materials & Supplies	2.931	2.779	0.152	5.2	(0.021)	0.063	(0.084)	*	2.910	2.841	0.068	2.4
Other Business Expense	0.529	0.428	0.101	19.1	(0.001)	-	(0.001)	(100.0)	0.528	0.428	0.100	19.0
<b>Total Non-Labor Expenses</b>	<b>\$ 13.773</b>	<b>\$ 13.211</b>	<b>\$ 0.563</b>	<b>4.1</b>	<b>\$ (0.020)</b>	<b>\$ 0.655</b>	<b>\$ (0.674)</b>	<b>*</b>	<b>\$ 13.753</b>	<b>\$ 13.865</b>	<b>\$ (0.112)</b>	<b>(0.8)</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 45.921</b>	<b>\$ 49.973</b>	<b>\$ (4.052)</b>	<b>(8.8)</b>	<b>\$ 0.765</b>	<b>\$ 0.671</b>	<b>\$ 0.094</b>	<b>12.3</b>	<b>\$ 46.686</b>	<b>\$ 50.644</b>	<b>\$ (3.958)</b>	<b>(8.5)</b>
Depreciation	3.632	3.361	0.272	7.5	-	-	-	-	3.632	3.361	0.272	7.5
OPEB Obligation	4.476	4.600	(0.124)	(2.8)	-	-	-	-	4.476	4.600	(0.124)	(2.8)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 54.029</b>	<b>\$ 57.934</b>	<b>\$ (3.905)</b>	<b>(7.2)</b>	<b>\$ 0.765</b>	<b>\$ 0.671</b>	<b>\$ 0.094</b>	<b>12.3</b>	<b>\$ 54.794</b>	<b>\$ 58.605</b>	<b>\$ (3.811)</b>	<b>(7.0)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (37.073)</b>	<b>\$ (40.150)</b>	<b>\$ (3.077)</b>	<b>(8.3)</b>	<b>\$ 0.000</b>	<b>\$ (0.000)</b>	<b>\$ (0.000)</b>	<b>*</b>	<b>\$ (37.073)</b>	<b>\$ (40.150)</b>	<b>\$ (3.077)</b>	<b>(8.3)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**November 2011 Year-To-Date**

(\$ In millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 166.917	\$ 164.137	\$ (2.781)	(1.7)	\$ -	\$ -	\$ -	-	\$ 166.917	\$ 164.137	\$ (2.781)	(1.7)
Other Operating Income	17.517	18.793	1.277	7.3	-	-	-	-	17.517	18.793	1.277	7.3
Capital and Other Reimbursements	-	-	-	-	6.283	5.318	(0.965)	(15.4)	6.283	5.318	(0.965)	(15.4)
<b>Total Revenue</b>	<b>\$ 184.434</b>	<b>\$ 182.930</b>	<b>\$ (1.504)</b>	<b>(0.8)</b>	<b>\$ 6.283</b>	<b>\$ 5.318</b>	<b>\$ (0.965)</b>	<b>(15.4)</b>	<b>\$ 190.717</b>	<b>\$ 188.248</b>	<b>\$ (2.468)</b>	<b>(1.3)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 204.962	\$ 206.338	\$ (1.377)	(0.7)	\$ 4.637	\$ 2.455	\$ 2.183	47.1	\$ 209.599	\$ 208.793	\$ 0.806	0.4
Overtime	39.325	40.566	(1.240)	(3.2)	-	-	-	-	39.325	40.566	(1.240)	(3.2)
Health and Welfare	35.450	34.979	0.512	1.4	0.854	0.661	0.193	22.6	36.342	35.637	0.705	1.9
OPEB Current Payment	12.650	12.461	0.189	1.5	-	-	-	-	12.650	12.461	0.189	1.5
Pensions	30.344	31.796	(1.451)	(4.8)	0.392	0.325	0.067	17.0	30.736	32.121	(1.385)	(4.5)
Other Fringe Benefits	20.618	19.855	0.763	3.7	0.373	0.164	0.209	55.9	20.991	20.019	0.972	4.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.006)	(0.100)	0.094	*	0.006	0.100	(0.094)	*	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 343.381</b>	<b>\$ 345.891</b>	<b>\$ (2.510)</b>	<b>(0.7)</b>	<b>\$ 6.263</b>	<b>\$ 3.706</b>	<b>\$ 2.557</b>	<b>40.8</b>	<b>\$ 349.644</b>	<b>\$ 349.596</b>	<b>\$ 0.047</b>	<b>0.0</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	\$ 34.709	\$ 34.203	\$ 0.507	1.5	\$ -	\$ -	\$ -	-	\$ 34.709	\$ 34.203	\$ 0.507	1.5
Insurance	12.201	12.565	(0.364)	(3.0)	-	-	-	-	12.201	12.565	(0.364)	(3.0)
Claims	22.136	21.422	0.714	3.2	-	-	-	-	22.136	21.422	0.714	3.2
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	25.255	24.615	0.639	2.5	(0.002)	1.155	(1.158)	*	25.252	25.771	(0.519)	(2.1)
Professional Service Contracts	5.930	2.509	3.421	57.7	-	-	-	-	5.930	2.509	3.421	57.7
Materials & Supplies	29.440	29.090	0.350	1.2	0.021	0.444	(0.423)	*	29.462	29.535	(0.073)	(0.2)
Other Business Expense	4.384	2.798	1.586	36.2	0.001	0.013	(0.012)	*	4.385	2.811	1.574	35.9
<b>Total Non-Labor Expenses</b>	<b>\$ 134.056</b>	<b>\$ 127.203</b>	<b>\$ 6.853</b>	<b>5.1</b>	<b>\$ 0.020</b>	<b>\$ 1.612</b>	<b>\$ (1.593)</b>	<b>*</b>	<b>\$ 134.076</b>	<b>\$ 128.815</b>	<b>\$ 5.260</b>	<b>3.9</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 477.437</b>	<b>\$ 473.094</b>	<b>\$ 4.343</b>	<b>0.9</b>	<b>\$ 6.283</b>	<b>\$ 5.318</b>	<b>\$ 0.965</b>	<b>15.4</b>	<b>\$ 483.719</b>	<b>\$ 478.412</b>	<b>\$ 5.308</b>	<b>1.1</b>
Depreciation	38.603	36.835	1.768	4.6	-	-	-	-	38.603	36.835	1.768	4.6
OPEB Obligation	50.154	50.613	(0.459)	(0.9)	-	-	-	-	50.154	50.613	(0.459)	(0.9)
Environmental Remediation	-	1.955	(1.955)	-	-	-	-	-	-	1.955	(1.955)	-
<b>Total Expenses</b>	<b>\$ 566.193</b>	<b>\$ 562.496</b>	<b>\$ 3.697</b>	<b>0.7</b>	<b>\$ 6.283</b>	<b>\$ 5.318</b>	<b>\$ 0.965</b>	<b>15.4</b>	<b>\$ 572.476</b>	<b>\$ 567.814</b>	<b>\$ 4.662</b>	<b>0.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (381.759)</b>	<b>\$ (379.566)</b>	<b>\$ 2.193</b>	<b>0.6</b>	<b>\$ (0.000)</b>	<b>\$ (0.000)</b>	<b>\$ (0.000)</b>	<b>*</b>	<b>\$ (381.759)</b>	<b>\$ (379.566)</b>	<b>\$ 2.193</b>	<b>0.6</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	November 2011			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.184	1.2	(a)	\$ (2.781)	(1.7)	Lower ridership and revenue loss due to Tropical Storm Irene
Other Operating Revenue	NR	0.644	48.6	Greater insurance recoveries and student fare reimbursements	1.277	7.3	Greater insurance recoveries and student fare reimbursements
Capital and Other Reimbursements	R	(0.094)	(12.3)	Vacancies and delayed charges	(0.965)	(15.4)	Vacancies and delayed charges
<b>Total Revenue Variance</b>		<b>\$ 0.734</b>	<b>4.1</b>		<b>\$ (2.468)</b>	<b>(1.3)</b>	
Payroll	NR	\$ (2.937)	(16.4)	Distribution of monthly allocation	\$ (1.377)	(0.7)	(a)
Overtime	NR	(0.105)	(2.7)	(a)	(1.240)	(3.2)	Vacancy coverage
Health and Welfare	NR	0.033	0.8	(a)	0.512	1.4	(a)
OPRB Current Payment	NR	0.142	11.4	Timing of charges	0.189	1.5	(a)
Pension	NR	(1.626)	(51.4)	Higher third party actuarial re-evaluation	(1.451)	(4.8)	Higher third party actuarial re-evaluation
Other Fringe Benefits	NR	(0.127)	(6.6)	Due to payroll overruns	0.763	3.7	(a)
Reimbursable Overhead	NR	0.006	*		0.094	*	
Fuel for Buses and Trains	NR	0.070	1.8	(a)	0.507	1.5	(a)
Insurance	NR	(0.052)	(4.7)	(a)	(0.364)	(3.0)	(a)
Claims	NR	0.218	11.7	Timing of charges	0.714	3.2	(a)
Maintenance and Other Operating Contracts	NR	0.063	2.4	(a)	0.639	2.5	(a)
Professional Service Contracts	NR	0.009	1.1	(a)	3.421	57.7	Timing of systems implementation
Materials & Supplies	NR	0.152	5.2	Timing of charges	0.350	1.2	(a)
Other Business Expense	NR	0.101	19.1	Timing of charges	1.586	36.2	Timing of charges
Depreciation	NR	0.272	7.5	Timing	1.768	4.6	(a)
Other Post Employment Benefits	NR	(0.124)	(2.8)	(a)	(0.459)	(0.9)	(a)
Payroll	R	0.588	98.5	Timing of charges	2.183	47.1	Vacancies and timing of reimbursements
Health and Welfare	R	0.094	95.4	Timing of charges	0.193	22.6	(a)
Pension	R	0.042	94.9	Timing of charges	0.067	17.0	Prior period payments offset by vacancies
Other Fringe Benefits	R	0.050	98.7	Timing of charges	0.209	55.9	Vacancies and timing of reimbursements
Reimbursable Overhead	R	(0.006)	*		(0.094)	*	
Maintenance and Other Operating Contracts	R	(0.589)	*		(1.158)	*	
Materials & Supplies	R	(0.084)	*		(0.423)	*	
<b>Total Expense Variance</b>		<b>\$ (3.811)</b>	<b>(7.0)</b>		<b>\$ 4.662</b>	<b>0.8</b>	
<b>Net Variance</b>		<b>\$ (3.077)</b>	<b>(8.3)</b>		<b>\$ 2.193</b>	<b>0.6</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**

(\$ in millions)

	November 2011				Year-To-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$ 15.489	\$ 16.873	\$ 1.384	8.9	\$ 164.709	\$ 162.287	\$ (2.423)	(1.5)
Other Operating Revenue	1.246	0.554	(0.692)	(55.5)	17.512	18.414	0.902	5.2
Capital and Other Reimbursements	1.574	1.076	(0.498)	(31.6)	9.445	4.793	(4.652)	(49.3)
<b>Total Receipts</b>	<b>\$ 18.309</b>	<b>\$ 18.503</b>	<b>\$ 0.194</b>	<b>1.1</b>	<b>\$ 191.666</b>	<b>\$ 185.494</b>	<b>\$ (6.173)</b>	<b>(3.2)</b>
<b><u>Expenditures</u></b>								
<i>Labor:</i>								
Payroll	\$ 18.271	\$ 24.271	\$ (6.000)	(32.8)	\$ 209.034	\$ 201.725	\$ 7.309	3.5
Overtime	3.868	4.072	(0.204)	(5.3)	39.689	39.385	0.304	0.8
Health and Welfare	3.735	18.769	(15.034)	*	36.272	35.292	0.980	2.7
OPEB Current Payment	1.826	1.100	0.726	39.8	12.065	7.608	4.457	36.9
Pensions	2.611	4.413	(1.803)	(69.0)	31.155	33.645	(2.491)	(8.0)
Other Fringe Benefits	1.906	2.017	(0.110)	(5.8)	21.011	19.514	1.497	7.1
GASB Account	0.564	-	0.564	100.0	3.384	-	3.384	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 32.780</b>	<b>\$ 54.641</b>	<b>\$ (21.861)</b>	<b>(66.7)</b>	<b>\$ 352.609</b>	<b>\$ 337.169</b>	<b>\$ 15.441</b>	<b>4.4</b>
<i>Non-Labor:</i>								
Traction and Propulsion Power								
Fuel for Buses and Trains	\$ 4.571	\$ 15.298	\$ (10.727)	*	\$ 33.900	\$ 21.671	\$ 12.229	36.1
Insurance	1.006	(0.006)	1.012	*	12.285	10.837	1.448	11.8
Claims	1.708	1.436	0.272	15.9	13.292	9.569	3.723	28.0
Maintenance and Other Operating Contracts	3.205	2.954	0.251	7.8	24.731	16.619	8.111	32.8
Professional Service Contracts	0.783	0.099	0.684	87.3	6.013	2.528	3.485	58.0
Materials & Supplies	3.699	3.545	0.154	4.2	28.673	23.194	5.479	19.1
Other Business Expenses	0.657	0.469	0.188	28.6	4.256	1.020	3.236	76.0
<b>Total Non-Labor Expenditures</b>	<b>\$ 15.629</b>	<b>\$ 23.795</b>	<b>\$ (8.166)</b>	<b>(52.3)</b>	<b>\$ 123.149</b>	<b>\$ 85.438</b>	<b>\$ 37.711</b>	<b>30.6</b>
<b><u>Other Expenditure Adjustments :</u></b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 48.409</b>	<b>\$ 78.436</b>	<b>\$ (30.027)</b>	<b>(62.0)</b>	<b>\$ 475.759</b>	<b>\$ 422.607</b>	<b>\$ 53.151</b>	<b>11.2</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (30.100)</b>	<b>\$ (59.933)</b>	<b>\$ (29.833)</b>	<b>(99.1)</b>	<b>\$ (284.092)</b>	<b>\$ (237.114)</b>	<b>\$ 46.978</b>	<b>16.5</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

	November 2011			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
Operating Receipts or Disbursements	\$	%		\$	%	
Farebox Revenue	\$ 1.384	8.9	Distribution of monthly allocation	\$ (2.423)	(1.5)	Lower ridership and revenue loss due to Tropical Storm Irene
Other Operating Revenue	(0.692)	(55.5)	Timing of student reimbursement receipts	0.902	5.2	Timing of student reimbursement receipts
Capital and Other Reimbursements	(0.498)	(31.6)	Vacancies and delayed charges	(4.652)	(49.3)	Vacancies and delayed charges
<b>Total Receipts</b>	<b>\$ 0.194</b>	<b>1.1</b>		<b>\$ (6.173)</b>	<b>(3.2)</b>	
Payroll	\$ (6.000)	(32.8)	Distribution of monthly allocation	\$ 7.309	3.5	Timing of RWA Delay and monthly allocation
Overtime	(0.204)	(5.3)	(a)	0.304	0.8	(a)
Health and Welfare	(15.034)	*	Prior period charges	0.980	2.7	Timing of payments
OPEB Current Payment	0.726	39.8	Timing of payments	4.457	36.9	Timing of payments
Pension	(1.803)	(69.0)	Higher third party actuarial re-evaluation	(2.491)	(8.0)	Higher third party actuarial re-evaluation
Other Fringe Benefits	(0.110)	(5.8)	Due to the payroll overruns	1.497	7.1	Timing of payments
Fuel for Buses and Trains	(10.727)	*	Prior period charges	12.229	36.1	Timing of payments
Insurance	1.012	*	Timing of payments	1.448	11.8	Timing of payments
Claims	0.272	15.9	Timing of payments	3.723	28.0	Timing of payments
Maintenance and Other Operating Contracts	0.251	7.8	Timing of payments	8.111	32.8	Timing of payments
Professional Service Contracts	0.684	87.3	Timing of payments	3.485	58.0	Timing of payments
Materials & Supplies	0.154	4.2	Timing of payments	5.479	19.1	Timing of payments
Other Business Expenditure	0.188	28.6	Timing of payments	3.236	76.0	Timing of payments
<b>Total Expenditures</b>	<b>\$ (30.027)</b>	<b>(62.0)</b>		<b>\$ 53.151</b>	<b>11.2</b>	
<b>Net Cash Variance</b>	<b>\$ (29.833)</b>	<b>(99.1)</b>		<b>\$ 46.978</b>	<b>16.5</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	November 2011				Year-To-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ (0.142)	\$ 1.058	\$ 1.200	*	\$ (2.208)	\$ (1.850)	\$ 0.358	16.2
Other Operating Revenue	(0.079)	(1.414)	(1.335)	*	(0.005)	(0.379)	(0.374)	*
Capital and Other Reimbursements	0.810	0.405	(0.404)	(49.9)	3.163	(0.525)	(3.688)	*
<b>Total Receipts</b>	<b>\$ 0.589</b>	<b>\$ 0.049</b>	<b>\$ (0.540)</b>	<b>(91.7)</b>	<b>\$ 0.950</b>	<b>\$ (2.754)</b>	<b>\$ (3.704)</b>	<b>*</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$ 0.222	\$ (3.430)	\$ 3.652	*	\$ 0.565	\$ 7.068	\$ (6.503)	*
Overtime	0.099	-	0.099	100.0	(0.364)	1.181	(1.544)	*
Health and Welfare	0.329	(14.832)	15.161	*	0.071	0.345	(0.275)	*
OPEB Current Payment	(0.585)	-	(0.585)	(100.0)	0.585	4.853	(4.268)	*
Pensions	0.595	0.376	0.218	36.7	(0.418)	(1.524)	1.106	*
Other Fringe Benefits	0.057	0.024	0.033	58.6	(0.020)	0.505	(0.525)	*
GASB Account	(0.564)	-	(0.564)	(100.0)	(3.384)	-	(3.384)	(100.0)
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 0.152</b>	<b>\$ (17.863)</b>	<b>\$ 18.014</b>	<b>*</b>	<b>\$ (2.966)</b>	<b>\$ 12.428</b>	<b>\$ (15.393)</b>	<b>*</b>
<b>Non-Labor:</b>								
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	(0.758)	(11.555)	10.797	*	0.809	12.532	(11.723)	*
Insurance	0.083	1.147	(1.064)	*	(0.083)	1.728	(1.811)	*
Claims	0.156	0.210	(0.054)	(34.6)	8.844	11.854	(3.010)	(34.0)
Maintenance and Other Operating Contracts	(0.522)	0.255	(0.777)	*	0.522	9.151	(8.630)	*
Professional Service Contracts	0.083	0.758	(0.675)	*	(0.083)	(0.019)	(0.064)	(77.4)
Materials & Supplies	(0.789)	(0.703)	(0.085)	(10.8)	0.789	6.341	(5.552)	*
Other Business Expenditures	(0.129)	(0.041)	(0.088)	(68.2)	0.129	1.790	(1.661)	*
<b>Total Non-Labor Expenditures</b>	<b>\$ (1.875)</b>	<b>\$ (9.930)</b>	<b>\$ 8.054</b>	<b>*</b>	<b>\$ 10.927</b>	<b>\$ 43.377</b>	<b>\$ (32.450)</b>	<b>*</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>								
	<b>\$ (1.723)</b>	<b>\$ (27.792)</b>	<b>\$ 26.069</b>	<b>*</b>	<b>\$ 7.961</b>	<b>\$ 55.805</b>	<b>\$ (47.844)</b>	<b>*</b>
Depreciation Adjustment	3.632	3.361	0.272	7.5	38.603	36.835	1.768	4.6
Other Post Employment Benefits	4.476	4.600	(0.124)	(2.8)	50.154	50.613	(0.459)	(0.9)
Environmental Remediation	-	-	-	-	-	1.955	(1.955)	-
<b>Total Expenses/Expenditures</b>	<b>\$ 6.385</b>	<b>\$ (19.831)</b>	<b>\$ 26.216</b>	<b>*</b>	<b>\$ 96.717</b>	<b>\$ 145.207</b>	<b>\$ (48.490)</b>	<b>(50.1)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$ 6.973</b>	<b>\$ (19.782)</b>	<b>\$ (26.756)</b>	<b>*</b>	<b>\$ 97.667</b>	<b>\$ 142.453</b>	<b>\$ 44.785</b>	<b>45.9</b>

NOTE: Totals may not add due to rounding



MTA Bus Company  
 July Financial Plan - 2011 Mid-Year-Forecast  
 2011 Non-Reimbursable/Reimbursable Overtime  
 (\$ in millions)  
 November

	Monthly						Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>SCHEDULED:</b>												
Direct Service	45,300	\$2.121	43,119	\$1.728	2,181	\$0.393	515,047	\$22.351	471,667	\$18.924	43,379	\$3.427
					4.8%	18.5%					8.4%	15.3%
Programmed Maintenance	-	\$0.000	0	-	0	-	-	\$0.000	-	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
Total Scheduled	45,300	\$2.121	43,119	\$1.728	2,181	\$0.393	515,047	\$22.4	471,667	\$18.924	43,379	\$3.427
					4.8%	18.5%					8.4%	15.3%
<b>UNSCHEDULED:</b>												
Vacancy/Absentee Coverage	8,808	\$0.504	17,022	\$0.741	(8,214)	(\$0.237)	138,908	\$5.610	195,478	\$9.042	(56,570)	(\$3.431)
					-93.3%	-47.1%					*	-61.2%
Weather Emergencies	255	\$0.014	-	\$0.000	255	\$0.014	5,135	\$0.198	13,503	\$0.513	(8,367)	(\$0.315)
					100.0%	100.0%					*	*
Maintenance	19,617	\$1.084	32,967	\$1.346	(13,350)	(\$0.262)	199,874	\$9.028	239,751	\$9.810	(39,877)	(\$0.782)
					-68.1%	-24.2%					-20.0%	-8.7%
Service Delays	3,453	\$0.201	4,626	\$0.195	(1,172)	\$0.005	38,860	\$1.694	47,938	\$1.740	(9,078)	(\$0.046)
					-34.0%	2.7%					-23.4%	-2.7%
Tour Length												
Emergencies	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
					0.0%	0.0%					0.0%	0.0%
Safety/Security/Law Enforcement	90	\$0.005	140	\$0.006	(50)	(\$0.001)	1,209	\$0.050	1,535	\$0.055	(326)	(\$0.005)
					-55.9%	-16.4%					-26.9%	-10.8%
All Other	728	\$0.038	988	\$0.056	(260)	(\$0.019)	8,972	\$0.393	10,590	\$0.481	(1,619)	(\$0.088)
					-35.7%	-49.2%					-18.0%	-22.4%
Total Unscheduled	32,950	\$1.845	55,742	\$2.344	(22,792)	(\$0.499)	392,958	16.974	508,795	\$21.641	(115,836)	(\$4.667)
					-69.2%	-27.0%					-29.5%	-27.5%
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>78,250</b>	<b>\$3.966</b>	<b>98,861</b>	<b>\$4.072</b>	<b>(20,611)</b>	<b>(\$0.105)</b>	<b>908,005</b>	<b>39.325</b>	<b>980,462</b>	<b>\$40.566</b>	<b>(72,457)</b>	<b>(\$1.240)</b>
					<b>-26.3%</b>	<b>-2.6%</b>					<b>-8.0%</b>	<b>-3.2%</b>
<b>REIMBURSABLE OVERTIME</b>												
	-	\$0.000	-	\$0.000	-	-	-	\$0.000	-	\$0.000	-	-
					*	*					*	*
<b>TOTAL OVERTIME</b>	<b>78,250</b>	<b>\$3.966</b>	<b>98,861</b>	<b>\$4.072</b>	<b>(20,611)</b>	<b>(\$0.105)</b>	<b>908,005</b>	<b>39.325</b>	<b>980,462</b>	<b>\$40.566</b>	<b>(72,457)</b>	<b>(\$1.240)</b>
					<b>-26.3%</b>	<b>-2.6%</b>					<b>-8.0%</b>	<b>-3.2%</b>
Use a "*" and at the bottom of the page footnote this:												
* - Variance hours and / or dollars exceeds 100%												

MTA Bus Company  
July Financial Plan - 2011 Mid-Year-Forecast  
2011 Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)  
November

	Monthly			Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>SCHEDULED:</b>						
Direct Service	2,181	\$0.393	Vacancies	43,379	\$3.427	Vacancies
	4.8%	18.5%		8.4%	15.3%	
Programmed Maintenance	0	\$0.000		0	\$0.000	
	0.0%	0.0%		0.0%	0.0%	
Total Scheduled	2,181	\$0.393		43,379	\$3.427	
	4.8%	18.5%		8.4%	15.3%	
<b>UNSCHEDULED:</b>						
Vacancy/Absentee Coverage	(8,214)	(\$0.237)	Vacancy Coverage	(56,570)	(\$3.431)	Vacancy Coverage
	-93.3%	-47.1%		*	-61.2%	
Weather Emergencies	255	\$0.014		(8,367)	(\$0.315)	
	100.0%	100.0%		*	*	
Maintenance	(13,350)	(\$0.262)		(39,877)	(\$0.782)	
	-68.1%	-24.2%		-20.0%	-8.7%	
Service Delays	(1,172)	\$0.005		(9,078)	(\$0.046)	Traffic Delays
	-34.0%	2.7%		-23.4%	-2.7%	
Tour Length						
Emergencies	-	\$0.000		0	\$0.000	
	0.0%	0.0%		0.0%	0.0%	
Safety/Security/Law Enforcement	(50)	(\$0.001)		(326)	(\$0.005)	
	-55.9%	-16.4%		-26.9%	-10.8%	
All Other	(260)	(\$0.019)		(1,619)	(\$0.088)	
	-35.7%	-49.2%		-18.0%	-22.4%	
Total Unscheduled	(22,792)	(\$0.499)		(115,836)	(\$4.667)	
	-69.2%	-27.0%		-29.5%	-27.5%	
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>(20,611)</b>	<b>(\$0.105)</b>		<b>(72,457)</b>	<b>(\$1.240)</b>	
	-26.3%	-2.6%		-8.0%	-3.2%	
<b>REIMBURSABLE OVERTIME</b>	<b>0</b>	<b>-</b>		<b>0</b>	<b>-</b>	
	*	*		*	*	
<b>TOTAL OVERTIME</b>	<b>(20,611)</b>	<b>(\$0.105)</b>		<b>(72,457)</b>	<b>(\$1.240)</b>	
	-26.3%	-2.6%		-8.0%	-3.2%	

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**Utilization**  
(In millions)

	<u>November 2011</u>			<u>Year-to-date as of November 2011</u>		
	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 15.631	\$ 15.815	\$ 0.184	\$ 166.917	\$ 164.137	\$ (2.781)
<b>Total Farebox Revenue</b>	<b>\$ 15.631</b>	<b>\$ 15.815</b>	<b>\$ 0.184</b>	<b>\$ 166.917</b>	<b>\$ 164.137</b>	<b>\$ (2.781)</b>
Other Revenue	\$ 1.324	\$ 1.968	\$ 0.644	\$ 17.517	\$ 18.793	\$ 1.277
Capital & Other	0.765	0.671	(0.094)	6.283	5.318	(0.965)
<b>Total Revenue</b>	<b>\$ 17.720</b>	<b>\$ 18.455</b>	<b>\$ 0.734</b>	<b>\$ 190.717</b>	<b>\$ 188.248</b>	<b>\$ (2.468)</b>
<b><u>Ridership</u></b>						
Fixed Route	10.262	10.171	(0.091)	110.830	108.336	(2.494)
<b>Total Ridership</b>	<b>10.262</b>	<b>10.171</b>	<b>(0.091)</b>	<b>110.830</b>	<b>108.336</b>	<b>(2.494)</b>

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION and DEPARTMENT**  
**November 2011**

FUNCTION / DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Office of the EVP	4	4	-	
Human Resources	8	7	1	
Office of Management and Budget	17	16	1	
Technology & Information Services	17	17	-	
Material	18	20	(2)	
Controller	29	31	(2)	
Office of the President	7	10	(3)	
System Safety Administration	5	2	3	
Law	21	19	2	
Corporate Communications	2	2	-	
Labor Relations	4	-	4	
Non-Departmental	46	-	46	Pending Programs / Training
<b>Total Administration</b>	<b>178</b>	<b>128</b>	<b>50</b>	
Buses	2,048	2,057	(9)	
Office of the Executive VP	1	1	-	
Safety & Training	23	104	(81)	
Road Operations	113	118	(5)	
Transportation Support	20	19	1	
Operations Planning	23	25	(2)	
Revenue Control	21	20	1	
<b>Total Operations</b>	<b>2,249</b>	<b>2,344</b>	<b>(95)</b>	Timing Requirements for Maintenance and Operations
Buses	730	720	10	
Maintenance Support/CMF	153	146	7	
Facilities	72	39	33	Vacancies Replaced by MOU
Supply Logistics	82	82	-	
<b>Total Maintenance</b>	<b>1,037</b>	<b>987</b>	<b>50</b>	Timing Requirements for Training
Capital Program Management	34	32	2	
<b>Total Engineering/Capital</b>	<b>34</b>	<b>32</b>	<b>2</b>	
Security	12	12	-	
<b>Total Public Safety</b>	<b>12</b>	<b>12</b>	<b>-</b>	
	<b>3,510</b>	<b>3,503</b>	<b>7</b>	
Non-Reimbursable	3,450	3,443	7	
Reimbursable	60	60	-	
	<b>3,510</b>	<b>3,503</b>	<b>7</b>	
<b>Total Full-Time</b>	<b>3,495</b>	<b>3,491</b>	<b>4</b>	
<b>Total Full-Time Equivalents</b>	<b>15</b>	<b>12</b>	<b>3</b>	

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION AND OCCUPATIONAL GROUP**  
**November 2011**

FUNCTION / OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	41	40	1	
Professional, Technical, Clerical	91	88	3	
Operational Hourlies	46	-	46	
<b>Total Administration</b>	<b>176</b>	<b>128</b>	<b>50</b>	Pending Programs / Training
<b>Operations</b>				
Managers/Supervisors	286	300	(14)	
Professional, Technical, Clerical	45	49	(4)	
Operational Hourlies	1,918	1,995	(77)	
<b>Total Operations</b>	<b>2,249</b>	<b>2,344</b>	<b>(95)</b>	Training Requirements for Maintenance and Operations
<b>Maintenance</b>				
Managers/Supervisors	203	185	18	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	822	789	33	
<b>Total Maintenance</b>	<b>1,037</b>	<b>987</b>	<b>50</b>	Timing of Training Requirements
<b>Engineering/Capital</b>				
Managers/Supervisors	18	18	-	
Professional, Technical, Clerical	16	14	2	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>34</b>	<b>32</b>	<b>2</b>	
<b>Public Safety</b>				
Managers/Supervisors	9	6	3	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	1	(1)	
<b>Total Public Safety</b>	<b>12</b>	<b>12</b>	<b>-</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	557	549	8	
Professional, Technical, Clerical	167	169	(2)	
Operational Hourlies	2,786	2,785	1	
<b>Total Baseline Positions</b>	<b>3,510</b>	<b>3,503</b>	<b>7</b>	

# MTA BUS COMPANY

MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)

NOVEMBER 2011 YEAR-TO-DATE

(\$ in millions)

	November 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year	November	Actual	Mid-Year Forecast		November Forecast	
	<u>Forecast</u>	<u>Forecast</u>	<u>Results</u>				
	\$	\$	\$	\$	%	\$	%
Total Revenue	184.434	179.843	182.930	(1.504)	(0.8)	3.087	1.7%
Total Expenses before Depreciation, OPEB and Environmental Remediation	477.437	478.502	473.094	4.343	0.9	5.408	1.1%
Depreciation	38.603	38.715	36.835	1.768	4.6	1.880	4.9%
OPEB Obligation	50.154	50.077	50.613	(0.459)	(0.9)	(0.536)	-1.1%
Environmental Remediation	-	-	1.955	(1.955)	n/a	(1.955)	n/a
Total Expenses	566.193	567.294	562.496	3.697	0.7	4.798	0.8%
Net Surplus/(Deficit)	(381.759)	(387.451)	(379.566)	2.193	0.6	7.885	-2.0%

Note: Totals may not add due to rounding

**MTA BUS COMPANY**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**NOVEMBER 2011 YEAR-TO-DATE**  
**(\$ in millions)**

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$ 3.087	1.7%	Mainly due to greater insurance recoveries and student reimbursements
Total Expenses	\$ 4.798	0.8%	Mainly due to the timing of system implementations and the delay of charges

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

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**November 2011**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 4.095	\$ 4.043	\$ (0.052)	(1.3)	\$ -	\$ -	\$ -	-	\$ 4.095	\$ 4.043	\$ (0.052)	(1.3)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Income	0.223	0.705	0.482	*	-	-	-	-	0.223	0.705	0.482	*
Capital & Other Reimbursements	-	-	-	-	1.003	0.591	(0.412)	(41.1)	1.003	0.591	(0.412)	(41.1)
<b>Total Revenue</b>	<b>\$ 4.318</b>	<b>\$ 4.748</b>	<b>\$ 0.430</b>	<b>10.0</b>	<b>\$ 1.003</b>	<b>\$ 0.591</b>	<b>\$ (0.412)</b>	<b>(41.1)</b>	<b>\$ 5.321</b>	<b>\$ 5.339</b>	<b>\$ 0.018</b>	<b>0.3</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$ 5.236	\$ 5.884	\$ (0.648)	(12.4)	\$ 0.112	\$ 0.062	\$ 0.050	44.6	\$ 5.348	\$ 5.946	\$ (0.598)	(11.2)
Overtime	0.933	0.977	(0.044)	(4.7)	-	0.025	(0.025)	-	0.933	1.002	(0.069)	(7.4)
Health and Welfare	1.227	(0.043)	1.270	*	0.046	0.020	0.026	56.5	1.273	(0.023)	1.296	*
OPEB Current Payment	0.092	1.317	(1.225)	*	0.186	(0.200)	0.386	*	0.278	1.117	(0.839)	*
Pensions	0.498	1.044	(0.546)	*	0.014	0.005	0.009	64.3	0.512	1.049	(0.537)	*
Other Fringe Benefits	0.414	0.635	(0.221)	(53.4)	0.021	0.013	0.008	38.1	0.435	0.648	(0.213)	(49.0)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 8.400</b>	<b>\$ 9.814</b>	<b>\$ (1.414)</b>	<b>(16.8)</b>	<b>\$ 0.379</b>	<b>\$ (0.075)</b>	<b>\$ 0.454</b>	<b>*</b>	<b>\$ 8.779</b>	<b>\$ 9.739</b>	<b>\$ (0.960)</b>	<b>(10.9)</b>
<b>Non-Labor</b>												
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	(0.225)	0.679	(0.904)	*	-	-	-	-	(0.225)	0.679	(0.904)	*
Insurance	0.088	-	0.088	100.0	-	-	-	-	0.088	-	0.088	100.0
Claims	0.394	1.293	(0.899)	*	-	-	-	-	0.394	1.293	(0.899)	*
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.857	0.716	0.141	16.5	-	-	-	-	0.857	0.716	0.141	16.5
Professional Service Contracts	0.134	0.807	(0.673)	*	-	-	-	-	0.134	0.807	(0.673)	*
Materials & Supplies	0.292	(0.030)	0.322	*	0.624	0.666	(0.042)	(6.7)	0.916	0.636	0.280	30.6
Other Business Expense	0.027	-	0.027	100.0	-	-	-	-	0.027	-	0.027	100.0
<b>Total Non-Labor Expenses</b>	<b>\$ 1.568</b>	<b>\$ 3.465</b>	<b>\$ (1.897)</b>	<b>*</b>	<b>\$ 0.624</b>	<b>\$ 0.666</b>	<b>\$ (0.042)</b>	<b>(6.7)</b>	<b>\$ 2.192</b>	<b>\$ 4.131</b>	<b>\$ (1.939)</b>	<b>(88.4)</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 9.968</b>	<b>\$ 13.279</b>	<b>\$ (3.311)</b>	<b>(33.2)</b>	<b>\$ 1.003</b>	<b>\$ 0.591</b>	<b>\$ 0.412</b>	<b>41.1</b>	<b>\$ 10.971</b>	<b>\$ 13.870</b>	<b>\$ (2.899)</b>	<b>(26.4)</b>
Depreciation	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
OPEB Obligation	0.761	0.740	0.021	2.8	-	-	-	-	0.761	0.740	0.021	2.8
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 10.730</b>	<b>\$ 14.019</b>	<b>\$ (3.289)</b>	<b>(30.7)</b>	<b>\$ 1.003</b>	<b>\$ 0.591</b>	<b>\$ 0.412</b>	<b>41.1</b>	<b>\$ 11.733</b>	<b>\$ 14.610</b>	<b>\$ (2.877)</b>	<b>(24.5)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (6.412)</b>	<b>\$ (9.271)</b>	<b>\$ (2.859)</b>	<b>(44.6)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (6.412)</b>	<b>\$ (9.271)</b>	<b>\$ (2.859)</b>	<b>(44.6)</b>

NOTE: Totals may not add due to rounding



**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**November 2011 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 42.818	\$ 42.208	\$ (0.610)	(1.4)	\$ -	\$ -	\$ -	-	\$ 42.818	\$ 42.208	\$ (0.610)	(1.4)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.495	1.372	(0.123)	(8.2)	-	-	-	-	1.495	1.372	(0.123)	(8.2)
Capital & Other Reimbursements	-	-	-	-	8.644	8.219	(0.425)	(4.9)	8.644	8.219	(0.425)	(4.9)
<b>Total Revenue</b>	<b>\$ 44.313</b>	<b>\$ 43.580</b>	<b>\$ (0.733)</b>	<b>(1.7)</b>	<b>\$ 8.644</b>	<b>\$ 8.219</b>	<b>\$ (0.425)</b>	<b>(4.9)</b>	<b>\$ 52.957</b>	<b>\$ 51.799</b>	<b>\$ (1.158)</b>	<b>(2.2)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 55.887	\$ 55.717	\$ (0.030)	(0.1)	\$ 0.920	\$ 0.708	\$ 0.212	23.1	\$ 56.607	\$ 56.425	\$ 0.182	0.3
Overtime	8.815	8.736	0.079	0.9	0.449	0.737	(0.288)	(64.1)	9.264	9.473	(0.209)	(2.3)
Health and Welfare	14.369	11.837	2.532	17.6	0.354	0.228	0.126	35.6	14.724	12.065	2.659	18.1
OPEB Current Payment	0.757	1.889	(1.132)	-	1.100	0.821	0.279	25.3	1.857	2.710	(0.853)	(46.0)
Pensions	6.678	9.576	(2.898)	(43.4)	0.102	0.057	0.045	44.3	6.780	9.633	(2.853)	(42.1)
Other Fringe Benefits	6.445	6.466	(0.021)	(0.3)	0.178	0.149	0.029	16.3	6.623	6.615	0.008	0.1
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 92.752</b>	<b>\$ 94.221</b>	<b>\$ (1.469)</b>	<b>(1.6)</b>	<b>\$ 3.103</b>	<b>\$ 2.700</b>	<b>\$ 0.403</b>	<b>13.0</b>	<b>\$ 95.855</b>	<b>\$ 96.921</b>	<b>\$ (1.066)</b>	<b>(1.1)</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	5.740	8.415	(2.675)	(46.6)	0.074	0.074	-	0.0	5.814	8.489	(2.675)	(46.0)
Insurance	0.521	0.307	0.214	41.1	-	-	-	-	0.521	0.307	0.214	41.1
Claims	3.340	5.728	(2.388)	(71.5)	-	-	-	-	3.340	5.728	(2.388)	(71.5)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	8.186	6.842	1.344	16.4	0.092	0.092	-	0.0	8.278	6.934	1.344	16.2
Professional Service Contracts	1.446	2.272	(0.826)	(57.1)	-	-	-	-	1.446	2.272	(0.826)	(57.1)
Materials & Supplies	3.167	1.415	1.752	55.3	5.375	5.353	0.022	0.4	8.542	6.768	1.774	20.8
Other Business Expense	0.160	0.005	0.155	96.9	-	-	-	-	0.160	0.005	0.155	96.9
<b>Total Non-Labor Expenses</b>	<b>\$ 22.560</b>	<b>\$ 24.984</b>	<b>\$ (2.424)</b>	<b>(10.7)</b>	<b>\$ 5.541</b>	<b>\$ 5.519</b>	<b>\$ 0.022</b>	<b>0.4</b>	<b>\$ 28.101</b>	<b>\$ 30.503</b>	<b>\$ (2.402)</b>	<b>(8.5)</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adj's.</b>	<b>\$ 115.312</b>	<b>\$ 119.205</b>	<b>\$ (3.893)</b>	<b>(3.4)</b>	<b>\$ 8.644</b>	<b>\$ 8.219</b>	<b>\$ 0.425</b>	<b>4.9</b>	<b>\$ 123.956</b>	<b>\$ 127.424</b>	<b>\$ (3.468)</b>	<b>(2.8)</b>
Depreciation	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
OPEB Obligation	8.199	8.140	0.059	0.7	-	-	-	-	8.199	8.140	0.059	0.7
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 123.511</b>	<b>\$ 127.345</b>	<b>\$ (3.834)</b>	<b>(3.1)</b>	<b>\$ 8.644</b>	<b>\$ 8.219</b>	<b>\$ 0.425</b>	<b>4.9</b>	<b>\$ 132.156</b>	<b>\$ 135.564</b>	<b>\$ (3.408)</b>	<b>(2.6)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (79.199)</b>	<b>\$ (83.765)</b>	<b>\$ (4.566)</b>	<b>(5.8)</b>	<b>\$ (0.000)</b>	<b>\$ -</b>	<b>\$ 0.000</b>	<b>100.0</b>	<b>\$ (79.199)</b>	<b>\$ (83.765)</b>	<b>\$ (4.566)</b>	<b>(5.8)</b>

NOTE: Totals may not add due to rounding

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	November 2011			YEAR-TO-DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (0.052)	(1.3)	(a)	\$ (0.610)	(1.4)	Lower Ridership, Tropical Storm Irene
Other Operating Revenue	NR	0.482	*	Erroneous entry to be corrected in December	(0.123)	(8.2)	Lower advertising revenue
Capital and Other Reimbursements	R	(0.412)	(41.1)	Reclass of OPEB between Reimbursable and Non-Reimbursable	(0.425)	(4.9)	Reclass of OPEB between Reimbursable and Non-Reimbursable
<b>Total Revenue Variance</b>		<b>\$ 0.018</b>	<b>0.3</b>		<b>\$ (1.158)</b>	<b>(2.2)</b>	
Payroll	NR	\$ (0.648)	(12.4)	Payout Sick leave to recent retirees	\$ (0.030)	(0.1)	(a)
Overtime	NR	(0.044)	(4.7)	(a)	0.079	0.9	(a)
Health and Welfare	NR	1.270	*	Vacancies / Reallocation between OPEB and Health & Welfare	2.532	17.6	Vacancies / Reallocation between OPEB and Health & Welfare
OPEB Current Payment	NR	(1.225)	*	Reclass between Health & Welfare and OPEB	(1.132)	*	Reclass between Health & Welfare and OPEB
Pension	NR	(0.546)	*	Rate increase	(2.898)	(43.4)	Rate increase
Other Fringe Benefits	NR	(0.221)	(53.4)	Higher worker's comp.	(0.021)	(0.3)	(a)
Fuel for Buses and Trains	NR	(0.904)			(2.675)	(46.6)	Prior Period Payment, Higher CNG rate earlier in the year and Timing of CNG Rebate
Insurance	NR	0.088	100.0	(a)	0.214	41.1	Timing of expenses
Claims	NR	(0.899)	*	Third Party actuarial re-estimate	(2.388)	(71.5)	Prior Period adjustment between Other Fringe and Claims and Third party actuarial re-estimate
Maintenance and Other Operating Contracts	NR	0.141	16.5	Timing of expenses	1.344	16.4	Timing of expenses
Professional Service Contracts	NR	(0.673)	*	Higher Security Services than plan	(0.826)	(57.1)	Higher Security Services than plan
Materials & Supplies	NR	0.322	*	Adjustment of expenses between Reimbursable and Non Reimbursable	1.752	55.3	Adjustment of expenses between Reimbursable and Non Reimbursable
Other Business Expense	NR	0.027	100.0	(a)	0.155	96.9	Timing of expenses
Depreciation	NR	-	*	(a)	-	*	(a)
Other Post Employment Benefits	NR	0.021	2.8	(a)	0.059	0.7	(a)
Payroll	R	0.050	44.6	(a)	0.212	23.1	Timing of expenses
Overtime	R	(0.025)	*	(a)	(0.288)	*	LIRR Track work
Health and Welfare	R	0.026	56.5	(a)	0.126	35.6	Timing of expenses
OPEB Current Payment	R	0.386	*	Reclass of OPEB between Reimbursable and Non-Reimbursable	0.279	25.3	Reclass of OPEB between Reimbursable and Non- Reimbursable
Pension	R	0.009	64.3	(a)	0.045	44.3	(a)
Other Fringe Benefits	R	0.008	38.1	(a)	0.029	16.3	(a)
Fuel for Buses and Trains	R	-	*	(a)	-	*	(a)
Materials & Supplies	R	(0.042)	(6.7)	(a)	0.022	0.4	(a)
<b>Total Expense Variance</b>		<b>\$ (2.877)</b>	<b>(24.5)</b>		<b>\$ (3.408)</b>	<b>(2.6)</b>	
<b>Net Variance</b>		<b>\$ (2.859)</b>	<b>(44.6)</b>		<b>\$ (4.566)</b>	<b>(5.8)</b>	

(a) - Variance less than 5% or below \$ threshold

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

	November 2011				Year To Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	4.043	4.342	0.299	7.4	42.082	42.247	0.165	0.4
Other Operating Revenue	0.066	0.107	0.041	62.1	1.601	3.197	1.596	99.7
Capital and Other Reimbursements	0.753	0.622	(0.131)	(17.4)	4.217	3.622	(0.595)	(14.1)
<b>Total Receipts</b>	<b>\$ 4.862</b>	<b>\$ 5.071</b>	<b>\$ 0.209</b>	<b>4.3</b>	<b>\$ 47.900</b>	<b>\$ 49.066</b>	<b>\$ 1.166</b>	<b>2.4</b>
<b><u>Expenditures</u></b>								
<b><u>Labor:</u></b>								
Payroll	\$ 7.436	\$ 5.588	\$ 1.848	24.9	\$ 55.426	\$ 50.074	\$ 5.352	9.7
Overtime	1.081	1.002	0.079	7.3	8.832	9.413	(0.581)	(6.6)
Health and Welfare	1.388	1.066	0.322	23.2	14.544	14.608	(0.064)	(0.4)
OPEB Current Payment	0.188	0.250	(0.062)	(33.0)	1.946	2.142	(0.196)	(10.1)
Pensions	-	-	-	-	7.402	7.402	-	0.0
Other Fringe Benefits	0.656	0.469	0.187	28.5	6.576	7.809	(1.233)	(18.7)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 10.749</b>	<b>\$ 8.375</b>	<b>\$ 2.374</b>	<b>22.1</b>	<b>\$ 94.727</b>	<b>\$ 91.448</b>	<b>\$ 3.279</b>	<b>3.5</b>
<b><u>Non-Labor:</u></b>								
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	0.118	0.596	(0.478)	*	5.225	8.113	(2.888)	(55.3)
Insurance	0.404	-	0.404	100.0	1.208	0.195	1.013	83.9
Claims	1.154	0.729	0.425	36.8	8.191	5.054	3.137	38.3
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.359	0.921	0.438	32.2	11.502	8.317	3.185	27.7
Professional Service Contracts	0.177	0.091	0.086	48.6	1.311	0.917	0.394	30.1
Materials & Supplies	0.417	0.560	(0.143)	(34.3)	4.586	5.369	(0.783)	(17.1)
Other Business Expenditures	0.007	0.025	(0.018)	*	0.151	0.255	(0.104)	(68.9)
<b>Total Non-Labor Expenditures</b>	<b>\$ 3.636</b>	<b>\$ 2.922</b>	<b>\$ 0.714</b>	<b>19.6</b>	<b>\$ 32.174</b>	<b>\$ 28.220</b>	<b>\$ 3.954</b>	<b>12.3</b>
<b><u>Other Expenditure Adjustments:</u></b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 14.385</b>	<b>\$ 11.297</b>	<b>\$ 3.088</b>	<b>21.5</b>	<b>\$ 126.901</b>	<b>\$ 119.668</b>	<b>\$ 7.233</b>	<b>5.7</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (9.523)</b>	<b>\$ (6.226)</b>	<b>\$ 3.297</b>	<b>34.6</b>	<b>\$ (79.001)</b>	<b>\$ (70.602)</b>	<b>\$ 8.399</b>	<b>10.6</b>

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

Operating Receipts or Disbursements	November 2011			YEAR-TO-DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 0.299	7.4	Prior periods adjustment	\$ 0.165	0.4	Prior periods adjustment
Other Operating Revenue	0.041	62.1 (a)		1.596	99.7	Pending Refund to NYCT, LIRR Track Work
Capital and Other Reimbursements	(0.131)	(17.4)	Timing of Payments	(0.595)	(14.1)	Timing of Payments
<b>Total Receipts</b>	<b>\$ 0.209</b>	<b>4.3</b>		<b>\$ 1.166</b>	<b>2.4</b>	
Payroll	\$ 1.848	24.9	Vacancies / RWA	\$ 5.352	9.7	Vacancies / RWA
Overtime	0.079	7.3 (a)		(0.581)	(6.6)	LIRR Track Work / Vacancy coverage
Health and Welfare	0.322	23.2	Vacancies	(0.064)	(0.4) (a)	
OPEB Current Payment	(0.062)	(33.0) (a)		(0.196)	(10.1)	Prior Period payments
Pensions	-	-		-	0.0 (a)	
Other Fringe Benefits	0.187	28.5	Timing of Payments	(1.233)	(18.7)	Greater than anticipated Worker's Comp settlements
GASB	-	-		-	-	
Fuel for Buses and Trains	(0.478)	*	Timing of CNG Tax Rebate	(2.888)	(55.3)	Prior Period Payment, Higher CNG rate earlier this year and timing of CNG Tax rebate
Insurance	0.404	100.0	Timing of Payments	1.013	83.9	Timing of Payments
Claims	0.425	36.8	Timing of payments	3.137	38.3	Timing of Payments
Maintenance and Other Operating Contracts	0.438	32.2	Timing of payments	3.185	27.7	Timing of Payments
Professional Service Contracts	0.086	48.6 (a)		0.394	30.1	Timing of Payments
Materials & Supplies	(0.143)	(34.3)	Prior Period payments	(0.783)	(17.1)	Prior Period payments
Other Business Expenditure	(0.018)	" (a)		(0.104)	(88.9)	Prior Period payments
<b>Total Expenditures</b>	<b>\$ 3.088</b>	<b>21.5</b>		<b>\$ 7.233</b>	<b>5.7</b>	
<b>Net Cash Variance</b>	<b>\$ 3.297</b>	<b>34.6</b>		<b>\$ 8.399</b>	<b>10.6</b>	

(a) - Variance less than 5% or below \$ threshold

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	November 2011				YEAR-TO-DATE			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ (0.052)	\$ 0.299	\$ 0.351	*	\$ (0.736)	\$ 0.039	\$ 0.775	*
Other Operating Revenue	(0.157)	(0.598)	(0.441)	*	0.106	1.825	1.719	*
Capital and Other Reimbursements	(0.250)	0.031	0.281	*	(4.427)	(4.597)	(0.170)	(3.8)
<b>Total Receipts</b>	<b>\$ (0.459)</b>	<b>\$ (0.268)</b>	<b>\$ 0.191</b>	<b>41.6</b>	<b>\$ (5.057)</b>	<b>\$ (2.733)</b>	<b>\$ 2.324</b>	<b>46.0</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$ (2.088)	\$ 0.358	\$ (2.446)	*	\$ 1.181	\$ 6.351	\$ (5.170)	*
Overtime	(0.148)	-	(0.148)	(100.0)	0.432	0.060	0.372	86.1
Health and Welfare	(0.115)	(1.089)	0.974	*	0.180	(2.543)	2.723	*
OPEB Current Payment	0.090	0.867	(0.777)	*	(0.089)	0.568	(0.657)	*
Pensions	0.512	1.049	(0.537)	*	(0.622)	2.231	(2.853)	*
Other Fringe Benefits	(0.221)	0.179	(0.400)	*	0.047	(1.194)	1.241	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ (1.970)</b>	<b>\$ 1.364</b>	<b>\$ (3.334)</b>	<b>*</b>	<b>\$ 1.128</b>	<b>\$ 5.473</b>	<b>\$ (4.345)</b>	<b>*</b>
<b>Non-Labor:</b>								
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	(0.343)	0.083	(0.426)	*	0.589	0.376	0.213	36.1
Insurance	(0.316)	-	(0.316)	(100.0)	(0.687)	0.112	(0.799)	*
Claims	(0.760)	0.564	(1.324)	*	(4.851)	0.674	(5.525)	*
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.502)	(0.205)	(0.297)	(59.1)	(3.224)	(1.383)	(1.841)	(57.1)
Professional Service Contracts	(0.043)	0.716	(0.759)	*	0.135	1.355	(1.220)	*
Materials & Supplies	0.499	0.076	0.423	84.8	3.956	1.399	2.557	64.6
Other Business Expenditures	0.020	(0.025)	0.045	*	0.009	(0.250)	0.259	*
<b>Total Non-Labor Expenditures</b>	<b>\$ (1.444)</b>	<b>\$ 1.209</b>	<b>\$ (2.653)</b>	<b>*</b>	<b>\$ (4.073)</b>	<b>\$ 2.283</b>	<b>\$ (6.356)</b>	<b>*</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$ (3.414)</b>	<b>\$ 2.573</b>	<b>\$ (5.987)</b>	<b>*</b>	<b>\$ (2.945)</b>	<b>\$ 7.756</b>	<b>\$ (10.701)</b>	<b>*</b>
Depreciation Adjustment	-	-	-	-	-	-	-	-
Other Post Employment Benefits	0.761	0.740	0.021	2.8	8.199	8.140	0.059	0.7
<b>Total Expenses/Expenditures</b>	<b>\$ (2.652)</b>	<b>\$ 3.313</b>	<b>\$ (5.965)</b>	<b>*</b>	<b>\$ 5.255</b>	<b>\$ 15.896</b>	<b>\$ (10.641)</b>	<b>*</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$ (3.111)</b>	<b>\$ 3.045</b>	<b>\$ 6.156</b>	<b>*</b>	<b>\$ 0.198</b>	<b>\$ 13.163</b>	<b>\$ 12.965</b>	<b>*</b>

NOTE: Totals may not add due to rounding

Long Island Bus  
July Financial Plan - 2011 Mid-Year-Forecast  
2011 Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)  
November

	Monthly						Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./ (Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./ (Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>SCHEDULED:</b>												
Direct Service	17,877	\$0.556	13,455	\$0.354	4,422	0.203	176,270	\$5.140	151,342	\$3.949	24,928	\$1.192
					24.7%	36.5%					14.1%	23.2%
Programmed Maintenance	0	\$0.000	0	\$0.000	-	-	0	\$0.000	0	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<b>Total Scheduled</b>	<b>17,877</b>	<b>\$0.556</b>	<b>13,455</b>	<b>\$0.354</b>	<b>4,422</b>	<b>0.203</b>	<b>176,270</b>	<b>\$5.140</b>	<b>151,342</b>	<b>\$3.949</b>	<b>24,928</b>	<b>\$1.192</b>
					24.7%	36.5%					14.1%	23.2%
<b>UNSCHEDULED:</b>												
Vacancy/Absentee Coverage	5,365	\$0.206	10,264	\$0.320	(4,898)	(0.114)	56,307	\$2.364	78,013	\$3.207	(21,706)	(\$0.843)
					-91.3%	-55.7%					-38.5%	-35.6%
Weather Emergencies	66	\$0.002	-	\$0.000	66	0.002	1,461	\$0.055	2,898	\$0.118	(1,437)	(\$0.063)
					100.0%	100.0%						
Maintenance	3,424	\$0.123	9,768	\$0.269	(6,345)	(0.146)	24,029	\$0.875	33,044	\$1.130	(9,015)	(\$0.255)
					-185.3%	-118.3%					-37.5%	-29.1%
Service Delays	1,010	\$0.039	302	\$0.009	708	0.030	7,818	\$0.304	4,081	\$0.155	3,737	\$0.149
					70.1%	76.6%					47.8%	49.0%
Tour Length												
Emergencies	0	\$0.000	-	\$0.000	0	-	0	\$0.000	-	\$0.000	-	\$0.000
					0.0%	0.0%					0.0%	0.0%
Safety/Security/Law Enforcement	48	\$0.002	-	\$0.000	48	0.002	261	\$0.009	-	\$0.000	261	\$0.009
					100.0%	100.0%					100.0%	100.0%
All Other	122	\$0.005	801	\$0.025	(680)	(0.021)	1,643	\$0.066	4,758	\$0.178	(3,115)	(\$0.111)
					-558.1%	-458.4%					-189.6%	-167.1%
<b>Total Unscheduled</b>	<b>10,035</b>	<b>\$0.377</b>	<b>21,135</b>	<b>\$0.624</b>	<b>(11,101)</b>	<b>(0.247)</b>	<b>91,520</b>	<b>\$3.675</b>	<b>122,794</b>	<b>\$4.788</b>	<b>(31,275)</b>	<b>(\$1.113)</b>
					-110.6%	-65.6%					-34.2%	-30.3%
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>27,912</b>	<b>\$0.933</b>	<b>34,590</b>	<b>\$0.977</b>	<b>(6,679)</b>	<b>(0.044)</b>	<b>267,790</b>	<b>\$8.815</b>	<b>274,136</b>	<b>\$8.736</b>	<b>(6,347)</b>	<b>\$0.079</b>
					-23.9%	-4.7%					-2.4%	0.9%
<b>REIMBURSABLE OVERTIME</b>	<b>0</b>	<b>\$0.000</b>	<b>496</b>	<b>\$0.025</b>	<b>(496)</b>	<b>(0.025)</b>	<b>10,961</b>	<b>\$0.449</b>	<b>13,882</b>	<b>\$0.737</b>	<b>(2,921)</b>	<b>(0.288)</b>
<b>TOTAL OVERTIME</b>	<b>27,912</b>	<b>\$0.933</b>	<b>35,086</b>	<b>\$1.002</b>	<b>(7,175)</b>	<b>(0.069)</b>	<b>278,751</b>	<b>\$9.264</b>	<b>288,019</b>	<b>\$9.473</b>	<b>(9,268)</b>	<b>(\$0.209)</b>
					-25.7%	-7.4%					-3.3%	-2.3%

Use a "+" and at the bottom of the page footnote this:  
"- Variance hours and / or dollars exceeds 100%

Long Island Bus  
July Financial Plan - 2011 Mid-Year-Forecast  
2011 Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)  
November

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>SCHEDULED:</b>						
Direct Service	4,422	\$0.203	Vacancies	24,928	\$1.192	Vacancies
	24.7%	36.5%		14.1%	23.2%	
Programmed Maintenance	0	\$0.000		0	-	
	0.0%	0.0%		0.0%	0.0%	
Total Scheduled	4,422	\$0.203		24,928	\$1.192	
	24.7%	36.5%		14.1%	23.2%	
<b>UNSCHEDULED:</b>						
Vacancy/Absentee Coverage	(4,898)	(\$0.114)	Vacancy and absence coverage	(21,708)	(\$0.843)	Vacancy and absence coverage
	-81.3%	-55.7%		-38.5%	-35.6%	
Weather Emergencies	66	\$0.002		(1,437)	(\$0.063)	Snow Storms And Tropical Storm Irene
	100.0%	100.0%		-	-	
Maintenance	(6,345)	(\$0.146)		(9,015)	(\$0.255)	
	-185.3%	-118.3%		-37.5%	-29.1%	
Service Delays	708	\$0.030	Less than anticipated traffic delays	3,737	\$0.149	Less than anticipated traffic delays
	70.1%	76.6%		47.8%	49.0%	
Tour Length						
Emergencies	-	\$0.000		-	\$0.000	
	0.0%	0.0%		0.0%	0.0%	
Safety/Security/Law Enforcement	48	\$0.002		261	\$0.009	
	100.0%	100.0%		100.0%	100.0%	
All Other	(680)	(\$0.021)		(3,115)	(\$0.111)	
	-558.1%	-458.4%		189.6%	-167.1%	
Total Unscheduled	(11,101)	(\$0.247)		(31,275)	(\$1.113)	
	-110.6%	-65.6%		-34.2%	-30.3%	
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	(6,679)	(\$0.044)		(6,347)	\$0.079	
	-23.9%	-4.7%		-2.4%	0.9%	
<b>REIMBURSABLE OVERTIME</b>	(496)	(\$0.025)	LIRR Track work	(2,921)	(\$0.288)	LIRR Track work
<b>TOTAL OVERTIME</b>	(7175)	(\$0.069)		(9,268)	(\$0.209)	
	-25.7%	-7.4%		-3.3%	-2.3%	

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST**

**Utilization**  
(\$ in millions)

	<u>November 2011</u>			<u>Year-to-date as of November 2011</u>		
	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$ 3.990	\$ 3.950	\$ (0.040)	\$ 41.743	\$ 41.168	\$ (0.575)
Paratransit	0.105	0.093	(0.012)	1.075	1.040	(0.035)
<b>Total Farebox Revenue</b>	<b>\$ 4.095</b>	<b>\$ 4.043</b>	<b>\$ (0.052)</b>	<b>\$ 42.818</b>	<b>\$ 42.208</b>	<b>\$ (0.610)</b>
Other Revenue	\$ 0.223	\$ 0.705	\$ 0.482	\$ 1.495	\$ 1.372	\$ (0.123)
Capital & Other	\$ 1.003	0.591	(0.412)	8.644	8.219	(0.425)
<b>Total Revenue</b>	<b>\$ 5.321</b>	<b>\$ 5.339</b>	<b>\$ 0.018</b>	<b>\$ 52.957</b>	<b>\$ 51.799</b>	<b>\$ (1.158)</b>
<u>Ridership</u>						
Fixed Route	2.687	2.567	(0.120)	28.335	27.869	(0.466)
Paratransit	0.026	0.029	0.003	0.292	0.315	0.023
<b>Total Ridership</b>	<b>2.713</b>	<b>2.596</b>	<b>(0.117)</b>	<b>28.627</b>	<b>28.184</b>	<b>(0.443)</b>



**MTA Long Island Bus**  
**July Financial Plan - 2011 Mid-Year Forecast**  
**Total Full-Time Positions & FTE's by Function and Department**  
**November 2011**

Function / Department	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Administration</b>				
Office of the EVP	0	0	0	
Human Resources	3	2	1	
Office of Management and Budget	5	0	5	
Technology & Information Services	18	13	5	
Material	12	9	3	
Controller	10	3	7	
Office of the President	2	0	2	
System Safety Administration	3	2	1	
Law	9	6	3	
Corporate Communications	3	2	1	
Labor Relations	1	0	1	
Non-Departmental	5	0	5	
<b>Total Administration</b>	<b>71</b>	<b>37</b>	<b>34</b>	Full attrition; no backfill
<b>Operations</b>				
Buses (Fixed Route)	531	488	43	
Buses (Paratransit)	142	136	6	
Safety & Training	5	1	4	
Road Operations	19	18	1	
Transportation Support	14	16	(2)	
Operations Planning	5	3	2	
Revenue Control	6	5	1	
<b>Total Operations</b>	<b>722</b>	<b>667</b>	<b>55</b>	Full attrition; no backfill
<b>Maintenance</b>				
Buses (Fixed Route)	183	169	14	
Buses (Paratransit)	12	7	5	
Maintenance Support/CMF	21	18	3	
Facilities	15	11	4	
Supply Logistics	18	11	7	
<b>Total Maintenance</b>	<b>249</b>	<b>216</b>	<b>33</b>	Full attrition; no backfill
<b>Engineering/Capital</b>				
Capital Program Management	3	0	3	
<b>Public Safety</b>				
Security	3	3	0	
<b>Total Positions</b>	<b>1,048</b>	<b>923</b>	<b>125</b>	
Non-Reimbursable	1,033	915	118	
Reimbursable	15	8	7	
Total Full-Time	949	831	118	
Total Full-Time Equivalents	99	92	7	

**MTA LONG ISLAND BUS**  
**July Financial Plan - 2011 Mid-Year Forecast**  
**Total Full-Time Positions & FTE's by Function and Occupational Group**  
**November 2011**

FUNCTION/OCCUPATION	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Administration</b>				
Managers/Supervisors	29	14	15	
Professional, Technical, Clerical	37	23	14	
Operational Hourlies	5	-	5	
<b>Total Administration</b>	<b>71</b>	<b>37</b>	<b>34</b>	Full attrition; no backfill
<b>Operations</b>				
Managers/Supervisors	61	53	8	
Professional, Technical, Clerical	38	32	6	
Operational Hourlies	623	582	41	
<b>Total Operations</b>	<b>722</b>	<b>667</b>	<b>55</b>	Full attrition; no backfill
<b>Maintenance</b>				
Managers/Supervisors	38	23	15	
Professional, Technical, Clerical	2	-	2	
Operational Hourlies	209	193	16	
<b>Total Maintenance</b>	<b>249</b>	<b>216</b>	<b>33</b>	Full attrition; no backfill
<b>Engineering/Capital</b>				
Managers/Supervisors	2	-	2	
Professional, Technical, Clerical	1	-	1	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>3</b>	<b>-</b>	<b>3</b>	
<b>Public Safety</b>				
Managers/Supervisors	1	1	-	
Professional, Technical, Clerical	-	-	-	
Operational Hourlies	2	2	-	
<b>Total Public Safety</b>	<b>3</b>	<b>3</b>	<b>-</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	131	91	40	
Professional, Technical, Clerical	78	55	23	
Operational Hourlies	839	777	62	
<b>Total Baseline Positions</b>	<b>1,048</b>	<b>923</b>	<b>125</b>	

**MTA LONG ISLAND BUS**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**November 2011 YEAR-TO-DATE**  
(\$ in millions)

	<b>November 2011 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	44.313	44.124	43.580	(0.733)	-1.7%	(0.544)	-1.2%
Total Expenses before Depreciation, OPEB and Environmental Remediation	115.312	116.669	119.205	(3.893)	-3.4%	(2.536)	-2.2%
Depreciation	-	-	-	-	n/a	-	n/a
OPEB Obligation	8.199	8.199	8.140	0.059	0.7%	0.059	0.7%
Environmental Remediation	-	-	-	-	n/a	-	n/a
Total Expenses	123.511	124.868	127.345	(3.834)	-3.1%	(2.477)	-2.0%
Net Surplus/(Deficit)	(79.198)	(80.744)	(83.765)	(4.567)	-5.8%	(3.021)	-3.7%

Note: Totals may not add due to rounding

**MTA - LONG ISLAND BUS**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**November 2011 YEAR-TO-DATE**  
**(\$ in millions)**

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$ (0.544)	-1.2%	Lower Ridership, and Lower Advertising Revenue
Total Expenses	\$ (2.477)	-2.0%	Third party actuarial re-estimate for Claims

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

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT**  
**JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**November 2011**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 72.093	\$ 71.759	\$ (0.334)	(0.5)	\$ -	\$ -	\$ -	-	\$ 72.093	\$ 71.759	\$ (0.334)	(0.5)
Paratransit	1.698	1.257	(0.441)	(26.0)	-	-	-	-	1.698	1.257	(0.441)	(26.0)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	18.370	18.615	0.245	1.3	-	-	-	-	18.370	18.615	0.245	1.3
Capital and Other Reimbursements	-	-	-	-	2.642	3.292	0.649	24.6	2.642	3.292	0.649	24.6
<b>Total Revenue</b>	<b>\$ 92.161</b>	<b>\$ 91.631</b>	<b>\$ (0.530)</b>	<b>(0.6)</b>	<b>\$ 2.642</b>	<b>\$ 3.292</b>	<b>\$ 0.649</b>	<b>24.6</b>	<b>\$ 94.803</b>	<b>\$ 94.923</b>	<b>\$ 0.120</b>	<b>0.1</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 82.420	\$ 78.095	\$ 4.325	5.2	\$ 1.022	\$ 0.897	\$ 0.124	12.2	\$ 83.442	\$ 78.993	\$ 4.449	5.3
Overtime	11.507	13.259	(1.752)	(15.2)	0.340	0.893	(0.553)	*	11.847	14.152	(2.305)	(19.5)
Health and Welfare	15.627	15.456	0.171	1.1	-	-	-	-	15.627	15.456	0.171	1.1
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	7.480	7.104	0.376	5.0	-	-	-	-	7.480	7.104	0.376	5.0
Other Fringe Benefits	6.887	6.429	0.457	6.6	0.373	0.433	(0.060)	(16.1)	7.259	6.862	0.397	5.5
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.703)	(0.982)	0.279	39.7	0.703	0.982	(0.279)	(39.7)	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 123.219</b>	<b>\$ 119.362</b>	<b>\$ 3.857</b>	<b>3.1</b>	<b>\$ 2.437</b>	<b>\$ 3.205</b>	<b>\$ (0.768)</b>	<b>(31.5)</b>	<b>\$ 125.656</b>	<b>\$ 122.567</b>	<b>\$ 3.089</b>	<b>2.5</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	14.084	11.448	2.636	18.7	-	-	-	-	14.084	11.448	2.636	18.7
Insurance	3.605	3.610	(0.005)	(0.1)	-	-	-	-	3.605	3.610	(0.005)	(0.1)
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	31.431	30.141	1.290	4.1	-	-	-	-	31.431	30.141	1.290	4.1
Maintenance and Other Operating Contracts	4.939	7.572	(2.633)	(53.3)	(0.000)	0.000	(0.000)	*	4.939	7.572	(2.633)	(53.3)
Professional Service Contracts	0.302	0.212	0.089	29.6	-	0.000	(0.000)	-	0.302	0.212	0.089	29.6
Materials & Supplies	8.685	8.432	0.253	2.9	-	0.021	(0.021)	-	8.685	8.453	0.232	2.7
Other Business Expense	(0.132)	(0.054)	(0.078)	(59.3)	0.206	0.065	0.140	68.2	0.074	0.012	0.062	84.2
<b>Total Non-Labor Expenses</b>	<b>\$ 62.915</b>	<b>\$ 61.362</b>	<b>\$ 1.553</b>	<b>2.5</b>	<b>\$ 0.205</b>	<b>\$ 0.087</b>	<b>\$ 0.119</b>	<b>57.8</b>	<b>\$ 63.120</b>	<b>\$ 61.449</b>	<b>\$ 1.671</b>	<b>2.6</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 186.134</b>	<b>\$ 180.724</b>	<b>\$ 5.410</b>	<b>2.9</b>	<b>\$ 2.642</b>	<b>\$ 3.292</b>	<b>\$ (0.649)</b>	<b>(24.6)</b>	<b>\$ 188.776</b>	<b>\$ 184.016</b>	<b>\$ 4.761</b>	<b>2.5</b>
Depreciation	-	0.004	(0.004)	-	-	-	-	-	-	0.004	(0.004)	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 186.134</b>	<b>\$ 180.728</b>	<b>\$ 5.406</b>	<b>2.9</b>	<b>\$ 2.642</b>	<b>\$ 3.292</b>	<b>\$ (0.649)</b>	<b>(24.6)</b>	<b>\$ 188.776</b>	<b>\$ 184.020</b>	<b>\$ 4.756</b>	<b>2.5</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (93.973)</b>	<b>\$ (89.097)</b>	<b>\$ 4.876</b>	<b>5.2</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (93.973)</b>	<b>\$ (89.097)</b>	<b>\$ 4.876</b>	<b>5.2</b>

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**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT**  
**JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**November 2011 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 805.381	\$ 797.420	\$ (7.961)	(1.0)	\$ -	\$ -	\$ -	-	\$ 805.381	\$ 797.420	\$ (7.961)	(1.0)
Paratransit	15.974	13.256	(2.718)	(17.0)	-	-	-	-	15.974	13.256	(2.718)	(17.0)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	192.874	198.634	5.760	3.0	-	-	-	-	192.874	198.634	5.760	3.0
Capital & Other Reimbursements	-	-	-	-	30.545	34.563	4.018	13.2	30.545	34.563	4.018	13.2
<b>Total Revenue</b>	<b>\$ 1,014.229</b>	<b>\$ 1,009.310</b>	<b>\$ (4.919)</b>	<b>(0.5)</b>	<b>\$ 30.545</b>	<b>\$ 34.563</b>	<b>\$ 4.018</b>	<b>13.2</b>	<b>\$ 1,044.774</b>	<b>\$ 1,043.872</b>	<b>\$ (0.901)</b>	<b>(0.1)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 871.709	\$ 842.494	\$ 29.215	3.4	\$ 11.332	\$ 9.542	\$ 1.790	15.8	\$ 883.041	\$ 852.036	\$ 31.005	3.5
Overtime	133.718	143.265	(9.547)	(7.1)	4.406	6.671	(2.265)	(51.4)	138.124	149.936	(11.812)	(8.6)
Health and Welfare	171.787	168.844	2.943	1.7	-	-	-	-	171.787	168.844	2.943	1.7
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	80.162	76.783	3.379	4.2	-	0.001	(0.001)	-	80.162	76.784	3.378	4.2
Other Fringe Benefits	74.075	70.990	3.085	4.2	4.256	4.288	(0.032)	(0.8)	78.331	75.278	3.053	3.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(8.290)	(9.584)	1.294	15.6	8.290	9.584	(1.294)	(15.6)	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 1,323.161</b>	<b>\$ 1,292.791</b>	<b>\$ 30.370</b>	<b>2.3</b>	<b>\$ 28.284</b>	<b>\$ 30.086</b>	<b>\$ (1.802)</b>	<b>(6.372)</b>	<b>\$ 1,351.445</b>	<b>\$ 1,322.878</b>	<b>\$ 28.568</b>	<b>2.1</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	138.602	137.278	1.324	1.0	-	-	-	-	138.602	137.278	1.324	1.0
Insurance	39.152	39.162	(0.010)	(0.0)	-	-	-	-	39.152	39.162	(0.010)	(0.0)
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	354.116	322.897	31.218	8.8	-	0.397	(0.397)	-	354.116	323.294	30.821	8.7
Maintenance and Other Operating Contracts	58.287	53.331	4.956	8.5	(0.000)	0.624	(0.624)	-	58.287	53.954	4.332	7.4
Professional Service Contracts	3.739	1.502	2.238	59.8	-	0.106	(0.106)	-	3.739	1.608	2.132	57.0
Materials & Supplies	104.827	87.496	17.331	16.5	-	2.484	(2.484)	-	104.827	89.980	14.847	14.2
Other Business Expense	(1.408)	(0.712)	(0.697)	(49.5)	2.261	0.865	1.395	61.7	0.852	0.154	0.699	82.0
<b>Total Non-Labor Expenses</b>	<b>\$ 697.315</b>	<b>\$ 640.954</b>	<b>\$ 56.361</b>	<b>8.1</b>	<b>\$ 2.260</b>	<b>\$ 4.476</b>	<b>\$ (2.216)</b>	<b>(98.030)</b>	<b>\$ 699.576</b>	<b>\$ 645.430</b>	<b>\$ 54.145</b>	<b>7.7</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 2,020.476</b>	<b>\$ 1,933.745</b>	<b>\$ 86.731</b>	<b>4.3</b>	<b>\$ 30.545</b>	<b>\$ 34.563</b>	<b>\$ (4.018)</b>	<b>(13.2)</b>	<b>\$ 2,051.021</b>	<b>\$ 1,968.308</b>	<b>\$ 82.713</b>	<b>4.0</b>
Depreciation	-	0.022	(0.022)	-	-	-	-	-	-	0.022	(0.022)	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 2,020.476</b>	<b>\$ 1,933.767</b>	<b>\$ 86.709</b>	<b>4.3</b>	<b>\$ 30.545</b>	<b>\$ 34.563</b>	<b>\$ (4.018)</b>	<b>(13.2)</b>	<b>\$ 2,051.021</b>	<b>\$ 1,968.330</b>	<b>\$ 82.691</b>	<b>4.0</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (1,006.247)</b>	<b>\$ (924.457)</b>	<b>\$ 81.790</b>	<b>8.1</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (1,006.247)</b>	<b>\$ (924.457)</b>	<b>\$ 81.790</b>	<b>8.1</b>

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1. Data presented for informational purposes only; DOB is fully consolidated into NYCT financials.

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT**  
**JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	November 2011			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (0.334)	(0.5)	(a)	\$ (7.961)	(1.0)	(a)
Paratransit	NR	(0.441)	(26.0)	Mainly due to lower than forecasted ridership.	(2.716)	(17.0)	Mainly due to lower than forecasted ridership.
Other Operating Revenue	NR	0.245	1.3	(a)	5.760	3.0	Primarily due to higher than anticipated tax revenues.
Capital and Other Reimbursements	R	0.649	24.6	Greater than anticipated shuttle service resulting in an increase in reimbursable overhead, and the ENY Mini Rehab. material purchase.	4.018	13.2	Greater than anticipated shuttle service resulting in an increase in reimbursable overhead, non-revenue equipment purchase, Paratransit AVLIM mod #2 completion and the ENY Mini Rehab. Material purchase.
<b>Total Revenue Variance</b>		<b>\$ 0.120</b>	<b>0.1</b>		<b>\$ (0.901)</b>	<b>(0.1)</b>	
Payroll	NR	\$ 4.325	5.2	Primarily due to vacancies.	\$ 29.215	3.4	Primarily due to vacancies.
Overtime	NR	(1.752)	(15.2)	Primarily due to vacancies and unplanned maintenance work.	(9.547)	(7.1)	Primarily due to traffic, Tropical Storm Irene, vacancy coverage, and unplanned maintenance work.
Health & Welfare	NR	0.171	1.1	(a)	2.943	1.7	(a)
Pension	NR	0.376	5.0	(a)	3.379	4.2	(a)
Other Fringe Benefits	NR	0.457	6.6	Primarily due to vacancies.	3.085	4.2	(a)
Reimbursable Overhead	NR	0.279	39.7	Operation of more than budgeted Shuttle Service.	1.294	15.6	Operation of more than budgeted Shuttle Service.
Payroll	R	0.124	12.2	Mainly due to vacancies and project delays.	1.790	15.8	Mainly due to vacancies and project delays.
Overtime	R	(0.553)	*	Primarily due to greater than anticipated shuttle services.	(2.265)	(51.4)	Primarily due to greater than anticipated shuttle services.
Health & Welfare	R	-	-	(a)	-	-	(a)
Pension	R	-	-	(a)	(0.001)	-	(a)
Other Fringe Benefits	R	(0.060)	(16.1)	Mainly due to Shuttle Services	(0.032)	(0.8)	Primarily due to payroll underrun.
Reimbursable Overhead	R	(0.279)	(39.7)	Operation of more than budgeted Shuttle Service.	(1.294)	(15.6)	Operation of more than budgeted Shuttle Service.
<b>Total Labor Variance</b>		<b>\$ 3.089</b>	<b>2.5</b>		<b>\$ 28.568</b>	<b>2.1</b>	
Fuel for Buses and Trains	NR	\$ 2.636	18.7	Primarily due to lower consumption and lower than forecasted pricing.	1.324	1.0	(a)
Insurance	NR	(0.005)	(0.1)	(a)	(0.010)	(0.0)	(a)
Paratransit Service Contracts	NR	1.290	4.1	Primarily due to lower than forecasted completed trips.	31.218	8.8	Mainly due to lower than forecasted trips, lower vehicle maintenance and Paratransit eligibility certification expense.
Maintenance and Other Operating Contracts	NR	(2.633)	(53.3)	Due mainly to mischarged water & sewer charges of \$3.8M to be adjusted in December partially offset by deferred Shop program and lower than anticipated facility maintenance.	4.956	8.5	Due mainly to mischarged water & sewer charges of \$3.8M to be adjusted in December, deferred Shop program and lower than anticipated facility maintenance.
Professional Service Contracts	NR	0.089	29.6	(a)	2.238	59.8	Due mainly to timing of Bus Lane enforcement expenses.
Materials & Supplies	NR	0.253	2.9	(a)	17.331	16.5	Due mainly to timing of shop deferral to 2012 and reduction of automobile purchases.
Other Business Expense	NR	(0.078)	(59.3)	(a)	(0.697)	(49.5)	Primarily due to lower than budgeted services for warranty claims and lower than anticipated travel expenses.
Fuel for Buses and Trains	R	-	-	(a)	-	-	(a)
Paratransit Service Contracts	R	-	-	(a)	(0.397)	-	(a)
Maintenance and Other Operating Contracts	R	(0.000)	*	(a)	(0.624)	*	(a)
Professional Service Contracts	R	(0.000)	-	(a)	(0.106)	-	(a)
Materials & Supplies	R	(0.021)	-	Mainly due to the ENY Mini Rehab. Material purchase.	(2.484)	-	Primarily due to the purchase of depot equipment and non-revenue vehicles and the ENY Mini Rehab Material purchase.
Other Business Expense	R	0.140	68.2	Due to lower than anticipated warranty claims.	1.395	61.7	Due to lower than anticipated warranty claims.
<b>Total Non-Labor Variance</b>		<b>\$ 1.671</b>	<b>2.6</b>		<b>\$ 54.145</b>	<b>7.7</b>	
<b>Net Variance</b>		<b>\$ 4.880</b>	<b>5.2</b>		<b>\$ 81.812</b>	<b>8.1</b>	

(a) - Variance less than 5% and or \$100K.

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT  
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST**

**Utilization  
(In millions)**

	<u>November 2011</u>			<u>Year-to-date as of November 2011</u>		
	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 72.093	\$ 71.759	\$ (0.334)	\$ 805.381	\$ 797.420	\$ (7.961)
Paratransit	1.696	1.257	(0.441)	15.974	13.256	(2.718)
<b>Total Farebox Revenue</b>	<b>\$ 73.791</b>	<b>\$ 73.016</b>	<b>\$ (0.775)</b>	<b>\$ 821.355</b>	<b>\$ 810.676</b>	<b>\$ (10.679)</b>
Other Revenue	\$ 18.370	\$ 18.615	\$ 0.245	\$ 192.874	\$ 198.634	\$ 5.760
Capital & Other	2.642	3.292	0.649	30.545	34.563	4.018
<b>Total Revenue</b>	<b>\$ 94.803</b>	<b>\$ 94.923</b>	<b>\$ 0.120</b>	<b>\$ 1,044.774</b>	<b>\$ 1,043.872</b>	<b>\$ (0.901)</b>
<b><u>Ridership</u></b>						
Fixed Route	56.666	56.292	(0.374)	619.633	610.231	(9.402)
Paratransit	0.952	0.767	(0.185)	9.290	8.172	(1.118)
<b>Total Ridership</b>	<b>57.618</b>	<b>57.059</b>	<b>(0.559)</b>	<b>628.923</b>	<b>618.404</b>	<b>(10.519)</b>



MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT  
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST  
TOTAL FULL-TIME POSITIONS BY FUNCTION AND OCCUPATIONAL GROUP  
November 2011

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Total Baseline Positions</b>				
<b>Managers/Supervisors</b>				
- Managers	587	570	17	
- Supervisors	1,157	1,147	10	
<b>Total Managers/Supervisors</b>	<b>1,744</b>	<b>1,717</b>	<b>27</b>	Vacancies Due to Delayed Hiring
<b>Professional/Technical/Clerical</b>				
- Full Time	238	233	5	
- Part Time	-	1	(1)	
<b>Total Professional/Technical/Clerical</b>	<b>238</b>	<b>234</b>	<b>4</b>	
<b>Operational Hourlies</b>				
- Bus Operators	9,436	9,306	130	
- Maintenance	2,747	2,665	82	
<b>Total Hourlies</b>	<b>12,183</b>	<b>11,971</b>	<b>212</b>	Timing of Training Requirements
<b>Total Baseline Positions FT</b>	<b>14,165</b>	<b>13,922</b>	<b>243</b>	
<b>Total Baseline Positions PT</b>	<b>-</b>	<b>1</b>	<b>(1)</b>	
<b>Total Baseline Positions</b>	<b>14,165</b>	<b>13,923</b>	<b>242</b>	

**Capital Program Status for all Bus Agencies**  
**Major Milestone Achievements**  
**December 2011**

**NYCT Buses**

**Awards:** None

**Completions:** None

**Designs:** None

**MTA Bus**

**Awards:**

⇒ Purchase 74 CNG Standard buses for \$31.8 million.

**Completions:** None

**Designs:** None

**Long Island Bus**

**Awards:** None

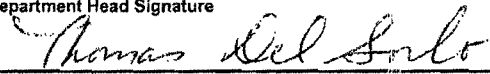
**Completions:** None

**Designs:** None

## PROCUREMENTS

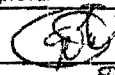


There are no procurements this month.

## Staff Summary

Subject	Requests for Authorization to Award Various Procurements
Department	MTA Bus Company/ NYCT Department of Buses
Department Head Name	Thomas Del Sorbo
Department Head Signature	
Project Manager Name	James P. Curry

Date	January 4, 2012
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	1/23/12	X		
2	Board	1/25/12	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President 		
2	Executive VP 		
1	General Counsel 		

### PURPOSE:

To obtain (i) approval of the Board to award various contracts/contract modifications and purchase orders, as reviewed by the MTA Bus Operations Committee, and (ii) ratification of the procurements listed below.

### DISCUSSION:

MTA Bus Company proposes to award Non-Competitive procurements in the following categories:

None

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

None

	<u># of Actions</u>	<u>\$Amount</u>
Total Non-Competitive Procurements	0	\$0.0M

**MTA Bus Company proposes to award Competitive procurements in the following categories:**

**None**

**NYC Transit Department of Buses proposes to award Competitive procurements in the following categories:**

**None**

	<u># of Actions</u>	<u>\$ Amount</u>
Total Competitive Procurements	0	\$0.0M

**MTA Bus Company proposes seeks Ratifications in the following categories:**

**None**

**NYC Transit Department of Buses seeks Ratifications the following categories:**

**None**

	<u># of Actions</u>	<u>\$ Amount</u>
Total Ratifications	0	\$0.0M

	<u># of Actions</u>	<u>\$ Amount</u>
Total Procurements	0	\$0.0M

## BOARD RESOLUTION

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

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

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

**NOW**, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.



**SERVICE CHANGES:**      **MTA BUS OPERATIONS COMMITTEE  
NOTIFICATION SERVICE REVISION  
B103 WESTBOUND TRAVEL PATH  
REVISION in PARK SLOPE, GOWANUS  
and BOERUM HILL, BROOKLYN**

**SERVICE ISSUE:**

The B103 provides limited-stop service between Downtown Brooklyn and Canarsie via the intermediate neighborhoods of East Flatbush, Flatbush, Kensington, and Boerum Hill. Ridership on this route has exhibited a significant sustained growth trend in response to efforts to rationalize and improve service. The westbound B103 to Downtown Brooklyn currently uses 3<sup>rd</sup> Avenue on its mostly non-stop travel path through Park Slope, Gowanus and Boerum Hill. 3<sup>rd</sup> Avenue has recently become increasingly congested with traffic regularly queuing many blocks, delaying the B103, and more than doubling the travel time through this area in many cases.

**RECOMMENDED SOLUTION:**

Revise the mostly non-stop travel path of the B103 to use 7<sup>th</sup> Avenue and 5<sup>th</sup> Avenue to travel from the Prospect Expressway to Flatbush Avenue, where travel time is more consistent, instead of the use of 3<sup>rd</sup> Avenue. This revision would discontinue one westbound bus stop on 3<sup>rd</sup> Avenue at State Street, but would greatly improve reliability for the majority of customers on this route, thereby continuing the momentum of ridership growth.

**ESTIMATED IMPACT:**

The net result of this revision would be no change in operating cost, as the travel distance and scheduled travel time would remain unchanged.

**PLANNED IMPLEMENTATION:**

February 2012.

# Staff Summary

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Subject	B103 Westbound Travel Path Revision in Park Slope, Gowanus and Boerum Hill
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	<i>N.C. Silverman</i>
Project Manager Name	Stacey Lewis

Date	January 4, 2012
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	MTA Bus Ops Comm			X	

Internal Approvals			
Order	Approval	Order	Approval
3	President <i>[Signature]</i>		1/4/12
2	Executive Vice President <i>[Signature]</i>		
1	Vice President, Operations Planning		NCS 1/4/12

## Narrative

### PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the MTA Bus Operations Committee of, a recommendation to revise the travel path of the westbound B103 in Park Slope, Gowanus and Boerum Hill in Brooklyn. This route was formerly operated by Command Bus and transitioned into MTA Bus service on December 5, 2005.

### DISCUSSION:

The B103 provides limited-stop bus service on weekdays, Saturdays, and Sundays (all day except the overnight hours) between Canarsie, in southeast Brooklyn, and Downtown Brooklyn via the intermediate neighborhoods of East Flatbush, Flatbush and Kensington and Boerum Hill. The B103 travels a one-way distance of approximately 12.8 miles, transporting approximately 12,000 passengers per weekday, 6,000 passengers per Saturday, and 4,000 passengers per Sunday.

Ridership has continued to significantly grow following the merger to MTA Bus as service has been improved including conversion of the route to a full-time limited-stop route with consistent bus stop locations available for pick-up and drop-off, consistent service patterns, and incremental increases to the hours of service and improvements to frequencies. It is also noteworthy that there was initially no weekend service on the B103 at the time of the merger. Saturday service was added in 2006 and Sunday service was added in 2009, and ridership has continued to respond quite favorably.

The westbound B103 currently uses 3<sup>rd</sup> Avenue to travel from the Prospect Expressway to Flatbush Avenue and Downtown Brooklyn, serving only one bus stop (3<sup>rd</sup> Avenue at State Street). 3<sup>rd</sup> Avenue has recently become increasingly congested with traffic regularly queuing many blocks approaching Flatbush Avenue, as the New York City Department of Transportation (NYCDOT) has recently



completed their planned traffic changes to convert 4<sup>th</sup> Avenue from two-way to one-way southbound between Flatbush Avenue and Atlantic Avenue. This street conversion follows NYCDOT's earlier conversion of 3<sup>rd</sup> Avenue from two-way to one-way northbound between Atlantic Avenue and Flatbush Avenue in 2008. The congestion and queuing on 3<sup>rd</sup> Avenue has significantly delayed westbound B103 buses traveling to Downtown Brooklyn, in many cases more than doubling the travel time through this mostly non-stop segment of the route.

There is an opportunity to revise the westbound B103 non-stop travel path to use less congested streets where service can be provided faster and more reliably. As illustrated in the attached map, under this revision, the westbound B103 would exit the Prospect Expressway at the 8<sup>th</sup> Avenue/7<sup>th</sup> Avenue exit, and then use 7<sup>th</sup> Avenue and 5<sup>th</sup> Avenue in Park Slope to travel from the Prospect Expressway to Flatbush Avenue, no longer using Prospect Avenue and 3<sup>rd</sup> Avenue. After exiting the Prospect Expressway at the 8<sup>th</sup> Avenue/7<sup>th</sup> Avenue exit, the westbound B103 would travel non-stop, west on 18<sup>th</sup> Street (the service road to the Prospect Expressway in this area), north on 7<sup>th</sup> Avenue, west on 9<sup>th</sup> Street, north on 5<sup>th</sup> Avenue, northwest on Flatbush Avenue, then resuming the current travel path at Flatbush Avenue and Livingston Street. These streets are not subject to the same extensive delays as 3<sup>rd</sup> Avenue, and therefore, service can be reliably provided at consistent travel times. These streets are also largely used by other local bus routes: the B67 and B69 operate on 7<sup>th</sup> Avenue, the B61 operates on 9<sup>th</sup> Street, the B63 operates on 5<sup>th</sup> Avenue, and the B41, B45, B63 and B67 operate on Flatbush Avenue. This revision would provide more reliable service on less congested streets, and would not add to the scheduled travel time or travel distance, avoiding the additional operating cost.

This revision would discontinue one westbound bus stop on 3<sup>rd</sup> Avenue at State Street. Based on recent ridership counts, a total of approximately 130 passengers per weekday, and a lesser number on weekends use this westbound bus stop. These customers would be able to walk approximately 1,000 feet to or from the current westbound B103 bus stop on Livingston Street at Nevins Street.

The current eastbound B103 travel path to Canarsie via 4<sup>th</sup> Avenue would remain unchanged.

## **RECOMMENDATION:**

To provide faster, more reliable service through Prospect Park, Gowanus and Boerum Hill, revise the travel path of the B103 to use 7<sup>th</sup> Avenue and 5<sup>th</sup> Avenue to travel from the Prospect Expressway to Flatbush Avenue, instead of 3<sup>rd</sup> Avenue. Travel time is more consistent on 7<sup>th</sup> Avenue and 5<sup>th</sup> Avenue than it is on 3<sup>rd</sup> Avenue, which has become increasingly congested subjecting the B103 to significant delays. This revision would discontinue one lightly used westbound bus stop on 3<sup>rd</sup> Avenue at State Street, but would greatly improve reliability for the majority of customers on this route which has experienced continued ridership growth since the merge to MTA Bus in 2005.

Under this revision, the westbound B103 would continue to travel west on the Prospect Expressway, then exit at the 7<sup>th</sup> Avenue, west on 18<sup>th</sup> Street (the service road to the Prospect Expressway in this area), north on 7<sup>th</sup> Avenue, west on 9<sup>th</sup> Street, north on 5<sup>th</sup> Avenue, and west on Flatbush Avenue; and then regular route.

# Staff Summary

Page 3 of 3

## ALTERNATIVES:

One alternative would be to leave the current travel path unchanged. This would forego the opportunity to use a less congested travel path in Park Slope, Gowanus and Boerum Hill.

A second alternative would be to use 4<sup>th</sup> Avenue to travel directly to Flatbush Avenue. However, there is also heavy traffic congestion on northbound 4<sup>th</sup> Avenue and has been found to not be better than 3<sup>rd</sup> Avenue.

A third alternative is to use 7<sup>th</sup> Avenue to travel directly to Flatbush Avenue, using Flatbush Avenue to travel from 7<sup>th</sup> Avenue to Livingston Street. However, Flatbush Avenue is frequently heavily congested, and this alternative would further expose the B103 to congestion and delays.

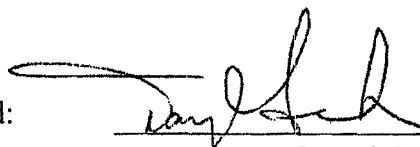
## IMPACT ON FUNDING:

The net result of this revision would be no change in operating cost, as the travel distance and scheduled travel time would remain unchanged.

## IMPLEMENTATION:

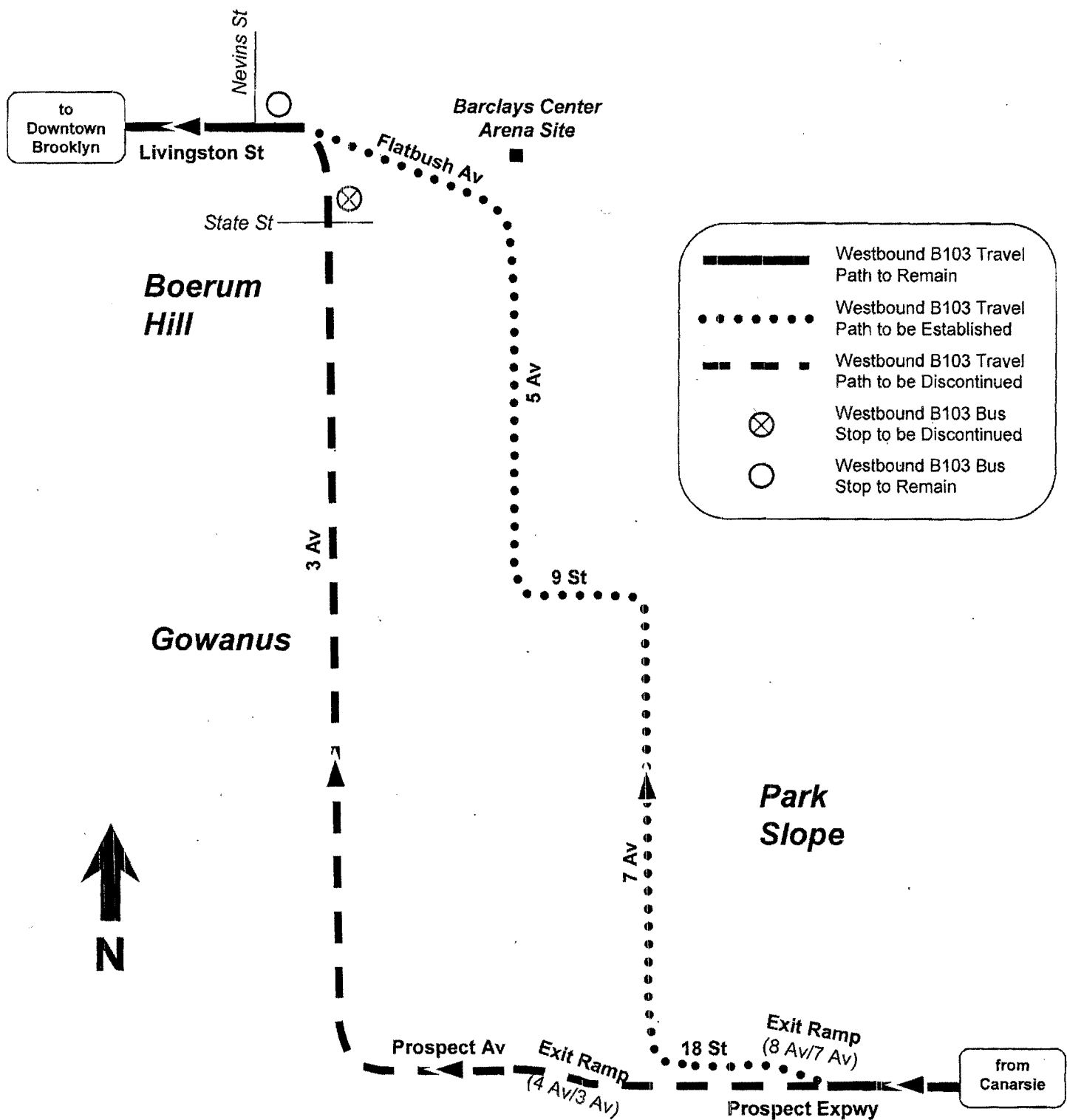
February 2012.

Approved:



Darryl C. Irick  
President

# B103 Westbound Travel Path Revision in Park Slope, Gowanus and Boerum Hill



# Report



## **SERVICE CHANGES:**

### **MTA BUS OPERATIONS COMMITTEE NOTIFICATION SERVICE REVISION Q41 TRAVEL PATH REVISIONS in SOUTH OZONE PARK and RICHMOND HILL, QUEENS**

## **SERVICE ISSUE:**

The Q41 provides local bus service between Howard Beach and Jamaica, Queens via the intermediate neighborhoods of Lindenwood, South Ozone Park, Ozone Park, and Richmond Hill. The current Q41 travel path uses indirect travel paths through South Ozone Park and Richmond Hill requiring numerous turning maneuvers along narrow streets, which increases travel time and travel distance and adversely affects service reliability along the entire route.

## **RECOMMENDED SOLUTION:**

To provide faster, more reliable service, streamline the Q41 travel path in South Ozone Park and Richmond Hill. In South Ozone Park, the Q41 travel path would be revised to remain on 109<sup>th</sup> Avenue to travel directly between 111<sup>th</sup> Street and 128<sup>th</sup> Street in South Ozone Park. This revision would discontinue Q41 service along the current diversion to 111<sup>th</sup> Avenue and relocate the existing bus stops on 111<sup>th</sup> Avenue one block north to 109<sup>th</sup> Avenue. In Richmond Hill, the travel path of the Q41 would be revised to use 127<sup>th</sup> Street to and from Atlantic Avenue. This revision would discontinue service along 95<sup>th</sup> Avenue, 133<sup>rd</sup> Street and 134<sup>th</sup> Street and would relocate the existing bus stops one block north to Atlantic Avenue.

These travel path revisions would streamline the Q41 travel path in both directions and provide for faster, more reliable service in both South Ozone Park and Richmond Hill, by reducing the number of time-consuming turning maneuvers and the associated delays by six turns in each direction, and reducing operations on narrow one-way streets.

## **ESTIMATED IMPACT:**

The net result of the revisions would be a decrease in operating cost of approximately \$190,000 annually because of the reduction in travel distance and travel time. Over time, the provision of faster, more direct and more reliable service should also encourage additional ridership and revenue.

## **PLANNED IMPLEMENTATION:**

June 2012.

# Staff Summary

Page 1 of 5

Subject	Q41 Travel Path Revisions in South Ozone Park and Richmond Hill
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	<i>N.C. Silverman</i>
Project Manager Name	Robert Lai

Date	January 4, 2012
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	MTA Bus Ops Comm			X	

Internal Approvals			
Order	Approval	Order	Approval
3	President <i>[Signature]</i>		1/4/2011
2	Executive Vice President <i>[Signature]</i>		
1	Vice President, Operations Planning		NCS 1/4/12

## Narrative

### PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the MTA Bus Operations Committee of, a recommendation to revise the travel path of the Q41 in South Ozone Park and Richmond Hill, Queens. This route was formerly operated by Green Bus Lines, Inc. and transitioned into MTA Bus service on January 9, 2006.

### DISCUSSION:

The Q41 provides local bus service between Howard Beach and Jamaica, Queens via the intermediate neighborhoods of Lindenwood, South Ozone Park, Ozone Park and Richmond Hill. The Q41 travels a one-way distance of approximately 9.2 miles, transporting approximately 7,000 passengers per weekday, and 3,700 passengers per Saturday, and 1,800 passengers per Sunday.

Through the neighborhoods of South Ozone Park and Richmond Hill, the current Q41 northbound and southbound travel paths are very indirect and circuitous, incorporating several extra time-consuming turns on narrow streets, which adversely affect service reliability. Additional travel time has been added to the Q41 schedule over the past few years in an effort to improve reliability, however, continued addition of travel time would be counterproductive to service quality as it would continue to provide slower service to passengers, continuing to subject them to delays, and would further increase operating costs. Q41 service can be improved by using the most direct travel path, minimizing turning maneuvers, which would provide faster, more reliable service by reducing the delays associated with these additional turns.

## South Ozone Park Revision

In South Ozone Park from the intersection of 109<sup>th</sup> Avenue and 111<sup>th</sup> Street, the current travel path used by the Q41 diverts one block south of 109<sup>th</sup> Avenue to 111<sup>th</sup> Avenue to travel between 111<sup>th</sup> Street and 128<sup>th</sup> Street, and then and returns north past 109<sup>th</sup> Avenue. Additionally, the northbound Q41 diverts east to 130<sup>th</sup> Street to return north on 128<sup>th</sup> Street.

As illustrated in Map 1, the Q41's current circuitous travel path through South Ozone Park can be streamlined by discontinuing travel via 111<sup>th</sup> Avenue in both directions to instead travel directly via 109<sup>th</sup> Avenue between 111<sup>th</sup> Street and 128<sup>th</sup> Street. Although this segment of 109<sup>th</sup> Avenue does not currently have bus service, the street width is similar to the width of 111<sup>th</sup> Avenue, and both streets are similar in character, as both are residential streets with one travel lane in each direction and curbside parking. However, use of this direct travel path would provide faster and more reliable service by discontinuing four tight turning maneuvers in each direction and the associated delays.

The traffic volumes are generally higher on 109<sup>th</sup> Avenue than 111<sup>th</sup> Avenue with more through traffic, which is more conducive to bus service and large vehicles, as evidenced by the many signalized intersections and absence of stop signs for 109<sup>th</sup> Avenue traffic. Conversely, there are few signalized intersections along 111<sup>th</sup> Avenue, and there are several stop signs, which requires all bus trips on 111<sup>th</sup> Avenue to stop, and adds to travel time.

Due to the street configuration, the Q41 also currently uses indirect paths to travel between 109<sup>th</sup> Avenue to 111<sup>th</sup> Avenue via 127<sup>th</sup> Street southbound and 130<sup>th</sup> Street northbound making several tight turns around an elementary school on 109<sup>th</sup> Avenue at 127<sup>th</sup> Street (Public School 121), where there is traffic congestion at the beginning and end of school each school day.

Use of 109<sup>th</sup> Avenue instead of 111<sup>th</sup> Avenue would reduce travel distance and travel time in the northbound direction by approximately 0.4 miles and approximately 4 minutes, respectively; and in the southbound direction by approximately 0.3 miles and approximately 3 minutes, respectively.

This revision would discontinue service to nine southbound bus stops and ten northbound bus stops along 111<sup>th</sup> Avenue, as shown in the table below. These stops would generally be relocated one block north to 109<sup>th</sup> Avenue. Based on recent passenger counts, a total of approximately 2,110 passengers use these bus stops on weekdays and a lesser number on weekends. Based on a survey of current passengers using the Q41 at these bus stops, approximately 39 percent or approximately 830 passengers go to destinations north of 111<sup>th</sup> Avenue, and would therefore have a shorter walk to a bus stop along 109<sup>th</sup> Avenue; and approximately 61 percent or approximately 1,275 passengers go to destinations south of 111<sup>th</sup> Avenue or along 111<sup>th</sup> Avenue, and would therefore have a longer walk to a bus stop along 109<sup>th</sup> Avenue of approximately 675-1,000 feet. The table below summarizes the average passenger counts for each Q41 bus stop, with the average number of customers whose walking distance would be longer or shorter (see attached Map 1).

As the revised travel path would relocate Q41 service to 109<sup>th</sup> Avenue, seven new bus stops would be established on 109<sup>th</sup> Avenue between 111<sup>th</sup> Street and 128<sup>th</sup> Street, in each direction.

## Current Q41 111<sup>th</sup> Avenue Northbound and Southbound Bus Stops to be Relocated to 109<sup>th</sup> Avenue in South Ozone Park

Bus Stops to be Discontinued *	Average Weekday Ridership		
	Shorter Walk	Longer Walk	Total
111 St & 111 Av	49	76	125
111 Av & 113 St	62	95	157
111 Av & 114 St (NB) / 115 St (SB)	63	97	160
111 Av & 117 St	53	81	134
111 Av & Lefferts Blvd	167	256	423
111 Av & 121 St (NB) / 122 St (SB)	56	86	142
111 Av & 123 St (NB) / 124 St (SB)	54	82	136
111 Av & 125 St (NB) / 126 St (SB)	104	160	264
111 Av & 127 St (NB) / Hawtree Creek Rd (SB)	179	275	454
130 St & 111 Av (Northbound only)	44	67	111
<b>Total</b>	<b>831</b>	<b>1,275</b>	<b>2,106</b>
<b>%</b>	<b>39%</b>	<b>61%</b>	<b>100%</b>

\* Note the northbound and southbound bus stops at 109<sup>th</sup> Avenue and 111<sup>th</sup> Street, and the northbound bus stop at 109<sup>th</sup> Avenue and 130<sup>th</sup> Street were not included in the above counts because the relocation of these stops will have a minimal to no affect on walking distance.

### Richmond Hill Revision

In Richmond Hill, the current Q41 northbound and southbound travel paths can be similarly streamlined. The current path is indirect, diverting off Atlantic Avenue to use 95<sup>th</sup> Avenue to travel between 134<sup>th</sup> Street and 127<sup>th</sup> Street.

The Q41 travel path can be streamlined by discontinuing travel on 95<sup>th</sup> Avenue – a two-way residential street with one travel lane in each direction and curbside parking – between 127<sup>th</sup> Street and 134<sup>th</sup> Street in both directions, and instead remain on Atlantic Avenue, which is a major two-way arterial road with two travel lanes in each direction and curbside parking. This streamlining would discontinue travel along 95<sup>th</sup> Avenue (both ways), 134<sup>th</sup> Street (northbound) and 133<sup>rd</sup> Street (southbound), which would discontinue two turning maneuvers on narrow streets in each direction, as shown in Map 2.

As under the proposed Q41 travel path revision in South Ozone Park, the segment of the Q41 travel path that between 95<sup>th</sup> Avenue and Atlantic Avenue on 134<sup>th</sup> Street and 133<sup>rd</sup> Street is very difficult for bus operations because the narrow widths of 133<sup>rd</sup> and 134<sup>th</sup> Streets, which can be blocked by other vehicles, such as double parked cars, delivery trucks and sanitation trucks. This revision would not affect travel distance in this portion of the route but reliability would be improved by eliminating the delay caused by the additional turns and roadway blockages.

This revision would discontinue Q41 service to two bus stops along 95<sup>th</sup> Avenue in each direction and relocate them to Atlantic Avenue at current Q24 bus stops. Based on recent passenger counts, approximately 200 passengers use these bus stops on an average weekday and a lesser number on weekends (total of directions). The bus stops on 95<sup>th</sup> Avenue at 132<sup>nd</sup> Street are used by approximately 105 passengers per weekday, and the bus stops on 95<sup>th</sup> Avenue between 129<sup>th</sup> Street and 130<sup>th</sup> Street are

used by approximately 95 passengers per day. Under this revision, these bus stops would be relocated one block north, approximately 400 feet, to Atlantic Avenue and would share current Q24 bus stops (see attached Map 2).

## Summary

In summary, the Q41 currently uses a very circuitous path through the neighborhoods of South Ozone Park and Richmond Hill, turning to and from narrow one-way north-south residential streets. The proposed revisions would reduce the number of turns by six in each direction, reducing the associated delays and providing faster, more reliable service.

MTA Bus has reviewed these proposals with the affected communities, including representatives of Queens Community Board 9 (Richmond Hill) and Queens Community Board 10 (South Ozone Park). While there were no concerns regarding the Richmond Hill revision, there were concerns regarding the South Ozone Park revision. There were concerns that relocating the Q41 from 111<sup>th</sup> Avenue to 109<sup>th</sup> Avenue would move the Q41 away from two schools: Public School 100 at 111<sup>th</sup> Avenue and Lefferts Boulevard, an elementary school (to fifth grade); and Our Lady of Perpetual Help School at 111<sup>th</sup> Avenue and 114<sup>th</sup> Street, an elementary school that extends to eighth grade. Counts were conducted during school arrival and dismissal times, as well as one additional elementary school that extends to eighth grade (Saint Teresa of Avila School) at 111<sup>th</sup> Avenue and 130<sup>th</sup> Street, and it was found that the Q41 is not a major mode of transportation for students at these schools, as only approximately 16 students per day (total count of arriving students in the morning and departing students in the afternoon) were observed using the Q41. These few students would be able to continue to access the Q41 by walking one block, approximately 675 feet north, to 109<sup>th</sup> Avenue.

There were also concerns expressed by the South Ozone Park community about buses being introduced to this segment of 109<sup>th</sup> Avenue, a segment that does not already have a bus route on it (109<sup>th</sup> Avenue); however, all streets within this area are similar in character. Moreover, the route currently travels along the western segment of 109<sup>th</sup> Avenue and continued travel along 109<sup>th</sup> Avenue is the most direct path. Therefore, use of 109<sup>th</sup> Avenue is unavoidable in order to meet the objectives of this revision to provide more direct service, reducing the number of turns, and still maintain service proximate to the current travel path to minimize the impact on current 111<sup>th</sup> Avenue passengers.

## RECOMMENDATION:

To provide faster, more reliable Q41 service, streamline the travel path in South Ozone Park and Richmond Hill. In South Ozone Park, streamline the Q41 travel path to remain on 109 Avenue to travel directly between 111<sup>th</sup> Street and 128<sup>th</sup> Street. This revision would discontinue Q41 service along the current travel path on 111<sup>th</sup> Street, 111<sup>th</sup> Avenue, 130<sup>th</sup> Street and 127<sup>th</sup> Street. This revision would discontinue up to 4 turns in each direction, and would relocate nine southbound and ten northbound bus stops on 111<sup>th</sup> Avenue one block north to 109<sup>th</sup> Avenue.

Additionally, streamline the travel path of the Q41 in Richmond Hill to use 127<sup>th</sup> Street to, and from, Atlantic Avenue. This revision would discontinue two turning maneuvers in each direction and discontinue service along 95<sup>th</sup> Avenue, 133<sup>rd</sup> Street and 134<sup>th</sup> Street. 133<sup>rd</sup> Street and 134<sup>th</sup> Street are narrow one-way streets, which can be blocked by other vehicles. Bus stops in this area would be relocated from 95<sup>th</sup> Avenue to Atlantic Avenue.



# Staff Summary

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## **ALTERNATIVES:**

One alternative would be to leave the current Q41 travel path unchanged. This would forego the opportunity to use more direct travel paths in South Ozone Park and Richmond Hill to provide faster, more efficient and more reliable service, and discontinue turning maneuvers on very narrow one-way streets.

Another alternative would be to further increase scheduled travel time to account for the recurring delays to the Q41. However, this would be counterproductive to service quality as it would continue to provide slower service to passengers, continuing to subject them to delays, and would further increase operating costs.

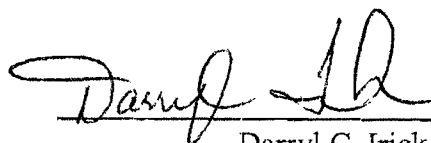
## **IMPACT ON FUNDING:**

The net result of the revisions in South Ozone Park and Richmond Hill would be a decrease in operating cost of approximately \$190,000 annually because of the reduction in travel distance and travel time. Over time, the provision of faster, more reliable service on streets more suitable for bus service should also encourage additional ridership and revenue.

## **IMPLEMENTATION:**

June 2012.

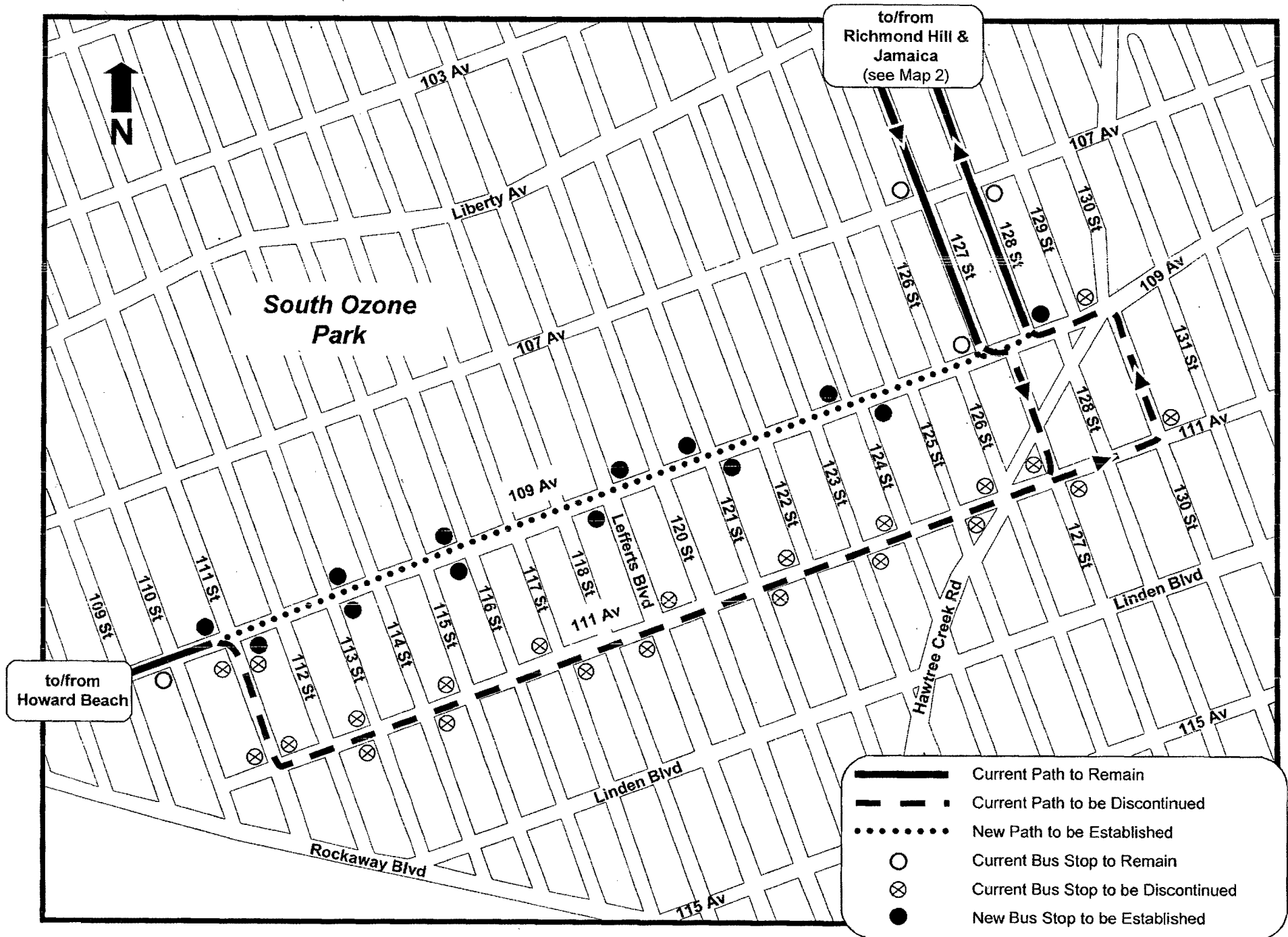
Approved:



Darryl C. Irick  
President

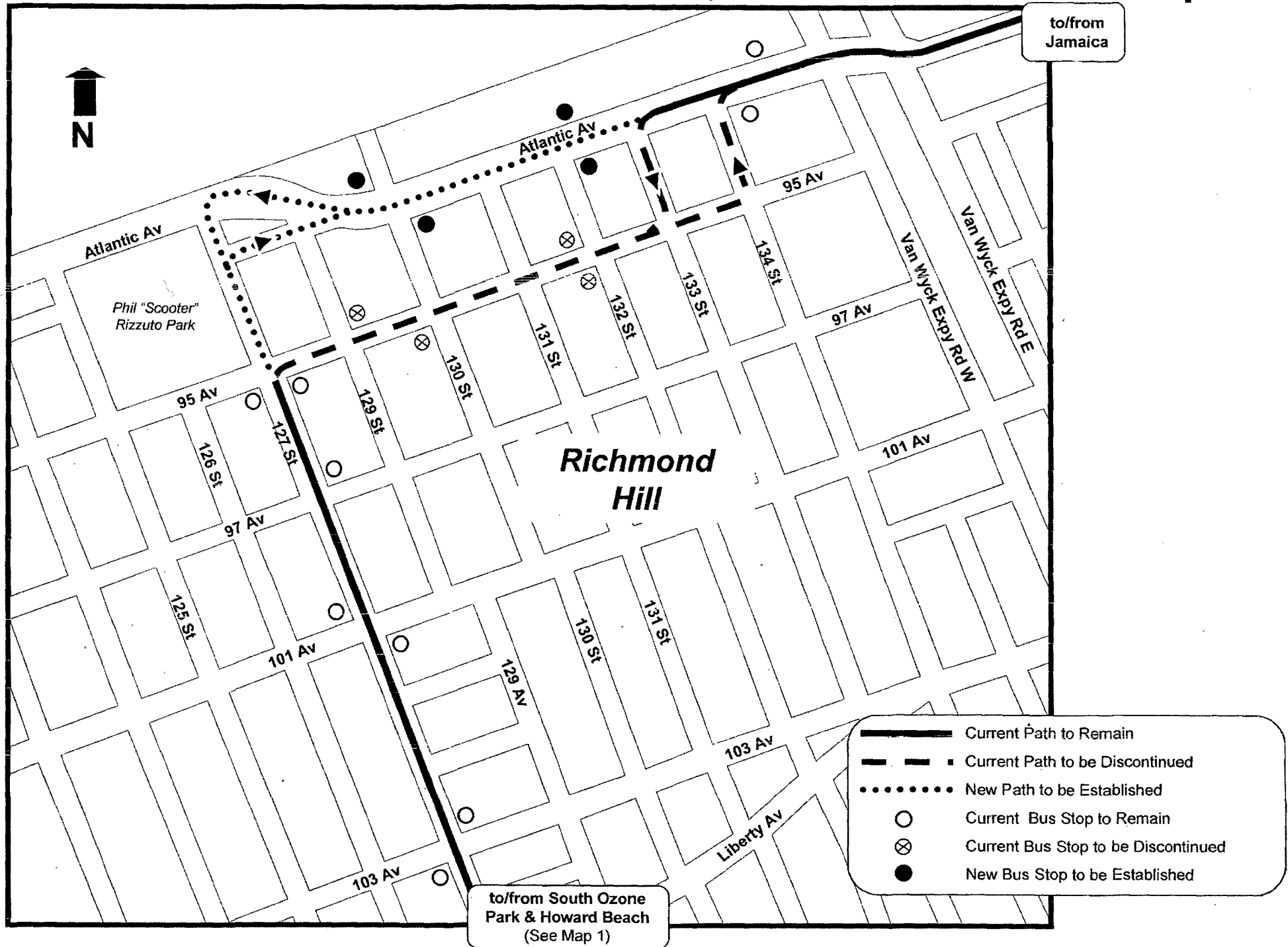
# Q41 Travel Path Revision in South Ozone Park, Queens

Map 1



# Q41 Path Revision in Richmond Hill, Queens

## Map 2



**D. SERVICE CHANGES:    NYC TRANSIT COMMITTEE NOTIFICATION  
MTA BUS OPERATIONS COMMITTEE  
NOTIFICATION:  
REVISE BUS SERVICE IN EASTERN BRONX**

**Service Issue**

As a result of the 2010 NYC Transit Service Reductions, the Bx5 was rerouted to travel along Crosby Avenue and Westchester Avenue between Bruckner Boulevard and the Pelham Bay Park 6 Station and the Bx8 was rerouted to serve the Country Club neighborhood. This has led to increased travel time and reduced reliability for Bx5 customers; however, it was necessary in order to provide local bus service to Crosby Avenue. In January 2011 the Bx8 was returned to Crosby Avenue. In addition, Country Club residents have complained that they have no direct access to destinations beyond the Pelham Bay Park 6 Station, including Westchester Square, and have made repeated requests for revisions in bus service.

**Recommendation**

Reroute the Bx5 along the pre-June 2010 route via Bruckner Boulevard between Crosby Avenue and the Pelham Bay Park 6 Station to reduce travel times and improve reliability.

Reinvest the operating savings achieved with this faster routing in an extension of the Bx24 along Westchester Avenue between the Pelham Bay Park 6 Station and Westchester Square.

**Budget Impact**

There is no additional cost associated with this change.

**Proposed Implementation Date**

April 2012.



Subject	Revise Bus Service in Eastern Bronx
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	December 30, 2011
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT Cmte			X	
3	Bus Ops Cmte			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President	4	VP General Counsel
7	Executive VP	3	Director OMB
6	SVP Buses	2	VP GCR
5	VP Corp. Comm	1	Chief OF

### Purpose

To obtain Presidential approval for and to inform the NYC Transit Committee and the MTA Bus Operations Committee of changes to bus service along Crosby Avenue and Westchester Avenue in eastern Bronx.

### Discussion

As part of NYCT's 2010 Service Reductions implemented on June 27, 2010, the Bx14, which operated along Metropolitan Avenue and East Tremont Avenue (between Hugh Grant Circle and Westchester Square) in Parkchester and continued to Pelham Bay via Westchester Avenue, terminating in Country Club/Spencer Estates, was discontinued. In order to provide some service to Country Club/Spencer Estates the Bx8 was rerouted. In order to provide some service along Crosby Avenue the Bx5 was rerouted from Bruckner Boulevard to Crosby Avenue and Westchester Avenue.

In January 2011, as a result of customer requests and analysis by NYC Transit, three changes were made which when combined were cost neutral. The Bx8 was restored to its pre-June 2010 routing via Layton Avenue and Crosby Avenue to the Buhre Av ⑥ Station instead of the Pelham Bay ⑥ Station; the Bx24 was established to serve the Country Club and Spencer Estates neighborhoods, operating using the Bx14's pre-June 2010 routing in Country Club to the Pelham Bay ⑥ Station; and a variant of the Bx4, the Bx4A, was created to provide service between Westchester Square and Hugh J Grant Circle via Metropolitan Avenue in Parkchester, which was formerly served by the Bx14.

While this has improved service in the area, the reliability of the Bx5 is still negatively impacted by congestion on the current route along Crosby Avenue and Westchester Avenue. The on-time performance of the Bx5 dropped from 74% on-time when checked in November 2008, to 44% when checked in August 2010, after the June 2010 Service Reductions. This inconsistency causes bus bunching and negatively impacts riders on the section of the route west of Tremont Avenue, the section

with the highest ridership. Further ridership analysis by NYC Transit staff in December 2011 found that the majority of riders in the section east of Tremont Avenue were traveling between the terminus of the Bx5 at the Pelham Bay ⑥ Station and stops west of Crosby Avenue. These riders are also inconvenienced by the lack of reliability, as well as the additional travel time along Crosby Avenue and Westchester Avenue. Because of this lack of reliability and additional travel time, the Crosby Avenue routing is more expensive to operate than the pre-June 2010 Bruckner Boulevard routing. Meanwhile, customers in the Country Club and Spencer Estates neighborhoods are still required to make a two-fare trip to access many destinations to which they previously could travel with a single fare, including hospitals along Eastchester Road. There have been continuing requests for further bus route revisions.

## Recommendation

Reroute the Bx5 along the pre-June 2010 route on Bruckner Boulevard between Crosby Avenue and the Pelham Bay ⑥ Station to improve Bx5 service. Reinvest the operating savings achieved with the faster routing in an extension of the Bx24 from the Pelham Bay ⑥ Station to Westchester Square via Westchester Avenue (See attached maps).

The Bx5 will save up to eight minutes for travelers between Tremont Avenue and the Pelham Bay ⑥ Station during peak periods. Bx24 riders will now be able to access the Bx4, Bx4A, Bx8, Bx21, Bx31, Bx40, and Bx42 with a single fare, greatly improving accessibility. The 2010 cost savings are maintained as a result of the reduced running time of the Bx5.

## Alternatives to the Proposed Service Change

1. *Maintain current service.* Does not address the complaints of the residents. Bx5 customers would continue to be inconvenienced by unreliability and excessive travel times to and from the Pelham Bay ⑥ Station. The Country Club and Spencer Estates neighborhoods would not be connected to many parts of the Bronx, including hospitals along Eastchester Road.
2. *Extend the Bx24 to Hugh J Grant Circle.* This would result in a net cost.


## Budget Impact

There is no additional cost associated with this change.

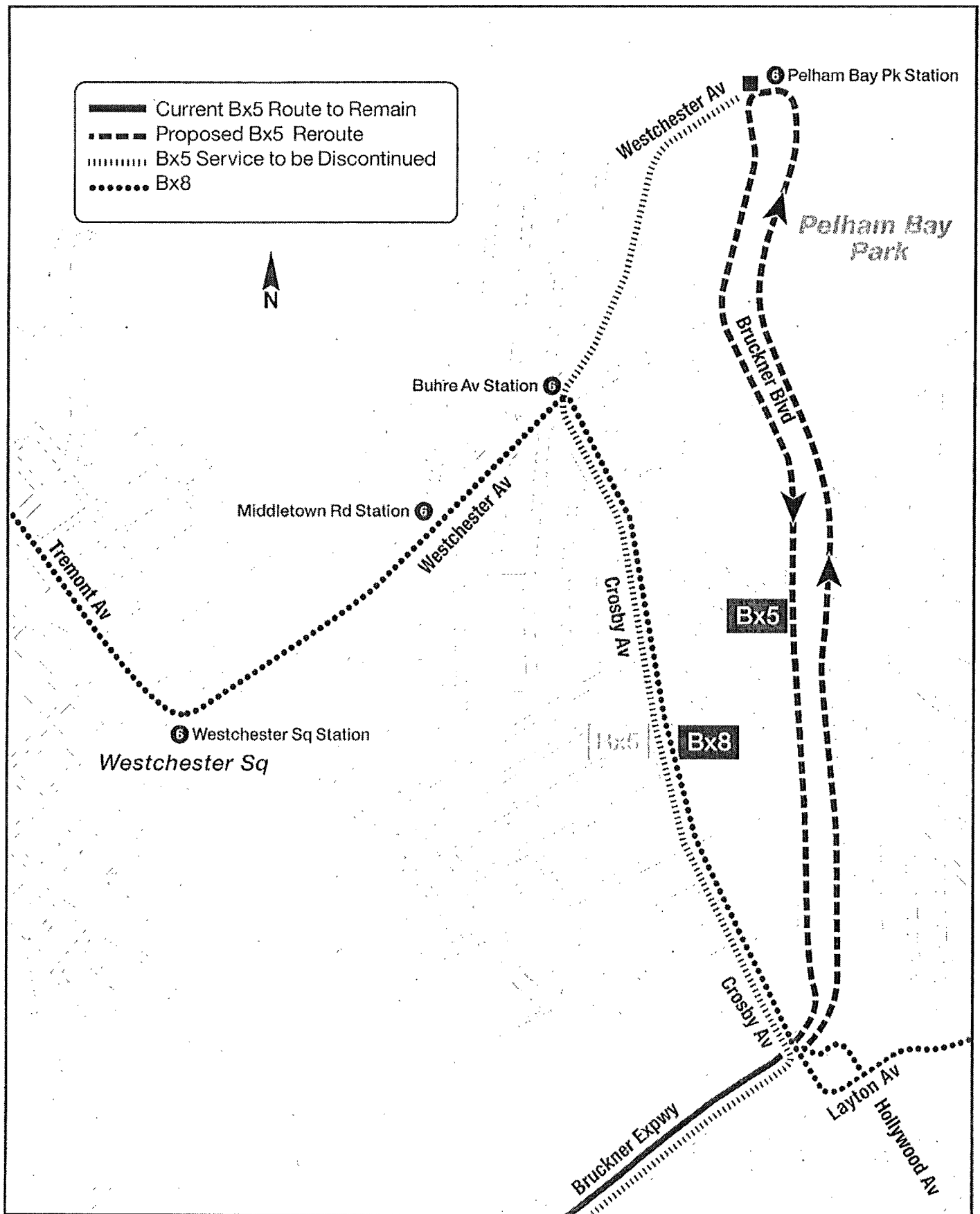
## Proposed Implementation Date

April 2012.

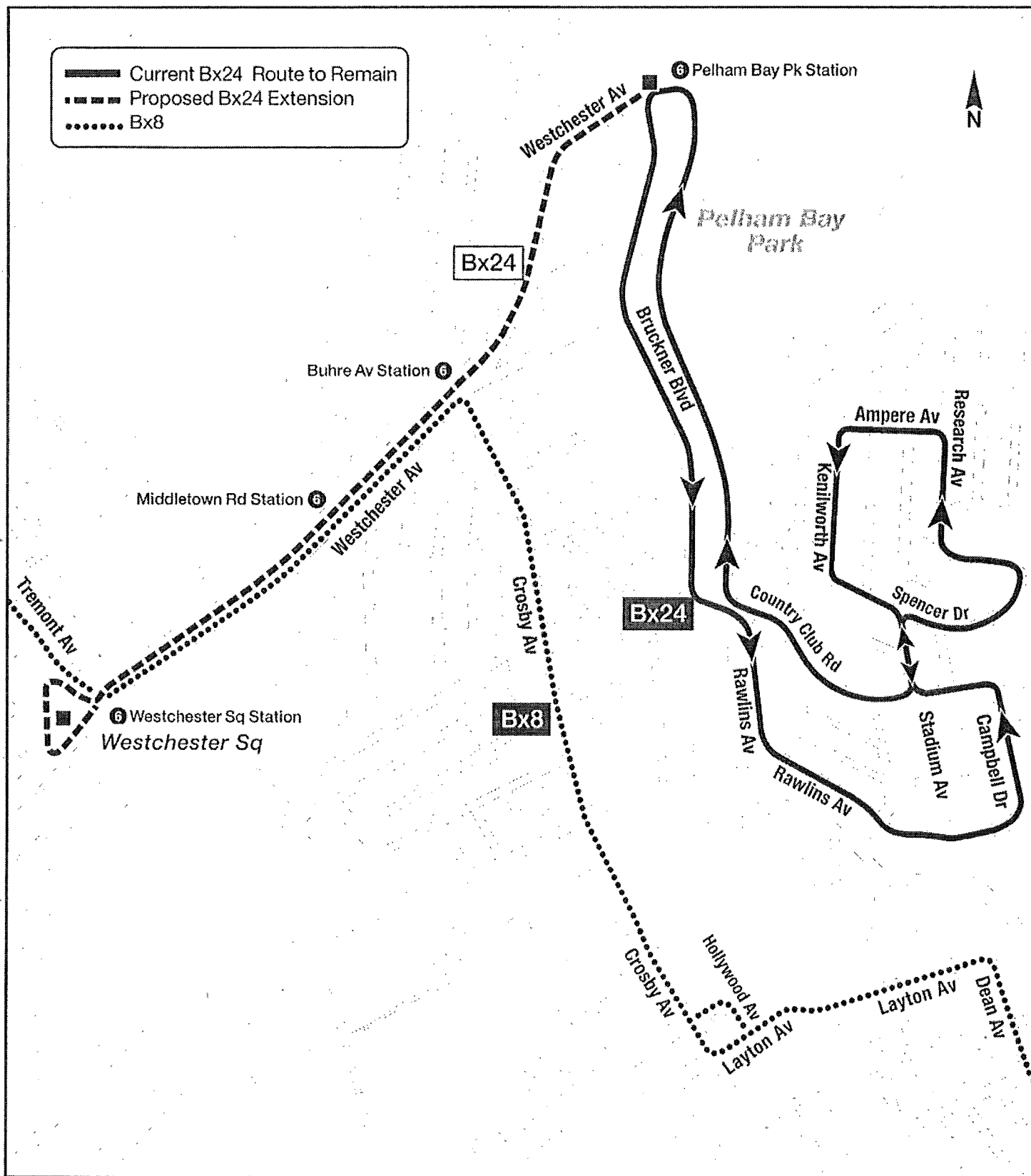
Approved:

  
Thomas F. Prendergast, President

# Proposed Bx5 Reroute



# Proposed Bx24 Extension







**SERVICE CHANGES:      NYC TRANSIT COMMITTEE NOTIFICATION  
MTA BUS OPERATIONS COMMITTEE NOTIFICATION:  
BUS SCHEDULE CHANGES EFFECTIVE APRIL 2012**

**Service Issue**

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

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

**Recommendation**

Eighty-two bus schedule changes (on 63 routes) are proposed for implementation in April 2012.

**Budget Impact**

Implementation of the April 2012 schedule changes is estimated to save approximately \$0.7 million annually. These savings will be incorporated into the 2012 operating budget.

**Proposed Implementation Date**

April 2012.

# Staff Summary



New York City Transit

Page 1 of 2

Subject	Bus Schedule Changes Effective April 2012
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Michael Glikin

Date	January 17, 2012
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT Cmte			X	
3	Bus Ops Cmte			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President	4	VP General Counsel
7	Executive VP	3	Director OMB
6	SVP Buses	2	VP GCR
5	VP Corp. Comm.	1	Chief OF

## Purpose

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

## Discussion

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

Bus schedule changes identified for implementation in April 2012 are a product of NYC Transit's continuing effort to review and revise bus and subway schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-adopted bus loading guidelines. These changes also address the need for running time adjustments to reflect observed operating conditions. Major changes in service (e.g., new routes, route extensions and restructures, limited-stop or Select Bus Service implementation) are not included, and are presented in separate Staff Summaries if applicable.

## Recommendation

Eighty-two bus schedule changes (on 63 routes) have been identified for implementation in April 2012 (see Attachment 1).

1. Thirty-eight of the 82 bus schedule changes contain increases in service frequency or modifications in running time to meet NYC Transit bus loading guidelines and improve reliability.
2. The remaining 44 of the 82 bus schedule changes represent reductions in service frequencies to more closely align service with customer demand and established guidelines for bus operation; and to concurrently improve reliability through running time modifications where needed.

## Alternative to the Proposed Service Change

*Do nothing.* NYCT would not:

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

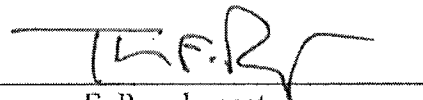
## Budget Impact

Implementation of the April 2012 schedule changes is estimated to save approximately \$0.7 million annually. These savings will be incorporated into the 2012 operating budget.

## Proposed Implementation Date

April 2012.

Approved:



Thomas F. Prendergast  
President

**Attachment 1**  
**April 2012 - Page 1 of 3**

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

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B2	9	10	78%	91%	20	20	40%	40%	12	12	86%	86%	15	15	93%	93%	-6.1%
B3	4	4	92%	92%	9	8	113%	96%	8	9	76%	87%	10	12	72%	86%	-2.9%
B6	2	2.5	85%	88%	5	5	74%	74%	3	3.5	80%	84%	4	3.5	112%	94%	-0.3%
B7	10	10	91%	91%	20	20	60%	60%	15	12	110%	82%	30	30	54%	54%	+1.4%
B12	3.5	4	88%	93%	7	7	85%	85%	4.5	5	84%	91%	8	8	91%	91%	-3.9%
B14	10	10	80%	80%	12	15	78%	98%	10	10	86%	86%	12	15	78%	97%	-10.3%
B15	5	4.5	102%	94%	10	9	101%	86%	7	8	82%	92%	9	8	112%	96%	+2.0%
B17	4.5	4.5	82%	82%	10	12	68%	81%	5.5	5	100%	92%	6	6	99%	99%	-4.5%
B24	15	15	78%	78%	30	30	29%	29%	20	20	85%	85%	20	30	35%	53%	-4.2%
B31	8	9	74%	84%	20	20	37%	37%	10	10	78%	78%	20	15	108%	81%	-4.0%
B42	3.5	3.5	96%	96%	12	12	97%	97%	5.5	5	103%	94%	9	8	107%	94%	+3.0%
B49	4.5	4	96%	88%	8	8	91%	91%	6	5.5	107%	94%	12	12	99%	99%	+0.1%
B61	9	9	83%	83%	12	12	69%	69%	10	9	90%	77%	15	15	71%	71%	+0.9%
Bx1/Bx2	3.5	4.5	68%	82%	4	4.5	78%	84%	3	3.5	67%	81%	6.5	6.5	54%	54%	-4.7%
Bx4/Bx4A	6	6	90%	90%	12	10	105%	88%	8	9	75%	88%	12	12	73%	73%	+4.0%
Bx7	7	7	95%	95%	10	10	92%	92%	8	6	109%	87%	12	12	82%	82%	+2.4%
Bx10	5	5	93%	93%	15	15	84%	84%	10	9	86%	74%	12	9	126%	90%	+3.9%
Bx11	4.5	5	83%	97%	12	12	98%	98%	5	4.5	102%	94%	10	12	81%	98%	-1.5%
Bx18	15	15	98%	98%	30	30	54%	54%	15	12	111%	83%	20	20	69%	69%	+2.3%
Bx28/38	6	5	101%	84%	7	7	96%	96%	8	8	100%	100%	10	10	90%	90%	+1.6%
Bx33	12	15	69%	92%	20	20	73%	73%	15	15	72%	72%	20	30	20%	31%	-8.4%
M1	5	5.5	66%	75%	12	12	93%	93%	4.5	5	67%	74%	12	15	49%	62%	-3.6%
M2	9	9	84%	84%	12	15	69%	86%	8	9	70%	80%	10	12	68%	81%	-9.7%
M3	12	12	92%	92%	10	12	66%	79%	9	10	69%	83%	10	10	65%	65%	-5.1%
M4	4.5	5.5	71%	85%	12	10	109%	91%	4.5	5	70%	77%	15	15	46%	46%	-2.4%
M7	10	9	107%	89%	12	10	112%	94%	9	8	107%	94%	9	10	44%	51%	+0.9%
M10	8	8	96%	96%	12	12	82%	82%	9	9	78%	78%	10	12	68%	82%	-3.7%
M11	15	12	126%	95%	10	10	89%	89%	10	10	87%	87%	12	12	82%	82%	+3.4%
M14	2	2	81%	81%	4	4.5	88%	95%	3.5	3.5	78%	78%	4.5	4	111%	91%	0.0%
M35	9	10	71%	87%	12	10	104%	87%	12	12	84%	84%	15	12	121%	97%	+2.5%
M60	9	7	122%	95%	9	8	103%	87%	8	8	87%	87%	9	9	87%	87%	+4.3%
Q1	10	8	111%	84%	15	15	65%	65%	7	7	90%	90%	15	20	54%	72%	-2.7%
Q12	4	4	95%	95%	10	10	88%	88%	5	4.5	99%	91%	5.5	5.5	89%	89%	+0.7%
Q16	8	7	97%	86%	20	20	60%	60%	10	9	102%	87%	15	20	61%	81%	+0.7%
Q30	3.5	3.5	99%	99%	10	9	106%	91%	4.5	5	69%	74%	12	15	78%	97%	0.0%
Q32	8	7	103%	91%	12	10	112%	93%	8	9	75%	85%	10	10	81%	81%	+1.9%
Q54	5	6	63%	76%	15	15	88%	88%	10	10	71%	71%	15	15	83%	83%	-6.6%
Q76	6	5.5	100%	91%	20	20	51%	51%	12	12	72%	72%	20	20	37%	37%	+1.4%
Q83	3	3	83%	88%	12	10	108%	90%	4	4	86%	86%	9	8	115%	98%	+2.4%
S51/81	9	9	89%	89%	15	20	72%	96%	9	9	71%	71%	30	30	92%	92%	-2.5%

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

**Attachment 1**  
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The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday (continued)	AM Peak				Midday				PM Peak				Evening				
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
S53	8	7	102%	90%	12	10	118%	98%	9	8	91%	80%	9	9	92%	92%	+2.5%
S54	7	8	59%	67%	30	30	53%	53%	6	6	73%	73%	30	30	49%	49%	-2.0%
X28 (1)	5.5	5.5	89%	89%	60	60	50%	50%	8	8	85%	85%	20	20	70%	70%	-2.5%
X37 (2)	7	7	82%	82%	-	-	-	-	10	10	92%	92%	-	-	-	-	0.0%
X38 (2)	7	8	82%	93%	-	-	-	-	10	9	103%	95%	-	-	-	-	0.0%
X63	10	12	71%	85%	-	-	-	-	15	15	78%	78%	-	-	-	-	-4.1%
X64	15	15	71%	71%	-	-	-	-	15	20	62%	83%	-	-	-	-	-5.8%

Saturday	Late Morning				Midday				Late Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B7	20	30	39%	58%	20	20	48%	48%	20	20	51%	51%	20	30	41%	61%	-13.0%
B8	10	12	67%	80%	9	10	69%	81%	9	9	88%	88%	10	12	83%	99%	-11.7%
B9	12	12	93%	93%	10	10	83%	83%	12	10	103%	86%	12	15	68%	86%	-1.1%
B25	10	10	95%	95%	8	8	84%	84%	8	8	91%	91%	10	12	80%	96%	-4.5%
B54	15	15	74%	74%	12	15	73%	91%	10	12	76%	91%	12	15	62%	77%	-17.5%
B67	20	30	33%	50%	15	20	56%	74%	20	20	70%	70%	20	20	81%	81%	-8.8%
Bx1/Bx2	9	10	41%	48%	5	5.5	73%	79%	4.5	5	79%	85%	9	10	57%	67%	-13.8%
Bx4/Bx4A	10	12	69%	83%	8	10	60%	80%	9	10	71%	83%	10	12	77%	93%	-12.5%
Bx7	20	15	114%	86%	10	9	102%	87%	10	9	101%	86%	15	12	108%	86%	+8.7%
Bx10	15	15	91%	91%	15	15	86%	86%	15	12	104%	83%	20	20	96%	96%	+0.8%
Bx16	30	20	149%	99%	20	15	122%	92%	20	15	109%	82%	30	20	133%	89%	+32.5%
Bx31	15	20	68%	90%	12	15	67%	83%	12	15	71%	88%	15	20	66%	88%	-14.6%
Bx39	12	12	59%	59%	12	12	88%	88%	12	12	90%	90%	15	12	122%	63%	+0.6%
M5	12	15	46%	58%	12	10	101%	84%	12	10	100%	83%	15	20	58%	77%	+1.0%
M7	15	20	46%	61%	12	15	78%	98%	8	7	116%	95%	10	12	57%	68%	-6.5%
M10	15	20	35%	46%	10	10	86%	86%	10	10	83%	83%	12	15	54%	68%	-8.4%
M60 (3)	9	9	91%	91%	7	7	91%	91%	8	8	96%	96%	9	8	93%	79%	0.0%
M66	15	20	56%	75%	8	9	83%	98%	8	9	70%	83%	10	12	57%	68%	-8.0%
M104	9	12	44%	61%	5.5	7	55%	71%	5	4.5	105%	91%	9	7	132%	92%	-3.6%
Q17	8	6	127%	94%	7	6	110%	99%	7	6	100%	90%	7	6	101%	91%	+3.9%
Q30	15	12	101%	81%	20	15	109%	82%	20	15	122%	92%	20	20	62%	62%	+12.2%
Q59	20	20	86%	86%	20	15	103%	77%	12	10	118%	98%	15	15	86%	86%	+8.8%
S79	12	12	91%	91%	10	10	86%	86%	10	9	113%	97%	15	12	114%	91%	+5.4%

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

(1) Reduction in peak shoulder trips.

(2) Operate service earlier in A.M. peak and later in P.M. peak.

(3) Trips shifted without overall change in revenue miles.

**Attachement 1**  
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The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Sunday	Late Morning				Midday				Late Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	15	15	94%	94%	10	12	68%	82%	10	12	66%	79%	12	10	108%	90%	-3.1%
Bx4/Bx4A	20	15	103%	77%	12	10	104%	87%	10	9	110%	94%	20	15	113%	85%	+10.6%
Bx7	12	12	76%	76%	8	9	83%	95%	7	8	85%	95%	12	12	69%	69%	-6.9%
Bx9	30	30	74%	74%	30	20	110%	74%	30	20	131%	87%	30	30	83%	83%	+28.2%
Bx16	20	20	46%	46%	20	20	58%	58%	15	20	54%	72%	20	20	58%	58%	-6.8%
Bx31	20	15	114%	86%	15	12	101%	52%	12	12	93%	93%	15	12	129%	66%	+11.2%
Bx39	20	20	65%	65%	12	15	78%	97%	10	12	77%	92%	20	20	68%	68%	-3.9%
M5	20	20	66%	66%	12	10	106%	88%	7	7	89%	89%	12	15	46%	58%	-6.0%
M7	15	20	44%	59%	10	12	56%	67%	12	12	84%	84%	15	20	57%	76%	-10.2%
M10	15	15	72%	72%	9	9	86%	86%	9	9	90%	90%	12	10	102%	85%	0.0%
M60 (1)	20	20	48%	48%	12	15	63%	79%	10	12	82%	98%	15	20	40%	53%	-11.1%
M66	20	30	33%	50%	15	15	84%	84%	15	20	56%	74%	20	20	54%	54%	-7.7%
M72																	

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

(1) Trips shifted without overall change in revenue miles.