



Metropolitan Transportation Authority

MTA Bus Operations Committee Meeting

February 2012

Committee Members

J. Lhota, Chair

A. Albert

J. Banks III

R. Bickford

A. Cappelli

F. Ferrer

I. Greenberg

J. Kay

M. Lebow

M. Page

M. Pally

A. Saul

E. Watt

C. Wortendyke



MEETING AGENDA

MTA BUS OPERATIONS COMMITTEE

February 27, 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
January 23, 2012
347 Madison Avenue
New York, New York 10017
MTA Bus Operations Committee
11:30 AM**

The following MTA Bus Operations Committee members attended:

Hon. 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. Ira Greenberg
Hon. Jeffrey Kay
Hon. Mark Page
Hon. Mitch Pally
Hon. Carl Wortendyke

The following MTA Bus Operations Committee members did not attend:

Hon. Patrick J. Foye
Hon. Ed Watt

Participants: Darryl Irick, Tom Del Sorbo, John Kivlehan, Steve Vidal, Thomas Charles, Norman Silverman, Henry Sullivan, Sunil Nair and Judy McClain.

* * * * *

Hon. Nancy Shevell, Chairperson, called the MTA Bus Operations Committee to order at 11:43 AM, January 23, 2012.

Public Comments Period

There were comments from two public speakers 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 December 19, 2011.

Work Plan

Tom Del Sorbo reported that the Bus Committee work plan for 2012 will incorporate Passenger Environment Survey (PES) reporting for MTA Bus on a semi-annual basis. This will supply the committee with relevant performance data for MTA Bus similar to what NYCT provides for the Department of Buses. The initial PES report is planned for September and will cover the first half of 2012. In addition, the work plan will continue to report on Long Island Bus for the next several months as 2011 financial and operational data is closed out. The committee was requested to approve the 2012 work plan.

Approval of the Work Plan

Upon motion duly made and seconded, the members of the MTA Bus Operations Committee approved the Work Plan.

Opening Remarks

Darryl Irick opened the meeting with several brief comments regarding the January 1, 2012 transition of the LI Bus operation to Nassau County and its provider Veolia Transportation. After 38 years of operating the LI Bus system, MTA staff delivered a well-maintained fleet. The successful hand-off of the service is a reflection on the amount of information and support MTA Bus provided.

MTA Bus Time Update

Sunil Nair provided an update on the successful roll-out of MTA Bus Time on Staten Island buses. This program provides customers with real-time bus information using a variety of digital formats. Bus Time was received favorably by customers, the public and mobile device developers. Bus Time is slated for completion during 2013.

Operations Report

John Kivlehan reported that for November 2011, combined bus MDBF was 4,124, up 5.3% compared to 2010 levels. Combined AM and PM pull-outs, as well as completed trips, were 98.3%, 98.9%, and 98.1% respectively. Over the 12 month period, combined MDBF was 3,373, down 7.6% compared to the prior period.

For the fourth quarter of 2011, MDBF increased 6.1% compared to the same period in 2010, reversing the downward trend experienced for most of 2011. Combined AM & PM pull-outs, as well as completed trips were 98.5%, 99.1%, and 97.8% respectively, all lower by less than one half of 1%.

Safety Performance

Steve Vidal reported the 12-month rate for combined Bus Collisions per Million Miles Traveled across the three bus units was 3.8% higher than it was during the prior 12-month period. Despite this, performance has continued to show an overall positive trend since the adverse impact of last winter's storms decreasing 7.9% in October 2011. A preliminary review of year end data reveals this trend is continuing.

Collision injuries showed a monthly improvement of 13.2% across the three agencies in October, down 2.4% over the comparable 12-month period. There was a spike in customer accidents and injuries in October. One contributing factor may be the introduction of new bus models during the second half of 2011. Safety staff is providing supplemental training to all operators and conducting in-service safety campaigns on the new vehicles. A full analysis of this effort will be included in the 2012 safety presentation scheduled for the March meeting.

The 12-month rate for Employee On-Duty Lost-Time Accidents is 6.3% higher on a regional basis. However, overall performance has been trending in the right direction and is down 16.2% on a regional basis for October. It's anticipated that the positive 12-month average trending for MTA Bus will continue and that the performance of NYCT Bus will normalize as the year ends.

Paratransit

Tom Charles reported that for the month of November 2011, Access-A-Ride Paratransit ridership was up 2.6% compared to November 2010 levels. Able-Ride ridership levels decreased by 2.3% from November 2010 levels. Twelve-month ridership levels were down by 2.1% in Access-A-Ride and 5.6% in Able-Ride.

Over the twelve-month period ending November 2011, there was a 4.7% decrease in Access-A-Ride Requests for Service. Able-Ride experienced a 5.6% decline in Requests for Service over the same 12-month period. Favorable no-show trends continued in November as Access-A-Ride and Able-Ride passenger no-shows declined by 34.4% and 38.8%, respectively.

As of December 15, 2011, one year after the taxi pre-paid debit card pilot was launched, 27,495 card transactions were recorded. The average cost per trip, including gratuity, was \$12.76 for trips within the Manhattan corridor. Beginning in February, eligible registrants in the other boroughs will be able to use pre-paid debit cards for paratransit travel. To further improve accessibility, Access-A-Ride is also testing the MV-1 -- a vehicle with a deployable ramp for wheelchair use and a spacious interior. Sixteen of the 30 MV-1s have been delivered and will begin service by the end of January 2012.

Ridership

Tom Del Sorbo reported for the month of November 2011, average weekday ridership declined at all three agencies when compared to November 2010. LI Bus average weekday ridership declined by 2.6% in November 2011 compared to the prior November. MTA Bus declined by 0.8% and NYCT Bus by 3.3% for the same period. Average weekend ridership in November was down at NYCT Bus by 2.5%, LI Bus by 0.1%, while increasing at MTA Bus by 2.5% compared to November 2010. Express bus ridership on weekdays increased at NYCT Bus by 0.6% in November and declined by 3.6% in MTA Bus.

Preliminary data for December 2011 indicates that ridership rose at all three bus agencies when compared to actual December 2010 data. Average weekday ridership for MTA Bus rose by 5.7%, while NYCT Bus rose by 4.8% and LI Bus rose by 2.4%. However, the December 2011 increases are primarily due to the low ridership on weekdays after the blizzard that began on December 26, 2010. When adjusted to exclude the blizzard week, average school day ridership

data reflects a slight 0.2% gain for MTA Bus in December 2011 over 2010, and decreases of 1.9% for NYCT Bus and 1.4% for LI Bus.

Finance Report

Tom Del Sorbo reported year to date November 2011 farebox revenues for fixed route services are below forecast across the board. MTA Bus is 1.7% below forecast, LI Bus was 1.4% lower and NYCT Bus was 1.0% under forecast through November. Overall, fixed route farebox revenues are \$11.3 million less than forecast through November 2011, in conjunction with decreased ridership levels.

On the expense side, November 2011 year to date non-reimbursable accrued expenses reflect mostly favorable variances. MTA Bus and NYCT Bus were below forecast levels by \$4.3 million and \$86.7 million, respectively. The under-runs against budget are a combination of paratransit economies, vacancy levels, reduced overtime spending and the timing of non-labor expenses. LI Bus is \$3.9 million over forecast through November due to claims, pension rate actuarial increases and higher security expenses in the fourth quarter.

Procurements

Tom Del Sorbo reported that there are no procurement actions for approval this month.

Service Changes

Norman Silverman reported three NYCT bus service changes. Two service changes are for MTA Bus, and one for NYCT Bus.

The first service change revises the B103 limited stop service in Brooklyn to use Seventh and Fifth Avenues instead of Third Avenue to improve reliability and travel time on this high passenger growth route. The second MTA Bus service change slated for June 2012 streamlines the Q41 path in South Ozone Park and Richmond Hill by keeping it on 109th Avenue in South Ozone Park and using Atlantic Avenue in Richmond Hill.

The NYCT Bus service change re-routes the Bx5 to operate via Bruckner Boulevard to improve reliability and reduce travel time. In addition, the change also extends the Bx24 route along Westchester Avenue to provide direct access to Westchester Square.

In addition, the committee book includes a list of schedule changes to be implemented on 63 NYCT Bus routes in April 2012. These changes result in an overall net savings of \$0.7 million on an annualized basis.

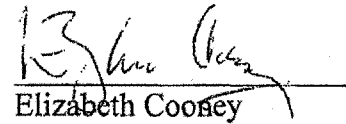
LI Bus Transition

Tom Del Sorbo gave a recap of the final LI Bus transition activities leading to the transfer of bus service to Nassau County. There have been no significant requests or issues raised by Nassau County or Veolia Transportation since the transition.

Adjournment

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

Respectfully submitted:

A handwritten signature in dark ink, appearing to read "Elizabeth Coosey", is written over a horizontal line.

Elizabeth Coosey
Secretary



MTA Bus Operations Committee Work Plan

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

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

April 2012

Final Review of MTA Bus /LI Bus/NYC Transit-Bus
2011 Actual Results

Finance

May 2012

June 2012

July 2012

August 2012

No Meeting Held

September 2012

MTA Bus 2013 Preliminary Budget

Finance

II. SPECIFIC AGENDA ITEMS (cont'd)

Responsibility

MTA Bus 2012 Mid-Year Forecast/Monthly
Allocation
Service Quality Indicators for NYC Transit-Bus
and MTA Bus

Finance

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

Finance

Finance

January 2013

Approval of 2013 MTA Bus Operations Committee
Work Plan

Committee Chair & Members



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

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.

January 2013

Approval of 2013 MTA Bus Operations Committee Work Plan

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

MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE

NYCT Bus, MTA Bus, Long Island Bus

Statistical results for the month of December 2011 are shown below

Reliability

MDBF	Dec-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	4,010	3,458	16.0%	3,412	3,628	-6.0%
NYCT Bus	3,959	3,345	18.3%	3,340	3,678	-9.2%
MTA Bus	4,395	3,585	22.6%	3,430	3,438	-0.3%
Long Island Bus	3,514	4,300	-18.3%	4,192	3,744	12.0%
MDBSI	Dec-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,351	2,094	12.3%	2,169	2,318	-6.4%
NYCT Bus	2,318	1,949	18.9%	2,046	2,213	-7.5%
MTA Bus	2,498	2,638	-5.3%	2,501	2,824	-11.4%
Long Island Bus	2,262	2,285	-1.0%	2,635	2,177	21.1%
Buses <= 2 years	December % 2 Years or Newer			December # of Buses 2 Years or Newer		
	This Year	Last Year		This Year	Last Year	
Regional	10%	17%		618	975	
NYCT Bus	12%	17%		509	749	
MTA Bus	5%	10%		69	127	
Long Island Bus	13%	33%		40	99	
Buses >= 12 years	December % 12 years or Older			December # of Buses 12 Years or Older		
	This Year	Last Year		This Year	Last Year	
Regional	29%	23%		1,712	1,348	
NYCT Bus	32%	23%		1,391	1,013	
MTA Bus	26%	25%		321	307	
Long Island Bus	0%	9%		0	28	
Fleet age	December - Avg Fleet Age					
	This Year	Last Year				
Regional	7.98	7.89				
NYCT Bus	8.18	8.32				
MTA Bus	7.32	6.70				
Long Island Bus	5.94	6.55				
MDBF by Fleet Age	Dec-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year		
12 Years or Older	3,009	2,562	17.5%	2,584		
3 to 11 Years Old	3,770	3,096	21.8%	3,292		
2 Years or Newer	9,270	7,816	18.6%	7,798		

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 December 2011 are shown below

Service	AM Pull Out		Dec-11			12-Mon Avg		
			This Year	Last Year	% Change	This Year *	Last Year	% Change
	Regional		98.31%	99.17%	-0.9%	98.41%	98.92%	-0.5%
	NYCT Bus		98.90%	99.15%	-0.2%	98.62%	99.03%	-0.4%
	MTA Bus		97.79%	99.16%	-1.4%	97.91%	98.42%	-0.5%
	Long Island Bus		91.99%	99.58%	-7.6%	97.37%	99.34%	-2.0%
	PM Pull Out		Dec-11			12-Mon Avg		
			This Year	Last Year	% Change	This Year *	Last Year	% Change
	Regional		98.75%	99.49%	-0.7%	99.03%	99.25%	-0.2%
	NYCT Bus		99.32%	99.53%	-0.2%	99.30%	99.38%	-0.1%
	MTA Bus		98.54%	99.40%	-0.9%	98.52%	98.72%	-0.2%
	Long Island Bus		91.45%	99.23%	-7.8%	97.38%	99.50%	-2.1%
% of Trips Completed			Dec-11			12-Mon Avg		
			This Year	Last Year	% Change	This Year *	Last Year	% Change
	Regional		98.04%	96.92%	1.2%	97.93%	98.12%	-0.2%
	NYCT Bus		98.37%	97.12%	1.3%	98.09%	98.11%	0.0%
	MTA Bus		97.74%	96.25%	1.6%	97.42%	97.97%	-0.6%
	Long Island Bus		94.04%	96.35%	-2.4%	97.43%	98.90%	-1.5%

* 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 November 2011 are shown below

Customer and Employee Safety

Collisions per million miles	Nov-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	43.61	44.56	-2.2%	46.58	45.16	3.1%
NYCT Bus	44.60	43.05	3.6%	47.45	45.03	5.4%
MTA Bus	42.52	49.11	-13.4%	47.22	47.60	-0.8%
Long Island Bus	37.19	45.75	-18.7%	36.70	39.38	-6.8%
Collision Injuries per million miles	Nov-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	5.01	7.01	-28.6%	6.43	6.91	-7.0%
NYCT Bus	5.65	7.88	-28.3%	6.83	7.46	-8.5%
MTA Bus	3.27	5.22	-37.4%	4.71	5.93	-20.5%
Long Island Bus	4.13	3.98	3.9%	7.67	4.57	67.8%
Customer Accidents per million Customers	Nov-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	1.20	0.96	25.4%	1.18	1.09	8.9%
NYCT Bus	1.08	0.93	16.5%	1.09	1.02	7.8%
MTA Bus	1.67	1.18	42.2%	1.51	1.28	17.7%
Long Island Bus	1.95	0.76	155.6%	1.85	1.94	-4.9%
Customer Accident Injuries per million Customers	Nov-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	1.22	1.04	16.6%	1.21	1.09	10.8%
NYCT Bus	1.05	0.93	12.7%	1.13	1.02	10.3%
MTA Bus	1.97	1.76	11.5%	1.49	1.28	16.5%
Long Island Bus	1.95	0.76	155.6%	1.78	1.81	-1.8%
Lost time Accidents Per 100 Employees	Nov-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	4.74	5.03	-5.7%	6.09	5.80	5.0%
NYCT Bus	4.95	4.81	2.8%	5.69	5.13	10.9%
MTA Bus	5.15	6.47	-20.4%	8.58	9.51	-9.7%
Long Island Bus	0.00	3.41	N/A	3.31	3.40	-2.8%

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 December 2011 are shown below

Fixed Route Ridership and Revenue

Total Ridership	Dec-11			12-Mon Total		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	67,452,225	64,681,515	4.3%	813,889,663	847,954,714	-4.0%
NYCT Bus	55,049,742	52,824,798	4.2%	665,281,145	696,910,949	-4.5%
MTA Bus	9,945,047	9,433,663	5.4%	118,281,292	120,226,876	-1.6%
Long Island Bus	2,457,436	2,423,054	1.4%	30,327,226	30,816,889	-1.6%
Total Farebox Revenue	Dec-11			12-Mon Total		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	89,107,126	79,916,451	11.5%	1,091,829,110	1,049,366,221	4.0%
NYCT Bus	70,715,469	63,502,508	11.4%	868,135,013	838,947,743	3.5%
MTA Bus	14,741,448	13,047,262	13.0%	178,878,118	167,838,430	6.6%
Long Island Bus	3,650,209	3,366,681	8.4%	44,815,979	42,580,048	5.3%
Average Weekday Ridership	Dec-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,589,110	2,469,556	4.8%	2,622,818	2,726,189	-3.8%
NYCT Bus	2,103,035	2,006,547	4.8%	2,133,646	2,229,204	-4.3%
MTA Bus	389,201	368,375	5.7%	388,514	394,509	-1.5%
Long Island Bus	96,874	94,633	2.4%	100,658	102,475	-1.8%
Average Weekend Ridership	Dec-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,686,128	2,671,846	0.5%	2,690,718	2,857,311	-5.8%
NYCT Bus	2,235,783	2,230,916	0.2%	2,247,724	2,401,832	-6.4%
MTA Bus	364,989	354,351	3.0%	356,208	367,739	-3.1%
Long Island Bus	85,356	86,579	-1.4%	86,785	87,739	-1.1%
Average Weekday Local Ridership	Dec-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,516,947	2,400,108	4.9%	2,547,827	2,648,975	-3.8%
NYCT Bus	2,063,197	1,968,757	4.8%	2,092,374	2,186,987	-4.3%
MTA Bus	356,876	336,718	6.0%	354,794	359,512	-1.3%
Long Island Bus	96,874	94,633	2.4%	100,658	102,475	-1.8%
<i>*Long Island Bus only operates local service</i>						
Average Weekday Express Ridership	Dec-11			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	72,163	69,448	3.9%	74,991	77,214	-2.9%
NYCT Bus	39,838	37,790	5.4%	41,272	42,217	-2.2%
MTA Bus	32,325	31,657	2.1%	33,719	34,997	-3.7%
Long Island Bus	N/A	N/A	N/A	N/A	N/A	N/A
Average Fare	Local Bus Dec-11			Express Bus Dec-11		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	\$1.39	\$1.29	7.2%	\$4.63	\$4.26	8.6%
NYCT Bus	\$1.38	\$1.29	7.2%	\$4.64	\$4.26	8.8%
MTA Bus	\$1.40	\$1.30	7.2%	\$4.61	\$4.26	8.3%
Long Island Bus	\$1.48	\$1.38	7.0%	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 December 2011 are shown below

	Dec-11			12-Mon Total		
	This Year *	Last Year	% Change	This Year	Last Year	% Change
Paratransit Ridership						
Access-A-Ride (NYCT)	774,905	685,743	13.0%	8,947,191	9,016,690	-0.8%
Able Ride (LI Bus)	27,662	27,070	2.2%	341,140	356,690	-4.4%
	Dec-11			12-Mon Total		
	This Year *	Last Year	% Change	This Year	Last Year	% Change
Paratransit Revenue						
Access-A-Ride (NYCT)	1,262,410	1,088,709	16.0%	14,518,504	15,514,723	-6.4%
Able Ride (LI Bus)	96,664	90,899	6.3%	1,139,905	1,204,846	-5.4%
	Dec-11			12-Mon Avg		
	This Year *	Last Year	% Change	This Year	Last Year	% Change
Access-A-Ride (NYCT)						
% of Trips Completed	94.21%	90.13%	4.5%	93.78%	92.32%	1.6%
Trips Requested	659,622	652,045	1.2%	651,911	681,181	-4.3%
Trips Scheduled	597,400	565,058	5.7%	582,965	607,060	-4.0%
Trips Completed	562,829	509,292	10.5%	546,691	560,421	-2.4%
Early Cancellations as a Percentage of Trips Requested	8.82%	12.90%	-31.7%	9.49%	10.35%	-8.4%
Late Cancellations as a Percentage of Trips Scheduled	3.65%	5.34%	0.0%	3.61%	4.01%	0.0%
No-Shows (Customer) as a Percentage of Trips Scheduled	1.81%	3.11%	-41.9%	2.17%	2.94%	-26.2%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.33%	1.42%	-76.6%	0.45%	0.73%	-39.0%
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	0.62%	0.44%	40.7%	0.83%	0.53%	55.6%
New Applications Received	2,594	2,196	18.1%	2,623	2,989	-12.2%
	Dec-11			12-Mon Avg		
	This Year *	Last Year	% Change	This Year	Last Year	% Change
Able Ride (LI Bus)						
% of Trips Completed	96.68%	91.78%	5.3%	96.24%	95.51%	0.8%
Trips Requested	27,548	27,768	-0.8%	27,431	28,710	-4.5%
Trips Scheduled	26,564	26,777	-0.8%	26,537	28,300	-6.2%
Trips Completed	25,683	24,576	4.5%	25,539	27,030	-5.5%
Customer Cancellations as a Percentage of Trips Requested	1.82%	1.75%	3.9%	1.83%	1.87%	-2.4%
No-Shows (Customer) as a Percentage of Trips Requested	1.51%	2.77%	-45.5%	1.63%	2.62%	-37.9%
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	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.58%	0.49%	18.6%	0.58%	0.84%	-30.5%
New Applications Received	242	224	8.0%	265	249	6.4%

* Due to the impending landfall of Tropical Storm Irene, Access-A-Ride cancelled service from noon on Saturday, August 27 to noon on Monday, August 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)

December 2011 YTD

	Adopted Budget	Final Estimate	Preliminary Actual	Favorable/(Unfavorable) Variance			
				2011 Adopted Budget		Final Estimate	
				\$	(%)	\$	(%)
Ridership:							
MTA Bus							
Fixed Route	119,608	116,963	118,281	(1,327)	-1.1%	1,318	1.1%
LIB							
Fixed Route	30,581	30,654	30,327	(0,254)	-0.8%	(0,327)	-1.1%
Paratransit & Other	0,316	0,315	0,341	0,025	7.9%	0,026	8.3%
Total LIB	<u>30,897</u>	<u>30,969</u>	<u>30,668</u>	<u>(0,229)</u>	<u>-0.7%</u>	<u>(0,301)</u>	<u>-1.0%</u>
NYCT / DOB							
Fixed Route	698,684	665,616	665,281	(33,403)	-4.8%	(0,335)	-0.1%
Paratransit	10,195	9,041	8,947	(1,248)	-12.2%	(0,094)	-1.0%
Total NYCT	<u>708,879</u>	<u>674,657</u>	<u>674,228</u>	<u>(34,651)</u>	<u>-4.9%</u>	<u>(0,429)</u>	<u>-0.1%</u>
Regional Bus Ridership							
Fixed Route	848,873	813,233	813,889	(34,984)	-4.1%	0,656	0.1%
Paratransit	10,511	9,356	9,288	(1,223)	-11.6%	(0,068)	-0.7%
	<u>859,384</u>	<u>822,589</u>	<u>823,177</u>	<u>(36,207)</u>	<u>-4.2%</u>	<u>0,588</u>	<u>0.1%</u>
Farebox:							
MTA Bus							
Fixed Route	\$ 182,161	\$ 177,351	\$ 178,878	\$ (3,283)	-1.8%	\$ 1,527	0.9%
LIB							
Fixed Route	45,475	45,105	44,816	\$ (0,659)	-1.4%	\$ (0,289)	-0.6%
Paratransit	1,189	1,166	1,140	(0,029)	-2.5%	(0,026)	-2.2%
Total LIB	<u>\$ 46,644</u>	<u>\$ 46,271</u>	<u>\$ 45,956</u>	<u>\$ (0,688)</u>	<u>-1.5%</u>	<u>\$ (0,315)</u>	<u>-0.7%</u>
NYCT / DOB							
Fixed Route	\$ 903,810	\$ 868,384	\$ 868,135	\$ (35,675)	-3.9%	\$ (0,249)	0.0%
Paratransit	17,588	14,647	14,519	(3,069)	-17.4%	(0,128)	-0.9%
Total NYCT	<u>\$ 921,398</u>	<u>\$ 883,031</u>	<u>\$ 882,654</u>	<u>\$ (38,744)</u>	<u>-4.2%</u>	<u>\$ (0,377)</u>	<u>0.0%</u>
Total Regional Bus Farebox							
Fixed Route	\$ 1,131,446	\$ 1,090,840	\$ 1,091,829	\$ (39,617)	-3.5%	\$ 0,989	0.1%
Paratransit	18,757	15,813	15,659	(3,098)	-16.5%	(0,154)	-1.0%
	<u>\$ 1,150,203</u>	<u>\$ 1,106,653</u>	<u>\$ 1,107,488</u>	<u>\$ (42,715)</u>	<u>-3.7%</u>	<u>\$ 0,835</u>	<u>0.1%</u>

Accrued YTD Non-Reimbursable Expenses

(\$ in millions)

	Adopted Budget	Final Estimate	Preliminary Actual	Favorable/(Unfavorable) Variance			
				2011 Adopted Budget		Final Estimate	
				\$	(%)	\$	(%)
MTA Bus	\$ 514,700	\$ 518,455	\$ 523,037	(8,338)	-1.6%	(4,582)	-0.9%
LIB	133,586	125,760	129,252	4,334	3.2%	(3,492)	-2.8%
NYCT / DOB	2,186,214	2,121,858	2,120,479	65,735	3.0%	1,379	0.1%
	<u>\$ 2,834,500</u>	<u>\$ 2,766,073</u>	<u>\$ 2,772,768</u>	<u>61,732</u>	<u>2.2%</u>	<u>(6,695)</u>	<u>-0.2%</u>

MTA BUS COMPANY
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Operating Revenue							
Farebox Revenue	\$ 182.161	\$ 177.351	\$ 178.878	\$ (3.283)	(1.8)	\$ 1.527	0.9
Other Operating Revenue	18.841	18.841	20.483	1.642	8.7	1.642	8.7
Capital and Other Reimbursements	-	-	-	-	-	-	-
Total Revenue	\$ 201.002	\$ 196.192	\$ 199.361	\$ (1.641)	(0.8)	\$ 3.168	1.6
Operating Expenses							
<u>Labor:</u>							
Payroll	\$ 222.790	\$ 222.645	\$ 226.513	\$ (3.724)	(1.7)	\$ (3.868)	(1.7)
Overtime	43.494	43.886	44.597	(1.104)	(2.5)	(0.711)	(1.6)
Health and Welfare	39.325	37.129	43.416	(4.090)	(10.4)	(6.287)	(16.9)
OPEB Current Payment	13.892	13.892	15.683	(1.791)	(12.9)	(1.791)	(12.9)
Pensions	33.426	33.847	35.934	(2.508)	(7.5)	(2.086)	(6.2)
Other Fringe Benefits	22.604	22.551	21.650	0.954	4.2	0.901	4.0
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	(0.380)	0.380	-	0.380	-
Total Labor Expenses	\$ 375.530	\$ 373.949	\$ 387.413	\$ (11.882)	(3.2)	\$ (13.463)	(3.6)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel for Buses and Trains	31.129	36.844	37.290	(6.161)	(19.8)	(0.446)	(1.2)
Insurance	13.195	13.291	13.758	(0.563)	(4.3)	(0.468)	(3.5)
Claims	24.000	24.000	24.732	(0.732)	(3.1)	(0.732)	(3.1)
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	25.523	26.864	23.122	2.400	9.4	3.741	13.9
Professional Service Contracts	6.790	6.267	2.937	3.853	56.7	3.330	53.1
Materials & Supplies	32.326	32.248	30.639	1.687	5.2	1.609	5.0
Other Business Expenses	6.206	4.993	3.146	3.060	49.3	1.847	37.0
Total Non-Labor Expenses	\$ 139.169	\$ 144.506	\$ 135.624	\$ 3.545	2.5	\$ 8.882	6.1
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 514.700	\$ 518.455	\$ 523.037	\$ (8.338)	(1.6)	\$ (4.582)	(0.9)
Depreciation	\$ 42.235	\$ 42.235	\$ 40.159	\$ 2.076	4.9	\$ 2.076	4.9
OPEB Obligation	\$ 54.630	\$ 54.630	\$ 53.092	\$ 1.537	2.8	\$ 1.537	2.8
Environmental Remediation	-	-	\$ 1.956	\$ (1.956)	-	\$ (1.956)	-
Total Expenses	\$ 611.564	\$ 615.320	\$ 618.244	\$ (6.680)	(1.1)	\$ (2.925)	(0.5)
Baseline Surplus/(Deficit)	\$ (410.562)	\$ (419.127)	\$ (418.884)	\$ (8.322)	(2.0)	\$ 0.244	0.0

Totals may not add due to rounding

MTA BUS COMPANY
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
REIMBURSABLE							
Revenue							
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Other Operating Revenue	-	-	-	-	-	-	-
Capital and Other Reimbursements	7.158	7.191	7.995	0.837	11.7	0.804	11.2
Total Revenue	\$7.158	\$7.191	\$7.995	\$0.837	11.7	\$0.804	11.2
Expenses							
<u>Labor:</u>							
Payroll	\$ 5.313	\$ 5.337	\$ 4.874	\$ 0.439	8.3	\$ 0.463	8.7
Overtime	-	-	-	-	-	-	-
Health and Welfare	0.969	0.974	1.240	(0.271)	(28.0)	(0.266)	(27.3)
OPEB Current Payment	-	-	-	-	-	-	-
Pensions	0.446	0.449	0.611	(0.165)	(37.0)	(0.162)	(36.1)
Other Fringe Benefits	0.430	0.432	0.326	0.104	24.2	0.106	24.5
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	0.323	(0.323)	-	(0.323)	-
Total Labor Expenses	\$ 7.158	\$ 7.191	\$ 7.374	\$ (0.216)	(3.0)	\$ (0.183)	(2.5)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel for Buses and Trains	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	0.265	(0.265)	-	(0.265)	-
Professional Service Contracts	-	-	-	-	-	-	-
Materials & Supplies	-	-	0.343	(0.343)	-	(0.343)	-
Other Business Expenses	-	-	0.013	(0.013)	-	(0.013)	-
Total Non-Labor Expenses	\$ -	\$ -	\$ 0.621	\$ (0.621)	-	\$ (0.621)	-
<u>Other Expense Adjustments:</u>							
Other	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Depreciation	\$ 7.158	\$ 7.191	\$ 7.995	\$ (0.837)	(11.7)	\$ (0.804)	(11.2)
Depreciation	-	-	-	-	-	-	-
OPEB Obligation	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
Total Expenses	\$ 7.158	\$ 7.191	\$ 7.995	\$ (0.837)	(11.7)	\$ (0.804)	(11.2)
Net Surplus/(Deficit)	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Totals may not add due to rounding							

MTA BUS COMPANY
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$ 182.161	\$ 177.351	\$ 178.878	\$ (3.283)	(1.8)	\$ 1.527	0.9
Other Operating Revenue	18.841	18.841	20.483	1.642	8.7	1.642	8.7
Capital and Other Reimbursements	7.158	7.191	7.995	0.837	11.7	0.804	11.2
Total Revenue	\$ 208.160	\$ 203.384	\$ 207.356	\$ (0.804)	(0.4)	\$ 3.972	2.0
Expenses							
<u>Labor:</u>							
Payroll	\$ 228.103	\$ 227.982	\$ 231.387	\$ (3.285)	(1.4)	\$ (3.406)	(1.5)
Overtime	43.494	43.886	44.597	(1.104)	(2.5)	(0.711)	(1.6)
Health and Welfare	40.294	38.102	44.656	(4.361)	(10.8)	(6.553)	(17.2)
OPEB Current Payment	13.892	13.892	15.683	(1.791)	(12.9)	(1.791)	(12.9)
Pensions	33.872	34.296	36.545	(2.673)	(7.9)	(2.249)	(6.6)
Other Fringe Benefits	23.034	22.983	21.976	1.058	4.6	1.007	4.4
Reimbursable Overhead	0.000	0.000	(0.057)	0.057	-	0.057	-
Total Labor Expenses	\$ 382.688	\$ 381.141	\$ 394.787	\$ (12.098)	(3.2)	\$ (13.646)	(3.6)
<u>Non-Labor:</u>							
Traction and Propulsion Power							
Fuel for Buses and Trains	31.129	36.844	37.290	(6.161)	(19.8)	(0.446)	(1.2)
Insurance	13.195	13.291	13.758	(0.563)	(4.3)	(0.468)	(3.5)
Claims	24.000	24.000	24.732	(0.732)	(3.1)	(0.732)	(3.1)
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	25.523	26.864	23.387	2.135	8.4	3.476	12.9
Professional Service Contracts	6.790	6.267	2.937	3.853	56.7	3.330	53.1
Materials & Supplies	32.326	32.248	30.982	1.344	4.2	1.266	3.9
Other Business Expenses	6.206	4.993	3.159	3.047	49.1	1.834	36.7
Total Non-Labor Expenses	\$ 139.169	\$ 144.506	\$ 136.245	\$ 2.924	2.1	\$ 8.261	5.7
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Depreciation and GASB Adjs.	\$ 521.858	\$ 525.646	\$ 531.032	\$ (9.175)	(1.8)	\$ (5.386)	(1.0)
Depreciation	\$ 42.235	\$ 42.235	\$ 40.159	\$ 2.076	4.9	\$ 2.076	4.9
OPEB Obligation	\$ 54.630	\$ 54.630	\$ 53.092	\$ 1.537	2.8	\$ 1.537	2.8
Environmental Remediation	\$ -	\$ -	\$ 1.956	\$ (1.956)	-	\$ (1.956)	-
Total Expenses	\$ 618.722	\$ 622.511	\$ 626.239	\$ (7.517)	(1.2)	\$ (3.729)	(0.6)
Baseline Surplus/(Deficit)	\$ (410.562)	\$ (419.127)	\$ (418.884)	\$ (8.322)	(2.0)	\$ 0.244	0.0

Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2011 Final Estimate and Preliminary Actual: Accrual
December 2011 Year-to-Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
Farebox Revenue	Non Reimb	\$1.527	0.9%	Favorable ridership
Other Operating Revenue	Non Reimb	\$1.642	8.7%	Favorable student ridership and insurance recoveries, scrap and miscellaneous income
Capital and Other Reimbursements	Reimb	\$0.804	11.2%	Greater than expected reimbursements
Payroll	Non Reimb	(\$3.868)	(1.7%)	Mainly due to accrual of savings initiative, reimbursable payroll underruns and vacation buyback
Overtime	Non Reimb	(\$0.711)	(1.6%)	Vacancies and LIB maintenance work to be reimbursed
Health and Welfare	Non Reimb	(\$6.287)	(16.9%)	Primarily due to unfavorable timing of expenses
OPEB Current Payment	Non Reimb	(\$1.791)	(12.9%)	Primarily due to unfavorable timing of expenses
Pensions	Non Reimb	(\$2.086)	(6.2%)	Based on third party actuarial estimate
Other Fringe Benefits	Non Reimb	\$0.901	4.0%	(a)
Fuel for Buses and Trains	Non Reimb	(\$0.446)	(1.2%)	(a)
Insurance	Non Reimb	(\$0.468)	(3.5%)	(a)
Claims	Non Reimb	(\$0.732)	(3.1%)	(a)
Maintenance and Other Operating Contracts	Non Reimb	\$3.741	13.9%	Primarily due to timing, pending year-end adjustments
Professional Service Contracts	Non Reimb	\$3.330	53.1%	Primarily due to timing, pending year-end adjustments
Materials & Supplies	Non Reimb	\$1.609	5.0%	Primarily due to timing, pending year-end adjustments
Other Business Expenses	Non Reimb	\$1.847	37.0%	Primarily due to timing, pending year-end adjustments

* Variance exceeds 100%.

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

MTA BUS COMPANY
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ 182.161	\$ 177.351	\$ 176.335	\$ (5.826)	(3.2)	\$ (1.017)	(0.6)
Investment Income				-	-	-	-
Other Operating Revenue	18.841	18.841	20.323	1.482	7.9	1.482	7.9
Capital and Other Reimbursements	11.130	11.163	6.926	(4.204)	(37.8)	(4.237)	(38.0)
Total Receipts	\$ 212.132	\$ 207.356	\$ 203.584	\$ (8.548)	(4.0)	\$ (3.772)	(1.8)
Expenditures							
<u>Labor:</u>							
Payroll	\$ 226.122	\$ 229.803	\$ 218.762	\$ 7.360	3.3	\$ 11.041	4.8
Overtime	43.494	43.886	43.417	0.077	0.2	0.469	1.1
Health and Welfare	39.895	45.280	36.195	3.700	9.3	9.085	20.1
OPEB Current Payment	13.892	13.892	7.608	6.283	45.2	6.283	45.2
Pensions	33.696	35.998	37.682	(3.986)	(11.8)	(1.684)	(4.7)
Other Fringe Benefits	22.870	24.425	21.254	1.616	7.1	3.171	13.0
GASB Account	3.948	3.948	3.948	-	0.0	-	0.0
Reimbursable Overhead	0.000	-	-	0.000	100.0	-	-
Total Labor Expenditures	\$ 383.916	\$ 397.232	\$ 368.865	\$ 15.051	3.9	\$ 28.366	7.1
<u>Non-Labor:</u>							
Traction and Propulsion Power							
Fuel for Buses and Trains	31.129	35.468	27.303	3.826	12.3	8.165	23.0
Insurance	13.195	28.955	11.711	1.484	11.2	17.244	59.6
Claims	15.000	18.000	13.265	1.735	11.6	4.735	26.3
Paratransit Service Contracts				-	-	-	-
Maintenance and Other Operating Contracts	25.523	28.676	17.894	7.629	29.9	10.782	37.6
Professional Service Contracts	6.790	8.425	2.626	4.165	61.3	5.800	68.8
Materials & Supplies	32.326	34.514	24.990	7.336	22.7	-9.525	27.6
Other Business Expenses	6.206	5.057	1.221	4.985	80.3	3.837	75.9
Total Non-Labor Expenditures	\$ 130.169	\$ 159.095	\$ 99.009	\$ 31.160	23.9	\$ 60.086	37.8
<u>Other Expenditure Adjustments:</u>							
Other	\$ -	\$ -	\$ 0.010	\$ (0.010)	-	\$ (0.010)	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ 0.010	\$ (0.010)	-	\$ (0.010)	-
Depreciation	\$ -	\$ -		\$ -	-	\$ -	-
OPEB Obligation	\$ -	\$ -		\$ -	-	\$ -	-
Environmental Remediation	\$ -	\$ -		\$ -	-	\$ -	-
Total Expenditures	\$ 514.085	\$ 556.327	\$ 467.884	\$ 46.201	9.0	\$ 88.442	15.9
Baseline Cash Deficit	\$ (301.953)	\$ (348.971)	\$ (264.300)	\$ 37.653	12.5	\$ 84.671	24.3

Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2011 Final Estimate and Preliminary Actual: Cash
December 2011 Year-to-Date

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Farebox Revenue	(\$1.017)	(0.6%)	(a)
Other Operating Revenue	\$1.482	7.9%	Favorable student ridership
Capital and Other Reimbursements	(\$4.237)	(38.0%)	Reimbursable underruns/vacancies
Payroll	\$11.041	4.8%	Mainly due to timing of payments
Overtime	\$0.469	1.1%	(a)
Health and Welfare	\$9.085	20.1%	Mainly due to timing of payments
OPEB Current Payment	\$6.283	45.2%	Mainly due to timing of payments
Pensions	(\$1.684)	(4.7%)	Based on third party actuarial estimate
Other Fringe Benefits	\$3.171	13.0%	Related to the payroll underruns
Fuel for Buses and Trains	\$8.165	23.0%	Mainly due to timing of payments
Insurance	\$17.244	59.6%	Represents 2010 rollover which has yet to be paid
Claims	\$4.735	26.3%	Mainly due to timing of payments
Maintenance and Other Operating Contracts	\$10.782	37.6%	Mainly due to timing of payments
Professional Service Contracts	\$5.800	68.8%	Mainly due to timing of payments
Materials & Supplies	\$9.525	27.6%	Mainly due to timing of payments
Other Business Expenses	\$3.837	75.9%	Mainly due to timing of payments

* Variance exceeds 100%.

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

MTA BUS COMPANY
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ -	\$ 0.000	\$ (2.544)	\$ (2.544)	-	\$ (2.544)	*
Other Operating Revenue	-	-	(0.160)	(0.160)	-	(0.160)	-
Capital and Other Reimbursements	3.972	3.972	(1.069)	(5.041)	*	(5.041)	*
Total Receipts	\$ 3.972	\$ 3.972	\$ (3.772)	\$ (7.744)	*	\$ (7.744)	*
Expenditures							
<u>Labor:</u>							
Payroll	\$ 1.981	\$ (1.821)	\$ 12.626	\$ (10.645)	*	\$ (14.447)	*
Overtime	-	-	1.181	(1.181)	-	(1.181)	-
Health and Welfare	0.399	(7.178)	8.461	(8.061)	*	(15.638)	*
OPEB Current Payment	-	-	8.074	(8.074)	-	(8.074)	-
Pensions	0.176	(1.702)	(1.137)	1.313	*	(0.565)	(33.2)
Other Fringe Benefits	0.164	(1.442)	0.722	(0.558)	*	(2.165)	*
GASB Account	(3.948)	(3.948)	(3.948)	-	0.0	-	0.0
Reimbursable Overhead	(0.000)	-	(0.057)	0.057	*	0.057	-
Total Labor Expenditures	\$ (1.228)	\$ (16.091)	\$ 25.922	\$ (27.149)	*	\$ (42.013)	*
<u>Non-Labor:</u>							
Traction and Propulsion Power	-	1.376	9.987	(9.987)	-	(8.611)	*
Fuel for Buses and Trains	-	(15.664)	2.047	(2.047)	-	(17.711)	*
Insurance	9.000	6.000	11.467	(2.467)	(27.4)	(5.467)	(91.1)
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	(1.812)	5.494	(5.494)	-	(7.306)	*
Professional Service Contracts	-	(2.158)	0.311	(0.311)	-	(2.469)	*
Materials & Supplies	-	(2.267)	5.992	(5.992)	-	(8.259)	*
Other Business Expenses	-	(0.065)	1.938	(1.938)	-	(2.003)	*
Total Non-Labor Expenditures	\$ 9.000	\$ (14.589)	\$ 37.236	\$ (28.236)	*	\$ (51.825)	*
<u>Other Expenditure Adjustments:</u>							
Other	-	-	(0.010)	0.010	-	0.010	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ (0.010)	\$ 0.010	-	\$ 0.010	-
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$ 11.744	\$ (26.708)	\$ 59.376	\$ (47.632)	*	\$ (86.084)	*
Depreciation	42.235	42.235	40.159	2.076	4.9	2.076	4.9
OPEB Obligation	\$ 54.630	\$ 54.630	\$ 53.092	\$ 1.537	2.8	\$ 1.537	2.8
Environmental Remediation	\$ -	\$ -	\$ 1.956	\$ (1.956)	-	\$ (1.956)	-
Baseline Total Cash Conversion Adjustments	\$ 108.609	\$ 70.156	\$ 154.583	\$ (45.975)	(42.3)	\$ (84.427)	*

Totals may not add due to rounding

MTA
MTA Bus Company
Preliminary 2011 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2011						2011		2011	
	Adopted Budget			2011 Final Estimate			Adopted vs. Actuals		Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME										
SCHEDULED:										
<u>Direct Service</u>	560,347	\$24.406	560,347	\$24.472	512,491	\$20.589	47,856 8.5%	\$3.817 15.6%	47,856 8.5%	\$3.883 15.9%
<u>Programmed Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	0	\$0.000
Total Scheduled	560,347	\$24.406	560,347	\$24.472	512,491	\$20.589	47,856 8.5%	\$3.974 16.3%	47,856 8.5%	\$3.883 15.9%
UNSCHEDULED:										
<u>Vacancy/Absentee Coverage</u>	114,868	\$5.220	149,112	\$6.188	209,911	\$9.741	(95,043) -82.7%	(\$4.521) -86.6%	(60,799) -40.8%	(\$3.554) -57.4%
<u>Weather Emergencies</u>	3,321	\$0.149	13,741	\$0.544	13,503	\$0.513	(10,181) -306.6%	(\$0.364) -244.0%	238 1.7%	\$0.031 5.7%
<u>Maintenance</u>	255,839	\$11.199	222,600	\$10.267	273,914	\$11.203	(18,074) -7.1%	(\$0.003) 0.0%	(51,313) -23.1%	(\$0.935) -9.1%
<u>Service Delays</u>	45,035	\$2.078	42,860	\$1.923	52,109	\$1.950	(7,074) -15.7%	\$0.128 6.2%	(9,249) -21.6%	(\$0.026) -1.4%
<u>Tour Length</u>	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
<u>Emergencies</u>	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
<u>Safety/Security/Law Enforcement</u>	1,171	\$0.051	1,314	\$0.056	1,675	\$0.061	(504) -43.0%	(\$0.010) -18.7%	(361) -27.5%	(\$0.005) -9.6%
<u>All Other *</u>	9,493	\$0.390	9,815	\$0.436	11,741	\$0.541	(2,248) -23.7%	(\$0.151) -38.8%	(1,926) -19.6%	(\$0.105) -24.1%
Total Unscheduled	429,728	\$19.088	439,442	\$19.414	562,853	\$24.009	(133,125) -31.0%	(\$4.921) -25.8%	(123,410) -28.1%	(\$4.595) -23.7%
TOTAL NON-REIMBURSABLE OVERTIME:	990,075	\$43.494	999,789	\$43.886	1,075,343	\$44.598	(85,269) -8.6%	(\$1.104) -2.5%	(75,554) -7.6%	(\$0.711) -1.6%
REIMBURSABLE OVERTIME *	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
TOTAL OVERTIME	990,075	\$43.494	999,789	\$43.886	1,075,343	\$44.598	(85,269)	(\$1.104)	(75,554) -7.6%	(\$0.711) -1.6%

*All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

(\$0.000)

MTA
MTA Bus Company
Preliminary 2011 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

December 2011 Year-to-Date

SCHEDULED:
Direct Service

Programmed Maintenance

Total Scheduled

UNSCHEDULED:

Vacancy/Absentee Coverage

Weather Emergencies

Maintenance

Service Delays

Tour Length

Emergencies

Safety/Security/Law Enforcement

All Other ¹

Total Unscheduled

TOTAL NON-REIMBURSABLE OVERTIME:

REIMBURSABLE OVERTIME ¹

TOTAL OVERTIME

Var. - Fav./(Unfav)		Explanations
Hours	\$	
47,856	3.883	Vacancies
8.5%	15.9%	
-	\$0.000	
0.0%	0.0%	
47,856	\$3.883	
8.5%	15.9%	
(80,799)	(\$3.554)	Vacancy Coverage
-40.8%	-57.4%	
238	\$0.031	
1.7%	5.7%	
(51,313)	(0.935)	Greater than anticipated maintenance work
-23.1%	-9.1%	
(9,249)	(0.026)	Less than anticipated traffic delays
-21.6%	-1.4%	
-	\$0.000	
0.0%	0.0%	
-	\$0.000	
0.0%	0.0%	
(361)	(\$0.005)	
-27.5%	-9.6%	
(1,926)	(\$0.105)	
-19.6%	-24.1%	
(123,410)	(\$4.595)	
-28.1%	-23.7%	
(75,554)	(\$0.711)	
-7.6%	-1.6%	
-	\$0.000	
(75,554)	(\$0.711)	
-7.6%	-1.6%	

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

**MTA BUS COMPANY
2011 YEAR END REPORT
UTILIZATION
(in millions)**

	December Year-to-Date			Favorable/(Unfavorable) Variance			
	2011 Adopted Budget	Final Estimate	Preliminary Actual	2011 Adopted Budget		Final Estimate	
<u>Farebox Revenue</u>				\$	%	\$	%
Fixed Route	\$ 182.161	\$ 177.351	\$ 178.878	\$ (3.283)	(1.8)	\$ 1.527	0.9
Total Farebox Revenue	182.161	177.351	178.878	(3.283)	(1.8)	1.527	0.9
Other Revenue	18.841	18.841	20.483	1.642	8.7	1.642	8.7
Capital & Other	7.158	7.191	7.995	0.837	11.7	0.804	11.2
Total Revenue	\$ 208.160	\$ 203.384	\$ 207.356	\$ (1.641)	(0.8)	\$ 3.168	1.6
<u>Ridership</u>							
Fixed Route	119.608	116.963	118.281	(1.327)	(1.1)	1.318	1.1
Total Ridership	119.608	116.963	118.281	(1.327)	(1.1)	1.318	1.1

MTA BUS COMPANY
2011 Final Estimate vs. Preliminary Actual
TOTAL FULL-TIME POSITIONS and FTE's by FUNCTION and DEPARTMENT
December 2011

FUNCTION/DEPARTMENT	Final Estimate	Preliminary 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	20	(3)	
Material	18	20	(2)	
Controller	29	33	(4)	
Office of the President	7	10	(3)	
System Safety Administration	5	1	4	
Law	21	19	2	
Corporate Communications	2	2	-	
Strategic Office	-	-	-	
Labor Relations	4	-	4	
Non-Departmental	46	-	46	
Total Administration	178	132	46	Pending Programs / Training
 Buses	 2,048	 2,085	 (37)	
Office of the Executive VP	1	1	-	
Safety & Training	23	40	(17)	
Road Operations	119	119	-	
Transportation Support	20	16	4	
Operations Planning	23	23	-	
Revenue Control	21	21	-	
Total Operations	2,255	2,305	(50)	Timing Requirements for Maintenance and Operations
 Buses	 739	 722	 17	
Maintenance Support/CMF	153	148	5	
Facilities	72	39	33	Vacancies replaced by MOU
Supply Logistics	82	83	(1)	
Total Maintenance	1,046	992	54	Timing Requirements for Training
 Capital Program Management	 34	 32	 2	
Total Engineering/Capital	34	32	2	
 Office of the Senior Vice President	 12	 10	 2	
Total Public Safety	12	10	2	
	3,525	3,471	54	
 Non-Reimbursable	 3,462	 3,424	 38	
Reimbursable	63	47	16	
Total Full-Time	3,510	3,456	54	
Total Full-Time Equivalents	15	15	-	

MTA BUS COMPANY
2011 Final Estimate vs. Preliminary Actual
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS BY FUNCTION AND OCCUPATION
December 2011

FUNCTION/OCCUPATION	Final Estimate	Preliminary Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	41	44	(3)	
Professional, Technical, Clerical	91	88	3	
Operational Hourlies	46	-	46	
Total Administration	178	132	46	Pending Programs / Training
Operations				
Managers/Supervisors	292	296	(4)	
Professional, Technical, Clerical	45	46	(1)	
Operational Hourlies	1,918	1,963	(45)	
Total Operations	2,255	2,305	(50)	Timing Requirements for Maintenance and Operations
Maintenance				
Managers/Supervisors	203	184	19	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	831	795	36	
Total Maintenance	1,046	992	54	Timing Requirements for Training
Engineering/Capital				
Managers/Supervisors	18	18	-	
Professional, Technical, Clerical	16	14	2	
Operational Hourlies	-	-	-	
Total Engineering/Capital	34	32	2	
Public Safety				
Managers/Supervisors	9	5	4	
Professional, Technical, Clerical	3	4	(1)	
Operational Hourlies	-	1	(1)	
Total Public Safety	12	10	2	
Total Baseline Positions				
Managers/Supervisors	563	547	16	
Professional, Technical, Clerical	167	165	2	
Operational Hourlies	2,795	2,759	36	
Total Baseline Positions	3,525	3,471	54	

MTA LONG ISLAND BUS
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Operating Revenue							
Farebox Revenue	\$ 46.644	\$ 46.271	\$ 45.956	\$ (0.688)	(1.5)	\$ (0.315)	(0.7)
Other Operating Revenue	1.716	1.716	0.814	(0.902)	(52.6)	(0.902)	(52.6)
Capital and Other Reimbursements	-	-	-	-	-	-	-
Total Revenue	\$ 48.360	\$ 47.987	\$ 46.770	\$ (1.590)	(3.3)	\$ (1.217)	(2.5)
Operating Expenses							
<u>Labor:</u>							
Payroll	\$ 63.758	\$ 60.054	\$ 58.046	\$ 5.712	9.0	\$ 2.008	3.3
Overtime	9.822	9.833	9.796	(0.174)	(1.8)	0.037	0.4
Health and Welfare	15.187	15.414	12.818	2.569	16.9	2.796	18.1
OPEB Current Payment	0.929	0.824	2.061	(1.132)	*	(1.237)	*
Pensions	7.456	8.197	9.587	(2.111)	(28.3)	(1.370)	(16.7)
Other Fringe Benefits	7.129	6.780	8.399	(1.270)	(17.8)	(1.619)	(23.9)
Total Labor Expenses	\$ 104.081	\$ 101.102	\$ 100.487	\$ 3.594	3.5	\$ 0.615	0.6
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel for Buses and Trains	8.709	9.575	9.166	(0.457)	(5.2)	0.409	4.3
Insurance	0.610	0.610	0.398	0.212	34.8	0.212	34.8
Claims	3.733	3.733	5.678	(1.945)	(52.1)	(1.945)	(52.1)
Maintenance and Other Operating Contracts	10.568	7.870	8.047	2.521	23.9	(0.177)	(2.3)
Professional Service Contracts	1.890	1.601	2.492	(0.602)	(31.9)	(0.891)	(55.7)
Materials & Supplies	3.808	1.081	2.976	0.832	21.8	(1.895)	*
Other Business Expenses	0.187	0.189	0.008	0.179	95.7	0.181	95.8
Total Non-Labor Expenses	\$ 29.505	\$ 24.658	\$ 28.765	\$ 0.740	2.5	\$ (4.107)	(16.7)
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 133.586	\$ 125.760	\$ 129.252	\$ 4.334	3.2	\$ (3.492)	(2.8)
Depreciation	-	-	-	-	-	-	-
OPEB Obligation	\$ 8.960	\$ 8.960	\$ 8.880	\$ 0.080	0.9	\$ 0.080	0.9
Environmental Remediation	-	-	-	-	-	-	-
Total Expenses	\$ 142.546	\$ 134.720	\$ 138.132	\$ 4.414	3.1	\$ (3.412)	(2.5)
Baseline Surplus/(Deficit)	\$ (94.186)	\$ (86.733)	\$ (91.362)	\$ 4.414	4.7	\$ (3.412)	(3.9)
Post 2010 Program to Eliminate the Gap (PEGs)	-	-	-	-	-	-	-
Net Surplus/(Deficit)	\$ (94.186)	\$ (86.733)	\$ (91.362)	\$ 2.824	3.0	\$ (4.629)	(5.3)

Totals may not add due to rounding

MTA LONG ISLAND BUS
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

REIMBURSABLE								
	2011			Favorable/(Unfavorable) Variance				
	Adopted Budget	Final Estimate	Preliminary Actual	2011 Adopted Budget		Final Estimate		
				\$	%	\$	%	
Revenue								
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	7.033	9.033	9.161	2.128	30.3	0.128	1.4	
Total Revenue	\$ 7.033	\$ 9.033	\$ 9.161	\$ 2.128	30.3	\$ 0.128	1.4	
Expenses								
<u>Labor:</u>								
Payroll	\$ 1.030	\$ 1.030	\$ 0.845	\$ 0.185	18.0	\$ 0.185	18.0	
Overtime	-	-	0.737	(0.737)	-	(0.737)	-	
Health and Welfare	0.402	0.402	0.266	0.136	33.8	0.136	33.8	
OPEB Current Payment	1.286	1.286	0.907	0.379	29.5	0.379	29.5	
Pensions	0.116	0.116	0.066	0.050	43.1	0.050	43.1	
Other Fringe Benefits	0.199	0.199	0.174	0.025	12.6	0.025	12.6	
Total Labor Expenses	\$ 3.033	\$ 3.033	\$ 2.995	\$ 0.038	1.3	\$ 0.038	1.3	
<u>Non-Labor:</u>								
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Fuel for Buses and Trains	-	-	0.074	(0.074)	-	(0.074)	-	
Insurance	-	-	-	-	-	-	-	
Claims	-	-	-	-	-	-	-	
Maintenance and Other Operating Contracts	-	-	0.092	(0.092)	-	(0.092)	-	
Professional Service Contracts	-	-	-	-	-	-	-	
Materials & Supplies	4.000	6.000	6.000	(2.000)	(50.0)	-	0.0	
Other Business Expenses	-	-	-	-	-	-	-	
Total Non-Labor Expenses	\$ 4.000	\$ 6.000	\$ 6.166	\$ (2.166)	(54.2)	\$ (0.166)	(2.8)	
<u>Other Expense Adjustments:</u>								
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
OPEB Obligation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Environmental Remediation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Total Expenses	\$ 7.033	\$ 9.033	\$ 9.161	\$ (2.128)	(30.3)	\$ (0.128)	(1.4)	
Net Surplus/(Deficit)	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	

Totals may not add due to rounding

MTA LONG ISLAND BUS
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

				Favorable/(Unfavorable) Variance			
	2011			2011 Adopted Budget		Final Estimate	
	Adopted Budget	Final Estimate	Preliminary Actual	\$	%	\$	%
NON-REIMBURSABLE/REIMBURSABLE							
Revenue							
Farebox Revenue	\$ 46.644	\$ 46.271	\$ 45.956	\$ (0.688)	(1.5)	\$ (0.315)	(0.7)
Other Operating Revenue	1.716	1.716	0.814	(0.902)	(52.6)	(0.902)	(52.6)
Capital and Other Reimbursements	7.033	9.033	9.161	2.128	30.3	0.128	1.4
Total Revenue	\$ 55.393	\$ 57.020	\$ 55.931	\$ 0.538	1.0	\$ (1.089)	(1.9)
Expenses							
Labor:							
Payroll	\$ 64.788	\$ 61.084	\$ 58.891	\$ 5.897	9.1	\$ 2.193	3.6
Overtime	9.622	9.833	10.533	(0.911)	(9.5)	(0.700)	(7.1)
Health and Welfare	15.589	15.816	12.884	2.705	17.4	2.932	18.5
OPEB Current Payment	2.215	2.110	2.968	(0.753)	(34.0)	(0.858)	(40.7)
Pensions	7.572	8.313	9.633	(2.061)	(27.2)	(1.320)	(15.9)
Other Fringe Benefits	7.328	6.979	8.573	(1.245)	(17.0)	(1.594)	(22.8)
Total Labor Expenses	\$ 107.114	\$ 104.135	\$ 103.482	\$ 3.632	3.4	\$ 0.653	0.6
Non-Labor:							
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel for Buses and Trains	8.709	9.575	9.240	(0.531)	(6.1)	0.335	3.5
Insurance	0.610	0.610	0.398	0.212	34.8	0.212	34.8
Claims	3.733	3.733	5.678	(1.945)	(52.1)	(1.945)	(52.1)
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	10.568	7.870	8.139	2.429	23.0	(0.269)	(3.4)
Professional Service Contracts	1.890	1.601	2.492	(0.602)	(31.9)	(0.891)	(55.7)
Materials & Supplies	7.808	7.081	8.976	(1.168)	(15.0)	(1.895)	(26.8)
Other Business Expenses	0.187	0.189	0.008	0.179	95.7	0.181	95.8
Total Non-Labor Expenses	\$ 33.505	\$ 30.658	\$ 34.931	\$ (1.426)	(4.3)	\$ (4.273)	(13.9)
Other Expense Adjustments:							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Depreciation and GASB Adjs.	\$ 140.619	\$ 134.793	\$ 138.413	\$ 2.206	1.6	\$ (3.620)	(2.7)
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	8.960	8.960	8.880	0.080	0.9	0.080	0.9
Environmental Remediation	-	-	-	-	-	-	-
Total Expenses	\$ 149.579	\$ 143.753	\$ 147.293	\$ 2.286	1.6	\$ (3.540)	(2.5)
Baseline Surplus/(Deficit)	\$ (94.186)	\$ (86.733)	\$ (91.362)	\$ 2.824	3.0	\$ (4.629)	(5.3)
Totals may not add due to rounding							

MTA LONG ISLAND BUS
Explanation of Variances between 2011 Final Estimate and Preliminary Actual: Accrual
December 2011 Year-to-Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
Farebox Revenue	Non Reimb	(\$0.315)	(0.7%)	Lower ridership
Other Operating Revenue	Non Reimb	(\$0.902)	(52.6%)	Lower advertising and miscellaneous income
Capital and Other Reimbursements	Reimb	\$0.128	1.4%	Higher Preventive Maintenance reimbursement
Payroll	Non Reimb	\$2.008	3.5%	Vacancies; no backfill
Overtime	Non Reimb	\$0.037	0.4%	(a)
Overtime	Reimb	(\$0.737)	*	LIRR Track work
Health and Welfare	Non Reimb	\$2.796	18.1%	Vacancy savings / Inter-agencies Health and Welfare expenses in Other Fringe Benefits
Pensions	Non Reimb	(\$1.370)	(16.7%)	Higher than budgeted Pension cost
Other Fringe Benefits	Non Reimb	(\$1.619)	(23.9%)	Includes Inter-agencies' Health and Welfare expenses
Fuel for Buses and Trains	Non Reimb	\$0.409	4.3%	Under Accrued will be adjusted in the Final Actual
Insurance	Non Reimb	\$0.212	34.8%	Lower expenses
Claims	Non Reimb	(\$1.945)	(52.1%)	3rd Party actuarial re-estimate
Maintenance and Other Operating Contracts	Non Reimb	(\$0.177)	(2.3%)	Higher expenses
Professional Service Contracts	Non Reimb	(\$0.891)	(55.7%)	Higher expenses
Materials & Supplies	Non Reimb	(\$1.895)	*	Additional expenses incurred in order to complete transition of service
Other Business Expenses	Non Reimb	\$0.181	*	Lower expenses

* Variance exceeds 100%.

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

MTA LONG ISLAND BUS
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ 46.533	\$ 46.160	\$ 45.974	\$ (0.559)	(1.2)	\$ (0.186)	(0.4)
Investment Income	-	-	-	-	-	-	-
Other Operating Revenue	1.666	1.666	3.325	1.659	99.6	1.659	99.6
Capital and Other Reimbursements	6.621	6.621	8.008	1.387	20.9	1.387	20.9
Total Receipts	\$ 54.820	\$ 54.447	\$ 57.307	\$ 2.487	4.5	\$ 2.860	5.3
Expenditures							
<u>Labor:</u>							
Payroll	\$ 64.441	\$ 63.937	\$ 54.651	\$ 9.790	15.2	\$ 9.286	14.5
Overtime	9.584	9.795	10.472	(0.888)	(9.3)	(0.677)	(6.9)
Health and Welfare	15.523	15.749	14.787	0.736	4.7	0.962	6.1
OPEB Current Payment	2.215	2.111	2.142	0.073	3.3	(0.031)	(1.5)
Pensions	7.389	13.509	13.804	(6.415)	(86.8)	(0.295)	(2.2)
Other Fringe Benefits	7.284	6.935	8.609	(1.325)	(18.2)	(1.674)	(24.1)
GASB Account	0.338	0.338	0.338	0.000	0.1	-	0.0
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 106.774	\$ 112.374	\$ 104.803	\$ 1.971	1.8	\$ 7.571	6.7
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel for Buses and Trains	8.408	9.274	9.143	(0.735)	(8.7)	0.131	1.4
Insurance	0.585	1.208	0.272	0.313	53.5	0.936	77.5
Claims	3.673	9.344	5.628	(1.955)	(53.2)	3.716	39.8
Maintenance and Other Operating Contracts	10.384	11.687	10.326	0.058	0.6	1.361	11.6
Professional Service Contracts	1.796	1.507	1.021	0.775	43.2	0.486	32.2
Materials & Supplies	7.699	4.972	5.781	1.918	24.9	(0.809)	(16.3)
Other Business Expenses	0.159	0.161	0.268	(0.109)	(68.1)	(0.107)	(66.5)
Total Non-Labor Expenditures	\$ 32.704	\$ 38.153	\$ 32.439	\$ 0.265	0.8	\$ 5.714	15.0
<u>Other Expenditure Adjustments:</u>							
Other	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenditures Before Depreciation	\$ 139.479	\$ 150.527	\$ 137.242	\$ 2.237	1.6	\$ 13.285	8.8
Depreciation	-	-	-	-	-	-	-
OPEB Obligation	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
Total Expenditures	\$ 139.479	\$ 150.527	\$ 137.242	\$ 2.237	1.6	\$ 13.285	8.8
Baseline Cash Deficit	\$ (84.659)	\$ (96.080)	\$ (79.935)	\$ 4.724	5.6	\$ 16.145	16.8
Subsidies & Loans							
MTA	\$ 28.200	\$ 13.100	\$ 5.345	\$ (22.855)	(81.0)	\$ (7.755)	(59.2)
Other	60.067	69.891	69.891	9.824	16.4	-	0.0
Closing Cash Balance	\$ 3.952	\$ (6.760)	\$ 1.630	\$ (2.322)	(58.8)	\$ 8.390	*

Totals may not add due to rounding

MTA LONG ISLAND BUS
Explanation of Variances between 2011 Final Estimate and Preliminary Actual: Cash
December 2011 Year-to-Date

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Farebox Revenue	(\$0.186)	(1.2%)	Lower ridership
Other Operating Revenue	\$1.659	*	LIRR track work
Capital and Other Reimbursements	\$1.387	20.9%	Higher Preventive Maintenance reimbursement
Payroll	\$9.286	14.5%	Vacancies and RWA for Fixed Route not paid out yet
Overtime	(\$0.677)	(6.9%)	Vacancy coverage
Health and Welfare	\$0.962	6.1%	Vacancy savings / Inter-agencies Health and Welfare expenses in Other Fringe Benefits
OPEB Current Payment	(\$0.031)	(1.5%)	(a)
Other Fringe Benefits	(\$1.674)	(24.1%)	Includes Inter-agencies Health and Welfare expenses
Fuel for Buses and Trains	\$0.131	1.4%	Lower CNG Rates
Insurance	\$0.936	77.5%	Lower expenses
Claims	\$3.716	39.8%	Lower payments due to Timing
Maintenance and Other Operating Contracts	\$1.361	11.6%	Lower payments
Professional Service Contracts	\$0.486	32.2%	Lower payments
Materials & Supplies	(\$0.809)	(16.3%)	Additional expenses incurred in order to complete transition of service
Other Business Expenditures	(\$0.107)	(66.5%)	Higher expenses

* Variance exceeds 100%.

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

MTA LONG ISLAND BUS
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ (0.111)	\$ (0.111)	\$ 0.018	\$ 0.129	*	\$ 0.129	*
Vehicle Toll Revenue	-	-	-	-	-	-	-
Other Operating Revenue	(0.050)	(0.050)	2.511	2.561	*	2.561	*
Capital and Other Reimbursements	(0.412)	(2.412)	(1.153)	(0.741)	*	1.259	52.2
Total Receipts	\$ (0.573)	\$ (2.573)	\$ 1.376	\$ 1.949	*	\$ 3.949	*
Expenditures							
<u>Labor:</u>							
Payroll	\$ 0.347	\$ (2.853)	\$ 4.240	\$ (3.893)	*	\$ (7.093)	*
Overtime	0.038	0.038	0.061	(0.023)	(60.5)	(0.023)	(60.5)
Health and Welfare	0.066	0.067	(1.903)	1.969	*	1.970	*
OPEB Current Payment	-	(0.001)	0.826	(0.826)	-	(0.827)	*
Pensions	0.183	(5.196)	(4.171)	4.354	*	(1.025)	(19.7)
Other Fringe Benefits	0.044	0.044	(0.036)	0.080	*	0.080	*
GASB Account	(0.338)	(0.338)	(0.338)	(0.000)	(0.1)	-	0.0
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 0.340	\$ (8.239)	\$ (1.321)	\$ 1.661	*	\$ (6.918)	(84.0)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel for Buses and Trains	0.301	0.301	0.097	0.204	67.8	0.204	67.7
Insurance	0.025	(0.598)	0.126	(0.101)	*	(0.724)	*
Claims	0.060	(5.611)	0.050	0.010	16.7	(5.661)	*
Maintenance and Other Operating Contracts	0.184	(3.818)	(2.187)	2.371	*	(1.631)	(42.7)
Professional Service Contracts	0.094	0.094	1.471	(1.377)	*	(1.377)	*
Materials & Supplies	0.109	2.109	3.195	(3.086)	*	(1.086)	(51.5)
Other Business Expenses	0.028	0.028	(0.260)	0.288	*	0.288	*
Total Non-Labor Expenditures	\$ 0.801	\$ (7.495)	\$ 2.492	\$ (1.691)	*	\$ (9.987)	*
<u>Other Expenditure Adjustments:</u>							
Other	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$ 0.567	\$ (18.307)	\$ 2.547	\$ (1.980)	*	\$ (20.854)	*
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	8.960	8.960	8.880	0.080	0.9	0.080	0.9
Environmental Remediation	-	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$ 9.527	\$ (9.347)	\$ 11.427	\$ (1.900)	(19.9)	\$ (20.774)	*

Totals may not add due to rounding

MTA
Long Island Bus
Preliminary 2011 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2011						2011			
	Adopted Budget			Final Estimate			Adopted vs. Actuals		Final Estimate vs. Actuals	
	Var. - Fav./Unfav)		Hours		Hours		Hours		Hours	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
SCHEDULED:										
<u>Direct Service</u>	190,996	\$5.577	194,147	\$5.697	164,193	\$4.287	26,803 14.0%	\$1.290 23.1%	29,954 15.4%	\$1.410 24.7%
<u>Programmed Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000	- 0.0%	\$0.000 0.0%	0 0.0%	\$0.000 0.0%
Total Scheduled	190,996	\$5.577	194,147	\$5.697	164,193	\$4.287	26,803 14.0%	\$1.521 27.3%	29,954 15.4%	\$1.410 24.7%
UNSCHEDULED:										
<u>Vacancy/Absentee Coverage</u>	53,849	\$2.208	61,673	\$2.570	88,783	\$3.571	(34,934) -64.9%	(\$1.363) -61.8%	(27,110) -44.0%	(\$1.001) -39.0%
<u>Weather Emergencies</u>	664	\$0.026	3,777	\$0.143	2,898	\$0.118	(2,235) -336.8%	(\$0.092) -352.5%	879 23.3%	\$0.024 17.1%
<u>Maintenance</u>	34,360	\$1.324	27,453	\$0.998	44,157	\$1.450	(9,797) -28.5%	(\$0.127) -9.6%	(16,704) -60.8%	(\$0.452) -45.3%
<u>Service Delays</u>	10,139	\$0.421	8,828	\$0.344	4,383	\$0.165	5,756 56.8%	\$0.256 60.8%	4,445 50.4%	\$0.179 52.0%
<u>Tour Length</u>	0	\$0.000	0	\$0.000	-	\$0.000	- 0.0%	\$0.000 0.0%	- 0.0%	\$0.000 0.0%
<u>Emergencies</u>	0	\$0.000	0	\$0.000	-	\$0.000	- 0.0%	\$0.000 0.0%	- 0.0%	\$0.000 0.0%
<u>Safety/Security/Law Enforcement</u>	477	\$0.018	309	\$0.011	-	\$0.000	477 100.0%	\$0.018 100.0%	309 100.0%	\$0.011 100.0%
<u>All Other¹</u>	1,222	\$0.049	1,764	\$0.071	5,517	\$0.205	(4,295) -351.5%	(\$0.156) -320.4%	(3,753) -212.7%	(\$0.134) -188.4%
Total Unscheduled	100,711	\$4.045	103,804	\$4.136	145,738	\$5.510	(45,027) -44.7%	(\$1.464) -36.2%	(41,934) -40.4%	(\$1.373) -33.2%
TOTAL NON-REIMBURSABLE OVERTIME:	291,707	\$9.622	297,951	\$9.833	309,931	\$9.796	(18,224) -6.2%	(\$0.174) -1.8%	(11,980) -4.0%	\$0.037 0.4%
REIMBURSABLE OVERTIME¹	(10,961)	\$0.000	0	\$0.000	13,882	\$0.737	(24,844)	(\$0.737)	(13,882)	(\$0.737)
TOTAL OVERTIME	280,746	\$9.622	297,951	\$9.833	323,814	\$10.533	(43,067)	(\$0.911)	(25,862)	(\$0.700)
									-8.7%	-7.1%

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

MTA
Long Island Bus
Preliminary 2011 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

December 2011 Year-to-Date

SCHEDULED:

Direct Service

Programmed Maintenance

Total Scheduled

UNSCHEDULED:

Vacancy/Absentee Coverage

Weather Emergencies

Maintenance

Service Delays

Tour Length

Emergencies

Safety/Security/Law Enforcement

All Other¹

Total Unscheduled

TOTAL NON-REIMBURSABLE OVERTIME:

REIMBURSABLE OVERTIME¹

TOTAL OVERTIME

Var. - Fav./Unfav)		Explanations
Hours	\$	
29,954	1,410	Vacancies
15.4%	24.7%	
-	\$0,000	
0.0%	0.0%	
29,954	-\$1,410	
15.4%	24.7%	
(27,110)	(\$1,001)	Vacancy and absence coverage
-44.0%	-39.0%	
879	\$0.024	
23.3%	17.1%	
(16,704)	(0.452)	Maintenance work required to complete transition of service
-60.8%	-45.3%	
4,445	0.179	Less than anticipated traffic delays
50.4%	52.0%	
-	\$0.000	
0.0%	0.0%	
-	\$0.000	
0.0%	0.0%	
309	\$0.011	
100.0%	100.0%	
(3,753)	(\$0.134)	
-212.7%	-188.4%	
(41,934)	(\$1.373)	
-40.4%	-33.2%	
(11,980)	\$0.037	
-4.0%	0.4%	
(13,882)	(\$0.737)	LIRR Track work
0.0%	0.0%	
(25,862)	(\$0.700)	
-8.7%	-7.1%	

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

**MTA LONG ISLAND BUS
2011 YEAR END REPORT
UTILIZATION
(in millions)**

	December Year-to-Date			Favorable/(Unfavorable) Variance			
	2011	Final	Preliminary	2011 Adopted Budget		Final Estimate	
	Adopted Budget	Estimate	Actual	\$	%	\$	%
<u>Farebox Revenue</u>							
Fixed Route	\$ 45.475	\$ 45.105	\$ 44.816	\$ (0.659)	(1.4)	\$ (0.289)	(0.6)
Paratransit	1.169	1.166	1.140	(0.029)	(2.5)	(0.026)	(2.2)
Total Farebox Revenue	46.644	46.271	45.956	(0.688)	(1.5)	\$ (0.315)	(0.7)
Other Revenue	1.716	1.716	0.814	(0.902)	(52.6)	\$ (0.902)	(52.6)
Capital & Other	7.033	9.033	9.161				
Total Revenue	\$ 55.393	\$ 57.020	\$ 55.931	\$ (1.590)	(2.9)	\$ (1.217)	(2.1)
<u>Ridership</u>							
Fixed Route	30.581	30.654	30.327	(0.254)	(0.8)	(0.327)	(1.1)
Paratransit	0.316	0.315	0.341	0.025	7.9	0.026	8.3
Total Ridership	30.897	30.969	30.668	(0.229)	(0.7)	(0.301)	(1.0)

MTA Long Island Bus
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
Total Full-Time Positions & FTEs by Function and Department
December 2011

FUNCTION / DEPARTMENT	Final Estimate	Preliminary Actual	Favorable (Unfavorable) Variance	Reason For Variance
Administration				
Office of the EVP	0	0	0	
Human Resources	3	1	2	
Office of Management and Budget	6	0	6	
Technology & Information Services	17	10	7	
Materiel	12	6	6	
Controller	10	1	9	
Office of the President	2	0	2	
System Safety Administration	3	1	2	
Law	9	4	5	
Corporate Communications	3	2	1	
Labor Relations	1	0	1	
Non-Departmental	5	0	5	
Total Administration	71	25	46	Full attrition; no backfill
Operations				
Buses (Fixed Route)	531	486	45	
Buses (Paratransit)	142	136	6	
Office of the Executive Vice President, F	0	0	0	
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	
Total Operations	722	665	57	Full attrition; no backfill
Maintenance				
Buses (Fixed Route)	183	172	11	
Buses (Paratransit)	12	7	5	
Maintenance Support/CMF	21	18	3	
Facilities	15	10	5	
Supply Logistics	18	11	7	
Total Maintenance	249	218	31	Full attrition; no backfill
Engineering/Capital				
Capital Program Management	3	0	3	Full attrition; no backfill
Public Safety				
Security	3	3	0	
Total Positions	1,048	911	137	
Non-Reimbursable	1,033	905	128	
Reimbursable	15	6	9	
Total Full-Time	949	829	120	
Total Full-Time Equivalents	99	82	17	

MTA LONG ISLAND BUS
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
Total Full-Time Positions & FTEs by Function and Occupation
December 2011

FUNCTION/OCCUPATION	Final Estimate	Preliminary Actual	Favorable (Unfavorable) Variance	Reason For Variance
Administration				
Managers/Supervisors	29	7	22	
Professional, Technical, Clerical	37	18	19	
Operational Hourlies	5	-	5	
Total Administration	71	25	46	
Operations				
Managers/Supervisors	61	53	8	
Professional, Technical, Clerical	38	32	6	
Operational Hourlies	623	580	43	
Total Operations	722	665	57	Full attrition; no backfill
Maintenance				
Managers/Supervisors	38	24	14	
Professional, Technical, Clerical	2	-	2	
Operational Hourlies	209	194	15	
Total Maintenance	249	218	31	Full attrition; no backfill
Engineering/Capital				
Managers/Supervisors	2	-	2	
Professional, Technical, Clerical	1	-	1	
Operational Hourlies	-	-	-	
Total Engineering/Capital	3	-	3	Full attrition; no backfill
Public Safety				
Managers/Supervisors	1	1	-	
Professional, Technical, Clerical	-	-	-	
Operational Hourlies	2	2	-	
Total Public Safety	3	3	-	
Total Baseline Positions				
Managers/Supervisors	131	85	46	
Professional, Technical, Clerical	78	50	28	
Operational Hourlies	839	776	63	
Total Baseline Positions	1,048	911	137	Full attrition; no backfill

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue:							
Farebox Revenue	\$ 903.810	\$ 868.384	\$ 868.135	\$ (35.675)	(3.9)	\$ (0.249)	(0.0)
Paratransit	17.588	14.647	14.519	(3.069)	(17.4)	(0.128)	(0.9)
Other Operating Revenue	211.273	218.172	217.769	6.496	3.1	(0.403)	(0.2)
Capital and Other Reimbursements	-	-	-	-	-	-	-
Total Revenue	\$ 1,132.671	\$ 1,101.203	\$ 1,100.423	\$ (32.248)	(2.8)	\$ (0.780)	(0.1)
Expenses							
Labor:							
Payroll	\$ 954.627	\$ 927.731	\$ 926.944	\$ 27.683	2.9	\$ 0.787	0.1
Overtime	146.341	151.829	157.357	(11.016)	(7.5)	(5.528)	(3.6)
Health and Welfare	186.972	185.811	184.278	2.694	1.4	1.533	0.8
OPEB Current Payment	-	-	-	-	-	-	-
Pensions	87.741	86.078	84.572	3.168	3.6	1.506	1.7
Other Fringe Benefits	81.146	79.505	77.951	3.194	3.9	1.554	2.0
Reimbursable Overhead	(8.780)	(8.993)	(10.547)	1.787	20.4	1.554	17.3
Total Labor Expenses	\$ 1,448.067	\$ 1,421.961	\$ 1,420.556	\$ 27.511	1.9	\$ 1.405	0.1
Non-Labor:							
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel for Buses and Trains	123.246	149.140	146.464	(23.218)	(18.8)	2.676	1.8
Insurance	47.957	42.765	42.772	5.185	10.8	(0.007)	(0.0)
Claims	-	-	-	-	-	-	-
Paratransit Service Contracts	384.436	356.043	355.666	28.770	7.5	0.377	0.1
Maintenance and Other Operating Contracts	63.673	51.029	55.781	7.893	12.4	(4.751)	(9.3)
Professional Service Contracts	4.809	3.752	1.841	2.968	61.7	1.911	50.9
Materials & Supplies	114.559	98.747	98.184	16.375	14.3	0.563	0.6
Other Business Expenses	(0.533)	(1.580)	(0.785)	0.252	(47.3)	(0.795)	50.3
Total Non-Labor Expenses	\$ 738.147	\$ 699.896	\$ 699.923	\$ 38.224	5.2	\$ (0.027)	(0.0)
Other Expense Adjustments:							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Non-Cash Liability Adjs.	\$ 2,186.214	\$ 2,121.858	\$ 2,120.479	\$ 65.735	3.0	\$ 1.379	0.1
Depreciation	-	-	0.006	(0.006)	-	(0.006)	-
Other Post Employment Benefits	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
Total Expenses	\$ 2,186.214	\$ 2,121.858	\$ 2,120.484	\$ 65.730	3.0	\$ 1.373	0.1
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$ (1,053.543)	\$ (1,020.655)	\$ (1,020.061)	\$ 33.482	3.2	\$ 0.593	0.1

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

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

REIMBURSABLE

	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	Adopted Budget		Final Estimate	
	Budget	Estimate	Actual	\$	%	\$	%
Revenue							
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Paratransit	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-
Capital and Other Reimbursements	32.511	32.995	38.788	6.276	19.3	5.792	17.6
Total Revenue	\$ 32.511	\$ 32.995	\$ 38.788	\$ 6.276	19.3	\$ 5.792	17.6
Expenses							
Labor:							
Payroll	\$ 12.132	\$ 12.147	\$ 10.912	\$ 1.220	10.1	\$ 1.236	10.2
Overtime	4.614	4.828	7.395	(2.781)	(60.3)	(2.567)	(53.2)
Health and Welfare	-	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-	-
Pensions	-	-	0.001	(0.001)	-	(0.001)	-
Other Fringe Benefits	4.540	4.581	4.851	(0.312)	(6.9)	(0.270)	(5.9)
Reimbursable Overhead	8.760	8.993	10.547	(1.787)	(20.4)	(1.554)	(17.3)
Total Labor Expenses	\$ 30.045	\$ 30.549	\$ 33.706	\$ (3.660)	(12.2)	\$ (3.157)	(10.3)
Non-Labor:							
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel for Buses and Trains	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	0.397	(0.397)	N/A	(0.397)	N/A
Maintenance and Other Operating Contracts	(0.000)	(0.000)	0.887	(0.887)	N/A	(0.887)	N/A
Professional Service Contracts	-	-	0.106	(0.106)	N/A	(0.106)	N/A
Materials & Supplies	-	-	2.625	(2.625)	N/A	(2.625)	N/A
Other Business Expenses	2.466	2.446	1.067	1.399	56.7	1.379	(56.4)
Total Non-Labor Expenses	\$ 2.466	\$ 2.446	\$ 5.082	\$ (2.616)	(106.1)	\$ (2.636)	(107.8)
Other Expense Adjustments:							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Non-Cash Liability Adjs.	\$ 32.511	\$ 32.995	\$ 38.788	\$ (6.276)	(19.3)	\$ (5.792)	(17.6)
Net Surplus/(Deficit)	\$ -	\$ -	\$ -	\$ -	-	\$ -	-

Totals may not add due to rounding.

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

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE & REIMBURSABLE	December 2011 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue	\$ 903.810	\$ 868.384	\$ 868.135	\$ (35.675)	(3.9)	\$ (0.249)	(0.0)
Paratransit	17.588	14.647	14.519	(3.069)	(17.4)	(0.128)	(0.9)
Other Operating Revenue	211.273	218.172	217.769	6.496	3.1	(0.403)	(0.2)
Capital and Other Reimbursements	32.511	32.995	38.768	6.276	19.3	5.792	17.6
Total Revenue	\$ 1,165.182	\$ 1,134.198	\$ 1,139.211	\$ (25.972)	(2.2)	\$ 5.012	0.4
Expenses							
Labor:							
Payroll	\$ 966.759	\$ 939.879	\$ 937.856	\$ 28.903	3.0	\$ 2.023	0.2
Overtime	150.955	156.657	164.752	(13.797)	(9.1)	(8.095)	(5.2)
Health and Welfare	186.972	185.811	184.278	2.694	1.4	1.533	0.8
OPEB Current Payment	-	-	-	-	-	-	-
Pensions	87.741	86.078	84.573	3.167	3.6	1.505	1.7
Other Fringe Benefits	85.685	84.086	82.803	2.883	3.4	1.284	1.5
Reimbursable Overhead	-	-	-	-	NA	-	NA
Total Labor Expenses	\$ 1,478.112	\$ 1,452.511	\$ 1,454.262	\$ 23.851	1.6	\$ (1.751)	(0.1)
Non-Labor:							
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel for Buses and Trains	123.246	149.140	146.464	(23.218)	(18.8)	2.676	1.8
Insurance	47.957	42.765	42.772	5.185	10.6	(0.007)	(0.0)
Claims	-	-	-	-	-	-	-
Paratransit Service Contracts	384.436	356.043	356.063	28.373	7.4	(0.020)	(0.0)
Maintenance and Other Operating Contracts	63.673	51.029	56.667	7.006	11.0	(5.638)	(11.0)
Professional Service Contracts	4.809	3.752	1.947	2.862	59.5	1.805	48.1
Materials & Supplies	114.559	98.747	100.809	13.750	12.0	(2.062)	(2.1)
Other Business Expenses	1.933	0.866	0.282	1.651	85.4	0.584	67.4
Total Non-Labor Expenses	\$ 740.613	\$ 702.342	\$ 705.005	\$ 35.608	4.8	\$ (2.662)	(0.4)
Other Expense Adjustments:							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	NA	\$ -	NA
Total Expenses Before Non-Cash Liability Adjs.	\$ 2,218.725	\$ 2,154.853	\$ 2,159.266	\$ 59.459	2.7	\$ (4.413)	(0.2)
Depreciation	-	-	0.006	(0.006)	NA	(0.006)	NA
Other Post Employment Benefits	-	-	-	-	NA	-	NA
Environmental Remediation	-	-	-	-	NA	-	NA
Total Expenses	\$ 2,218.725	\$ 2,154.853	\$ 2,159.272	\$ 59.454	2.7	\$ (4.419)	(0.2)
Net Surplus/(Deficit)	\$ (1,053.543)	\$ (1,020.655)	\$ (1,020.061)	\$ (33.482)	3.2	\$ (0.593)	0.1
<i>(Excluding Subsidies and Debt Service)</i>							

Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2011
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb or Reimb.	Variance FAV (UNFAV)		Reason for Variance
		\$	%	
Farebox Revenue	NR	(0.249)	(0.0)	(a)
Paratransit	NR	(0.128)	(0.9)	(a)
Other Operating Revenue	NR	(0.403)	(0.2)	(a)
Capital and Other Reimbursements	R	5.792	17.6	Primarily due to operating more than budgeted shuttle service.
Payroll	NR	0.787	0.1	(a)
Overtime	NR	(5.528)	(3.6)	(a)
Payroll	R	1.236	10.2	Mainly due to Vacancies and Project delays.
Overtime	R	(2.567)	(53.2)	NYCT support services for MTA Bus and LIB and greater than anticipated shuttle services.
Health and Welfare	NR	1.533	0.8	(a)
OPEB Current Payment	NR	(0.007)	(0.0)	(a)
Pensions	NR	1.506	1.7	(a)
Other Fringe Benefits	NR	1.554	2.0	(a)
Reimbursable Overhead	NR	1.554	17.3	Operating more than budgeted shuttle service.
Other Fringe Benefits	R	(0.270)	(5.9)	Overrun mainly due to Shuttle service
Reimbursable Overhead	R	(1.554)	(17.3)	Shuttle services and Misc.
Insurance	NR	(0.007)	(0.0)	(a)
Fuel for Buses and Trains	NR	2.676	1.8	(a)
Paratransit Service Contracts	NR	0.377	0.1	After reclass of \$0.9M of charges for Paratransit AVL spending this account is over by \$0.5M but still less than 5% of the budget.
Maintenance and Other Operating Contracts	NR	(4.751)	(9.3)	Variance due primarily to \$2.5M in Operating Mtoe overrun primarily due to ADDA contracts; \$0.9M due to an overpayment of the water & sewer charges at Flatbush depot and \$0.9M of Paratransit specialized equipment to be reclassified to Paratransit Service Contracts.
Professional Service Contracts	NR	1.911	50.9	Primarily \$1.7M of Bus Lane Enforcement billing anticipated but not received.
Materials & Supplies	NR	0.563	0.6	(a)
Other Business Expenses	NR	(0.795)	50.3	Lower than budgeted reimbursement for services
Paratransit Service Contracts	R	(0.397)	N/A	(a)
Maintenance and Other Operating Contracts	R	(0.887)	N/A	(a)
Professional Service Contracts	R	(0.106)	N/A	(a)
Materials & Supplies	R	(2.625)	N/A	(a)
Other Business Expenses	R	1.379	(56.4)	Due to fewer warranty claims

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

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
2011 YEAR END REPORT
UTILIZATION
(in millions)**

	December Year-to-Date			Favorable (Unfavorable) Variance			
	2011 Adopted Budget	Final Estimate	Preliminary Actual	2011 Adopted Budget		Final Estimate	
	\$			\$	%	\$	%
Farebox Revenue							
Fixed Route	\$ 903.810	\$ 868.384	\$ 868.135	\$ (35.675)	-3.9%	\$ (0.249)	0.0%
Paratransit	17.588	14.647	14.519	(3.069)	-17.4%	(0.128)	-0.9%
Total Farebox Revenue	921.398	883.031	882.654	(38.744)	-4.2%	(0.377)	0.0%
Other Revenue	211.273	218.172	217.769	6.496	3.1%	(0.403)	-0.2%
Capital & Other	32.511	32.995	38.788	6.276	19.3%	5.792	17.6%
Total Revenue	\$ 1,165.182	\$ 1,134.198	\$ 1,139.211	\$ (25.972)	-2.2%	\$ 5.012	0.4%
Ridership							
Fixed Route	698.684	665.616	665.281	(33.403)	-4.8%	(0.335)	-0.1%
Paratransit	10.195	9.041	8.947	(1.248)	-12.2%	(0.094)	-1.0%
Total Ridership	708.879	674.657	674.228	(34.651)	-4.9%	(0.429)	-0.1%

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
Total Positions by Function and Occupation
December 2011

Total Baseline Positions	Final Estimate	Preliminary Actual	Favorable / (Unfavorable) Variance	Reason for Variance
Managers/Supervisors				
- Managers	587	572	15	
- Supervisors	1,157	1,128	29	
Total Managers/Supervisors	1,744	1,700	44	Vacancies due to delayed hiring
Professional/Technical/Clerical				
- Full Time	238	235	3	
- Part Time	-	1	(1)	
Total Professional/Technical/Clerical	238	236	2	
Operational Hourlies				
- Bus operators	9,436	9,463	(27)	
- Maintenance	2,747	2,655	92	
Total Hourlies	12,183	12,118	65	Timing of training requirements
Total Baseline Positions FT	14,165	14,054	111	
Total Baseline Positions PT	-	1	(1)	
Total Baseline Positions	14,165	14,055	110	

Capital Program Status for all Bus Agencies
Major Milestone Achievements
January 2012

NYCT Buses

Awards: None

Completions: None

Designs: None

MTA Bus

Awards: None


Completions: Purchase 45 CNG buses for \$20.5 million.

Designs: None

PROCUREMENTS




The Procurement Agenda this month includes 4 actions for a proposed expenditure of \$7.6M.

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 February 6, 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	2/27/12	X		
2	Board	2/29/12	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:

Procurements Requiring Majority Vote

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

of Actions

\$ Amount

1

\$2.1M

of Actions

\$ Amount

Total Non - Competitive Procurements

1

\$2.1M

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:

<u>Procurements Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services	1	\$5.4M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Competitive Procurements	1	\$5.4M

MTA Bus Company proposes seeks Ratifications in the following categories:

<u>Procurements Requiring Two-Thirds Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K: Ratification of Completed Procurement Actions Involving Schedules E-J	1	\$0.05M

NYC Transit Department of Buses seeks Ratifications the following categories:

<u>Procurements Requiring Two-Thirds Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule D: Ratifications of Completed Procurement Actions	1	\$0.05M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Ratifications	2	\$0.05M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Procurements	4	\$7.6M

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.

FEBRUARY 2012

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

1. Clever Devices

\$2,129,500 (Est.)

Staff Summary Attached

Contract # B-40642.4

Modification to the contract for an Intelligent Vehicle Network (IVN) in order to purchase and install new depot equipment at four depots and purchase six mobile diagnostic kits.

FEBRUARY 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

2. **AHRC Healthcare, Inc.** **\$5,427,361**

Staff Summary Attached

d/b/a Access Community Health Center
Bedford Stuyvesant Family Health Center
Horizon Healthcare Staffing Corp.
Airport Medical Offices

Contract #s 10K0359A/B and 05F9234A1/2, B1/2, E1/2, F1/2, G1/2

Modifications to the contracts to perform eligibility assessment for Paratransit applicants and appeals assessment for Reduced-Fare MetroCard customers, in order to exercise the options to extend the contract terms.

FEBRUARY 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

(Staff Summaries required for items requiring Board approval.) .

- | | |
|--|-----------------|
| 1. Air Graphix, Inc.
RFQ # 15476
Immediate Operating Need
Furnish, deliver and install bus wraps on 40-foot buses. | \$49,950 |
|--|-----------------|

Staff Summary Attached



FEBRUARY 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

K. Ratifications of Completed Procurement Actions (Involving Schedules E-J)

(Staff Summaries required for unusually large or complex items which otherwise would require Board approval)

- | | | |
|--|-----------------|-------------------------------|
| 1. Steiner Consulting, Inc. | \$45,000 (est.) | <u>Staff Summary Attached</u> |
| Contract No. PSN111153 | | |
| Immediate Operating Need | | |
| Labor Costing Services for MTA Bus Company | | |

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number: **H-1**

Vendor Name (& Location) Clever Devices (Plainview, NY)	
Description Purchase and installation of an Intelligent Vehicle Network	
Contract Term (including Options, if any) March 19, 2009 – December 31, 2014	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Buses, Darryl C. Irick	

Contract Number: B-40642	AWO/Modification # 4
Original Amount:	\$ 1,021,180
Prior Modifications:	\$ 7,588,164
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 8,609,344
This Request:	\$ 2,129,500
% of This Request to Current Amount:	24.7%
% of Modifications (including This Request) to Original Amount:	951.6%

Discussion:

This modification is for the provision and installation of Clever Devices' Intelligent Vehicle Network (IVN) depot equipment, including servers, cabling, and switches at four depots (100th Street, Charleston, East New York and Meredith) and the purchase of six mobile diagnostic kits. Clever Devices is the manufacturer of the hardware and software and does not have any authorized agents that can provide the required items.

IVN was originally purchased by NYC Transit and MTA Bus Company (MTABC) in 2008, in order to address concerns associated with the active, high temperature regeneration exhaust process being used on buses purchased from both Motor Coach Industries (MCI) and Daimler Buses North America (DBNA). EPA 2007 and later model diesel engines generate high exhaust temperatures and as such NYC Transit and MTABC have opted to use IVN to automatically disable and enable the regeneration process. IVN is also used to collect and upload diagnostic status data from key systems (engine, transmission, hybrid propulsion system, brakes, doors, air conditioning and electrical) when buses return to the depot.

Since 2008, specifications for all new buses purchased for NYC Transit and MTABC include the IVN system. IVN was installed on the DBNA hybrid buses through modifications to DBNA Contract B-31195. This contract, B-40642 subsequently awarded on a sole source basis, covered the installation of IVN on MCI buses and provides IVN equipment for depots as well as software maintenance and post warranty product support. 1,375 buses are presently equipped with IVN, another 755 IVN-equipped buses are on order and will be delivered within approximately 14 months. Depending on funding availability, there may be additional orders for up to 1,502 IVN-equipped buses that are part of the 2010-2014 Capital Plan.

The additional depot equipment for four depots is required to monitor IVN-equipped buses that will be assigned to these depots. After the four depots are equipped with IVN depot equipment, all NYC Transit depots will have been equipped. MTABC plans to equip its four remaining depots (Baisley Park, Eastchester, Far Rockaway and Yonkers) with the IVN depot equipment when IVN-equipped buses are assigned to these depots and funds become available. The mobile diagnostic kits are required to provide depot staff and Department of Bus Technical Engineering Staff with the ability to evaluate the health of, and diagnose problems with the on-bus IVN units.

Clever Devices has agreed to maintain the prices previously established under Modification #2 of \$528,931 per depot and \$2,296 per mobile diagnostic kit. There has been no price increase for these items over the term of the contract. These prices are in line with MTA Audit's recommendation based on a previous audit performed for Modification #2 of Clever Devices' costs, including those for depot equipment and the mobile diagnostic kits. The final price of \$2,129,500 was found to be fair and reasonable.

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number: **H-2**

Vendor Name (& Location)	
AHRC Healthcare, Inc. d/b/a Access Community Health Center (NY,NY) Bedford Stuyvesant Family Health Care (Bklyn, NY) Horizon Healthcare Staffing, Corp.(Bronx, Bklyn, S.I., NY) Airport Medical Offices (Queens, NY)	
Description	
Certifier Services for Paratransit and Reduced- Fare MetroCard Applicants	
Contract Term (Including Options, If any)	
March 7, 2007 – March 6, 2014	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Department of Buses, Darryl C. Irick	

Contract Number	AWO/Modification #
10K0359A/B 05F9234A1/A2 05F9234B1/B2, E1/E2, F1/F2 05F9234G1/G2	1
Original Amount: \$ 14,818,158	
Option Amount: \$ 5,427,361	
Total Amount: \$ 20,245,519	
Prior Modifications: \$ 0	
Prior Budgetary Increases: \$ 1,225,647	
Current Amount: \$ 21,471,166	
This Request: AHRC (\$773,149) Bed-Stuy (\$1,293,083) Horizon (\$3,266,175) Airport Medical (\$94,954)	
	\$ 5,427,361 (Total)
% of This Request to Current Amount: 25.3%	
% of Modifications (including This Request) to Total Amount: 32.8%	

Discussion:

This modification exercises the option to extend the term of the current contracts for Paratransit and Reduced Fare certifier services from March 7, 2012 to March 6, 2014. The Paratransit Eligibility Determination Unit (Paratransit) and Reduced-Fare MetroCard Unit (Reduced Fare) require that 100% of applicants be screened at independent certifier centers to determine eligibility for services. Exercising this option will allow medical professionals of each certifier center to continue to assess how an applicant's disability may or may not prevent him/her from using fixed-route bus and subway transportation and provide their recommendations for eligibility to Paratransit and Reduced Fare. Assessments consist of four types: Paratransit assessments include 1) interview-only evaluations for visible disabilities and 2) functional testing for less apparent impairments, such as cognitive disorders; Reduced-Fare assessments include evaluations of 3) a visual, auditory, or ambulatory disability and 4) mentally ill or challenged individuals.

These five-year term contracts were competitively solicited and awarded in 2007 to Airport Medical Offices (Airport Medical) for the borough of Queens; Bedford Stuyvesant Family Health Center (BSFHC) for the borough of Brooklyn; Horizon Healthcare Staffing, Corp. (Horizon) for the boroughs of Brooklyn, Staten Island and The Bronx; and North General Hospital for the borough of Manhattan. North General Hospital, however, declared bankruptcy and ceased operations in June 2010. After an informal solicitation of 41 vendors, a replacement contract for the borough of Manhattan was awarded to Access Community Health Center (Access) in April 2011 under an authorized Immediate Operating Need (ION).

The price schedules for these contracts provide fixed pricing per assessment for years one through three, years four and five, and for the two option years. For this option term, Procurement obtained price reductions from Access and Airport Medical, as both contractors agreed to continue operating at current rates, which are 2.2% to 9% lower than the option year contractual rates across the assessment categories. BSFHC and Horizon will operate at the contractual rates for the option term.

Estimated expenditure for the option period is \$7,135,121; however, approximately \$1,707,760 remains from the original award, thus additional funding of \$5,427,361 is required. A market survey yielded no other potential providers of this service for the option term. The pricing for the option years were found to be fair and reasonable.

Schedule D: Ratification of Completed Procurement Actions



Item Number: **D-1**

Vendor Name (& Location) Air Graphix, Inc. (Bayville, NJ)
Description Furnish, deliver and install bus wraps on 40-foot buses
Contract Term (Including Options, if any) Immediate
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Immediate Operating Need

Contract Number RFQ No. 15476	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$49,950	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Buses, Darryl C. Irick	

Discussion:

It is requested that the Board formally ratify the declaration of an Immediate Operating Need (ION) made by the Vice President, Materiel, waiving competitive bidding pursuant to Article III-A of the All-Agency Procurement Guidelines and approve the award to furnish, deliver and install bus wraps on 40-foot buses for the 34th Street Select Bus Service (SBS) program.

As of 2008, the SBS program has provided a faster, high-performance bus service along key NYC Transit routes. The system features more frequent service, specially marked buses, dedicated bus lanes and an off-board fare collection system that speeds passenger boarding and allows boarding at all bus doors. Passengers receive a payment receipt from the off-board fare payment machines, either by purchasing rides or swiping their Metrocards. The first set of buses to receive the SBS bus wrap were 60-foot articulated models used on the Bronx Bx12 route.

The introduction of SBS service on 34th Street promises to significantly improve bus service along one of the slowest routes in NYC, as documented by NYC Transit travel time data. The initial plan envisioned that the wrap would be obtained using an existing contract. However it was subsequently determined that this was not a viable solution and insufficient time existed to conduct a formal competitive solicitation for this requirement. Operations Planning therefore requested an ION to contract for the purchase and installation of bus wraps to ensure that buses would be appropriately labeled for service on Sunday November 13, 2011. The bus wrap is an essential element of this SBS program as it is part of an overall branding that differentiates to the riders, buses operating in SBS service from other buses. This required that a contractor be selected and ready to provide and install the bus wrap over the weekend of November 11-13.

As a result of this requirement being an ION, Procurement informally solicited competitive quotes without advertising. Procurement assembled a bidders list of those vendors who responded to prior solicitations to wrap articulated buses, as well as names of vendors collected from an extensive internet search. A total of nine vendors attended at least one of the two site inspections/pre-bid conferences. Bidders were asked to quote on providing material and labor to wrap an estimated 30 buses and provide five complete spare sets of bus wraps. Six informal quotes were received.

Air Graphix's price of \$49,950, is comprised of a unit price of \$1,515 for materials and labor to wrap 30 40-foot buses, plus furnishing an additional five spares at \$900 each. The price submitted by Air Graphix, the lowest price of the six bidders, was found to be fair and reasonable based on price competition.

Schedule K: Ratification of Completed Procurement Actions



Item Number: **K-1**

Vendor Name (& Location) Steiner Consulting, Inc (Oakdale, NY)
Description Labor Costing Services for MTA Bus Company
Contract Term (including Options, if any) 12 months
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: immediate Operating Need

Contract Number PSN111153	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$45,000 (est.)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: NYC Transit Department of Labor Relations Christopher P. Johnson	

Discussion:

It is requested that the Board formally ratify the declaration of an Immediate Operating Need (ION) made by the Chief Officer, Procurement, waiving competitive bidding pursuant to Article III-A of the All-Agency Procurement Guidelines and the approve the award to provide as needed labor costing services for MTA Bus Company's (MTABC) labor negotiations.

NYC Transit's (NYCT) Department of Labor Relations (LR) is responsible for negotiating MTABC's collective bargaining agreements and is currently in negotiations with several unions. In December 2012, MTABC and NYCT Labor Relations jointly determined that MTABC lacked sufficient in-house resources to provide the extensive and timely cost analysis required to evaluate complicated labor proposals. Prior to considering a consultant for this analysis, LR advertised on two occasions to fill a vacant budgeted position responsible for contract costing, but was unsuccessful in identifying any qualified candidates. Following the attempt to fill this need internally, LR initially considered a different consultant already performing similar labor costing services for the MTA, but this consultant was unavailable due to existing commitments on other assignments. Given the urgency of the start of collective bargaining negotiations for MTABC, LR requested a non-competitive award for these services be made to Dennis Steiner, who has 23 years of experience with NYC's Office of Labor Relations as the chief fiscal analyst in all city labor negotiations and contract arbitrations, and served as the Director of Financial Systems Management providing services similar to those required by MTABC for many negotiations to for NYC's Office of Labor Relations Employee Benefits Program.

Services under this contract include the review and development of costing models to produce line-by-line economic analysis for each proposal for each year covered by a contract to assess the financial impacts to MTABC.

The Consultant proposed a fully loaded hourly rated of \$165 to perform the services. Through negotiations, MTABC achieved a reduction of 6.1%, decreasing the fully loaded hourly rate to \$155, which is considered fair and reasonable.

Report



SERVICE CHANGES:

MTA BUS OPERATIONS COMMITTEE NOTIFICATION SERVICE REVISION: BxM3 and BxM4 TRAVEL PATH REVISION at MADISON SQUARE PARK

SERVICE ISSUE:

The BxM3 provides express bus service between Yonkers and Midtown Manhattan via the intermediate neighborhoods of Riverdale and Kingsbridge in the Bronx and Harlem and the Upper East Side of Manhattan, and the BxM4 provides express bus service between Woodlawn, Bronx and Midtown Manhattan via the intermediate neighborhoods of Norwood, Fordham and Concourse Village in the Bronx and Harlem and the Upper East Side of Manhattan.

There has been increasing traffic congestion on East 26th Street along the northern edge of Madison Square Park between 5th Avenue and Madison Avenue at the shared southern terminus of the BxM3 and BxM4, and there have been continuing requests from the local community to relocate buses from East 26th Street.

RECOMMENDED SOLUTION:

Revise the shared travel path and southern terminus of the BxM3 and BxM4 at Madison Square Park in Midtown to address increasing traffic congestion on East 26th Street and continuing community requests. The BxM3 and BxM4 would be revised to turnaround via East 23rd Street instead of East 26th Street. The southern layover would be revised from East 26th Street to Madison Avenue between East 27th and East 28th Streets. The last southbound stop would be slightly relocated to 5th Avenue at East 26th Street, and the first northbound stop would be relocated to Madison Avenue at East 29th Street.

ESTIMATED IMPACT:

The net result of the recommended revision would be a slight increase in operating cost of approximately \$22,000 annually because of the increase in travel distance and travel time.

PLANNED IMPLEMENTATION:

March 2012.

Staff Summary

Page 1 of 3

Subject	BxM3 and BxM4 Travel Path Revision at Madison Square Park
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	<i>Norman C. Silverman</i>
Project Manager Name	Robert Lai

Date	February 1, 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
4	President <i>ES</i>	2/2/12	
3	Executive Vice President <i>TD</i>		
2	VP, Intergovernmental and Community Affairs <i>[Signature]</i>		
1	Vice President, Operations Planning <i>NCS</i>	2/2/12	

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 southern terminus of the BxM3 and BxM4 at Madison Square Park in Midtown. These routes were formerly operated by Liberty Lines and transitioned into MTA Bus service on January 3, 2005.

DISCUSSION:

The BxM3 and BxM4 currently provide express bus service all day (except overnight hours) on weekdays, Saturdays and Sundays. The BxM3 travels between Getty Square in Yonkers and Madison Square Park in Midtown via the intermediate neighborhoods of Riverdale and Kingsbridge in the Bronx, and Harlem and the Upper East Side in Manhattan. The BxM3 travels a one-way distance of approximately 15.4 miles, transporting approximately 710 passengers per weekday, approximately 280 passengers per Saturday and approximately 180 passengers per Sunday.

The BxM4 travels between Woodlawn in the Bronx and Madison Square Park in Midtown via the intermediate neighborhoods of Norwood, Fordham and Concourse Village in the Bronx, and Harlem and the Upper East Side in Manhattan. The BxM4 travels a one-way distance of 14.2 miles, transporting approximately 410 passengers per weekday, approximately 150 passengers per Saturday, and approximately 100 passengers per Sunday.

The BxM3 and BxM4 use the same travel path in Manhattan; they travel south from the Bronx on Fifth Avenue and then north to the Bronx on Madison Avenue. Both routes generally share the same bus stops, stopping along Fifth Avenue to drop off passengers from the Bronx and Yonkers, and stopping

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

along Madison Avenue to pick up passengers traveling north to the Bronx and Yonkers. The southern terminus of the BxM3 and BxM4 is currently located along East 26th Street between Fifth Avenue and Madison Avenue at the north edge of Madison Square Park, where the buses make their last stops and layover between southbound and northbound trips.

East 26th Street is an eastbound one-way street with one travel lane. Along the left (north) curb, parking for commercial vehicles is permitted during the daytime on weekdays with unrestricted parking generally permitted at night. Along the very western part of the right (south) curb, metered parking is permitted, and the remainder of the curb is currently used by the BxM3 and BxM4 as the last southbound stop and layover.

There has been an increase in traffic congestion on East 26th Street, and MTA Bus has received continuing requests from the local community to relocate buses from East 26th Street. To address these issues, MTA Bus has been coordinating plans with the New York City Department of Transportation and local community representatives. After extensive evaluation and negotiation between all parties, curb space on the east side of Madison Avenue between East 27th and East 28th Streets was identified for the BxM3 and BxM4 to layover; and to avoid the congestion on East 26th Street, the BxM3 and BxM4 would be revised to turnaround via East 23rd Street.

The BxM3 and BxM4 travel path would be revised to continue south of East 26th Street on Fifth Avenue, transitioning to Broadway, then turn east on 23rd Street, and north on Madison Avenue to a layover on Madison Avenue between East 27th and East 28th Streets. This travel path would be similar to the path used by all other MTA Bus operated express bus routes from the Bronx that travel south on Fifth Avenue and north on Madison Avenue turning around via East 23rd Street (BxM6, BxM7, BxM8, BxM9, BxM10 and BxM11). This revision would add approximately 0.28 miles of travel distance and approximately 2-3 minutes of travel time per round-trip.

The last southbound BxM3 and BxM4 drop-off bus stop would be relocated to the southwest corner of 5th Avenue at 26th Street, remaining proximate to the current last southbound drop-off stop on East 26th Street east of 5th Avenue. The first northbound BxM3 and BxM4 pick-up bus stop would be relocated to Madison Avenue at East 29th Street, 2-½ blocks or approximately 650 feet north of the current first northbound pick-up bus stop on Madison Avenue at East 26th Street. A total of approximately 140 passengers board the BxM3 and BxM4 at the first northbound bus stop (approximately 90 BxM3 passengers and approximately 50 BxM4 passengers) on weekdays and a lesser number on weekends.

Although the BxM3 and BxM4 would turnaround via East 23rd Street, it would not stop on East 23rd Street. The current bus stop on East 23rd Street at Broadway is currently served by numerous other express and local bus routes and is very crowded.

In addition to the BxM3 and BxM4 bus stop relocations, the relocated layover would displace a current bus stop on Madison Avenue at 27th Street one block north to Madison Avenue at 28th Street. This bus stop at East 27th Street is shared by NYC Transit's M1, M2 and M3 local bus routes, and X2, X5 and X14 express bus routes for drop-off, and MTA Bus' BM1, BM2, BM3 and BM4 express bus routes for drop-off.

Staff Summary

RECOMMENDATION:

Revise the shared travel path and southern terminus of the BxM3 and BxM4 at Madison Square Park in Midtown to address increasing traffic congestion on East 26th Street and continuing local community requests. The BxM3 and BxM4 would be revised to turnaround via East 23rd Street instead of East 26th Street, and the southern terminus would be relocated from East 26th Street. The last southbound drop-off bus stop would be slightly relocated to the southwest corner of 5th Avenue at 26th Street, the layover would be relocated to Madison Avenue between East 27th and East 28th Streets, and the first northbound pick-up stop would be relocated to Madison Avenue at East 29th Street.

A displaced bus stop on Madison Avenue at East 27th Street that is shared by NYC Transit's M1, M2, M3, X2, X5 and X14 and MTA Bus' BM1, BM2, BM3 and BM4 would be relocated to Madison Avenue at East 28th Street. There would be no other changes in the area.

ALTERNATIVES:

One alternative for the BxM3 and BxM4 would be to leave the current travel path and terminus unchanged. This would forego the opportunity to avoid the increasing traffic congestion on East 26th Street and address continuing community requests.

A second alternative would be to relocate the layover in a location south of East 26th Street to enable the first northbound pick-up bus stop to be retained on Madison Avenue at East 26th Street; however, there is very little available curb space as there are currently many other bus routes stopping and laying over in the area, there is specially assigned parking for judges of a nearby courthouse, and the community requests that parking be retained along the western curb of Madison Avenue along Madison Square Park.

A third alternative would be to relocate the layover to an adjacent side street. However, this would require buses to travel circuitous paths on narrow, congested streets to access one of these layover locations, and would subject the buses to delay and significantly add to operating costs.

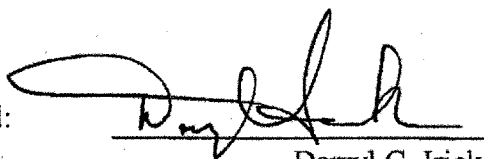
IMPACT ON FUNDING:

The net result of the recommended revision would be a slight increase in operating cost, of approximately \$22,000 annually because of the increase in travel distance and travel time.

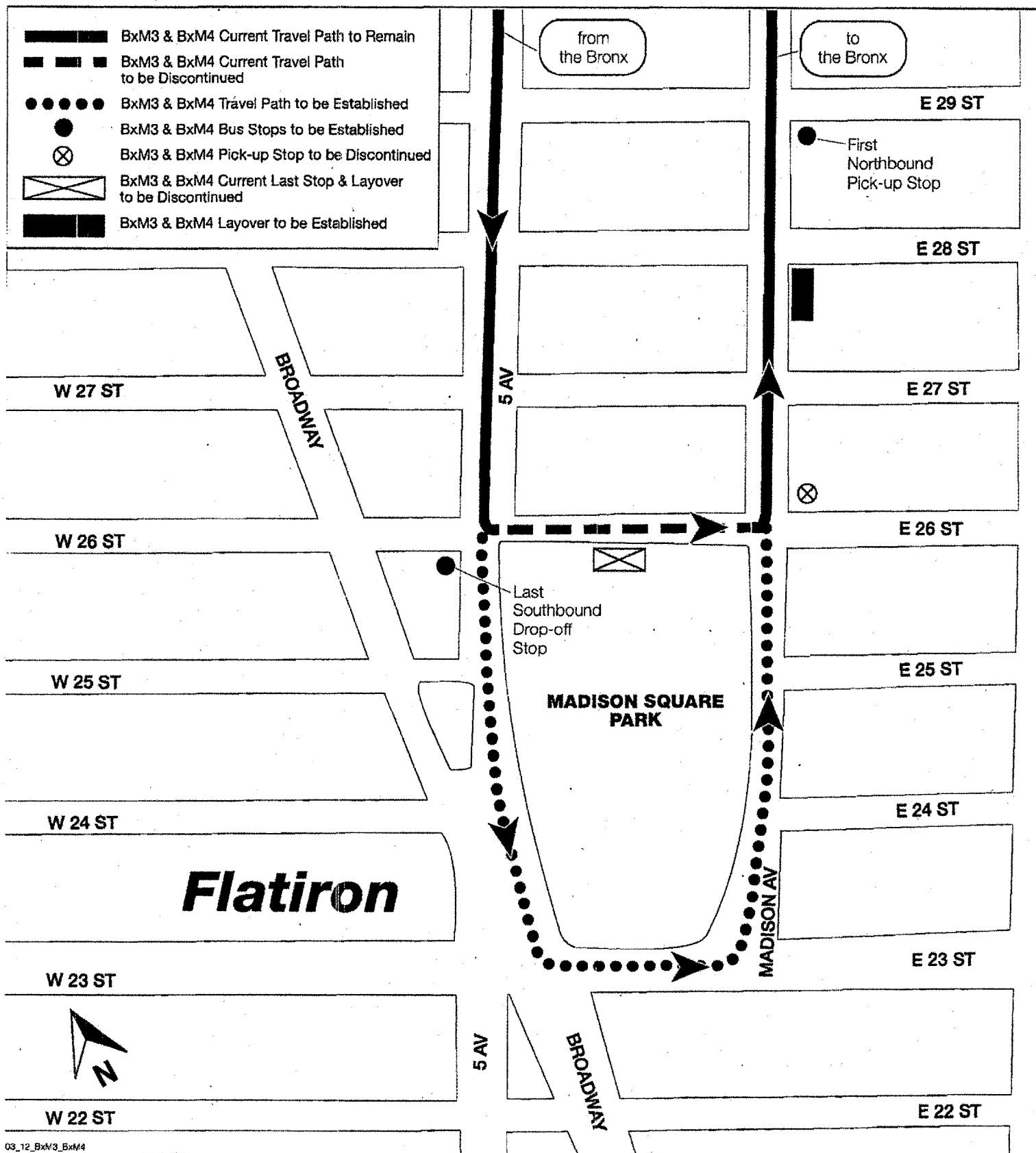
IMPLEMENTATION:

March 2012.

Approved:


Darryl C. Irick
President

BxM3 & BxM4 Travel Path Revision at Madison Square Park



03_12_BxM3_BxM4

Report



Bus Company

SERVICE CHANGES:

**MTA BUS OPERATIONS COMMITTEE
NOTIFICATION SERVICE REVISION:
Q35 TURNAROUND PATH REVISION
in MIDWOOD, BROOKLYN**

SERVICE ISSUE:

The Q35 provides local bus service between Rockaway Park, Queens and Midwood, Brooklyn. The turnaround path of the Q35 at its northern terminus in Midwood requires buses to make an elongated and difficult right turn within a very congested intersection. Additionally, the southbound Q35 currently shares its first boarding stop on Flatbush Avenue with the very frequent and busy B41 bus route, making it difficult for both the Q35 and B41 to access the bus stop. These factors subject the Q35 and B41 to delays.

RECOMMENDED SOLUTION:

To provide faster, more reliable service and provide easier turning maneuvers, revise the turnaround path of the Q35 in Midwood to use Avenue I, rather than turning around through the center of the congested Flatbush-Nostrand Junction. The Q35 would turnaround from northbound Flatbush Avenue via Avenue I, Nostrand Avenue and Avenue H returning to southbound Flatbush Avenue. This revision would relocate and consolidate the Midwood terminus to the south side of Avenue H between Nostrand Avenue and Flatbush Avenue, across from the current last stop and first stop. It would remove the conflicts with the B41 for limited bus stop space on Flatbush Avenue.

ESTIMATED IMPACT:

The net result of this revision to the Q35 would be a very small decrease in operating cost of approximately \$6,600 annually because of the very small decrease in travel distance and travel time. This revision would improve service reliability, and should, over time, increase Q35 ridership and revenue.

PLANNED IMPLEMENTATION:

April 2012.

Staff Summary

Page 1 of 3

Subject	Q35 Turnaround Path Revision In Midwood, Brooklyn
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	<i>Norman C. Silverman</i>
Project Manager Name	Stacey Lewis

Date	February 1, 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
4	President		
3	Executive Vice President		
2	VP, Intergovernmental and Community Affairs		
1	Vice President, Operations Planning		

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 turnaround path of the Q35 local bus in Midwood, Brooklyn. The Q35 was formerly operated by Green Bus Lines and transitioned into MTA Bus on January 9, 2006.

DISCUSSION:

The Q35 provides local bus service between Rockaway Park, Queens and Midwood, Brooklyn via the intermediate neighborhoods of Belle Harbor, Neponsit, Marine Park and Flatlands. The Q35 travels a one-way distance of approximately 9 miles, and currently transports approximately 4,370 passengers per weekday, approximately 3,200 passengers per Saturday, and approximately 2,570 passengers per Sunday.

The current turnaround path of the Q35 at its northern terminus in Midwood requires buses to make an elongated and difficult right turn within a very congested intersection. After departing from the last northbound stop on Avenue H at Nostrand Avenue, the Q35 currently travels without passengers north on Nostrand Avenue, then makes a right turn to southbound Flatbush Avenue to the first southbound stop on Flatbush Avenue north of Avenue H. The right turn from northbound Nostrand Avenue to southbound Flatbush Avenue is difficult and requires a maneuver of more than 90 degrees. This is compounded by its location in the middle of the congested Flatbush-Nostrand Junction. Additionally, the southbound Q35 currently shares its first boarding stop with the very frequent and busy B41 bus route, which is a transfer point for passengers from the 25 subway at the Flatbush Avenue station and the numerous other bus routes (B6, B11, B44, B103 and BM2) in the area to both

The legal name of MTA Bus is MTA Bus Company.

the B41 and Q35. The B41 operates between Downtown Brooklyn to the north and Kings Plaza or Bergen Beach to the south via Flatbush Avenue providing local and limited-stop service. This high level of B41 activity makes it difficult for the Q35 to access the bus stop. Conversely, the competition for the limited bus stop space by the Q35 delays the B41. These factors at a very busy traffic, pedestrian and bus location subjects both the Q35 and B41 to delays.

To avoid the difficult right turn at the Flatbush-Nostrand Junction, and the associated delays, this change will revise the Midwood turnaround path of the Q35. The northbound Q35 would instead travel from northbound Flatbush Avenue, west on Avenue I, north on Nostrand Avenue, then east on Avenue H to a new consolidated terminus (last stop, layover, and first stop) on Avenue H at Nostrand Avenue. The southbound Q35 (toward Rockaway Park) would then travel east on Avenue H, south on Flatbush Avenue, and then rejoin its regular route. There would be a very small reduction in travel distance of approximately 0.02 miles and by avoiding the congestion at the Junction, travel time would decrease by approximately one minute.

This revised turnaround path would relocate the current last northbound stop and layover from the north side of Avenue H at Nostrand Avenue, and the current first southbound stop from Flatbush Avenue at Avenue H to a consolidated terminus (last northbound stop, layover, and first southbound stop) on the south side of Avenue H at Nostrand Avenue. Use of this location would provide a less congested southbound boarding area, which would be separated from the frequent and busy B41 while remaining proximate to the Flatbush Avenue station served by the 25 subway routes.

The entire south curb of Avenue H between Nostrand Avenue and Flatbush Avenue is approximately 250 feet long, and is currently signed as a commuter van stop. However, this commuter van stop is underutilized, and because of the very low van usage, it would be shortened by the New York City Department of Transportation to accommodate the new Q35 terminus.

The current last stop and layover on the north side of Avenue H between Flatbush Avenue and Nostrand Avenue would continue to be utilized by the frequent B103 short trips operating only between Canarsie and Midwood all day on weekdays, Saturdays and Sundays.

Representatives of the local community boards (Brooklyn Community Boards 14 and 18) have been previously consulted with and advised of this proposal. No concerns were expressed; however, there was support for decreasing the number of buses making the right turn through the center of the Junction from northbound Nostrand Avenue to southbound Flatbush Avenue. This revision would also respond to Q35 passenger requests to provide a southbound boarding area at the Junction that is separate from the frequent and busy B41.

RECOMMENDATION:

To provide faster, more reliable service, provide easier turning maneuvers, and reduce traffic congestion; revise the turnaround path of the Q35 in Midwood to use Avenue I, rather than turning around through the center of the congested Flatbush-Nostrand Junction. The Q35 would turnaround using from northbound Flatbush Avenue via Avenue I, Nostrand Avenue and Avenue H returning to southbound Flatbush Avenue. This revision would relocate and consolidate the Midwood terminus across the street from the current last stop and first stop, to the south side of Avenue H between

Nostrand Avenue and Flatbush Avenue. This location is currently occupied by an underutilized commuter van stop, which would be shortened by the NYC Department of Transportation because of the very low van usage.

ALTERNATIVES:

The only alternative would be to leave the current turnaround path in Midwood unchanged. This would forego the opportunity to avoid the difficult right turn at the congested Flatbush-Nostrand Junction, reduce traffic congestion, and provide a separate boarding area from the frequent and busy B41, and to avoid the associated service delays.


IMPACT ON FUNDING:

The net result of this revision would be a small decrease in operating cost of approximately \$6,600 annually because of the very small decrease in travel distance and travel time. This revision would also improve service reliability, which over time, should increase ridership and revenue.

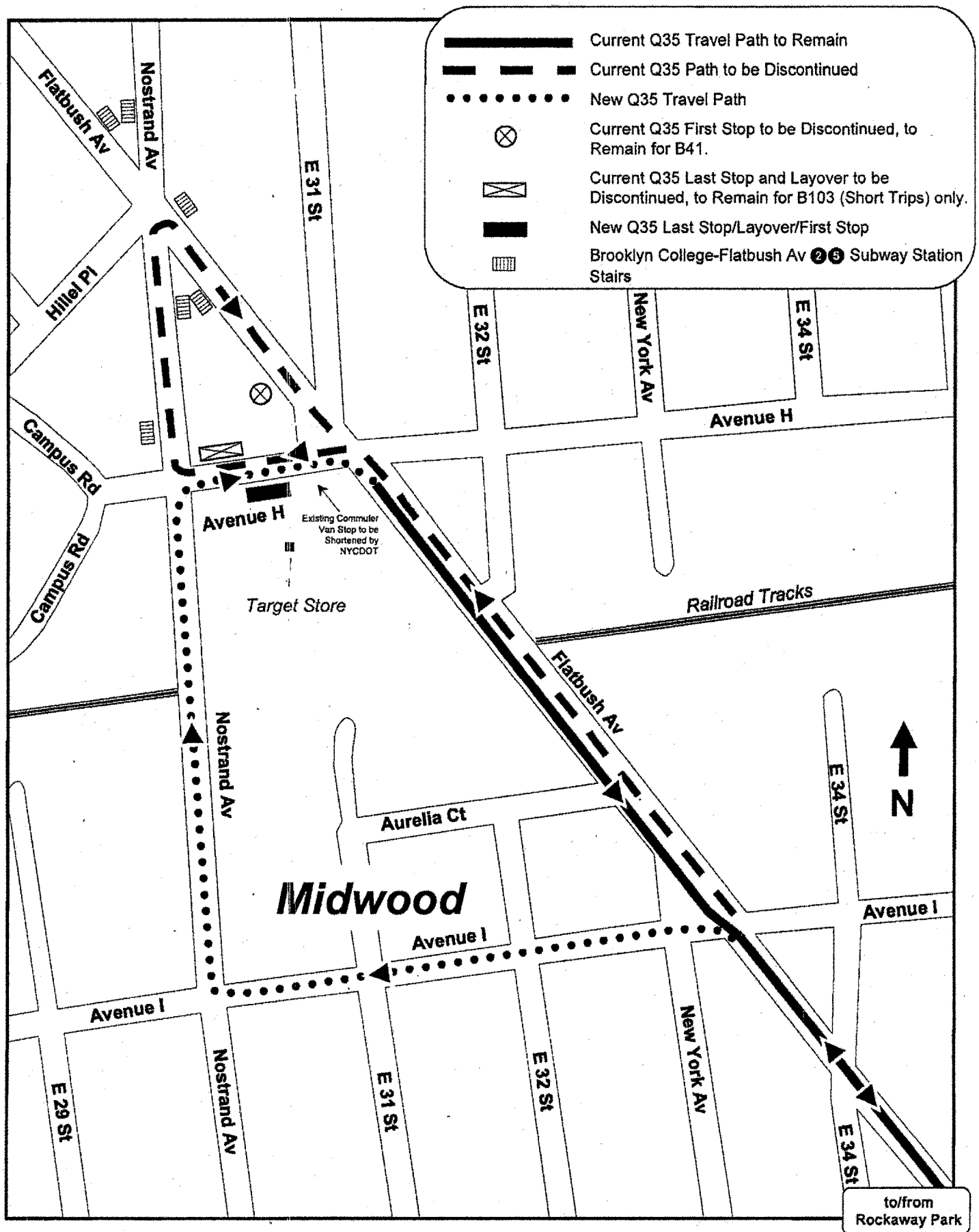
IMPLEMENTATION

April 2012.

Approved:


Darryl C. Irick
President

Q35 Turnaround Path Revision in Midwood



Report



New York City Transit

STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, which include bus performance indicators and the Passenger Environment Survey (PES), are reported on a semi-annual basis.

The bus performance section shows data on a systemwide basis for the most recent half-year, July - December 2011, and the previous three half-year periods. The PES section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

Bus Service Performance

Wait Assessment is measured weekdays between 7am and midnight. A detailed definition of Wait Assessment and the corresponding results on a borough-representative sample of 42 high-volume bus routes (plus eight associated limited-stop services and two select bus service routes) are presented on the following pages.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for Express Buses.

Of the 38 indicators, 32 indicators remained unchanged and six (6) indicators declined when comparing Second Half 2011 and Second Half 2010. For PES indicators that rate Bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

The results for all PES indicators for Second Half 2011 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

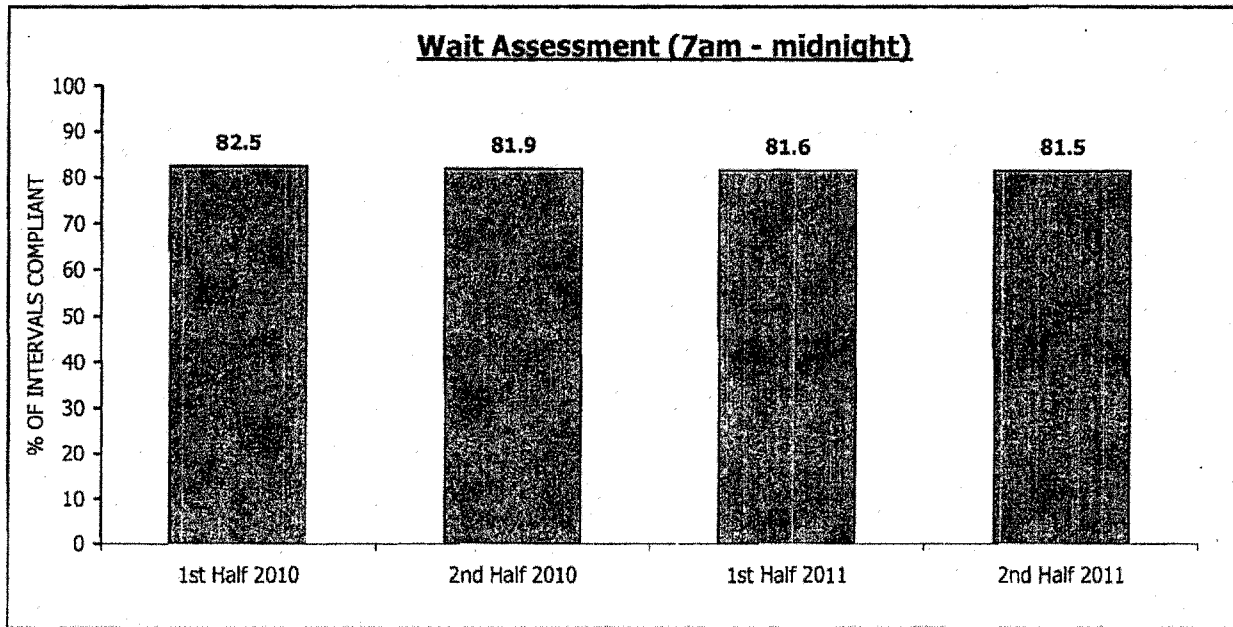
Bus Wait Assessment remained statistically unchanged -0.4%, from 81.9% in the Second Half 2010 to 81.5% in the Second Half 2011. Out of the 38 Local and Express Bus passenger environment indicators, 32 indicators remained unchanged and six (6) indicators declined when comparing the Second Half 2011 to Second Half 2010.

DECLINES

	2010 2nd Half	2011 2nd Half	Net Change
Local Buses			
Litter Conditions in Buses (in service) - (% none and light)	89%	82%	-7%
Cleanliness of Bus Interior (in service) - (% none and light)	89%	81%	-8%
Buses with No Scratchtited Windows	84%	79%	-5%
Buses Displaying a Correct/Legible Bus Map	81%	71%	-10%

Express Buses			
Litter Conditions in Express Buses (in service) - (% none and light)	96%	88%	-8%
Cleanliness of Express Bus Interior (in service) - (% none and light)	97%	90%	-7%

Bus Performance Indicator



Definition

Wait Assessment is measured weekdays between 7:00 a.m. and midnight. It is defined as the percentage of observed service intervals that are no more than the scheduled interval plus 3 minutes during peak (7 a.m. – 9 a.m., 4 p.m. – 7 p.m.) and plus 5 during off-peak (9 a.m. – 4 p.m., 7 p.m. – 12 a.m.)

The results presented are for a sample of 42 high-volume bus routes (plus eight associated limited stop services and two select bus service route).

2011 Annual Goals: Wait Assessment: 84.1%

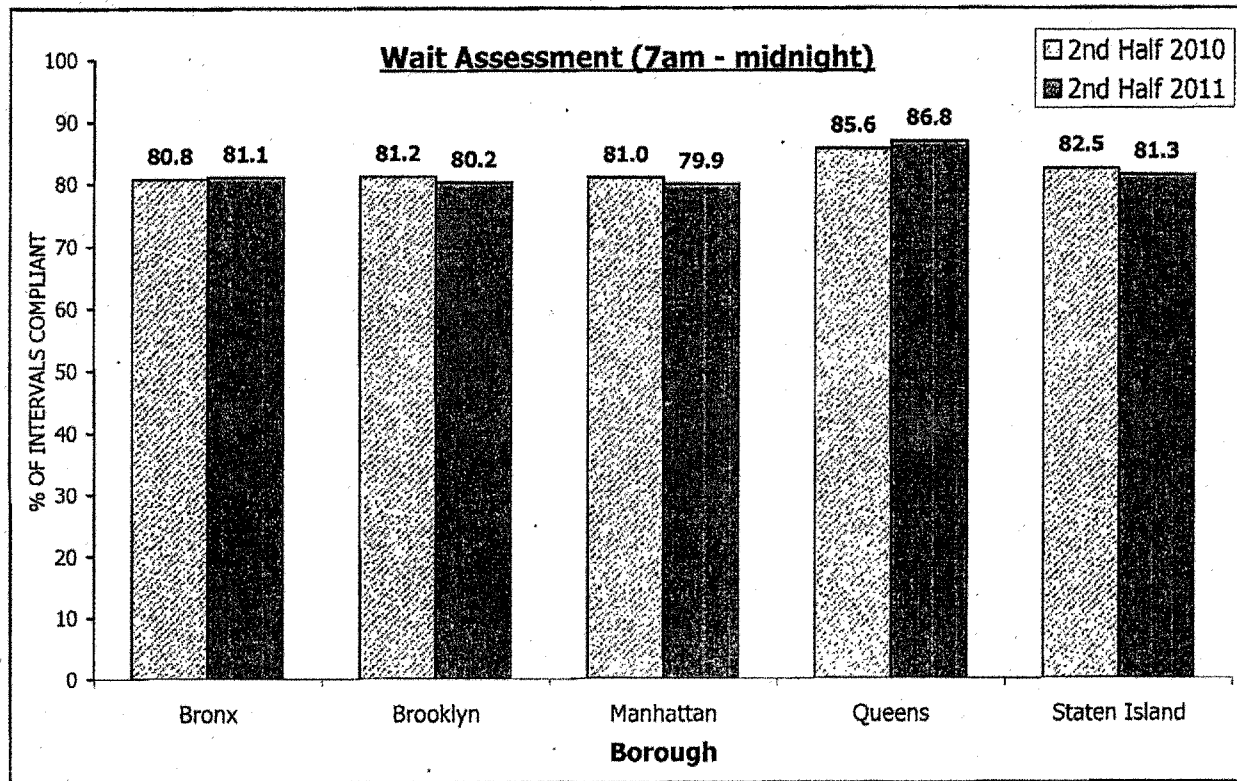
Semi-Annual Results

<u>Wait Assessment</u>	
2nd Half 2011	81.5%
1st Half 2011	81.6%
2nd Half 2010	81.9%
1st Half 2010	82.5%

Discussion of Results: an increase/decrease of less than 1% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: Bus Wait Assessment results remained statistically unchanged (-0.4%).

Bus Performance Indicator



Bus Performance Indicator

Route	2010		2011	
	<u>1st Half</u>	<u>2nd Half</u>	<u>1st Half</u>	<u>2nd Half</u>
Bronx	82.0%	80.8%	81.3%	81.1%
Bx1/2	80.6%	79.0%	80.2%	78.7%
Bx1/2 Ltd.	84.6%	81.9%	84.6%	81.6%
Bx9	86.2%	82.2%	84.2%	83.9%
Bx12	86.2%	86.2%	84.6%	84.4%
SBS12	85.1%	83.8%	83.4%	83.4%
Bx19	80.1%	80.6%	79.5%	82.2%
Bx36 ¹	78.6%	80.1%	79.8%	81.9%
Bx40/42	84.4%	83.4%	81.7%	82.5%
Bx41 ¹	76.5%	78.4%	76.5%	74.1%
Bx55	80.1%	75.0%	78.9%	78.1%
 Brooklyn	 81.4%	 81.2%	 79.5%	 80.2%
B6	82.3%	81.2%	82.1%	81.8%
B6 Ltd.	84.1%	83.7%	83.8%	83.6%
B15	79.3%	81.0%	77.6%	78.3%
B35	81.5%	80.3%	82.2%	81.0%
B35 Ltd.	81.1%	85.3%	83.0%	81.4%
B41	78.5%	77.6%	75.7%	77.1%
B41 Ltd.	80.0%	77.2%	75.3%	78.3%
B44	78.3%	75.9%	74.3%	77.4%
B44 Ltd.	82.5%	81.4%	79.8%	81.9%
B46	82.9%	83.5%	80.4%	84.5%
B46 Ltd.	85.4%	84.2%	81.7%	84.4%
B63 ²	81.6%	83.3%	83.2%	77.3%

¹Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

² Includes BusTime sample data, effective October 1, 2011

Bus Performance Indicator (continued)

<u>Route</u>	<u>2010</u>		<u>2011</u>	
	<u>1st Half</u>	<u>2nd Half</u>	<u>1st Half</u>	<u>2nd Half</u>
Manhattan	82.2%	81.0%	81.1%	79.9%
M1 ¹	80.2%	78.9%	81.0%	79.9%
M2 ²	80.4%	78.3%	76.5%	78.0%
M3/18	82.5%	76.5%	77.7%	75.0%
M4 ¹	78.7%	76.6%	78.6%	74.5%
M7	82.1%	78.5%	79.7%	75.5%
M10/20	81.1%	86.2%	86.2%	84.1%
M14	84.2%	85.7%	84.4%	83.9%
M15	79.8%	76.7%	75.7%	77.5%
SBS15	N/A	78.0%	87.0%	82.5%
M31	85.4%	82.2%	82.6%	81.6%
M50	88.3%	87.6%	88.6%	83.4%
M66	88.2%	86.3%	82.0%	82.3%
M86	84.2%	85.7%	84.2%	84.9%
M101/2/3	77.7%	72.5%	72.7%	71.2%
M101 Ltd	77.3%	76.7%	78.0%	73.9%
M104	85.6%	88.2%	85.0%	83.8%
Queens	86.2%	85.6%	85.5%	86.8%
Q43 ¹	88.3%	89.4%	88.5%	89.2%
Q44/20	88.5%	89.4%	88.4%	90.3%
Q44 Ltd.	87.5%	83.9%	83.9%	89.4%
Q46 ¹	87.8%	85.7%	83.5%	84.2%
Q58	81.5%	79.4%	83.0%	86.1%
Q83 ¹	85.2%	84.7%	87.3%	84.8%
Q85 ¹	85.2%	84.4%	82.8%	82.4%
Staten Island	81.9%	82.5%	81.3%	81.3%
S44 ¹	79.3%	81.5%	79.9%	77.1%
S48 ¹	82.1%	81.1%	80.1%	82.2%
S53 ¹	87.7%	86.5%	87.1%	87.6%
S74 ¹	79.3%	80.8%	77.9%	78.1%
S76 ¹	82.5%	82.7%	84.1%	84.3%
S78	78.2%	79.6%	76.0%	77.8%
S79	85.1%	86.2%	84.9%	83.7%

¹Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

²This route operates all-limited service during specific times of the day. The limited service was included in the overall analysis of this route.

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. 22 remained statistically unchanged while four (4) showed a decline when comparing the 2nd half 2011 to the 2nd half 2010. The table below depicts the results for the 2nd half of 2011 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2010				2011			
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	In Service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	90	42	93	42	91	49	92	43
Presence of Litter	% Light	9	48	6	47	8	39	6	39
See Chart 1	% Moderate	0	1	0	1	0	1	0	2
	% Heavy	1	9	1	10	1	11	2	16
Exterior Dirt Condition of Buses	% None	99	99	100	99	100	96	100	96
Degree of Dirtiness	% Light	1	1	0	1	0	4	0	3
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	0	0	0	0	0	0	1
Cleanliness of Bus Interior	% None	97	88	97	85	96	82	96	73
Degree of Dirtiness	% Light	2	2	2	4	3	5	2	8
See Chart 2	% Moderate	0	1	0	1	0	2	0	4
	% Heavy	1	9	1	10	1	11	2	15
% Buses with No Damaged Panels		100		97		98		97	
% Buses with No Cracked Windows		100		99		98		97	
% Buses with No Scratchtited Windows		89		84		84		79	
% Buses with No Clouded Windows		99		99		98		99	
% Buses with No Interior Graffiti		90		93		91		93	
% Buses with No Exterior Graffiti		100		97		98		96	

Customer Information

% Buses with Readable/Correct Front Sign	100	100	100	100
% Buses with Correct Electronic Side Sign	100	100	100	100
% Buses with Correct Rear Sign	100	99	99	99
% Bus Announcements that are Understandable/Correct	65	58	61	60
% Buses with Priority Seating Stickers	98	99	97	97
% Buses Displaying a Correct/Legible Bus Map	81	81	82	71

Functioning Equipment

Climate Control Conditions in Buses ¹	94	90	94	92
% Buses with Operative Kneeling Feature	100	100	100	99
% Buses with Operative Wheelchair Lift	99	98	97	97
% Buses with Operating Windows	100	100	98	98
% Buses with Operative Rear Door	100	100	100	100

Operations

% Bus Stops where Buses Board/Discharge Passengers Appropriately	98	98	98	98
% Bus Operators in Proper Uniform	100	100	99	100
% Bus Operators Properly Displaying Badges	99	97	99	98

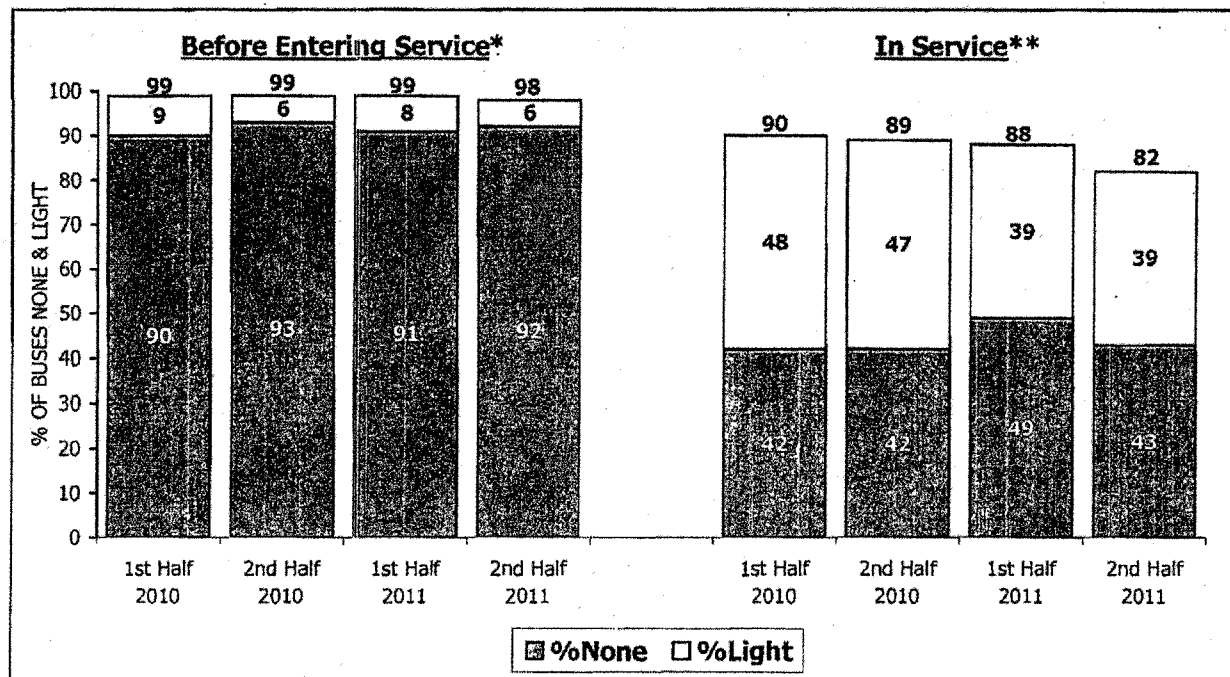
¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2011 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: 90.0%

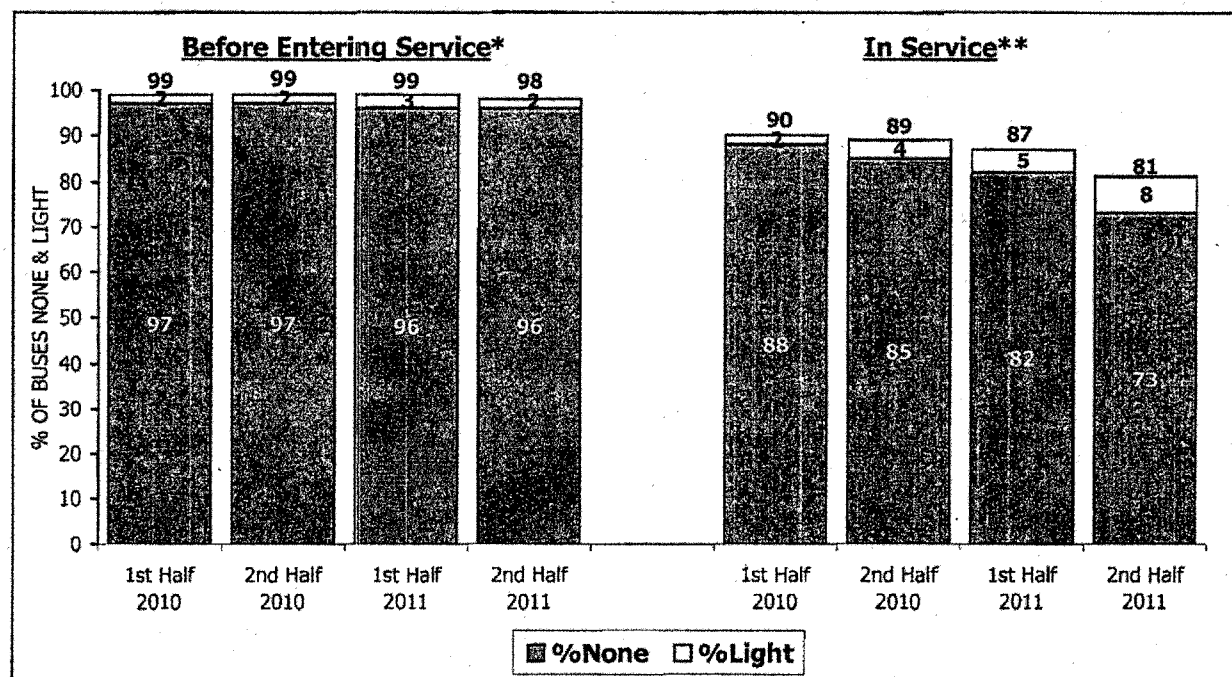
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2011	92%	6%	0%	2%	43%	39%	2%	16%
1st Half 2011	91%	8%	0%	1%	49%	39%	1%	11%
2nd Half 2010	93%	6%	0%	1%	42%	47%	1%	10%
1st Half 2010	90%	9%	0%	1%	42%	48%	1%	9%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: the "Before Entering Service" results remained statistically unchanged, while the "In Service" (-7%) results showed a statistically significant decline when comparing the 2nd half 2011 to the 2nd half 2010.

Passenger Environment Survey **Cleanliness Conditions on Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2011 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: 90.0%

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2011	96%	2%	0%	2%	73%	8%	4%	15%
1st Half 2011	96%	3%	0%	1%	82%	5%	2%	11%
2nd Half 2010	97%	2%	0%	1%	85%	4%	1%	10%
1st Half 2010	97%	2%	0%	1%	88%	2%	1%	9%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: the "Before Entering Service" results remained statistically unchanged, while the "In Service" (-8%) results showed a statistically significant decline when comparing the 2nd half 2011 to the 2nd half 2010.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which 10 remained statistically unchanged while two (2) showed a statistically significant decline when comparing the 2nd half 2011 to the 2nd half 2010. The table below depicts the results for the 2nd half of 2011 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2010				2011			
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	In Service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	86	81	92	70	87	65	93	59
Presence of Litter	% Light	12	18	7	26	12	27	6	29
See Chart 3	% Moderate	0	0	0	1	0	1	0	2
	% Heavy	2	1	1	3	1	7	1	10
Exterior Dirt Condition of Buses	% None	90	100	100	99	98	99	100	98
Degree of Dirtiness	% Light	9	0	0	1	2	1	0	2
	% Moderate	1	0	0	0	0	0	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	98	99	99	96	97	92	99	86
Degree of Dirtiness	% Light	1	0	1	1	2	1	0	4
See Chart 4	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	1	1	0	3	1	7	1	10
% Buses with No Damaged Panels		99		99		99		97	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		98		99		97		97	
% Buses with No Exterior Graffiti		100		100		100		100	

Functioning Equipment

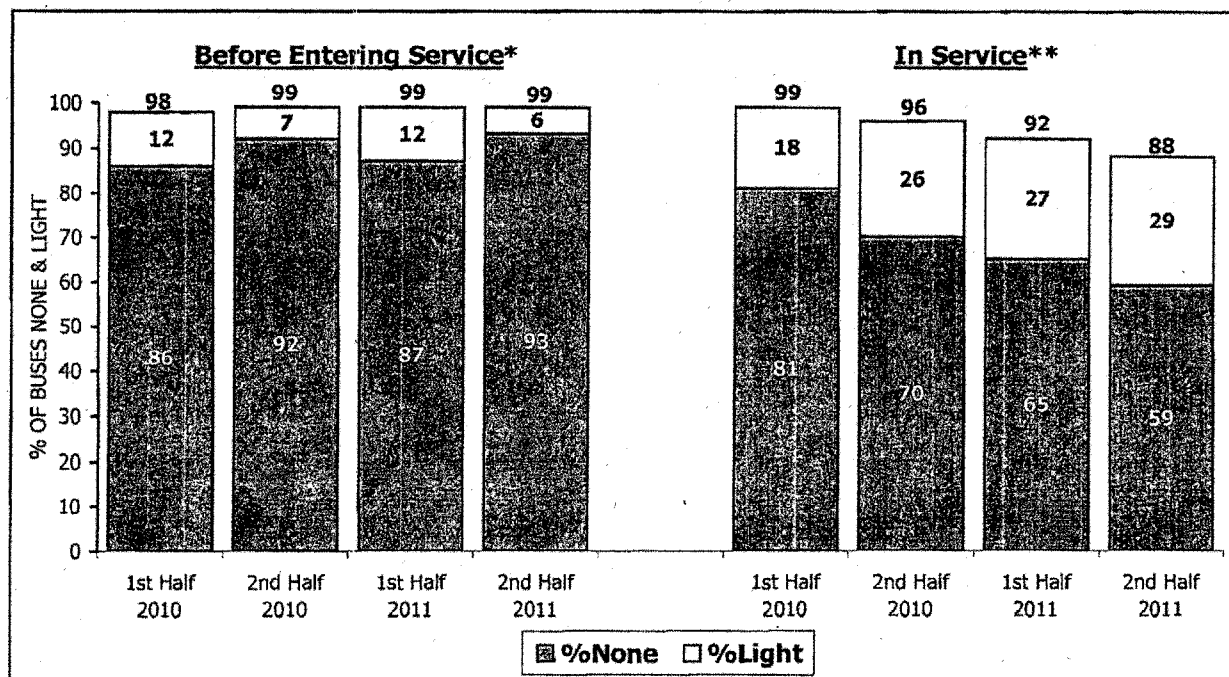
% of Operative Reading Lights on Buses	98	93	91	94
% of Operative Reclining Seats on Buses	100	98	97	96

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2011 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: 90.0%

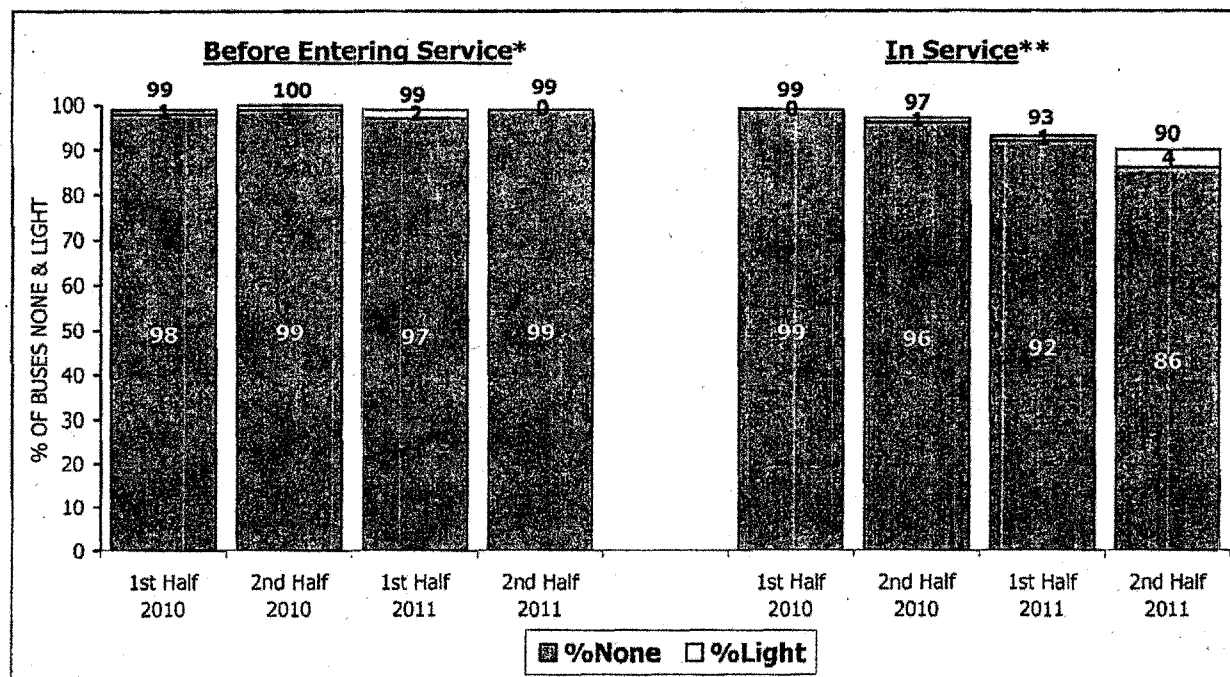
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2011	93%	6%	0%	1%	59%	29%	2%	10%
1st Half 2011	87%	12%	0%	1%	65%	27%	1%	7%
2nd Half 2010	92%	7%	0%	1%	70%	26%	1%	3%
1st Half 2010	86%	12%	0%	2%	81%	18%	0%	1%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: the "Before Entering Service" results remained statistically unchanged, while the "In Service" (-8%) results showed a statistically significant decline when comparing the 2nd half 2011 to the 2nd half 2010.

Passenger Environment Survey
Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- Occasional "ground in" spots, but generally clean;

Moderate- Dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2011 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: 90.0%

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2011	99%	0%	0%	1%	86%	4%	0%	10%
1st Half 2011	97%	2%	0%	1%	92%	1%	0%	7%
2nd Half 2010	99%	1%	0%	0%	96%	1%	0%	3%
1st Half 2010	98%	1%	0%	1%	99%	0%	0%	1%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: the "Before Entering Service" results remained statistically unchanged, while the "In Service" (-7%) results showed a statistically significant decline when comparing the 2nd half 2011 to the 2nd half 2010.

**MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN FOR 2012-2015
2011 FINAL ESTIMATE AND 2012 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2011 Final Estimate, 2012 Adopted Budget and the Financial Plan for 2012-2015. The adopted budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2011, as well as technical adjustments.

These adjustments are presented on the attached reconciliation from the November Financial Plan and are described below:

- Three-year zero savings initiative impact for Represented employees: \$4.2 million in 2014 and \$5.7 million in 2015.
- Non-represented wage freeze savings: \$0.9 million in 2011 and 2012, and \$0.8 million in 2013 through 2015.
- Accelerated zero savings initiative for Represented employees: \$1.1M in 2011, \$5.4 million in 2012, \$5.9 million in 2013, \$1.7 million in 2014 and \$0.4 million in 2015.
- Revised inflation assumptions, which result in net Fuel savings of \$0.7 million in 2011 and \$2.7 million in 2012 through 2015, as well as Non-Revenue Fuel savings of \$0.3 million in 2011, and \$1.4 million in 2012 through 2015.
- New MTA Efficiencies are projected to result in savings of \$0.6 million in 2011, and \$0.2 million each year thereafter.
- Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.
- Technical adjustments include a departmental shift of 8 positions from various departments and some minor shifts within Administration which does not impact total positions.

This submission also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2012 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BUS COMPANY
February Financial Plan 2012 - 2015
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2011 November Financial Plan: Baseline Net Surplus/(Deficit)	3,462	(\$422.674)	3,462	(\$437.754)	3,454	(\$442.890)	3,443	(\$455.953)	3,527	(\$493.304)
Technical Adjustments:										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
Labor:										
3 Zeros Salary/Wage Initiative		\$0.926		\$0.924		\$0.828		\$5.036		\$6.510
Accelerate 3 Zeros		1.081		5.384		5.929		1.666		0.405
New MTA Efficiencies		0.583		0.202		0.202		0.202		0.202
Energy/Other Reimbursements		0.957		4.174		4.174		4.174		4.174
Sub-Total MTA Plan Adjustments	0	\$3.547	0	\$10.684	0	\$11.133	0	\$11.078	0	\$11.291
2012 February Financial Plan: Baseline Net Surplus/(Deficit)	3,462	\$ (419.127)	3,462	\$ (427.070)	3,454	\$ (431.757)	3,443	\$ (444.875)	3,527	\$ (482.013)

MTA BUS COMPANY
February Financial Plan 2012 - 2015
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

Favorable/(Unfavorable)											
2011			2012			2013		2014		2015	
Positions	Dollars		Positions	Dollars		Positions	Dollars	Positions	Dollars	Positions	Dollars
2011 November Financial Plan: Baseline Net Surplus/(Deficit)											
63	\$0.000		64	\$0.000		64	\$0.000	64	\$0.000	64	\$0.000

Technical Adjustments:

Sub-Total Technical Adjustments	0	\$0.000		0	\$0.000		0	\$0.000		0	\$0.000	
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MTA Plan Adjustments

Labor:
3 Zeros Salary/Wage Initiative
Accelerate 3 Zeros
New MTA Efficiencies
Energy/Other Reimbursements

Sub-Total MTA Plan Adjustments	0	\$0.000		0	\$0.000		0	\$0.000		0	\$0.000	
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2012 February Financial Plan: Baseline Net											
Surplus/(Deficit)											
63	\$0.000		64	\$0.000		64	\$0.000		64	\$0.000	

MTA BUS COMPANY
February Financial Plan 2012 - 2015
Reconciliation to the November Plan - (Cash)
(\$ in millions)

Favorable/(Unfavorable)										
2011			2012		2013		2014		2015	
Positions	Dollars		Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2011 November Financial Plan: Baseline Net										
Surplus/(Deficit)	3,525	(\$352.518)	3,526	(\$344.783)	3,518	(\$338.355)	3,507	(\$352.651)	3,591	(\$388.102)
Technical Adjustments:										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
Labor:										
3 Zeros Salary/Wage Initiative	0	\$0.926	0	\$0.924	0	\$0.828	0	\$5.036	0	\$6.510
Accelerate 3 Zeros	0	1.081	0	5.384	0	5.929	0	1.666	0	0.405
New MTA Efficiencies	0	0.583	0	0.202	0	0.202	0	0.202	0	0.202
Energy/Other Reimbursements	0	0.957	0	4.174	0	4.174	0	4.174	0	4.174
Sub-Total MTA Plan Adjustments	0	\$3.547	0	\$10.684	0	\$11.133	0	\$11.078	0	\$11.291
2012 February Financial Plan: Baseline Net										
Surplus/(Deficit)	3,525	\$ (348.971)	3,526	\$ (334.099)	3,518	\$ (327.222)	3,507	\$ (341.573)	3,591	\$ (376.811)

MTA BUS COMPANY
2012 February Adopted Budget
Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
Revenue							
Farebox Revenue	\$180.168	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$180.168
Toll Revenue							0.000
Other Operating Revenue	19.019						19.019
Capital and Other Reimbursements	-						0.000
Total Revenue	\$199.187	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$199.187
Expenses							
Labor:							
Payroll	\$227.302	(\$4.509)					\$222.793
Overtime	41.568	(0.785)		0.000			40.783
Health and Welfare	44.118	0.000					44.118
OPEB Current Payment	14.586	0.000					14.586
Pensions	43.722	(0.573)		0.000			43.149
Other Fringe Benefits	23.242	(0.442)		0.000			22.800
Reimbursable Overhead	-	0.000					0.000
Total Labor Expenses	\$394.538	(\$6.308)	\$0.000	\$0.000	\$0.000	\$0.000	\$388.230
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	38.582	0.000	0.000	(4.174)	0.000	0.000	34.408
Insurance	14.668						14.668
Claims	25.000						25.000
Paratransit Service Contracts	-						
Maintenance and Other Operating Contracts	28.440						28.440
Professional Service Contracts	6.907		(0.202)				6.705
Materials & Supplies	26.904			0.000			26.904
Other Business Expenses	4.252						4.252
Total Non-Labor Expenses	\$144.753	\$0.000	(\$0.202)	(4.174)	0.000	0.000	140.377
Other Expense Adjustments:							
Other							
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	0.000	0.000	0.000	0.000
Total Expenses before Non-Cash Liability Adjustments	\$539.291	(\$6.308)	(\$0.202)	(\$4.174)	\$0.000	\$0.000	\$528.607
Depreciation	\$42.235	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$42.235
OPEB Obligation	55.415						55.415
Environmental Remediation	-						0.000
Total Expenses	\$636.941	(\$6.308)	(\$0.202)	(\$4.174)	\$0.000	\$0.000	\$626.257
Baseline Surplus/(Deficit)	(\$437.754)	\$6.308	\$0.202	\$4.174	\$0.000	\$0.000	(\$427.070)

- Differences are due to rounding.

MTA BUS COMPANY
2012 February Adopted Budget
Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category
(\$ in millions)

REIMBURSABLE	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue							0.000
Other Operating Revenue							0.000
Capital and Other Reimbursements	7.727						7.727
Total Revenue	\$7.727	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.727
Expenses							
Labor:							
Payroll	\$5.718	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.718
Overtime							0.000
Health and Welfare	1.052						1.052
OPEB Current Payment							0.000
Pensions	0.492						0.492
Other Fringe Benefits	0.465						0.465
Reimbursable Overhead							0.000
Total Labor Expenses	\$7.727	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.727
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance							0.000
Claims							0.000
Paratransit Service Contracts							0.000
Maintenance and Other Operating Contracts							0.000
Professional Service Contracts							0.000
Materials & Supplies							0.000
Other Business Expenses							0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$7.727	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.727
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$7.727	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.727
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

- Differences are due to rounding.

MTA BUS COMPANY
2012 February Adopted Budget
Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
Revenue							
Farebox Revenue	\$180.168	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$180.168
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	19.019	0.000	0.000	0.000	0.000	0.000	19.019
Capital and Other Reimbursements	7.727	0.000	0.000	0.000	0.000	0.000	7.727
Total Revenue	\$206.914	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$206.914
Expenses							
Labor:							
Payroll	\$233.021	(\$4.509)	\$0.000	\$0.000	\$0.000	\$0.000	\$228.512
Overtime	41.588	(0.785)	0.000	0.000	0.000	0.000	40.783
Health and Welfare	45.170	0.000	0.000	0.000	0.000	0.000	45.170
OPEB Current Payment	14.586	0.000	0.000	0.000	0.000	0.000	14.586
Pensions	44.214	(0.573)	0.000	0.000	0.000	0.000	43.641
Other Fringe Benefits	23.707	(0.442)	0.000	0.000	0.000	0.000	23.266
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$402.265	(\$6.308)	\$0.000	\$0.000	\$0.000	\$0.000	\$395.957
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000
Fuel	38.582	0.000	0.000	(4.174)	0.000	0.000	34.408
Insurance	14.668	0.000	0.000	0.000	0.000	0.000	14.668
Claims	25.000	0.000	0.000	0.000	0.000	0.000	25.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	28.440	0.000	0.000	0.000	0.000	0.000	28.440
Professional Service Contracts	6.907	0.000	(0.202)	0.000	0.000	0.000	6.705
Materials & Supplies	26.904	0.000	0.000	0.000	0.000	0.000	26.904
Other Business Expenses	4.251	0.000	0.000	0.000	0.000	0.000	4.251
Total Non-Labor Expenses	\$144.753	\$0.000	(\$0.202)	(\$4.174)	\$0.000	\$0.000	\$140.377
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjustments	\$547.018	(\$6.308)	(\$0.202)	(\$4.174)	\$0.000	\$0.000	\$536.334
Depreciation	\$42.235	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$42.235
OPEB Obligation	55.415	0.000	0.000	0.000	0.000	0.000	55.415
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$644.668	(\$6.308)	(\$0.202)	(\$4.174)	\$0.000	\$0.000	\$633.984
Baseline Surplus/(Deficit)	(\$437.754)	\$6.308	\$0.202	\$4.174	\$0.000	\$0.000	(\$427.070)

- Differences are due to rounding.

MTA BUS COMPANY
2012 February Adopted Budget
Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
Receipts							
Farebox Revenue	\$180.168	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$180.168
Toll Revenue	0.000			0.000			0.000
Other Operating Revenue	19.019			0.000			19.019
Capital and Other Reimbursements	11.838			0.000			11.838
Total Receipts	\$211.025	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$211.025
Expenditures							
Labor:							
Payroll	\$246.136	(\$4.509)	\$0.000	\$0.000	\$0.000	\$0.000	\$241.627
Overtime	41.568	(0.785)		0.000			40.783
Health and Welfare	44.766	0.000		0.000			44.766
OPEB Current Payment	14.586	0.000		0.000			14.586
Pensions	44.040	(0.573)		0.000			43.467
Other Fringe Benefits	23.542	(0.442)		0.000			23.100
GASB Account	4.317			0.000			4.317
Reimbursable Overhead	0.000			0.000			0.000
Total Labor Expenditures	\$418.955	(\$6.308)	\$0.000	\$0.000	\$0.000	\$0.000	\$412.647
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	38.582	0.000	0.000	(4.174)	0.000	0.000	34.408
Insurance	14.668			0.000			14.668
Claims	17.100			0.000			17.100
Paratransit Service Contracts	0.000			0.000			0.000
Maintenance and Other Operating Contracts	28.440			0.000			28.440
Professional Service Contracts	6.907		(0.202)	0.000			6.705
Materials & Supplies	26.904			0.000			26.904
Other Business Expenditures	4.252			0.000			4.252
Total Non-Labor Expenditures	\$136.853	\$0.000	(\$0.202)	(\$4.174)	\$0.000	\$0.000	\$132.477
Other Expenditure Adjustments:							
Other	0.000						0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$555.808	(\$6.308)	(\$0.202)	(\$4.174)	\$0.000	\$0.000	\$545.124
Baseline Cash Deficit	(\$344.783)	\$6.308	\$0.202	\$4.174	\$0.000	\$0.000	(\$334.099)

- Differences are due to rounding.

MTA BUS COMPANY
2012 February Adopted Budget
Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category
(\$ in millions)

CASH FLOW ADJUSTMENTS	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
<u>Receipts</u>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	4.111	0.000	0.000	0.000	0.000	0.000	4.111
Total Receipt Adjustments	\$4.111	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.111
<u>Expenditures</u>							
<u>Labor:</u>							
Payroll	(\$13.116)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$13.116)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.403	0.000	0.000	0.000	0.000	0.000	0.403
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.174	0.000	0.000	0.000	0.000	0.000	0.174
Other Fringe Benefits	0.165	0.000	0.000	0.000	0.000	0.000	0.165
GASB Account	(4.317)	0.000	0.000	0.000	0.000	0.000	(4.317)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$16.690)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$16.690)
<u>Non-Labor:</u>							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	7.900	0.000	0.000	0.000	0.000	0.000	7.900
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$7.900	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	7.900
<u>Other Expenditure Adjustments:</u>							
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$4.678)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$4.678)
Depreciation Adjustment	\$42.235	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$42.235
OPEB Obligation	55.415	0.000	0.000	0.000	0.000	0.000	55.415
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$92.972	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$92.972

- Differences are due to rounding.

MTA BUS COMPANY
February Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE					
	2011 Final Estimate *	2012 Adopted Budget	2013	2014	2015
Operating Revenue					
Farebox Revenue	\$177.351	\$180.168	\$181.879	\$183.956	\$185.964
Other Operating Revenue	18.841	19.019	19.391	19.771	20.169
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue	\$196.192	\$199.187	\$201.270	\$203.727	\$206.133
Operating Expenses					
<u>Labor:</u>					
Payroll	\$222.645	\$222.793	222.181	\$221.856	\$234.801
Overtime	43.886	40.783	39.795	39.186	40.509
Health and Welfare	37.129	44.118	48.765	53.888	60.829
OPEB Current Payment	13.892	14.586	15.315	18.081	16.885
Pensions	33.847	43.150	45.395	45.676	46.376
Other Fringe Benefits	22.551	22.800	23.200	22.353	23.464
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$373.949	\$388.230	\$394.651	\$399.040	\$422.864
<u>Non-Labor:</u>					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	\$36.844	\$34.408	\$35.912	\$35.695	\$35.843
Insurance	13.291	14.668	16.135	19.791	19.523
Claims	24.000	25.000	28.000	27.000	28.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	26.864	28.440	22.779	27.416	33.727
Professional Service Contracts	6.267	6.705	8.920	9.421	9.574
Materials & Supplies	32.248	26.904	27.928	28.611	36.186
Other Business Expenses	4.993	4.251	4.172	2.474	2.532
Total Non-Labor Expenses	\$144.506	\$140.377	\$139.845	\$150.408	\$165.385
<u>Other Expenses Adjustments:</u>					
Other	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$518.455	\$528.607	\$534.497	\$549.448	\$588.249
Depreciation	\$42.235	\$42.235	\$42.235	\$42.235	\$42.235
OPEB Obligation	54.630	55.415	56.296	56.919	57.663
Environmental Remediation	-	-	-	-	-
Total Expenses	\$615.320	\$626.257	\$633.027	\$648.602	\$688.146
Baseline Surplus/(Deficit)	(\$419.127)	(\$427.070)	(\$431.757)	(\$444.875)	(\$482.013)

*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

MTA BUS COMPANY
February Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE					
	2011 Final Estimate *	2012 Adopted Budget	2013	2014	2015
Revenue					
Farebox Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	7.191	7.727	7.406	7.516	7.625
Total Revenue	\$7.191	\$7.727	\$7.406	\$7.516	\$7.625
Expenses					
Labor:					
Payroll	\$5.337	\$5.718	\$5.490	\$5.572	\$5.655
Overtime	-	-	-	-	-
Health and Welfare	0.974	1.052	1.008	1.023	1.038
OPEB Current Payment	-	-	-	-	-
Pensions	0.449	0.492	0.461	0.465	0.470
Other Fringe Benefits	0.432	0.466	0.448	0.456	0.462
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$7.191	\$7.727	\$7.406	\$7.516	\$7.625
Non-Labor:					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	-	-	-	-	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expenses Adjustments:					
Other	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$7.191	\$7.727	\$7.406	\$7.516	\$7.625
Depreciation	-	-	-	-	-
Total Expenses	\$7.191	\$7.727	\$7.406	\$7.516	\$7.625
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

MTA BUS COMPANY
February Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	2011 Final Estimate *	2012 Adopted Budget	2013	2014	2015
Revenue					
Farebox Revenue	\$177.351	\$180.168	\$181.879	\$183.956	\$185.964
Other Operating Revenue	18.841	19.019	19.391	19.771	20.169
Capital and Other Reimbursements	7.191	7.727	7.406	7.516	7.625
Total Revenue	\$203.384	\$206.914	\$208.676	\$211.243	\$213.758
Expenses					
Labor:					
Payroll	\$227.982	\$228.512	\$227.670	\$227.428	\$240.455
Overtime	43.886	40.783	39.795	39.186	40.509
Health and Welfare	38.102	45.170	49.773	54.911	61.867
OPEB Current Payment	13.892	14.586	15.315	16.081	16.885
Pensions	34.296	43.641	45.856	46.142	46.846
Other Fringe Benefits	22.983	23.266	23.648	22.809	23.927
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$381.141	\$395.957	\$402.057	\$406.556	\$430.488
Non-Labor:					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	\$36.844	\$34.408	\$35.912	\$35.695	\$35.843
Insurance	13.291	14.668	16.135	19.791	19.523
Claims	24.000	25.000	26.000	27.000	28.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	26.864	28.440	22.779	27.416	33.727
Professional Service Contracts	6.267	6.705	6.920	9.421	9.574
Materials & Supplies	32.248	26.904	27.928	28.611	36.186
Other Business Expenses	4.993	4.251	4.172	2.474	2.532
Total Non-Labor Expenses	\$144.506	\$140.377	\$139.845	\$150.408	\$165.385
Other Expenses Adjustments:					
Other	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$525.646	\$536.334	\$541.903	\$556.964	\$595.873
Depreciation	\$42.235	\$42.235	\$42.235	\$42.235	\$42.235
OPEB Obligation	54.630	55.415	56.296	56.919	57.663
Environmental Remediation	-	-	-	-	-
Total Expenses	\$622.511	\$633.984	\$640.433	\$656.118	\$695.771
Baseline Surplus/(Deficit)	(\$419.127)	(\$427.070)	(\$431.757)	(\$444.875)	(\$482.013)

*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

MTA BUS COMPANY
February Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2011 Final Estimate *	2012 Adopted Budget	2013	2014	2015
Receipts					
Farebox Revenue	\$177.351	\$180.168	\$181.879	\$183.956	\$185.964
Other Operating Revenue	18.841	19.019	19.391	19.771	20.169
Capital and Other Reimbursements	11.163	11.838	11.997	12.236	12.477
Total Receipts	\$207.356	\$211.025	\$213.267	\$215.963	\$218.610
Expenditures					
Labor					
Payroll	\$229.803	\$241.627	\$225.689	\$225.436	\$236.445
Overtime	43.886	40.783	39.795	39.186	40.509
Health and Welfare	45.280	44.766	49.365	54.501	61.453
OPEB Current Payment	13.892	14.586	15.315	16.081	16.885
Pensions	35.998	43.467	45.681	45.969	46.673
Other Fringe Benefits	24.425	23.100	23.481	22.639	23.756
GASB Account	3.948	4.317	5.317	6.317	6.317
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$397.232	\$412.647	\$404.643	\$410.128	\$434.037
Non-Labor					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	\$35.468	\$34.408	\$35.912	\$35.695	\$35.843
Insurance	28.955	14.668	16.135	19.791	19.523
Claims	18.000	17.100	22.000	24.000	24.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	28.676	28.440	22.779	27.416	33.727
Professional Service Contracts	8.425	6.705	6.920	9.421	9.574
Materials & Supplies	34.514	26.904	27.928	28.611	36.186
Other Business Expenses	5.057	4.251	4.172	2.474	2.532
Total Non-Labor Expenditures	\$159.095	\$132.477	\$135.845	\$147.408	\$161.384
Other Expenditure Adjustments:					
Other	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$556.327	\$545.124	\$540.489	\$557.536	\$595.421
Cash Timing and Availability Adjustment					
Baseline Cash Deficit	(\$348.971)	(\$334.099)	(\$327.222)	(\$341.573)	(\$376.811)

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MTA BUS COMPANY
February Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2011 Final Estimate *	2012 Adopted Budget	2013	2014	2015
Receipts					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	3.972	4.111	4.591	4.720	4.853
Total Receipts	\$3.972	\$4.111	\$4.591	\$4.720	\$4.853
Expenditures					
Labor:					
Payroll	(\$1.821)	(\$13.116)	\$1.982	\$1.992	\$2.011
Overtime	-	-	-	-	-
Health and Welfare	(7.178)	0.403	0.407	0.410	0.414
OPEB Current Payment	-	-	-	-	-
Pensions	(1.702)	0.174	0.175	0.173	0.173
Other Fringe Benefits	(1.442)	0.165	0.167	0.169	0.171
Pattern Labor Provision	-	-	-	-	-
GASB Account	(3.948)	(4.317)	(5.317)	(6.317)	(6.317)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	(\$16.091)	(\$16.690)	(\$2.586)	(\$3.572)	(\$3.548)
Non-Labor:					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	\$1.376	-	-	-	-
Insurance	(16.664)	-	-	-	-
Claims	6.000	7.900	4.000	3.000	4.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(1.812)	-	-	-	-
Professional Service Contracts	(2.158)	-	-	-	-
Materials & Supplies	(2.267)	-	-	-	-
Other Business Expenditures	(0.065)	-	-	-	-
Total Non-Labor Expenditures	(\$14.589)	\$7.900	\$4.000	\$3.000	\$4.000
Other Expenditures Adjustments:					
Other	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$26.708)	(\$4.678)	\$6.005	\$4.148	\$5.305
Depreciation Adjustment	\$42.235	\$42.235	\$42.235	\$42.235	\$42.235
OPEB Obligation	54.630	55.415	56.296	56.919	57.663
Environmental Remediation	-	-	-	-	-
Cash Timing and Availability Adjustment	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$70.156	\$92.972	\$104.535	\$103.302	\$105.203

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MTA Bus Company
2012 Adopted Budget
2012 Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

		Total		
NON-REIMBURSABLE OVERTIME		Hours	\$	%
SCHEDULED:				
<u>Direct Service</u>		579,327	\$24.354	59.7%
<u>Programmed Maintenance</u>				0.0%
Total Scheduled		579,327	\$24.354	59.7%
UNSCHEDULED:				
<u>Vacancy/Absentee Coverage</u>		150,474	\$6.844	16.8%
<u>Weather Emergencies</u>		1,275	\$0.059	0.1%
<u>Maintenance</u>		163,793	\$7.019	17.2%
<u>Service Delays</u>		31,383	\$1.452	3.6%
<u>Emergencies</u>		0	\$0.000	0.0%
<u>Tour Length</u>		12,481	\$0.582	1.4%
<u>Safety/Security/Law Enforcement</u>		2,641	\$0.128	0.3%
<u>All Other</u>		7,371	\$0.344	0.8%
Total Unscheduled		369,419	\$16.428	40.3%
TOTAL NON-REIMBURSABLE OVERTIME:		948,745	\$40.783	100.0%
REIMBURSABLE OVERTIME		0	\$0.000	
TOTAL OVERTIME		948,745	\$40.783	

MTA BUS COMPANY
February Financial Plan 2012-2015
Ridership/(Utilization)
(in millions)

2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
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RIDERSHIP

Fixed Route	116.963	118.840	119.757	120.879	121.937
Baseline Total Ridership	116.963	118.840	119.757	120.879	121.937

FAREBOX REVENUE

Fixed Route	\$177.351	\$180.168	\$181.879	\$183.956	\$185.964
Baseline Total Revenue	\$177.351	\$180.168	\$181.879	\$183.956	\$185.964

MTA BUS COMPANY
February Financial Plan 2012-2015
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
Administration					
Office of the EVP	4	4	4	4	4
Human Resources	8	6	6	6	6
Office of Management and Budget	17	14	14	14	14
Technology & Information Services	17	17	18	18	18
Materiel	18	18	18	18	18
Controller	29	13	13	13	13
Office of the President	7	5	5	5	5
System Safety Administration	5	5	5	5	5
Law	21	21	21	21	21
Corporate Communications	2	2	2	2	2
Strategic Office	-	8	8	8	8
Labor Relations	4	4	4	4	4
Non Departmental	46	57	57	64	68
Total Administration	178	174	175	182	186
Operations					
Buses	2,048	2,056	2,056	2,056	2,056
Office of the Executive Vice President, Regional	1	1	1	1	1
Safety & Training	23	21	21	21	21
Road Operations	119	116	116	116	116
Transportation Support	20	20	20	20	20
Operations Planning	23	30	30	30	30
Revenue Control	21	21	21	21	21
Total Operations	2,255	2,265	2,265	2,265	2,265
Maintenance					
Buses	739	730	722	722	722
Maintenance Support/CMF	153	152	151	133	213
Facilities	72	72	72	72	72
Supply Logistics	82	83	83	83	83
Total Maintenance	1,046	1,037	1,028	1,010	1,090
Engineering/Capital					
Capital Program Management	34	38	38	38	38
Public Safety					
Office of the Senior Vice President	12	12	12	12	12
Total Positions	3,525	3,526	3,518	3,507	3,591
Non-Reimbursable	3,462	3,462	3,454	3,443	3,527
Reimbursable	63	64	64	64	64
Total Full-Time	3,510	3,511	3,503	3,492	3,576
Total Full-Time Equivalents	15	15	15	15	15

MTA BUS COMPANY
February Financial Plan 2012-2015
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
Administration					
Managers/Supervisors	41	47	47	47	47
Professional, Technical, Clerical	91	70	71	71	71
Operational Hourlies	46	57	57	64	68
Total Administration	178	174	175	182	186
Operations					
Managers/Supervisors	292	297	297	297	297
Professional, Technical, Clerical	45	50	50	50	50
Operational Hourlies	1,918	1,918	1,918	1,918	1,918
Total Operations	2,255	2,265	2,265	2,265	2,265
Maintenance					
Managers/Supervisors	203	195	195	195	195
Professional, Technical, Clerical	12	12	12	12	12
Operational Hourlies	831	830	821	803	883
Total Maintenance	1,046	1,037	1,028	1,010	1,090
Engineering/Capital					
Managers/Supervisors	18	22	22	22	22
Professional, Technical, Clerical	16	16	16	16	16
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	34	38	38	38	38
Public Safety					
Managers/Supervisors	9	9	9	9	9
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	-	-	-	-	-
Total Public Safety	12	12	12	12	12
Total Positions					
Managers/Supervisors	563	570	570	570	570
Professional, Technical, Clerical	167	151	152	152	152
Operational Hourlies	2,795	2,805	2,796	2,785	2,869
Total Baseline Positions	3,525	3,526	3,518	3,507	3,591

MTA BUS COMPANY
February Financial Plan - 2012 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$14,156	\$13,901	\$15,294	\$14,798	\$15,702	\$15,167	\$15,498	\$15,738	\$14,726	\$15,877	\$14,791	\$14,521	\$180,168
Other Operating Revenue	1,627	1,539	2,089	1,582	2,040	1,569	0,873	0,936	1,481	1,871	1,722	1,692	19,019
Capital and Other Reimbursements													
Total Revenue	\$15,783	\$15,441	\$17,382	\$16,379	\$17,741	\$16,736	\$16,371	\$16,674	\$16,207	\$17,748	\$16,512	\$16,212	\$199,187
Operating Expenses													
Labor:													
Payroll	\$18,915	\$17,801	\$18,536	\$17,757	\$19,227	\$17,979	\$18,603	\$18,670	\$17,801	\$18,626	\$18,291	\$20,586	\$222,793
Overtime	3,217	3,213	3,476	3,386	3,465	3,368	3,406	3,533	3,395	3,573	3,289	3,463	40,783
Health and Welfare	3,676	3,676	3,676	3,676	3,676	3,676	3,676	3,676	3,676	3,676	3,676	3,676	44,118
OPEB Current Payment	1,216	1,216	1,216	1,216	1,216	1,216	1,216	1,216	1,216	1,216	1,216	1,216	14,586
Pensions	3,596	3,596	3,596	3,596	3,596	3,596	3,596	3,596	3,596	3,596	3,596	3,596	43,150
Other Fringe Benefits	1,936	1,822	1,897	1,817	1,968	1,840	1,904	1,911	1,822	1,906	1,872	2,107	22,800
Reimbursable Overhead													
Total Labor Expenses	\$32,556	\$31,324	\$32,397	\$31,448	\$33,148	\$31,675	\$32,400	\$32,601	\$31,506	\$32,592	\$31,940	\$34,644	\$388,230
Non-Labor:													
Electric Power	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Fuel	2,795	2,704	2,930	2,802	2,917	3,153	2,863	2,985	2,680	2,984	2,804	2,792	34,408
Insurance	1,222	1,222	1,222	1,222	1,222	1,222	1,222	1,222	1,222	1,222	1,222	1,222	14,668
Claims	2,083	2,083	2,083	2,083	2,083	2,083	2,083	2,083	2,083	2,083	2,083	2,083	25,000
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	2,370	2,370	2,370	2,370	2,370	2,370	2,370	2,370	2,370	2,370	2,370	2,370	28,440
Professional Service Contracts	0,559	0,559	0,559	0,559	0,559	0,559	0,559	0,559	0,559	0,559	0,559	0,559	6,705
Materials & Supplies	2,242	2,242	2,242	2,242	2,242	2,242	2,242	2,242	2,242	2,242	2,242	2,242	26,904
Other Business Expenses	0,354	0,354	0,354	0,354	0,354	0,354	0,354	0,354	0,354	0,354	0,354	0,354	4,251
Total Non-Labor Expenses	\$11,625	\$11,535	\$11,761	\$11,632	\$11,748	\$11,984	\$11,693	\$11,816	\$11,511	\$11,815	\$11,635	\$11,623	\$140,377
Other Expenses Adjustments:													
Other													
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenses before Non-Cash Liability Adjs.	\$44,181	\$42,859	\$44,158	\$43,080	\$44,895	\$43,658	\$44,094	\$44,417	\$43,016	\$44,407	\$43,574	\$46,267	\$528,607
Depreciation	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$42,235
OPEB Obligation	4,618	4,618	4,618	4,618	4,618	4,618	4,618	4,618	4,618	4,618	4,618	4,618	55,415
Environmental Remediation													
Total Expenses	\$52,319	\$50,996	\$52,296	\$51,218	\$53,033	\$51,796	\$52,231	\$52,554	\$51,154	\$52,545	\$51,712	\$54,404	\$626,257
Baseline Net Surplus/(Deficit)	(\$33,536)	(\$35,553)	(\$34,913)	(\$34,833)	(\$35,291)	(\$35,060)	(\$35,981)	(\$35,880)	(\$34,945)	(\$34,797)	(\$35,199)	(\$38,192)	(\$427,070)

MTA BUS COMPANY
February Financial Plan - 2012 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue													\$0.000
Other Operating Revenue													
Capital and Other Reimbursements	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	7.727
Total Revenue	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$7.727
Expenses													
<u>Labor</u>													
Payroll	\$0.477	\$0.477	\$0.477	\$0.477	\$0.477	\$0.477	\$0.477	\$0.477	\$0.477	\$0.477	\$0.477	\$0.477	\$5.718
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	1.052
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.492
Other Fringe Benefits	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.466
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$7.727
<u>Non-Labor</u>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$7.727
Depreciation													
Total Expenses	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$0.644	\$7.727
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
February Financial Plan - 2012 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$14.156	\$13.901	\$15.294	\$14.798	\$15.702	\$15.167	\$15.498	\$15.738	\$14.726	\$15.077	\$14.791	\$14.521	\$180.168
Other Operating Revenue	1.627	1.539	2.089	1.582	2.040	1.569	0.873	0.936	1.481	1.871	1.722	1.692	19.019
Capital and Other Reimbursements	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	7.727
Total Revenue	\$16.427	\$16.085	\$18.026	\$17.023	\$18.385	\$17.380	\$17.015	\$17.318	\$16.851	\$18.392	\$17.156	\$16.856	\$206.914
Expenses													
Labor:													
Payroll	\$19.392	\$18.278	\$19.013	\$18.233	\$19.704	\$18.456	\$19.080	\$19.147	\$18.278	\$19.102	\$18.768	\$21.063	\$228.512
Overtime	3.217	3.213	3.476	3.386	3.465	3.368	3.406	3.533	3.395	3.573	3.289	3.463	40.783
Health and Welfare	3.764	3.764	3.764	3.764	3.764	3.764	3.764	3.764	3.764	3.764	3.764	3.764	45.170
OPEB Current Payment	1.216	1.216	1.216	1.216	1.216	1.216	1.216	1.216	1.216	1.216	1.216	1.216	14.588
Pensions	3.637	3.637	3.637	3.637	3.637	3.637	3.637	3.637	3.637	3.637	3.637	3.637	43.641
Other Fringe Benefits	1.975	1.881	1.936	1.856	2.006	1.879	1.943	1.949	1.881	1.945	1.911	2.146	23.266
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$33.200	\$31.968	\$33.041	\$32.092	\$33.792	\$32.319	\$33.044	\$33.245	\$32.149	\$33.236	\$32.584	\$35.288	\$395.957
Non-Labor:													
Electric Power	-	-	-	-	-	-	-	-	-	-	-	-	-
Fuel	\$2.795	\$2.704	\$2.930	\$2.802	\$2.917	\$3.153	\$2.863	\$2.985	\$2.680	\$2.984	\$2.804	\$2.792	\$34.408
Insurance	1.222	1.222	1.222	1.222	1.222	1.222	1.222	1.222	1.222	1.222	1.222	1.222	\$14.668
Claims	2.083	2.083	2.083	2.083	2.083	2.083	2.083	2.083	2.083	2.083	2.083	2.083	\$25.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
Maintenance and Other Operating Contracts	2.370	2.370	2.370	2.370	2.370	2.370	2.370	2.370	2.370	2.370	2.370	2.370	\$28.440
Professional Service Contracts	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	\$6.705
Materials & Supplies	2.242	2.242	2.242	2.242	2.242	2.242	2.242	2.242	2.242	2.242	2.242	2.242	\$26.904
Other Business Expenses	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	\$4.251
Total Non-Labor Expenses	\$11.625	\$11.538	\$11.761	\$11.632	\$11.748	\$11.984	\$11.693	\$11.816	\$11.511	\$11.815	\$11.635	\$11.623	\$140.377
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$44.825	\$43.503	\$44.802	\$43.724	\$45.539	\$44.302	\$44.738	\$45.061	\$43.660	\$45.051	\$44.218	\$46.911	\$536.334
Depreciation	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$42.235
OPEB Obligation	4.618	4.618	4.618	4.618	4.618	4.618	4.618	4.618	4.618	4.618	4.618	4.618	55.415
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$52.963	\$51.640	\$52.940	\$51.862	\$53.677	\$52.440	\$52.875	\$53.198	\$51.798	\$53.189	\$52.356	\$55.048	\$633.984
Baseline Net Surplus/(Deficit)	\$ (36.536)	\$ (35.556)	\$ (34.913)	\$ (34.839)	\$ (35.291)	\$ (35.060)	\$ (35.861)	\$ (35.880)	\$ (34.946)	\$ (34.797)	\$ (35.199)	\$ (38.192)	\$ (427.070)

MTA BUS COMPANY
February Financial Plan - 2012 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$14.156	\$13.901	\$15.294	\$14.798	\$15.702	\$15.167	\$15.498	\$15.738	\$14.726	\$15.877	\$14.791	\$14.521	\$180.168
Other Operating Revenue	1.627	1.539	2.089	1.582	2.040	1.569	0.873	0.936	1.481	1.871	1.722	1.692	19.019
Capital and Other Reimbursements	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	11.838
Total Receipts	\$16.769	\$16.427	\$18.369	\$17.366	\$18.728	\$17.722	\$17.357	\$17.660	\$17.194	\$18.735	\$17.499	\$17.199	\$211.025
Expenditures													
Labor:													
Payroll	\$18.587	\$18.587	\$18.587	\$18.587	\$27.880	\$18.587	\$18.587	\$18.587	\$18.587	\$27.880	\$18.587	\$18.587	\$241.627
Overtime	3.137	3.137	3.137	3.137	4.706	3.137	3.137	3.137	3.137	4.706	3.137	3.137	40.783
Health and Welfare	3.731	3.731	3.731	3.731	3.731	3.731	3.731	3.731	3.731	3.731	3.731	3.731	44.766
OPEB Current Payment	1.216	1.216	1.216	1.216	1.216	1.216	1.216	1.216	1.216	1.216	1.216	1.216	14.586
Pensions	3.622	3.622	3.622	3.622	3.622	3.622	3.622	3.622	3.622	3.622	3.622	3.622	43.467
Other Fringe Benefits	1.777	1.777	1.777	1.777	2.665	1.777	1.777	1.777	1.777	2.665	1.777	1.777	23.100
GASB Account	0.360	0.360	0.360	0.360	0.360	0.360	0.360	0.360	0.360	0.360	0.360	0.360	4.317
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$32.429	\$32.429	\$32.429	\$32.429	\$44.179	\$32.429	\$32.429	\$32.429	\$32.429	\$44.179	\$32.429	\$32.429	\$412.647
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	2.795	2.704	2.930	2.802	2.917	3.153	2.863	2.985	2.680	2.984	2.804	2.792	34.408
Insurance	1.222	1.222	1.222	1.222	1.222	1.222	1.222	1.222	1.222	1.222	1.222	1.222	14.668
Claims	1.425	1.425	1.425	1.425	1.425	1.425	1.425	1.425	1.425	1.425	1.425	1.425	17.100
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.370	2.370	2.370	2.370	2.370	2.370	2.370	2.370	2.370	2.370	2.370	2.370	28.440
Professional Service Contracts	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	6.705
Materials & Supplies	2.242	2.242	2.242	2.242	2.242	2.242	2.242	2.242	2.242	2.242	2.242	2.242	26.904
Other Business Expenses	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	4.251
Total Non-Labor Expenditures	\$10.987	\$10.876	\$11.103	\$10.974	\$11.089	\$11.325	\$11.035	\$11.157	\$10.852	\$11.157	\$10.976	\$10.964	\$132.477
Other Expenditure Adjustments:													
Other													
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$43.396	\$43.305	\$43.532	\$43.403	\$55.269	\$43.754	\$43.464	\$43.586	\$43.281	\$55.336	\$43.405	\$43.393	\$545.124
Baseline Net Cash Deficit	\$ (26.627)	\$ (26.878)	\$ (25.163)	\$ (26.037)	\$ (36.541)	\$ (26.032)	\$ (26.107)	\$ (25.926)	\$ (26.087)	\$ (36.601)	\$ (25.906)	\$ (26.194)	\$ (334.099)

MTA BUS COMPANY
February Financial Plan - 2012 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	4.111
Total Receipts	\$0.343	\$0.343	\$0.343	\$0.343	\$0.343	\$0.343	\$0.343	\$0.343	\$0.343	\$0.343	\$0.343	\$0.343	\$4.111
Expenditures													
Labor:													
Payroll	\$0.805	(\$0.309)	\$0.426	(\$0.354)	(\$8.176)	(\$0.131)	\$0.493	\$0.560	(\$0.309)	(\$8.778)	\$0.181	\$2.476	(\$13.116)
Overtime	0.080	0.076	0.339	0.249	(1.241)	0.230	0.268	0.395	0.258	(1.133)	0.151	0.326	0.000
Health and Welfare	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.403
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.174
Other Fringe Benefits	0.198	0.084	0.159	0.079	(0.659)	0.102	0.166	0.173	0.084	(0.721)	0.134	0.369	0.165
GASB Account	(0.360)	(0.360)	(0.360)	(0.360)	(0.360)	(0.360)	(0.360)	(0.360)	(0.360)	(0.360)	(0.360)	(0.360)	(4.317)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$0.771	\$ (0.461)	\$ 0.612	\$ (0.337)	\$ (10.388)	\$ (0.110)	\$ 0.616	\$ 0.616	\$ (0.279)	\$ (16.943)	\$ 0.155	\$ 2.859	\$ (16.690)
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	0.658	0.658	0.658	0.658	0.658	0.658	0.658	0.658	0.658	0.658	0.658	0.658	7.900
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenditures	\$0.658	\$0.658	\$0.658	\$0.658	\$0.658	\$0.658	\$0.658	\$0.658	\$0.658	\$0.658	\$0.658	\$0.658	\$7.900
Other Expenditures Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$1.772	\$0.540	\$1.613	\$0.664	\$ (9.387)	\$ 0.891	\$ 1.617	\$ 1.617	\$ 0.722	\$ (9.942)	\$ 1.156	\$ 3.860	\$ (4.678)
Depreciation Adjustment	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$42.235
OPEB Obligation	4.618	4.618	4.618	4.618	4.618	4.618	4.618	4.618	4.618	4.618	4.618	4.618	55.415
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$9.909	\$8.677	\$9.751	\$8.802	\$ (1.249)	\$ 9.028	\$ 9.754	\$ 9.955	\$ 8.859	\$ (1.805)	\$9.293	\$11.997	\$92.972

MTA Bus Company
February Financial Plan - 2012 Adopted Budget
Overtime - Non-Reimbursable/Reimbursable Basis
(\$ in millions)

NON-REIMBURSABLE

SCHEDULED:

Direct Service

Programmed Maintenance

Total Scheduled

UNSCHEDULED:

Vacancy/Absentee Coverage

Weather Emergencies

Maintenance

Service Delays

Emergencies

Tour Length

Safety/Security/Law Enforcement

All Other

Total Unscheduled

**TOTAL NON-REIMBURSABLE
OVERTIME:**

REIMBURSABLE OVERTIME

TOTAL NR & R OVERTIME

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Direct Service</u>	\$ 1.920	\$ 1.919	\$ 2.076	\$ 2.022	\$ 2.069	\$ 2.011	\$ 2.034	\$ 2.110	\$ 2.027	\$ 2.134	\$ 1.964	\$ 2.068	\$ 24.354
<u>Programmed Maintenance</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Scheduled	\$ 1.920	\$ 1.919	\$ 2.076	\$ 2.022	\$ 2.069	\$ 2.011	\$ 2.034	\$ 2.110	\$ 2.027	\$ 2.134	\$ 1.964	\$ 2.068	\$ 24.354
<u>Vacancy/Absentee Coverage</u>	\$ 0.477	\$ 0.550	\$ 0.586	\$ 0.555	\$ 0.580	\$ 0.614	\$ 0.642	\$ 0.665	\$ 0.573	\$ 0.570	\$ 0.487	\$ 0.545	\$ 6.844
<u>Weather Emergencies</u>	0.006	0.004	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.006	0.005	0.059
<u>Maintenance</u>	0.578	0.552	0.607	0.607	0.610	0.541	0.526	0.547	0.591	0.656	0.586	0.617	7.019
<u>Service Delays</u>	0.145	0.107	0.116	0.112	0.115	0.112	0.113	0.117	0.113	0.119	0.148	0.134	1.452
<u>Emergencies</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Tour Length</u>	0.057	0.043	0.047	0.045	0.046	0.045	0.046	0.047	0.046	0.048	0.059	0.053	0.582
<u>Safety/Security/Law Enforcement</u>	0.006	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.012	0.011	0.011	0.128
<u>All Other</u>	0.027	0.027	0.029	0.029	0.029	0.028	0.029	0.030	0.029	0.030	0.028	0.029	0.344
Total Unscheduled	\$ 1.297	\$ 1.294	\$ 1.400	\$ 1.364	\$ 1.396	\$ 1.356	\$ 1.372	\$ 1.423	\$ 1.367	\$ 1.439	\$ 1.325	\$ 1.395	\$ 16.428
TOTAL NON-REIMBURSABLE OVERTIME:	3.217	3.213	3.476	3.386	3.465	3.368	3.406	3.533	3.395	3.573	3.289	3.463	40.783
REIMBURSABLE OVERTIME	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL NR & R OVERTIME	\$ 3.217	\$ 3.213	\$ 3.476	\$ 3.386	\$ 3.465	\$ 3.368	\$ 3.406	\$ 3.533	\$ 3.395	\$ 3.573	\$ 3.289	\$ 3.463	\$ 40.783

MTA BUS COMPANY
February Financial Plan - 2012 Adopted Budget
Ridership/(Utilization)
(In millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	9.433	9.220	10.549	9.774	10.646	9.987	9.524	9.590	9.861	10.706	9.944	9.606	118.840
Baseline Total Ridership	9.433	9.220	10.549	9.774	10.646	9.987	9.524	9.590	9.861	10.706	9.944	9.606	118.840
<u>FAREBOX REVENUE</u>													
Fixed Route	14.156	13.901	15.294	14.798	15.702	15.167	15.498	15.738	14.726	15.877	14.791	14.521	180.168
Baseline Total Revenue	\$14.156	\$13.901	\$15.294	\$14.798	\$15.702	\$15.167	\$15.498	\$15.738	\$14.726	\$15.877	\$14.791	\$14.521	\$180.168

MTA BUS COMPANY
February Financial Plan - 2012 Adopted Budget
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	47	47	47	47	47	47	47	47	47	47	47	47
Professional, Technical, Clerical	76	76	76	76	70	70	70	70	70	70	70	70
Operational Hourlies	57	57	57	57	57	57	57	57	57	57	57	57
Total Administration	180	180	180	180	174	174	174	174	174	174	174	174
Operations												
Managers/Supervisors	300	300	300	300	300	300	297	297	297	297	297	297
Professional, Technical, Clerical	50	50	50	50	50	50	50	50	50	50	50	50
Operational Hourlies	1,918	1,918	1,918	1,918	1,918	1,918	1,918	1,918	1,918	1,918	1,918	1,918
Total Operations	2,268	2,268	2,268	2,268	2,268	2,268	2,265	2,265	2,265	2,265	2,265	2,265
Maintenance												
Managers/Supervisors	195	195	195	195	195	195	195	195	195	195	195	195
Professional, Technical, Clerical	12	12	12	12	12	12	12	12	12	12	12	12
Operational Hourlies	830	830	830	830	830	830	830	830	830	830	830	830
Total Maintenance	1,037	1,037	1,037	1,037	1,037	1,037	1,037	1,037	1,037	1,037	1,037	1,037
Engineering/Capital												
Managers/Supervisors	22	22	22	22	22	22	22	22	22	22	22	22
Professional, Technical, Clerical	16	16	16	16	16	16	16	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	38	38	38	38	38	38	38	38	38	38	38	38
Public Safety												
Managers/Supervisors	9	9	9	9	9	9	9	9	9	9	9	9
Professional, Technical, Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	12	12	12	12	12	12	12	12	12	12	12	12
Total Baseline Positions												
Managers/Supervisors	573	573	573	573	573	573	570	570	570	570	570	570
Professional, Technical, Clerical	157	157	157	157	151	151	151	151	151	151	151	151
Operational Hourlies	2,805	2,805	2,805	2,805	2,805	2,805	2,805	2,805	2,805	2,805	2,805	2,805
Total Baseline Positions	3,535	3,535	3,535	3,535	3,529	3,529	3,526	3,526	3,526	3,526	3,526	3,526

MTA BUS COMPANY
February Financial Plan - 2012 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Office of the EVP	4	4	4	4	4	4	4	4	4	4	4	4
Human Resources	6	6	6	6	6	6	6	6	6	6	6	6
Office of Management and Budget	17	17	17	17	17	17	17	17	17	17	17	17
Technology & Information Services	17	17	17	17	17	17	17	17	17	17	17	17
Material	18	18	18	18	18	18	18	18	18	18	18	18
Controller	19	19	19	19	13	13	13	13	13	13	13	13
Office of the President	6	6	6	6	6	6	6	6	6	6	6	6
System Safety Administration	5	5	5	5	5	5	5	5	5	5	5	5
Law	21	21	21	21	21	21	21	21	21	21	21	21
Corporate Communications	2	2	2	2	2	2	2	2	2	2	2	2
Non-Departmental	4	4	4	4	4	4	4	4	4	4	4	4
Labor Relations	57	57	57	57	57	57	57	57	57	57	57	57
Total Administration	176	176	176	176	170	170	170	170	170	170	170	170
Operations												
Buses	2,049	2,049	2,049	2,049	2,049	2,049	2,049	2,049	2,049	2,049	2,049	2,049
Office of the Executive Vice President, Regional	1	1	1	1	1	1	1	1	1	1	1	1
Safety & Training	23	23	23	23	23	23	23	23	23	23	23	23
Road Operations	119	119	119	119	119	119	116	116	116	116	116	116
Transportation Support	20	20	20	20	20	20	20	20	20	20	20	20
Operations Planning	30	30	30	30	30	30	30	30	30	30	30	30
Revenue Control	21	21	21	21	21	21	21	21	21	21	21	21
Total Operations	2,263	2,263	2,263	2,263	2,263	2,263	2,260	2,260	2,260	2,260	2,260	2,260
Maintenance												
Buses	739	739	739	739	739	739	739	739	739	739	739	739
Maintenance Support/CMF	152	152	152	152	152	152	152	152	152	152	152	152
Facilities	72	72	72	72	72	72	72	72	72	72	72	72
Supply Logistics	83	83	83	83	83	83	83	83	83	83	83	83
Total Maintenance	1,046	1,046	1,046	1,046	1,046	1,046	1,046	1,046	1,046	1,046	1,046	1,046
Engineering/Capital												
Capital Program Management	38	38	38	38	38	38	38	38	38	38	38	38
Public Safety												
Office of the Senior Vice President	12	12	12	12	12	12	12	12	12	12	12	12
Total Positions	3,535	3,535	3,535	3,535	3,529	3,529	3,526	3,526	3,526	3,526	3,526	3,526
Non-Reimbursable	3,468	3,468	3,468	3,468	3,462	3,462	3,462	3,462	3,462	3,462	3,462	3,462
Reimbursable	67	67	67	67	67	67	64	64	64	64	64	64
Total Full-Time	3,520	3,520	3,520	3,520	3,514	3,514	3,511	3,511	3,511	3,511	3,511	3,511
Total Full-Time Equivalents	15	15	15	15	15	15	15	15	15	15	15	15

**MTA LONG ISLAND BUS
FEBRUARY FINANCIAL PLAN FOR 2012-2015
2011 FINAL ESTIMATE**

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Bus' 2011 Final Estimate. The 2011 Final Estimate reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2011.

These adjustments are presented on the attached reconciliation from the November Financial Plan and are described below:

- Fuel has decreased by \$0.878 million due to the decline of revenue vehicle CNG price.
- The impact of a third year wage freeze in 2011 for non-represented employees is expected to reduce labor cost by \$0.237 million in 2011.
- Accelerated zero savings initiative for represented employees is expected to reduce labor cost by \$1.018 million in 2011.

The Lease and Operating Agreement between Nassau County and LI Bus was terminated effective December 31, 2011. Nassau County contracted with a private operator to provide bus and paratransit service in the County commencing January 1, 2012. The February Financial Plan therefore reflects financial information through December 31, 2011 for Long Island Bus operations.

MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2011 November Financial Plan: Baseline Net Surplus/(Deficit)	1,033	(\$88.866)	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Technical Adjustments:										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
Labor:										
3 Zeros Salary/Wage Initiative		\$ 0.237								
Accelerate 3 Zeros		1.018								
New MTA Efficiencies										
Energy/Other Reimbursements		0.878								
Sub-Total MTA Plan Adjustments	0	\$2.133	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2012 February Financial Plan: Baseline Net Surplus/(Deficit)	1,033	\$ (86.733)	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000

MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

Favorable/(Unfavorable)									
2011		2012		2013		2014		2015	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

2011 November Financial Plan: Baseline Net Surplus/(Deficit)	15	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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Technical Adjustments:

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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MTA Plan Adjustments

Labor:

3 Zeros Salary/Wage Initiative
Accelerate 3 Zeros
New MTA Efficiencies
Energy/Other Reimbursements

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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2012 February Financial Plan: Baseline Net Surplus/(Deficit)	15	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2011 November Financial Plan: Baseline Net Surplus/(Deficit)	1,048	(\$98.213)	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Technical Adjustments:										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
Labor:										
3 Zeros Salary/Wage Initiative		\$ 0.237								
Accelerate 3 Zeros		1.018								
New MTA Efficiencies										
Energy/Other Reimbursements		0.878								
Sub-Total MTA Plan Adjustments	0	\$2.133	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2012 February Financial Plan: Baseline Net Surplus/(Deficit)	1,048	\$ (96.080)	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000

MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE		2011	2012			
		Final	Adopted			
		Estimate	Budget	2013	2014	2015
Operating Revenue						
Farebox Revenue	\$46.271	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-					
Other Operating Revenue	1.716					
Capital and Other Reimbursements	-					
Total Revenue	\$47.987	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating Expenses						
<u>Labor:</u>						
Payroll	\$60.054	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	9.833					
Health and Welfare	15.414					
OPEB Current Payment	0.824					
Pensions	8.197					
Other Fringe Benefits	6.780					
Reimbursable Overhead	-					
Total Labor Expenses	\$101.102	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	\$9.575	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	0.610					
Claims	3.733					
Paratransit Service Contracts	-					
Maintenance and Other Operating Contracts	7.870					
Professional Service Contracts	1.601					
Materials & Supplies	1.081					
Other Business Expenses	0.189					
Total Non-Labor Expenses	\$24.658	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>						
Other	-					
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$125.760	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	8.960					
Environmental Remediation	-					
Total Expenses	\$134.720	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Surplus/(Deficit)	(\$86.733)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE					
	2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-				
Other Operating Revenue	-				
Capital and Other Reimbursements	9.033				
Total Revenue	\$9.033	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
<u>Labor:</u>					
Payroll	\$1.030	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-				
Health and Welfare	0.402				
OPEB Current Payment	1.286				
Pensions	0.116				
Other Fringe Benefits	0.199				
Reimbursable Overhead	-				
Total Labor Expenses	\$3.033	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	-				
Claims	-				
Paratransit Service Contracts	-				
Maintenance and Other Operating Contracts	-				
Professional Service Contracts	-				
Materials & Supplies	6.000				
Other Business Expenses	-				
Total Non-Labor Expenses	\$6.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$9.033	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$9.033	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
Revenue					
Farebox Revenue	\$46.271	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	1.716	-	-	-	-
Capital and Other Reimbursements	9.033	-	-	-	-
Total Revenue	\$57.020	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
<u>Labor:</u>					
Payroll	\$61.084	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	9.833	-	-	-	-
Health and Welfare	15.816	-	-	-	-
OPEB Current Payment	2.111	-	-	-	-
Pensions	8.313	-	-	-	-
Other Fringe Benefits	6.979	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$104.135	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	\$9.575	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	0.610	-	-	-	-
Claims	3.733	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	7.870	-	-	-	-
Professional Service Contracts	1.601	-	-	-	-
Materials & Supplies	7.081	-	-	-	-
Other Business Expenses	0.189	-	-	-	-
Total Non-Labor Expenses	\$30.658	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$134.794	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	8.960	-	-	-	-
Environmental Remediation	-	-	-	-	-
Total Expenses	\$143.754	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Surplus/(Deficit)	(\$86.733)	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
Receipts					
Farebox Revenue	\$46.160	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-				
Other Operating Revenue	1.866				
Capital and Other Reimbursements	6.621				
Total Receipts	\$54.447	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures					
<u>Labor:</u>					
Payroll	\$63.937	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	9.795				
Health and Welfare	15.749				
OPEB Current Payment	2.111				
Pensions	13.509				
Other Fringe Benefits	6.935				
GASB Account	0.338				
Reimbursable Overhead	-				
Total Labor Expenditures	\$112.374	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	\$9.274	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	1.208				
Claims	9.344				
Paratransit Service Contracts	-				
Maintenance and Other Operating Contracts	11.687				
Professional Service Contracts	1.507				
Materials & Supplies	4.972				
Other Business Expenses	0.161				
Total Non-Labor Expenses	\$38.152	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditure Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$150.527	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Cash Surplus/(Deficit)	(\$96.080)	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
Receipts					
Farebox Revenue	(\$0.111)	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	(0.050)	-	-	-	-
Capital and Other Reimbursements	(2.412)	-	-	-	-
Total Receipts	(\$2.573)	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures					
<u>Labor:</u>					
Payroll	(\$2.853)	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.038	-	-	-	-
Health and Welfare	0.066	-	-	-	-
OPEB Current Payment	0.000	-	-	-	-
Pensions	(5.196)	-	-	-	-
Other Fringe Benefits	0.044	-	-	-	-
GASB Account	(0.338)	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	(\$8.239)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	\$0.301	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	(0.598)	-	-	-	-
Claims	(5.611)	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(3.817)	-	-	-	-
Professional Service Contracts	0.094	-	-	-	-
Materials & Supplies	2.109	-	-	-	-
Other Business Expenditures	0.028	-	-	-	-
Total Non-Labor Expenses	(\$7.494)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	(\$18.306)	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	8.960	-	-	-	-
Environmental Remediation	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	(\$9.346)	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Ridership/ (Utilization)
(in millions)

2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
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RIDERSHIP

Fixed Route 30.654

Paratransit 0.315

Baseline Total Ridership	30.969	0.000	0.000	0.000	0.000
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FAREBOX REVENUE

Fixed Route \$45.105

Paratransit 1.166

Baseline Total Revenue	\$46.271	\$0.000	\$0.000	\$0.000	\$0.000
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MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
Administration					
Office of the EVP	0				
Human Resources	3				
Office of Management and Budget	6				
Technology & Information Services	17				
Material	12				
Controller	10				
Office of the President	2				
System Safety Administration	3				
Law	9				
Corporate Communications	3				
Labor Relations	1				
Non-Departmental	5				
Total Administration	71	0	0	0	0
Operations					
Buses (Fixed Route)	531				
Buses (Paratransit)	142				
Office of the Executive Vice President, Regional	0				
Safety & Training	5				
Road Operations	19				
Transportation Support	14				
Operations Planning	5				
Revenue Control	6				
Total Operations	722	0	0	0	0
Maintenance					
Buses (Fixed Route)	183				
Buses (Paratransit)	12				
Maintenance Support/CMF	21				
Facilities	15				
Supply Logistics	18				
Total Maintenance	249	0	0	0	0
Engineering/Capital					
Capital Program Management	3				
Public Safety					
Security	3				
Baseline Total Positions	1,048	0	0	0	0
Non-Reimbursable	1,033	-	-	-	-
Reimbursable	15				
Total Full-Time	949	-	-	-	-
Total Full-Time Equivalents	99				

MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
Administration	Managers/Supervisors	29				
	Professional, Technical, Clerical	37				
	Operational Hourlies	5				
	Total Administration	71	-	-	-	-
Operations	Managers/Supervisors	61				
	Professional, Technical, Clerical	38				
	Operational Hourlies	623				
	Total Operations	722	-	-	-	-
Maintenance	Managers/Supervisors	38				
	Professional, Technical, Clerical	2				
	Operational Hourlies	209				
	Total Maintenance	249	-	-	-	-
Engineering/Capital	Managers/Supervisors	2				
	Professional, Technical, Clerical	1				
	Operational Hourlies	-				
	Total Engineering/Capital	3	-	-	-	-
Public Safety	Managers/Supervisors	1				
	Professional, Technical, Clerical	-				
	Operational Hourlies	2				
	Total Public Safety	3	-	-	-	-
Total Positions	Managers/Supervisors	131	-	-	-	-
	Professional, Technical, Clerical	78	-	-	-	-
	Operational Hourlies	839	-	-	-	-
	Total Baseline Positions	1,048	-	-	-	-