



Metropolitan Transportation Authority

MTA Bus Operations Committee Meeting

May 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

May 21, 2012, 11:30 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

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Date of next meeting: Monday, June 25, 2012 at 11:30 a.m.

**Minutes of Regular Meeting
MTA Bus Operations Committee
April 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. Joseph J. Lhota
Hon. Andrew Albert
Hon. John H. Banks III
Hon. Robert C. Bickford
Hon. Allen Cappelli
Hon. Fernando Ferrer
Hon. Ira Greenberg
Hon. Mark D. Lebow
Hon. Mark Page
Hon. Mitch Pally
Hon. Carl Wortendyke

Other board members who attended:

Hon. Charles G. Moerdler

The following MTA Bus Operations Committee members did not attend:

Hon. Jeffrey Kay
Hon. Andrew M. Saul
Hon. Ed Watt

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

* * * * *

Hon. Joseph Lhota, Chairperson, called the MTA Bus Operations Committee to order at 11:25 AM, April 23, 2012.

Public Comments Period

There were comments from one public speaker at the meeting.

Approval of the Minutes

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

Work Plan

There were no changes to the work plan this month.

Opening Remarks

Darryl Irick opened the meeting by introducing John Kivlehan for the Operations report.

Operations Report

John Kivlehan reported that for the month of February 2012 combined bus MDBF was 4,861 miles, up 46% compared to February 2011 levels. These results reflect the positive benefits of the aggressive maintenance program that was started in late 2011 to identify and repair defects before they are likely to fail in service to reduce the number of road calls. This extra maintenance work was completed at the beginning of March. The milder weather we experienced through the winter of 2012 compared to 2011 also contributed to the improvement.

AM & PM pull-outs, as well as completed trips were 98.9%, 99.4%, and 98.5% respectively for the month of February. Over the 12 month period, combined MDBF was 3,505 miles, virtually unchanged when compared to the prior period. AM & PM pull-outs, as well as completed trips, were 98.7%, 99.2%, and 98.1% respectively. Pull-out statistics are virtually the same as the prior 12-month period while trips completed improved by 0.3%.

Safety Performance

Steve Vidal reported the 12-month rate for Combined Bus Collisions per Million Miles Traveled across the two bus units through January 2012 is 6.3% lower than it was in the prior 12-month period and collision injuries were down 10.3%. While it is anticipated that the positive performance regarding collisions will continue, safety staff are closely monitoring the situation involving collision injuries.

There was a 1.3% increase in customer accidents in January 2012 compared to January 2011. Customer accident injuries were basically flat. While the 12-month average for both areas remains a concern, corrective measures such as the customer awareness campaign and new equipment training should have a positive impact over time. Finally, the 12-month average for Employee On-Duty Lost-Time Accidents is down 1.2% on a regional basis and lower for the month of January 2012 as well.

Paratransit

Tom Charles reported that for the month of February 2012, Access-A-Ride Paratransit ridership was up 14.6% compared to February 2011 levels. Access-A-Ride 12-month ridership levels were up 2.3%.

Over the 12-month period ending February 2012, there was a 2.5% decrease in the monthly average of Access-A-Ride Requests for Service. The favorable no-show trend continued in the month of February as Access-A-Ride passenger no-shows declined by 45.2%.

Ridership

Tom Del Sorbo reported for the month of February 2012, overall average weekday ridership increased by 3.6% when compared to February 2011. MTA Bus average weekday ridership rose by 5% in February 2012 as compared to the prior February and NYCT Bus increased by 3.3% for the same period.

Average weekend ridership in February was down at NYCT Bus by 0.2%, but increased at MTA Bus by 4.7% resulting in a 0.5% overall improvement in weekend ridership. Weekday express bus ridership increased at NYCT Bus by 5% in February and rose 1.6% at MTA Bus, an overall improvement of 3.5%. These increases are primarily the result of the much milder winter weather experienced in February of this year compared to 2011. The trend in bus ridership has been improving since November 2011 and monthly decreases are much smaller than experienced in 2011.

Preliminary data for March 2012 indicates that ridership levels increased when compared to actual March 2011 results. Average weekday ridership for MTA Bus was almost 420,000, a 3.3% improvement over last year while NYCT Bus ridership is 2.28 million daily, a 0.2% increase.

Finance Report

Tom Del Sorbo reported year-to-date February 2012 farebox revenues for fixed route services are lower than budget for NYCT Bus by 0.5%, but better than budget for MTA Bus by 2.1%. Overall, fixed route farebox revenues are lower than budget through February 2012 by \$0.1 million. Farebox revenue levels were slightly lower proportionally than ridership performance due to higher pass usage, which reduces the average value of fares collected.

Bus Operations February 2012 year-to-date non-reimbursable expenses reflect a favorable variance of 1.9%, or \$8.7 million, as MTA Bus is over budget by 4.3%, or \$3.7 million, while NYCT Bus is below budget levels by 3.4%, or \$12.4 million. The performance against budget is a combination of favorable non-labor expenses of \$7.3 million primarily due to the timing of maintenance contracts, fuel and paratransit service contracts. In addition, a favorable labor expense of \$1.4 million resulted from the timing of fringe benefit expenses of \$2.9 million. These were partially offset by unfavorable salary and wage expenses of \$1.5 million mainly due to overtime expenses for the bus maintenance program.

Procurements

Tom Del Sorbo reported that there were two procurements representing a total expenditure of \$27.9 million this month for the Committee's approval. One is a competitive procurement, the other is a ratification.

The competitive procurement is related to the staffing and operation of the Paratransit Call Center. This modification extends the current contract up to an additional six months from June 1, 2012 through November 30, 2012. The current vendor, First Transit, provides staff to take reservations, schedule trips, handle schedule conflicts and relay customer information on a 24-hour basis. The extension is necessary to permit sufficient time to solicit and review proposals

for a replacement contract in conjunction with a cost reduction initiative to potentially relocate the Paratransit Call Center from its current Long Island City location. The RFP process is nearing the negotiation stage.

Approval of the Procurements

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

Service Changes

Norman Silverman reported on one MTA Bus service change and one NYCT Bus informational item for July Bus Schedule changes. The proposed MTA Bus service change streamlines the southbound travel path of the BxM11 express route to provide faster, more reliable service in a heavily congested area. The proposal keeps the BxM11 on Boston Road to directly access Pelham Parkway. The revision would also relocate one pick-up stop directly across the street from the current northbound BxM11 drop-off stop.

The second service-related item is the NYC Transit July Bus Schedule Changes. These changes encompass 21 bus schedule changes to more closely align service with customer demand, meet MTA loading guidelines and improve running time. These schedule changes are estimated to be cost neutral.

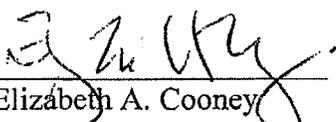
Information Items

Tom Del Sorbo reported that a year-end review of the MTA Bus and Long Island Bus 2011 actual results against the final estimate and the 2011 adopted budget are included with this month's Committee materials. The NYC Department of Buses review is contained within the consolidated NYCT financial data.

Adjournment

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

Respectfully submitted:


Elizabeth A. Cooney
Secretary



MTA Bus Operations Committee Work Plan

I. RECURRING AGENDA ITEMS

| | <u>Responsibility</u> |
|--|---------------------------|
| 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

| | <u>Responsibility</u> |
|--|-----------------------|
| <u>May 2012</u> | |
| EEO & Diversity Report – Workforce, New Hires & Complaints | Human Resources |
| <u>June 2012</u> | |
| <u>July 2012</u> | |
| <u>August 2012</u> | |
| No Meeting Held | |
| <u>September 2012</u> | |
| MTA Bus 2013 Preliminary Budget | Finance |
| MTA Bus 2012 Mid-Year Forecast/Monthly Allocation | Finance |
| Service Quality Indicators for NYC Transit-Bus and MTA Bus | Operations Planning |
| EEO & Diversity Report – Efforts to Address Underutilization | Human Resources |
| <u>October 2012</u> | |
| Public Comment/2013 Preliminary Budget | Finance |
| <u>November 2012</u> | |
| Public Comment/2013 Preliminary Budget | Finance |
| Charter for MTA Bus Operations Committee | General Counsel |

II. SPECIFIC AGENDA ITEMS (cont'd)

Responsibility

EEO & Diversity Report – Workforce, New Hires & Complaints

Human Resources

December 2012

2013 Proposed Final MTA Bus Budget

Finance

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

Finance

January 2013

Approval of 2013 MTA Bus Operations Committee
Work Plan

Committee Chair & Members

February 2013

Preliminary Review of MTA Bus/NYC

Transit-Bus 2012 Actual Results

Finance

Adopted Budget/Financial Plan 2013-2016

Finance

Service Quality Indicators for NYC Transit-Bus
and MTA Bus

Operations Planning

March 2013

2012 Year-End Safety Report and

2013 Safety Agenda

Safety & Training

EEO & Diversity Report – 2012 Year-End Report

Human Resources

April 2013

Final Review of MTA Bus /NYC Transit-Bus

2012 Actual Results

Finance



MTA Bus Operations Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

MTA Bus Operations Committee Work Plan

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

Operations Performance Summary

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

Procurements

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

Service Changes

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

Tariff Changes

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

Action Items

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

II. SPECIFIC AGENDA ITEMS

May 2012

EEO & Diversity Report – Workforce, New Hires & Complaints

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to the agencies' Equal Employment Opportunity and Diversity efforts. From quarter to quarter, the report will alternate between data on the agencies' workforce, new hires, and discrimination complaints and information on the efforts the agency has undertaken to address the underutilization of minorities and women.

June 2012

July 2012

August 2012

No Meeting Held

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.

EEO & Diversity Report - Efforts to Address Underutilization

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to the agencies' Equal Employment Opportunity and Diversity efforts. From quarter to quarter, the report will alternate between data on the agencies' workforce, new hires, and discrimination complaints and information on the efforts the agency has undertaken to address the underutilization of minorities and women.

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.

II. SPECIFIC AGENDA ITEMS

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.

EEO & Diversity Report – Workforce, New Hires & Complaints

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to the agencies' Equal Employment Opportunity and Diversity efforts. From quarter to quarter, the report will alternate between data on the agencies' workforce, new hires, and discrimination complaints and information on the efforts the agency has undertaken to address the underutilization of minorities and women.

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.

February 2013

Preliminary Review of 2012 Actual Results

A brief review of MTA Bus and NYC Transit-Bus 2012 Budget results will be presented.

Adopted Budget/Financial Plan 2013-2016

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

Service Quality Indicators (including PES)

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

March 2013

2012 Year-End Safety Report and 2013 Safety Agenda

New York City Transit Bus and MTA Bus will present their safety goals for 2013 and describe important safety programs that are underway or planned. 2012 year-end figures for customer injuries, collisions and employee lost time restricted duty injuries will also be presented.

II. SPECIFIC AGENDA ITEMS

EEO & Diversity Report- 2012 Year-End Report

A detailed year-end 2012 report to the committee providing data on key EEO and Human Resources indicators relating to the agencies' Equal Employment Opportunity and Diversity efforts.

April 2013

Final Review of 2012 Actual Results

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

MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE

NYCT Bus, MTA Bus

Statistical results for the month of March 2012 are shown below

| | | | | | | | |
|--------------------------|------------------------------|----------------------------------|------------------|-------------------|---|------------------|-----------------|
| Reliability | MDBF | Mar-12 | | | 12-Mon Avg | | |
| | | This Year | Last Year | % Change | This Year | Last Year | % Change |
| | Regional | 4,830 | 3,512 | 37.5% | 3,589 | 3,472 | 3.4% |
| | NYCT Bus | 4,810 | 3,471 | 38.6% | 3,540 | 3,510 | 0.8% |
| | MTA Bus | 4,893 | 3,650 | 34.1% | 3,759 | 3,355 | 12.0% |
| | MDBSI | Mar-12 | | | 12-Mon Avg | | |
| | | This Year | Last Year | % Change | This Year | Last Year | % Change |
| | Regional | 2,651 | 2,213 | 19.8% | 2,239 | 2,196 | 2.0% |
| | NYCT Bus | 2,651 | 2,082 | 27.3% | 2,159 | 2,088 | 3.4% |
| | MTA Bus | 2,651 | 2,778 | -4.6% | 2,544 | 2,640 | -3.6% |
| | Buses <= 2 years | March % 2 Years or Newer | | | March # of Buses 2 Years or Newer | | |
| | | This Year | Last Year | | This Year | Last Year | |
| | Regional | 8% | 13% | | 472 | 754 | |
| | NYCT Bus | 10% | 15% | | 428 | 647 | |
| | MTA Bus | 3% | 9% | | 44 | 107 | |
| | Buses >= 12 years | March % 12 years or Older | | | March # of Buses 12 Years or Older | | |
| | | This Year | Last Year | | This Year | Last Year | |
| | Regional | 32% | 27% | | 1,775 | 1,506 | |
| NYCT Bus | 34% | 28% | | 1,454 | 1,206 | | |
| MTA Bus | 26% | 24% | | 321 | 300 | | |
| Fleet age | March - Avg Fleet Age | | | | | | |
| | This Year | Last Year | | | | | |
| Regional | 8.23 | 8.19 | | | | | |
| NYCT Bus | 8.42 | 8.55 | | | | | |
| MTA Bus | 7.57 | 6.92 | | | | | |
| MDBF by Fleet Age | Mar-12 | | | 12-Mon Avg | | | |
| | This Year | Last Year | % Change | This Year | | | |
| 12 Years or Older | 3,340 | 2,852 | 17.1% | 2,629 | | | |
| 3 to 11 Years Old | 5,639 | 3,443 | 63.8% | 4,250 | | | |
| 2 Years or Newer | 8,804 | 7,911 | 11.3% | 8,896 | | | |

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

Statistical results for the month of March 2012 are shown below

| Service | AM Pull Out | | Mar-12 | | | 12-Mon Avg | | |
|----------------|-----------------------------|----------|------------------|------------------|-----------------|-------------------|------------------|-----------------|
| | | | This Year | Last Year | % Change | This Year | Last Year | % Change |
| | Regional | | 98.98% | 98.32% | 0.7% | 98.71% | 98.66% | 0.1% |
| | | NYCT Bus | 99.04% | 98.68% | 0.4% | 98.79% | 98.86% | -0.1% |
| | MTA Bus | 98.78% | 97.03% | 1.8% | 98.44% | 97.92% | 0.5% | |
| Service | PM Pull Out | | Mar-12 | | | 12-Mon Avg | | |
| | | | This Year | Last Year | % Change | This Year | Last Year | % Change |
| | Regional | | 99.36% | 98.90% | 0.5% | 99.28% | 99.07% | 0.2% |
| | | NYCT Bus | 99.43% | 99.29% | 0.1% | 99.37% | 99.29% | 0.1% |
| | MTA Bus | 99.08% | 97.51% | 1.6% | 98.94% | 98.33% | 0.6% | |
| Service | % of Trips Completed | | Mar-12 | | | 12-Mon Avg | | |
| | | | This Year | Last Year | % Change | This Year | Last Year | % Change |
| | Regional | | 98.47% | 97.78% | 0.7% | 98.20% | 97.79% | 0.4% |
| | | NYCT Bus | 98.46% | 98.04% | 0.4% | 98.26% | 97.89% | 0.4% |
| | MTA Bus | 98.51% | 96.70% | 1.9% | 97.97% | 97.41% | 0.6% | |

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**

Statistical results for the month of March 2012 are shown below

| | | | | | | | | |
|--|---|------------------|------------------|------------------|-------------------|-------------------|------------------|-----------------|
| Customer and Employee Safety | Collisions per million miles | | Mar-12 | | | 12-Mon Avg | | |
| | | | This Year | Last Year | % Change | This Year | Last Year | % Change |
| | Regional | | 44.23 | 42.32 | 4.5% | 44.43 | 47.22 | -5.9% |
| | | NYCT Bus | 45.78 | 43.76 | 4.6% | 44.66 | 47.13 | -5.2% |
| | | MTA Bus | 39.16 | 37.67 | 4.0% | 43.71 | 47.53 | -8.0% |
| | Collision Injuries per million miles | | Mar-12 | | | 12-Mon Avg | | |
| | | | This Year | Last Year | % Change | This Year | Last Year | % Change |
| | Regional | | 6.57 | 4.58 | 43.4% | 6.93 | 7.10 | -2.5% |
| | | NYCT Bus | 7.58 | 4.41 | 72.0% | 7.72 | 7.45 | 3.7% |
| | | MTA Bus | 3.29 | 5.15 | -36.1% | 4.37 | 5.98 | -27.0% |
| | Customer Accidents per million Customers | | Mar-12 | | | 12-Mon Avg | | |
| | | | This Year | Last Year | % Change | This Year | Last Year | % Change |
| | Regional | | 1.13 | 1.16 | -2.5% | 1.20 | 1.06 | 14.0% |
| | | NYCT Bus | 1.09 | 1.20 | -9.4% | 1.14 | 1.02 | 12.2% |
| | | MTA Bus | 1.37 | 0.93 | 47.8% | 1.56 | 1.29 | 21.2% |
| | Customer Accident Injuries per million Customers | | Mar-12 | | | 12-Mon Avg | | |
| | | | This Year | Last Year | % Change | This Year | Last Year | % Change |
| | Regional | | 1.14 | 1.25 | -8.9% | 1.23 | 1.07 | 15.5% |
| | NYCT Bus | 1.10 | 1.33 | -17.0% | 1.17 | 1.04 | 12.1% | |
| | MTA Bus | 1.37 | 0.83 | 64.2% | 1.59 | 1.21 | 31.5% | |
| Lost time Accidents Per 100 Employees | | Mar-12 | | | 12-Mon Avg | | | |
| | | This Year | Last Year | % Change | This Year | Last Year | % Change | |
| Regional | | 6.08 | 5.69 | 6.9% | 6.17 | 6.11 | 1.0% | |
| | NYCT Bus | 5.70 | 4.87 | 17.1% | 5.61 | 5.42 | 3.6% | |
| | MTA Bus | 7.64 | 9.20 | -16.9% | 8.48 | 9.10 | -6.8% | |

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

Statistical results for the month of March 2012 are shown below

| | | | | | | | |
|--|----------------------------------|-------------------|-------------------|---------------------------|----------------------|----------------------|-----------------|
| Fixed Route Ridership and Revenue | Total Ridership | Mar-12 | | | 12-Mon Total | | |
| | | This Year | Last Year | % Change | This Year | Last Year | % Change |
| | Regional | 71,702,974 | 72,524,089 | -1.1% | 790,450,662 | 809,871,461 | -2.4% |
| | NYCT Bus | 60,752,861 | 61,735,281 | -1.6% | 670,525,009 | 689,367,355 | -2.7% |
| | MTA Bus | 10,950,113 | 10,788,808 | 1.5% | 119,925,653 | 120,504,106 | -0.5% |
| | Total Farebox Revenue | Mar-12 | | | 12-Mon Total | | |
| | | This Year | Last Year | % Change | This Year | Last Year | % Change |
| | Regional | 92,341,439 | 94,890,698 | -2.7% | 1,056,890,368 | 1,013,711,724 | 4.3% |
| | NYCT Bus | 76,283,975 | 79,021,957 | -3.5% | 874,944,535 | 843,369,815 | 3.7% |
| | MTA Bus | 16,057,464 | 15,868,741 | 1.2% | 181,945,833 | 170,341,909 | 6.8% |
| | Average Weekday Ridership | Mar-12 | | | 12-Mon Avg | | |
| | | This Year | Last Year | % Change | This Year | Last Year | % Change |
| | Regional | 2,701,139 | 2,682,146 | 0.7% | 2,542,016 | 2,593,336 | -2.0% |
| | NYCT Bus | 2,281,152 | 2,275,484 | 0.2% | 2,148,718 | 2,200,949 | -2.4% |
| | MTA Bus | 419,986 | 406,662 | 3.3% | 393,298 | 392,387 | 0.2% |
| | Average Weekend Ridership | Mar-12 | | | 12-Mon Avg | | |
| | | This Year | Last Year | % Change | This Year | Last Year | % Change |
| | Regional | 2,679,179 | 2,706,695 | -1.0% | 2,607,143 | 2,751,844 | -5.3% |
| | NYCT Bus | 2,305,647 | 2,348,868 | -1.8% | 2,247,361 | 2,383,187 | -5.7% |
| | MTA Bus | 373,532 | 357,827 | 4.4% | 359,782 | 368,657 | -2.4% |
| Average Weekday Local Ridership | Mar-12 | | | 12-Mon Avg | | | |
| | This Year | Last Year | % Change | This Year | Last Year | % Change | |
| Regional | 2,621,091 | 2,604,315 | 0.6% | 2,466,263 | 2,516,883 | -2.0% | |
| NYCT Bus | 2,236,491 | 2,232,550 | 0.2% | 2,106,911 | 2,159,168 | -2.4% | |
| MTA Bus | 384,600 | 371,765 | 3.5% | 359,352 | 357,716 | 0.5% | |
| Average Weekday Express Ridership | Mar-12 | | | 12-Mon Avg | | | |
| | This Year | Last Year | % Change | This Year | Last Year | % Change | |
| Regional | 80,048 | 77,831 | 2.8% | 75,753 | 76,452 | -0.9% | |
| NYCT Bus | 44,662 | 42,934 | 4.0% | 41,806 | 41,781 | 0.1% | |
| MTA Bus | 35,386 | 34,897 | 1.4% | 33,946 | 34,671 | -2.1% | |
| Average Fare | Local Bus Mar-12 | | | Express Bus Mar-12 | | | |
| | This Year | Last Year | % Change | This Year | Last Year | % Change | |
| Regional | \$1.38 | \$1.39 | -0.5% | \$4.60 | \$4.58 | 0.4% | |
| NYCT Bus | \$1.38 | \$1.39 | -0.6% | \$4.61 | \$4.60 | 0.3% | |
| MTA Bus | \$1.39 | \$1.40 | -0.4% | \$4.58 | \$4.56 | 0.4% | |

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)

Statistical results for the month of March 2012 are shown below

| Paratransit Ridership, Revenue and Service | Mar-12 | | | 12-Mon Total | | | |
|--|-----------------------------|---------------|---------------|--------------|---------------|---------------|-------------|
| | Paratransit Ridership | This Year | Last Year | % Change | This Year* | Last Year | % Change |
| | Access-A-Ride (NYCT) | 848,313 | 834,068 | 1.7% | 9,199,815 | 9,001,998 | 2.2% |
| | Mar-12 | | | 12-Mon Total | | | |
| | Paratransit Revenue | This Year | Last Year | % Change | This Year* | Last Year | % Change |
| | Access-A-Ride (NYCT) | 1,305,706 | 1,356,212 | -3.7% | 14,757,184 | 15,190,706 | -2.9% |
| | Mar-12 | | | 12-Mon Avg | | | |
| | Access-A-Ride (NYCT) | This Year | Last Year | % Change | This Year* | Last Year | % Change |
| | % of Trips Completed | 94.70% | 94.05% | 0.7% | 94.26% | 92.60% | 1.8% |
| | Trips Requested | 720,808 | 732,256 | -1.6% | 658,900 | 676,662 | -2.6% |
| Trips Scheduled | 655,362 | 659,884 | -0.7% | 593,798 | 602,787 | -1.5% | |
| Trips Completed | 620,631 | 620,597 | 0.0% | 559,708 | 558,151 | 0.3% | |
| Early Cancellations as a Percentage of Trips Requested | 8.32% | 9.48% | -12.2% | 8.98% | 10.17% | -11.7% | |
| Late Cancellations as a Percentage of Trips Scheduled | 3.46% | 3.21% | 7.8% | 3.52% | 3.88% | -9.3% | |
| No-Shows (Customer) as a Percentage of Trips Scheduled | 1.59% | 2.32% | -31.4% | 1.89% | 2.80% | -32.5% | |
| No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled | 0.25% | 0.43% | -41.0% | 0.33% | 0.73% | -54.3% | |
| 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 | 0.76% | 0.40% | 88.6% | 0.90% | 0.49% | 83.6% | |
| New Applications Received | 3,032 | 3,079 | -1.5% | 2,663 | 2,770 | -3.9% | |

* Due to the impending landfall of Tropical Storm Irene, Access-A-Ride cancelled service from noon on Saturday, August 27, 2011 to noon on Monday, August 29, 2011. 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)

| | March 2012 | | | | March YTD 2012 | | | |
|-----------------------------------|------------------|------------------|-----------------------|--------------|-------------------|-------------------|-----------------------|--------------|
| | <u>Budget</u> | <u>Actual</u> | <u>Variance</u> | | <u>Budget</u> | <u>Actual</u> | <u>Variance</u> | |
| | | | <u>Better/(Worse)</u> | <u>(%)</u> | | | <u>Better/(Worse)</u> | <u>(%)</u> |
| Ridership: | | | | | | | | |
| MTA Bus | | | | | | | | |
| Fixed Route | 10.549 | 10.950 | 0.401 | 3.8% | 29.202 | 30.190 | 0.988 | 3.4% |
| NYCT / DOB | | | | | | | | |
| Fixed Route | 60.265 | 60.753 | 0.488 | 0.8% | 167.470 | 167.939 | 0.469 | 0.3% |
| Paratransit | 0.889 | 0.848 | (0.041) | -4.6% | 2.465 | 2.367 | (0.098) | -4.0% |
| Total NYCT | 61.154 | 61.601 | 0.447 | 0.7% | 169.935 | 170.306 | 0.371 | 0.2% |
| Regional Bus Ridership | | | | | | | | |
| Fixed Route | 70.814 | 71.703 | 0.889 | 1.3% | 196.672 | 198.128 | 1.456 | 0.7% |
| Paratransit | 0.889 | 0.848 | (0.041) | -4.6% | 2.465 | 2.367 | (0.098) | -4.0% |
| | <u>71.703</u> | <u>72.551</u> | <u>0.848</u> | <u>1.2%</u> | <u>199.137</u> | <u>200.495</u> | <u>1.358</u> | <u>0.7%</u> |
| Farebox: | | | | | | | | |
| MTA Bus | | | | | | | | |
| Fixed Route | \$ 15.294 | \$ 16.057 | \$ 0.764 | 5.0% | \$ 43.351 | \$ 44.698 | \$ 1.347 | 3.1% |
| NYCT / DOB | | | | | | | | |
| Fixed Route | \$ 76.213 | \$ 76.284 | \$ 0.071 | 0.1% | \$ 214.805 | \$ 214.162 | \$ (0.643) | -0.3% |
| Paratransit | 1.439 | 1.306 | (0.133) | -9.3% | 3.992 | 3.749 | (0.243) | -6.1% |
| Total NYCT | \$ 77.652 | \$ 77.590 | \$ (0.062) | -0.1% | \$ 218.797 | \$ 217.911 | \$ (0.886) | -0.4% |
| Total Regional Bus Farebox | | | | | | | | |
| Fixed Route | \$ 91.507 | \$ 92.341 | \$ 0.835 | 0.9% | \$ 258.156 | \$ 258.860 | \$ 0.705 | 0.3% |
| Paratransit | 1.439 | 1.306 | (0.133) | -9.3% | 3.992 | 3.749 | (0.243) | -6.1% |
| | <u>\$ 92.946</u> | <u>\$ 93.647</u> | <u>\$ 0.702</u> | <u>0.8%</u> | <u>\$ 262.148</u> | <u>\$ 262.609</u> | <u>\$ 0.461</u> | <u>0.2%</u> |

Accrued YTD Non-Reimbursable Expenses
(\$ in millions)

| | Variance | | | |
|-------------------|-------------------|-------------------|-----------------------|-------------|
| | <u>Budget</u> | <u>Actual</u> | <u>Better/(Worse)</u> | <u>(%)</u> |
| MTA Bus | \$ 131.198 | \$ 136.735 | (5.537) | -4.2% |
| NYCT / DOB | 553.329 | 530.965 | 22.364 | 4.0% |
| | <u>\$ 684.527</u> | <u>\$ 667.701</u> | <u>\$ 16.827</u> | <u>2.5%</u> |

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2012
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|--------------------|--------------------|-------------------------|--------------|-----------------|-------------------|-------------------------|---------------|--------------------|--------------------|-------------------------|--------------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$ 15,294 | \$ 16,057 | \$ 0,764 | 5.0 | \$ - | \$ - | \$ - | - | \$ 15,294 | \$ 16,057 | \$ 0,764 | 5.0 |
| Other Operating Income | 2,089 | 2,161 | 0,072 | 3.5 | - | - | - | - | 2,089 | 2,161 | 0,072 | 3.5 |
| Capital and Other Reimbursements | - | - | - | - | 0,644 | 0,707 | 0,063 | 9.7 | 0,644 | 0,707 | 0,063 | 9.7 |
| Total Revenue | \$ 17,382 | \$ 18,218 | \$ 0,836 | 4.8 | \$ 0,644 | \$ 0,707 | \$ 0,063 | 9.7 | \$ 18,026 | \$ 18,925 | \$ 0,899 | 5.0 |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | \$ 18,638 | \$ 20,225 | \$ (1,689) | (9.1) | \$ 0,477 | \$ 0,442 | \$ 0,034 | 7.2 | \$ 19,013 | \$ 20,667 | \$ (1,654) | (8.7) |
| Overtime | 3,470 | 3,078 | (0,202) | (5.6) | - | - | - | - | 3,476 | 3,878 | (0,202) | (5.6) |
| Health and Welfare | 3,676 | 3,481 | 0,195 | 5.3 | 0,088 | 0,160 | (0,073) | (83.1) | 3,764 | 3,642 | 0,122 | 3.2 |
| OPEB Current Payment | 1,216 | 1,100 | 0,116 | 9.5 | - | - | - | - | 1,216 | 1,100 | 0,116 | 9.5 |
| Pensions | 3,596 | 3,924 | (0,328) | (9.1) | 0,041 | 0,079 | (0,038) | (92.9) | 3,637 | 4,003 | (0,367) | (10.1) |
| Other Fringe Benefits | 1,897 | 1,976 | (0,079) | (4.2) | 0,039 | 0,030 | 0,009 | 22.4 | 1,936 | 2,006 | (0,071) | (3.6) |
| GASB Account | - | - | - | - | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Labor Expenses | \$ 32,397 | \$ 34,385 | \$ (1,988) | (6.1) | \$ 0,644 | \$ 0,712 | \$ (0,068) | (10.5) | \$ 33,041 | \$ 35,097 | \$ (2,056) | (6.2) |
| Non-Labor: | | | | | | | | | | | | |
| Traction and Propulsion Power | | | | | | | | | | | | |
| Fuel for Buses and Trains | \$ 2,930 | \$ 2,859 | \$ 0,072 | 2.4 | \$ - | \$ - | \$ - | - | \$ 2,930 | \$ 2,859 | \$ 0,072 | 2.4 |
| Insurance | 1,222 | 1,301 | (0,079) | (6.5) | - | - | - | - | 1,222 | 1,301 | (0,079) | (6.5) |
| Claims | 2,083 | 2,083 | 0,000 | 0.0 | - | - | - | - | 2,083 | 2,083 | 0,000 | 0.0 |
| Paratransit Service Contracts | - | - | - | - | - | - | - | - | - | - | - | - |
| Maintenance and Other Operating Contracts | 2,370 | 2,332 | 0,038 | 1.6 | - | (0,038) | 0,038 | - | 2,370 | 2,294 | 0,076 | 3.2 |
| Professional Service Contracts | 0,559 | 0,477 | 0,082 | 14.7 | - | - | - | - | 0,559 | 0,477 | 0,082 | 14.7 |
| Materials & Supplies | 2,242 | 2,185 | 0,057 | 2.5 | - | 0,033 | (0,033) | - | 2,242 | 2,218 | 0,024 | 1.1 |
| Other Business Expense | 0,354 | 0,350 | 0,004 | 1.2 | - | - | - | - | 0,354 | 0,350 | 0,004 | 1.2 |
| Total Non-Labor Expenses | \$ 11,761 | \$ 11,587 | \$ 0,175 | 1.5 | \$ - | \$ (0,005) | \$ 0,005 | - | \$ 11,761 | \$ 11,581 | \$ 0,180 | 1.5 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses before Non-Cash Liability Adjs. | \$ 44,158 | \$ 45,971 | \$ (1,813) | (4.1) | \$ 0,644 | \$ 0,707 | \$ (0,063) | (9.7) | \$ 44,802 | \$ 46,678 | \$ (1,876) | (4.2) |
| Depreciation | 3,520 | 3,613 | (0,094) | (2.7) | - | - | - | - | 3,520 | 3,613 | (0,094) | (2.7) |
| OPEB Obligation | 4,618 | 4,600 | 0,018 | 0.4 | - | - | - | - | 4,618 | 4,600 | 0,018 | 0.4 |
| Environmental Remediation | - | 1,832 | (1,832) | - | - | - | - | - | - | 1,832 | (1,832) | - |
| Total Expenses | \$ 52,296 | \$ 56,017 | \$ (3,721) | (7.1) | \$ 0,644 | \$ 0,707 | \$ (0,063) | (9.7) | \$ 52,940 | \$ 56,724 | \$ (3,784) | (7.1) |
| Net Surplus/(Deficit) | \$ (34,913) | \$ (37,799) | \$ (2,885) | (8.3) | \$ - | \$ 0,000 | \$ 0,000 | - | \$ (34,913) | \$ (37,799) | \$ (2,885) | (8.3) |

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2012 Year-To-Date
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|---------------------|---------------------|----------------------------|--------------|-----------------|-----------------|----------------------------|---------------|---------------------|---------------------|----------------------------|--------------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$ 43,351 | \$ 44,698 | \$ 1,347 | 3.1 | \$ - | \$ - | \$ - | - | \$ 43,351 | \$ 44,698 | \$ 1,347 | 3.1 |
| Other Operating Income | 5,255 | 5,850 | 0,596 | 11.3 | - | - | - | - | 5,255 | 5,850 | 0,596 | 11.3 |
| Capital and Other Reimbursements | - | - | - | - | 1,932 | 1,556 | (0,376) | (19.5) | 1,932 | 1,556 | (0,376) | (19.5) |
| Total Revenue | \$ 48,606 | \$ 50,548 | \$ 1,943 | 4.0 | \$ 1,932 | \$ 1,556 | \$ (0,376) | (19.5) | \$ 50,537 | \$ 52,104 | \$ 1,567 | 3.1 |
| Expenses | | | | | | | | | | | | |
| Labor | | | | | | | | | | | | |
| Payroll | \$ 55,253 | \$ 60,092 | \$ (4,840) | (8.8) | \$ 1,430 | \$ 0,840 | \$ 0,589 | 41.2 | \$ 56,682 | \$ 60,933 | \$ (4,250) | (7.5) |
| Overhead | 9,506 | 11,564 | (1,456) | (14.7) | - | - | - | - | 9,506 | 11,564 | (1,456) | (14.7) |
| Health and Welfare | 11,029 | 10,894 | 0,136 | 1.2 | 0,263 | 0,355 | (0,092) | (35.1) | 11,292 | 11,249 | 0,043 | 0.4 |
| OPEB Current Payment | 3,647 | 3,300 | 0,347 | 9.5 | - | - | - | - | 3,647 | 3,300 | 0,347 | 9.5 |
| Pensions | 10,787 | 10,713 | 0,074 | 0.7 | 0,123 | 0,175 | (0,052) | (42.4) | 10,910 | 10,888 | 0,022 | 0.2 |
| Other Fringe Benefits | 5,654 | 5,676 | (0,022) | (0.4) | 0,116 | 0,059 | 0,057 | 49.4 | 5,771 | 5,735 | 0,036 | 0.6 |
| GASB Account | - | - | - | - | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Labor Expenses | \$ 96,277 | \$ 102,039 | \$ (5,762) | (6.0) | \$ 1,932 | \$ 1,429 | \$ 0,502 | 26.0 | \$ 98,209 | \$ 103,469 | \$ (5,260) | (5.4) |
| Non-Labor | | | | | | | | | | | | |
| Traction and Propulsion Power | - | - | - | - | - | - | - | - | - | - | - | - |
| Fuel for Buses and Trains | \$ 8,429 | \$ 8,333 | \$ 0,097 | 1.1 | \$ - | \$ - | \$ - | - | \$ 8,429 | \$ 8,333 | \$ 0,097 | 1.1 |
| Insurance | 3,667 | 3,750 | (0,083) | (2.3) | - | - | - | - | 3,667 | 3,750 | (0,083) | (2.3) |
| Claims | 6,250 | 6,249 | 0,001 | 0.0 | - | - | - | - | 6,250 | 6,249 | 0,001 | 0.0 |
| Paratransit Service Contracts | - | - | - | - | - | - | - | - | - | - | - | - |
| Maintenance and Other Operating Contracts | 7,110 | 7,179 | (0,068) | (1.0) | - | (0,055) | 0,055 | - | 7,110 | 7,123 | (0,013) | (0.2) |
| Professional Service Contracts | 1,676 | 1,569 | 0,107 | 6.4 | - | - | - | - | 1,676 | 1,569 | 0,107 | 6.4 |
| Materials & Supplies | 6,726 | 6,609 | 0,117 | 1.7 | - | 0,182 | (0,182) | - | 6,726 | 6,791 | (0,065) | (1.0) |
| Other Business Expense | 1,063 | 1,008 | 0,054 | 5.1 | - | - | - | - | 1,063 | 1,008 | 0,054 | 5.1 |
| Total Non-Labor Expenses | \$ 34,921 | \$ 34,696 | \$ 0,225 | 0.6 | \$ - | \$ 0,127 | \$ (0,127) | - | \$ 34,921 | \$ 34,823 | \$ 0,099 | 0.3 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses before Non-Cash Liability Adjs. | \$ 131,198 | \$ 136,735 | \$ (5,537) | (4.2) | \$ 1,932 | \$ 1,556 | \$ 0,376 | 19.5 | \$ 133,130 | \$ 138,291 | \$ (5,161) | (3.9) |
| Depreciation | 10,559 | 10,799 | (0,240) | (2.3) | - | - | - | - | 10,559 | 10,799 | (0,240) | (2.3) |
| OPEB Obligation | 13,854 | 13,800 | 0,054 | 0.4 | - | - | - | - | 13,854 | 13,800 | 0,054 | 0.4 |
| Environmental Remediation | - | 1,832 | (1,832) | - | - | - | - | - | - | 1,832 | (1,832) | - |
| Total Expenses | \$ 155,611 | \$ 163,167 | \$ (7,556) | (4.9) | \$ 1,932 | \$ 1,556 | \$ 0,376 | 19.5 | \$ 157,542 | \$ 164,723 | \$ (7,180) | (4.6) |
| Net Surplus/(Deficit) | \$ (107,005) | \$ (112,618) | \$ (5,613) | (5.2) | \$ - | \$ 0,000 | \$ 0,000 | - | \$ (107,005) | \$ (112,618) | \$ (5,613) | (5.2) |

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | March 2012 | | | Year-To-Date | | |
|---|----------------------|--|--------------|--|--|--------------|--|
| | | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Farebox Revenue | NR | \$ 0.764 | 5.0 | (a) | \$ 1.347 | 3.1 | (a) |
| Other Operating Revenue | NR | 0.072 | 3.5 | (a) | 0.596 | 11.3 | Greater insurance recoveries and student fare reimbursements |
| Capital and Other Reimbursements | R | 0.063 | 9.7 | Vacancies and delayed charges | (0.376) | (19.5) | Vacancies and delayed charges |
| Total Revenue Variance | | \$ 0.899 | 5.0 | | \$ 1.567 | 3.1 | |
| Payroll | NR | \$ (1.689) | (9.1) | Mainly due to higher rate of pay for MPA, and greater employee availability offset by vacancies | \$ (4.840) | (8.8) | Mainly due to higher rate of pay for MPA, and greater employee availability offset by vacancies |
| Overtime | NR | (0.202) | (5.8) | Primarily due to residual effect of the bus maintenance program along with vacancies and unbudgeted contractual award for one additional hour of supervisory pay | (1.458) | (14.7) | Primarily due to residual effect of the bus maintenance program along with vacancies and unbudgeted contractual award for one additional hour of supervisory pay |
| Health and Welfare | NR | 0.195 | 5.3 | Timing of claims processed | 0.136 | 1.2 | (a) |
| OPEB Current Payment | NR | 0.116 | 9.5 | Pending quarterly statement reconciling adjustment | 0.347 | 9.5 | Pending quarterly statement reconciling adjustment |
| Pension | NR | (0.328) | (9.1) | Under accruals in prior periods | 0.074 | 0.7 | (a) |
| Other Fringe Benefits | NR | (0.079) | (4.2) | (a) | (0.022) | (0.4) | (a) |
| Fuel for Buses and Trains | NR | 0.072 | 2.4 | (a) | 0.097 | 1.1 | (a) |
| Insurance | NR | (0.079) | (6.5) | Insurance premium increase | (0.083) | (2.3) | (a) |
| Claims | NR | 0.000 | 0.0 | (a) | 0.001 | 0.0 | (a) |
| Maintenance and Other Operating Contracts | NR | 0.038 | 1.6 | (a) | (0.068) | (1.0) | (a) |
| Professional Service Contracts | NR | 0.082 | 14.7 | Timing of charges | 0.107 | 6.4 | Timing of charges |
| Materials & Supplies | NR | 0.057 | 2.5 | (a) | 0.117 | 1.7 | (a) |
| Other Business Expense | NR | 0.004 | 1.2 | (a) | 0.054 | 5.1 | Timing of charges |
| Depreciation | NR | (0.094) | (2.7) | (a) | (0.240) | (2.3) | (a) |
| Other Post Employment Benefits | NR | 0.018 | 0.4 | (a) | 0.054 | 0.4 | (a) |
| Environmental Remediation | | (1.832) | - | | (1.832) | - | |
| Payroll | R | 0.034 | 7.2 | Timing of charges | 0.589 | 41.2 | Timing of charges |
| Health and Welfare | R | (0.073) | (83.1) | Due to 1st qtr 2012 scrap, police repairs, MNR maint, & capital journal entries | (0.092) | (35.1) | Scrap labor & materials, police repairs, MNR maint, & capital journal entries |
| Pension | R | (0.038) | (92.9) | | (0.052) | (42.4) | |
| Other Fringe Benefits | R | 0.009 | 22.4 | | 0.057 | 49.4 | |
| Maintenance and Other Operating Contracts | R | 0.038 | * | Diesel fuel credit | 0.055 | * | Diesel fuel charges & credits |
| Materials & Supplies | R | (0.033) | * | Billbacks for parts for nonrev vehicles for Police HQ & MNR | (0.182) | * | MTA bus materials from SR for NYCT buses & billbacks for parts for nonrev vehicles. |
| Total Expense Variance | | \$ (3.784) | (7.1) | | \$ (7.180) | (4.6) | |
| Net Variance | | \$ (2.885) | (8.3) | | \$ (5.613) | (5.2) | |

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

| | March 2012 | | | | Year-To-Date | | | |
|--|--------------------|--------------------|----------------------------|---------------|--------------------|--------------------|----------------------------|--------------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$ 15.294 | \$ 14.330 | \$ (0.964) | (6.3) | \$ 43.351 | \$ 43.252 | \$ (0.098) | (0.2) |
| Other Operating Revenue | 2.089 | 0.390 | (1.699) | (81.3) | 5.255 | 3.541 | (1.714) | (32.6) |
| Capital and Other Reimbursements | 0.987 | 0.216 | (0.771) | (78.1) | 2.960 | 1.245 | (1.714) | (57.9) |
| Total Receipts | \$ 18.369 | \$ 14.935 | \$ (3.433) | (18.7) | \$ 51.565 | \$ 48.039 | \$ (3.526) | (6.8) |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$ 18.587 | \$ 14.772 | \$ 3.815 | 20.5 | \$ 55.760 | \$ 49.824 | \$ 5.936 | 10.6 |
| Overtime | 3.137 | 3.678 | (0.541) | (17.2) | 9.411 | 11.364 | (1.952) | (20.7) |
| Health and Welfare | 3.731 | 7.740 | (4.010) | * | 11.192 | 9.980 | 1.212 | 10.8 |
| OPEB Current Payment | 1.216 | 3.300 | (2.084) | * | 3.647 | 3.300 | 0.347 | 9.5 |
| Pensions | 3.622 | 3.389 | 0.234 | 6.5 | 10.867 | 10.010 | 0.857 | 7.9 |
| Other Fringe Benefits | 1.777 | 1.530 | 0.246 | 13.9 | 5.331 | 4.798 | 0.533 | 10.0 |
| GASB Account | 0.360 | - | 0.360 | 100.0 | 1.079 | - | 1.079 | 100.0 |
| Reimbursable Overhead | - | - | - | - | - | - | - | - |
| Total Labor Expenditures | \$ 32.429 | \$ 34.409 | \$ (1.980) | (6.1) | \$ 97.287 | \$ 89.276 | \$ 8.011 | 8.2 |
| <i>Non-Labor:</i> | | | | | | | | |
| Traction and Propulsion Power | \$ 2.930 | \$ 0.335 | \$ 2.596 | 88.6 | \$ 8.429 | \$ 9.070 | \$ (0.641) | (7.6) |
| Fuel for Buses and Trains | 1.222 | 1.725 | (0.502) | (41.1) | 3.667 | 3.395 | 0.272 | 7.4 |
| Insurance | 1.425 | 0.366 | 1.059 | 74.3 | 4.275 | 1.249 | 3.026 | 70.8 |
| Maintenance and Other Operating Contracts | 2.370 | 1.025 | 1.345 | 56.7 | 7.110 | 4.246 | 2.864 | 40.3 |
| Professional Service Contracts | 0.559 | 0.055 | 0.503 | 90.1 | 1.676 | 0.424 | 1.252 | 74.7 |
| Materials & Supplies | 2.242 | 2.766 | (0.524) | (23.4) | 6.726 | 9.829 | (3.103) | (46.1) |
| Other Business Expenses | 0.354 | 0.105 | 0.249 | 70.4 | 1.063 | 0.523 | 0.540 | 50.8 |
| Total Non-Labor Expenditures | \$ 11.103 | \$ 6.377 | \$ 4.726 | 42.6 | \$ 32.946 | \$ 28.737 | \$ 4.210 | 12.8 |
| Other Expenditure Adjustments : | | | | | | | | |
| Other | - | - | - | - | - | - | - | - |
| Total Other Expenditure Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenditures | \$ 43.532 | \$ 40.786 | \$ 2.745 | 6.3 | \$ 130.233 | \$ 118.012 | \$ 12.220 | 9.4 |
| Operating Cash Surplus/(Deficit) | \$ (25.163) | \$ (25.851) | \$ (0.688) | (2.7) | \$ (78.668) | \$ (69.974) | \$ 8.694 | 11.1 |

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

| Operating Receipts or Disbursements | March 2012 | | | Year-To-Date | | |
|---|--|---------------|--|--|--------------|--|
| | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Farebox Revenue | \$ (0.964) | (6.3) | Timing of receipts | \$ (0.098) | (0.2) | Timing of receipts |
| Other Operating Revenue | (1.699) | (81.3) | Timing of student reimbursement receipts | (1.714) | (32.6) | Timing of student reimbursement receipts |
| Capital and Other Reimbursements | (0.771) | (78.1) | Vacancies and delayed charges | (1.714) | (57.9) | Vacancies and delayed charges |
| Total Receipts | \$ (3.433) | (18.7) | | \$ (3.526) | (6.8) | |
| Payroll | \$ 3.815 | 20.5 | Timing of payments and delayed contract settlements | \$ 5.936 | 10.6 | Delayed contract settlements |
| Overtime | (0.541) | (17.2) | Primarily due to residual effect of the bus maintenance program along with vacancies and unbudgeted contractual award for one additional hour of supervisory pay | (1.952) | (20.7) | Primarily due to residual effect of the bus maintenance program along with vacancies and unbudgeted contractual award for one additional hour of supervisory pay |
| Health and Welfare | (4.010) | * | Payment for prior periods | 1.212 | 10.8 | Timing of payments |
| OPEB Current Payment | (2.084) | * | Payment for prior periods | 0.347 | 9.5 | Timing of payments |
| Pension | 0.234 | 6.5 | Timing of payments | 0.857 | 7.9 | Timing of payments |
| Other Fringe Benefits | 0.246 | 13.9 | Timing of payments | 0.533 | 10.0 | Timing of payments |
| Fuel for Buses and Trains | 2.596 | 88.6 | Timing of payments | (0.641) | (7.6) | Prior period charges |
| Insurance | (0.502) | (41.1) | Prior period payments | 0.272 | 7.4 | Timing of payments |
| Claims | 1.059 | 74.3 | Timing of payments | 3.026 | 70.8 | Timing of payments |
| Maintenance and Other Operating Contracts | 1.345 | 56.7 | Timing of payments | 2.864 | 40.3 | Timing of payments |
| Professional Service Contracts | 0.503 | 90.1 | Timing of payments | 1.252 | 74.7 | Timing of payments |
| Materials & Supplies | (0.524) | (23.4) | Prior period payments | (3.103) | (46.1) | Prior period payments |
| Other Business Expenditure | 0.249 | 70.4 | Timing of payments | 0.540 | 50.8 | Timing of payments |
| Total Expenditures | \$ 2.745 | 6.3 | | \$ 12.220 | 9.4 | |
| Net Cash Variance | \$ (0.688) | (2.7) | | \$ 8.694 | 11.1 | |

(*) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

| | March 2012 | | | | Year-To-Date | | | |
|--|-----------------|-------------------|-------------------|-------------|------------------|-------------------|-------------------|-------------|
| | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$ - | \$ (1,728) | \$ (1,728) | - | \$ - | \$ (1,446) | \$ (1,446) | - |
| Other Operating Revenue | - | (1,771) | (1,771) | - | - | (2,309) | (2,309) | - |
| Capital and Other Reimbursements | 0.343 | (0.491) | (0.834) | * | 1.028 | (0.311) | (1,339) | * |
| Total Receipts | \$ 0.343 | \$ (3,990) | \$ (4,332) | * | \$ 1.028 | \$ (4,066) | \$ (5,093) | * |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$ 0.426 | \$ 5.895 | \$ 5.469 | * | \$ 0.922 | \$ 11.108 | \$ 10.186 | * |
| Overtime | 0.339 | - | (0,339) | (100.0) | 0.495 | - | (0,495) | (100.0) |
| Health and Welfare | 0.034 | (4,099) | (4,132) | * | 0.101 | 1,269 | 1,168 | * |
| OPEB Current Payment | - | (2,200) | (2,200) | - | - | - | - | - |
| Pensions | 0.015 | 0.615 | 0.600 | * | 0.044 | 0.878 | 0.834 | * |
| Other Fringe Benefits | 0.159 | 0.476 | 0.317 | * | 0.440 | 0.937 | 0.497 | * |
| GASB Account | (0,360) | - | 0,360 | 100.0 | (1,079) | - | 1,079 | 100.0 |
| Reimbursable Overhead | - | - | - | - | - | - | - | - |
| Total Labor Expenditures | \$ 0.612 | \$ 0.687 | \$ 0.075 | 12.3 | \$ 0.922 | \$ 14.193 | \$ 13.271 | * |
| <i>Non-Labor:</i> | | | | | | | | |
| Traction and Propulsion Power | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Fuel for Buses and Trains | - | 2,524 | 2,524 | - | - | (0,737) | (0,737) | - |
| Insurance | - | (0,423) | (0,423) | - | - | 0,355 | 0,355 | - |
| Claims | 0.658 | 1,717 | 1,058 | * | 1,975 | 5,000 | 3,025 | * |
| Maintenance and Other Operating Contracts | - | 1,268 | 1,268 | - | - | 2,877 | 2,877 | - |
| Professional Service Contracts | - | 0,421 | 0,421 | - | - | 1,145 | 1,145 | - |
| Materials & Supplies | - | (0,548) | (0,548) | - | - | (3,039) | (3,039) | - |
| Other Business Expenditures | - | 0,245 | 0,245 | - | - | 0,486 | 0,486 | - |
| Total Non-Labor Expenditures | \$ 0.658 | \$ 5,204 | \$ 4,546 | * | \$ 1,975 | \$ 6,086 | \$ 4,111 | * |
| Other Expenditure Adjustments: | | | | | | | | |
| Other | - | - | - | - | - | - | - | - |
| Total Other Expenditure Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Gap Closing Expenditures: | | | | | | | | |
| Additional Actions for Budget Balance: Expenditure | - | - | - | - | - | - | - | - |
| Total Gap Closing Expenditures | - | - | - | - | - | - | - | - |
| Total Cash Conversion Adjustments before Non-Cash Liability Adjs. | \$ 1.271 | \$ 5.892 | \$ 4.621 | * | \$ 2.897 | \$ 20.279 | \$ 17.382 | * |
| Depreciation Adjustment | 3.520 | 3,613 | 0,094 | 2.7 | 10,559 | 10,799 | 0,240 | 2.3 |
| Other Post Employment Benefits | 4,618 | 4,600 | (0,018) | (0.4) | 13,854 | 13,800 | (0,054) | (0.4) |
| Environmental Remediation | - | 1,832 | 1,832 | - | - | 1,832 | 1,832 | - |
| Total Expenses/Expenditures | \$ 9,408 | \$ 15,938 | \$ 6,529 | 69.4 | \$ 27,310 | \$ 46,710 | \$ 19,401 | 71.0 |
| Total Cash Conversion Adjustments | \$ 9.751 | \$ 11,948 | \$ 2,197 | 22.5 | \$ 28,337 | \$ 42,645 | \$ 14,307 | 50.5 |

NOTE: Totals may not add due to rounding

MTA Bus Company
February Financial Plan - 2012 Adopted Budget
Revised Overtime Decomposition Allocation
(\$ in millions)

| | Jan | | Feb | | Mar | | Apr | | May | | June | | July | | August | | September | | October | | November | | December | | Total | | | |
|---|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|----------------|-----------------|-------|----------|
| | Hours | \$ | Hours | \$ | | |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>Scheduled Service</u> | 46,067 | \$ 1.920 | 45,453 | \$ 1.919 | 48,701 | \$ 2.076 | 47,762 | \$ 2.022 | 48,564 | \$ 2.069 | 47,342 | \$ 2.011 | 47,389 | \$ 2.034 | 49,881 | \$ 2.110 | 48,547 | \$ 2.027 | 50,757 | \$ 2.134 | 48,390 | \$ 1.964 | 50,473 | \$ 2.068 | 579,327 | \$ 24.354 | | |
| <u>Unscheduled Service</u> | 3,615 | \$ 0.203 | 3,494 | \$ 0.150 | 3,778 | \$ 0.162 | 3,623 | \$ 0.158 | 3,743 | \$ 0.162 | 3,619 | \$ 0.157 | 3,677 | \$ 0.159 | 3,823 | \$ 0.165 | 3,438 | \$ 0.159 | 3,840 | \$ 0.166 | 3,613 | \$ 0.207 | 3,600 | \$ 0.187 | 43,864 | \$ 2.034 | | |
| <u>Programmatic/Routine Maintenance</u> | 14,506 | \$ 0.578 | 12,545 | \$ 0.552 | 14,121 | \$ 0.607 | 14,033 | \$ 0.607 | 14,221 | \$ 0.610 | 12,563 | \$ 0.541 | 12,476 | \$ 0.526 | 12,504 | \$ 0.547 | 13,625 | \$ 0.581 | 14,846 | \$ 0.656 | 13,943 | \$ 0.586 | 14,411 | \$ 0.617 | 163,793 | \$ 7.019 | | |
| <u>Unscheduled Maintenance</u> | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | 0 | \$ - |
| <u>Vacancy/Absentee Coverage</u> | 9,824 | \$ 0.477 | 12,361 | \$ 0.550 | 13,291 | \$ 0.586 | 12,420 | \$ 0.555 | 13,114 | \$ 0.580 | 13,879 | \$ 0.614 | 14,729 | \$ 0.642 | 14,992 | \$ 0.665 | 12,427 | \$ 0.573 | 12,684 | \$ 0.570 | 9,632 | \$ 0.487 | 11,121 | \$ 0.545 | 150,474 | \$ 6.844 | | |
| <u>Weather Emergencies</u> | 105 | \$ 0.006 | 101 | \$ 0.004 | 110 | \$ 0.005 | 105 | \$ 0.005 | 109 | \$ 0.005 | 105 | \$ 0.005 | 107 | \$ 0.005 | 111 | \$ 0.005 | 100 | \$ 0.005 | 112 | \$ 0.005 | 105 | \$ 0.006 | 105 | \$ 0.005 | 105 | \$ 0.005 | 1,275 | \$ 0.059 |
| <u>Safety/Security/Law Enforcement</u> | 137 | \$ 0.006 | 217 | \$ 0.011 | 232 | \$ 0.011 | 224 | \$ 0.011 | 232 | \$ 0.011 | 224 | \$ 0.011 | 232 | \$ 0.011 | 232 | \$ 0.011 | 224 | \$ 0.011 | 232 | \$ 0.012 | 224 | \$ 0.011 | 232 | \$ 0.011 | 232 | \$ 0.011 | 2,641 | \$ 0.126 |
| <u>Other</u> | 626 | \$ 0.027 | 565 | \$ 0.027 | 626 | \$ 0.029 | 606 | \$ 0.029 | 626 | \$ 0.029 | 606 | \$ 0.029 | 626 | \$ 0.029 | 626 | \$ 0.030 | 606 | \$ 0.029 | 626 | \$ 0.030 | 606 | \$ 0.028 | 626 | \$ 0.029 | 626 | \$ 0.029 | 7,371 | \$ 0.344 |
| Sub-Total | 74,879 | \$3.217 | 74,737 | \$3.213 | 80,859 | \$3.476 | 78,773 | \$3.386 | 80,608 | \$3.465 | 78,338 | \$3.368 | 79,235 | \$3.406 | 82,170 | \$3.533 | 78,968 | \$3.395 | 83,097 | \$3.673 | 76,513 | \$3.289 | 80,567 | \$3.463 | 948,745 | \$40.783 | | |
| REIMBURSABLE OVERTIME | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | - | \$ - | 0 | \$ - |
| TOTAL NR & R OVERTIME | 74,879 | \$3.217 | 74,737 | \$3.213 | 80,859 | \$3.476 | 78,773 | \$3.386 | 80,608 | \$3.465 | 78,338 | \$3.368 | 79,235 | \$3.406 | 82,170 | \$3.533 | 78,968 | \$3.395 | 83,097 | \$3.673 | 76,513 | \$3.289 | 80,567 | \$3.463 | 948,745 | \$40.783 | | |

METROPOLITAN TRANSPORTATION AUTHORITY
2012 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

| | March | | | | | | March Year-to-Date | | | | | |
|--|----------------|--------------|---------------|--------------|---------------------|----------------|--------------------|--------------|----------------|---------------|---------------------|----------------|
| | Adopted Budget | | Actuals | | Var. - Fav./(Unfav) | | Adopted Budget | | Actuals | | Var. - Fav./(Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | |
| <u>Scheduled Service</u> | 48,701 | \$2.1 | 46,263 | \$2.0 | 2,438 | \$0.1 | 140,221 | \$5.9 | 127,586 | \$5.5 | 12,635 | \$0.5 |
| | | | | | 5.0% | 2.9% | | | | | 9.0% | 7.8% |
| <u>Unscheduled Service</u> | 3,778 | \$0.2 | 3,401 | \$0.1 | 377 | 0.0 | 10,887 | \$0.5 | 8,824 | \$0.5 | 2,064 | 0.1 |
| | | | | | 10.0% | 15.1% | | | | | 19.0% | 10.9% |
| Programmatic/Routine Maintenance | 14,121 | \$0.6 | 14,038 | \$0.6 | 83 | 0.0 | 41,172 | \$1.7 | 47,801 | \$2.4 | (6,629) | (0.7) |
| | | | | | 0.6% | 1.9% | | | | | -16.1% | -38.4% |
| Unscheduled Maintenance | 0 | \$0.0 | 0 | \$0.0 | 0 | - | 0 | \$0.0 | 0 | \$0.0 | 0 | - |
| | | | | | 0.0% | 0.0% | | | | | 0.0% | 0.0% |
| <u>Vacancy/Absentee Coverage</u> | 13,291 | \$0.6 | 20,813 | \$0.9 | (7,522) | (0.3) | 35,476 | \$1.6 | 52,141 | \$2.8 | (16,665) | (1.2) |
| | | | | | -56.6% | -49.7% | | | | | -47.0% | -73.4% |
| <u>Weather Emergencies</u> | 110 | \$0.0 | 0 | \$0.0 | 110 | 0.0 | 316 | \$0.0 | 814 | \$0.1 | (498) | (0.1) |
| | | | | | 100.0% | 100.0% | | | | | -157.4% | -478.1% |
| <u>Safety/Security/Law Enforcement</u> | 232 | \$0.0 | 152 | \$0.0 | 79 | 0.0 | 585 | \$0.0 | 305 | \$0.0 | 280 | 0.0 |
| | | | | | 34.3% | 35.8% | | | | | 47.9% | 47.7% |
| <u>Other</u> | 626 | \$0.0 | 715 | \$0.0 | (89) | (0.0) | 1,818 | \$0.1 | 2,800 | \$0.1 | (982) | (0.1) |
| | | | | | -14.2% | -52.7% | | | | | -54.0% | -78.0% |
| Subtotal | 80,859 | \$3.5 | 85,383 | \$3.7 | (4,523) | (\$0.2) | 230,475 | \$9.9 | 240,270 | \$11.4 | (9,795) | (\$1.5) |
| | | | | | -5.6% | -5.8% | | | | | -4.3% | -14.7% |
| REIMBURSABLE OVERTIME | 0 | \$0.0 | 0 | \$0.0 | 0 | - | 0 | \$0.0 | 0 | \$0.0 | 0 | - |
| TOTAL OVERTIME | 80,859 | \$3.5 | 85,383 | \$3.7 | (4,523) | (\$0.2) | 230,475 | \$9.9 | 240,270 | \$11.4 | (9,795) | (\$1.5) |
| | | | | | -5.6% | -5.8% | | | | | -4.3% | -14.7% |

Totals may not add due to rounding.

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

* Exceeds 100%

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

| | Monthly | | | Year-to-Date | | |
|----------------------------------|--------------------|----------------|--|--------------------|----------------|--|
| | Var. - Fav./Unfav) | | Explanations | Var. - Fav./Unfav) | | Explanations |
| | Hours | \$ | | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | | | | |
| Scheduled Service | 2,438 | \$0.1 | Less than scheduled service was Operated | 12,635 | \$0.5 | Less than scheduled service was Operated |
| | 5.0% | 2.9% | | 9.0% | 7.8% | |
| Unscheduled Service | 377 | \$0.0 | | 2,064 | \$0.1 | |
| | 10.0% | 15.1% | | 19.0% | 10.9% | |
| Programmatic/Routine Maintenance | 83 | \$0.0 | | (6,629) | (\$0.7) | Maintenance campaign with enhanced inspection process to increase bus reliability and performance. |
| | 0.6% | 1.9% | | -16.1% | -38.4% | |
| Unscheduled Maintenance | - | \$0.0 | | - | \$0.0 | |
| | 0.0% | 0.0% | | 0.0% | 0.0% | |
| Vacancy/Absentee Coverage | (7,522) | (\$0.3) | Vacancy and absentee coverage | (16,665) | (\$1.2) | Vacancy and absentee coverage |
| | -56.6% | -49.7% | | -47.0% | -73.4% | |
| Weather Emergencies | 110 | \$0.0 | | (498) | (\$0.1) | February 11th Snow Storm Preparation |
| | 100.0% | 100.0% | | -157.4% | -478.1% | |
| Safety/Security/Law Enforcement | 79 | \$0.0 | | 280 | \$0.0 | |
| | 34.3% | 35.8% | | 47.9% | 47.7% | |
| Other | (89) | (\$0.0) | Un-planned Administrative Work | (982) | (\$0.1) | Un-planned Administrative Work |
| | -14.2% | -52.7% | | -54.0% | -78.0% | |
| Subtotal | (4,523) | (\$0.2) | | (9,795) | (\$1.5) | |
| | -5.6% | -5.8% | | -4.3% | -14.7% | |
| REIMBURSABLE OVERTIME | 0 | \$0.0 | | 0 | \$0.0 | |
| | 0.0% | 0.0% | | 0.0% | 0.0% | |
| TOTAL OVERTIME | (4,523) | (\$0.2) | | (9,795) | (\$1.5) | |

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
Utilization
(In millions)

| | <u>March 2012</u> | | | <u>Year-to-date as of March 2012</u> | | |
|-------------------------------|---------------------------|------------------|--|--------------------------------------|------------------|--|
| | <u>Adopted Budget</u> | <u>Actual</u> | <u>Favorable/ (Unfavorable) Variance</u> | <u>Adopted Budget</u> | <u>Actual</u> | <u>Favorable/ (Unfavorable) Variance</u> |
| <u>Farebox Revenue</u> | | | | | | |
| Fixed Route | \$ 15.294 | \$ 16.057 | \$ 0.764 | \$ 43.351 | \$ 44.698 | \$ 1.347 |
| Total Farebox Revenue | \$ 15.294 | \$ 16.057 | \$ 0.764 | \$ 43.351 | \$ 44.698 | \$ 1.347 |
| Other Revenue | \$ 2.089 | \$ 2.161 | \$ 0.072 | \$ 5.255 | \$ 5.850 | \$ 0.596 |
| Capital & Other | 0.644 | 0.707 | 0.063 | 1.932 | 1.556 | (0.376) |
| Total Revenue | \$ 18.026 | \$ 18.925 | \$ 0.899 | \$ 50.537 | \$ 52.104 | \$ 1.567 |
| <u>Ridership</u> | | | | | | |
| Fixed Route | 10.549 | 10.950 | 0.401 | 29.202 | 30.190 | 0.988 |
| Total Ridership | 10.549 | 10.950 | 0.401 | 29.202 | 30.190 | 0.988 |

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

| FUNCTION / DEPARTMENT | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-----------------------------------|-------------------|--------------|--|---------------------------------|
| Office of the EVP | 4 | 5 | (1) | |
| Human Resources | 6 | 7 | (1) | |
| Office of Management and Budget | 14 | 14 | - | |
| Technology & Information Services | 17 | 18 | (1) | |
| Material | 18 | 19 | (1) | |
| Controller | 19 | 31 | (12) | |
| Office of the President | 5 | 6 | (1) | |
| System Safety Administration | 5 | 2 | 3 | |
| Law | 21 | 25 | (4) | |
| Corporate Communications | 2 | 2 | - | |
| Labor Relations | 4 | - | 4 | |
| Strategic Office | 8 | 8 | - | |
| Non-Departmental | 57 | - | 57 | |
| Total Administration | 180 | 137 | 43 | Timing of Training Requirements |
| Buses | 2,056 | 2,047 | 9 | |
| Office of the Executive VP | 1 | 2 | (1) | |
| Safety & Training | 21 | 28 | (7) | |
| Road Operations | 119 | 120 | (1) | |
| Transportation Support | 20 | 19 | 1 | |
| Operations Planning | 30 | 30 | - | |
| Revenue Control | 21 | 21 | - | |
| Total Operations | 2,268 | 2,267 | 1 | |
| Buses | 730 | 729 | 1 | |
| Maintenance Support/CMF | 152 | 154 | (2) | |
| Facilities | 72 | 38 | 34 | |
| Supply Logistics | 83 | 86 | (3) | |
| Total Maintenance | 1,037 | 1,007 | 30 | Vacancies Replaced by MOU |
| Capital Program Management | 38 | 34 | 4 | |
| Total Engineering/Capital | 38 | 34 | 4 | |
| Security | 12 | 14 | (2) | |
| Total Public Safety | 12 | 14 | (2) | |
| Total Positions | 3,535 | 3,459 | 76 | |
| Non-Reimbursable | 3,468 | 3,397 | 71 | |
| Reimbursable | 67 | 62 | 5 | |
| Total Full-Time | 3,520 | 3,447 | 73 | |
| Total Full-Time Equivalents | 15 | 12 | 3 | |

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

| FUNCTION / OCCUPATION | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-----------------------------------|-------------------|--------------|--|---------------------------------|
| Administration | | | | |
| Managers/Supervisors | 47 | 47 | - | |
| Professional, Technical, Clerical | 76 | 90 | (14) | |
| Operational Hourlies | 57 | - | 57 | |
| Total Administration | 180 | 137 | 43 | Timing of Training Requirements |
| Operations | | | | |
| Managers/Supervisors | 300 | 300 | - | |
| Professional, Technical, Clerical | 50 | 53 | (3) | |
| Operational Hourlies | 1,918 | 1,914 | 4 | |
| Total Operations | 2,268 | 2,267 | 1 | |
| Maintenance | | | | |
| Managers/Supervisors | 195 | 191 | 4 | |
| Professional, Technical, Clerical | 12 | 11 | 1 | |
| Operational Hourlies | 830 | 805 | 25 | |
| Total Maintenance | 1,037 | 1,007 | 30 | Vacancies Replaced by MOU |
| Engineering/Capital | | | | |
| Managers/Supervisors | 22 | 19 | 3 | |
| Professional, Technical, Clerical | 16 | 15 | 1 | |
| Operational Hourlies | - | - | - | |
| Total Engineering/Capital | 38 | 34 | 4 | |
| Public Safety | | | | |
| Managers/Supervisors | 9 | 7 | 2 | |
| Professional, Technical, Clerical | 3 | 5 | (2) | |
| Operational Hourlies | - | 2 | (2) | |
| Total Public Safety | 12 | 14 | (2) | |
| Total Baseline Positions | | | | |
| Managers/Supervisors | 573 | 564 | 9 | |
| Professional, Technical, Clerical | 157 | 174 | (17) | |
| Operational Hourlies | 2,805 | 2,721 | 84 | |
| Total Baseline Positions | 3,535 | 3,459 | 76 | |

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2012
(\$ in millions)**

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|--------------------|--------------------|----------------------------|-------------|-------------------|-----------------|----------------------------|--------------|--------------------|--------------------|----------------------------|--------------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$ 76.213 | \$ 76.284 | \$ 0.071 | 0.1 | \$ - | \$ - | \$ - | - | \$ 76.213 | \$ 76.284 | \$ 0.071 | 0.1 |
| Paratransit | 1.439 | 1.306 | (0.133) | (9.3) | - | - | - | - | 1.439 | 1.306 | (0.133) | (9.3) |
| Investment Income | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Operating Revenue | 16.294 | 16.367 | 0.073 | 0.4 | - | - | - | - | 16.294 | 16.367 | 0.073 | 0.4 |
| Capital and Other Reimbursements | - | - | - | - | 2.560 | 2.355 | (0.205) | (8.0) | 2.560 | 2.355 | (0.205) | (8.0) |
| Total Revenue | \$ 93.946 | \$ 93.957 | \$ 0.011 | 0.0 | \$ 2.560 | \$ 2.355 | \$ (0.205) | (8.0) | \$ 96.506 | \$ 96.312 | \$ (0.196) | (0.2) |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$ 79.121 | \$ 77.017 | \$ 2.104 | 2.7 | \$ 0.826 | \$ 0.806 | \$ 0.021 | 2.5 | \$ 79.948 | \$ 77.823 | \$ 2.125 | 2.7 |
| Overtime | 12.454 | 12.678 | (0.224) | (1.8) | 0.479 | 0.457 | 0.023 | 4.8 | 12.933 | 13.134 | (0.201) | (1.6) |
| Health and Welfare | 15.899 | 15.275 | 0.624 | 3.9 | - | - | - | - | 15.899 | 15.275 | 0.624 | 3.9 |
| OPEB Current Payment | - | - | - | - | - | - | - | - | - | - | - | - |
| Pensions | 7.291 | 7.001 | 0.290 | 4.0 | - | - | - | - | 7.291 | 7.001 | 0.290 | 4.0 |
| Other Fringe Benefits | 6.742 | 6.468 | 0.274 | 4.1 | 0.336 | 0.331 | 0.005 | 1.5 | 7.077 | 6.799 | 0.279 | 3.9 |
| GASB Account | - | - | - | - | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | (0.715) | (0.691) | (0.025) | (3.4) | 0.715 | 0.691 | 0.025 | 3.4 | - | - | - | - |
| Total Labor Expenses | \$ 120.791 | \$ 117.748 | \$ 3.043 | 2.5 | \$ 2.357 | \$ 2.284 | \$ 0.073 | 3.1 | \$ 123.148 | \$ 120.031 | \$ 3.116 | 2.5 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Traction and Propulsion Power | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Fuel for Buses and Trains | 15.292 | 15.555 | (0.263) | (1.7) | - | - | - | - | 15.292 | 15.555 | (0.263) | (1.7) |
| Insurance | 4.424 | 3.780 | 0.644 | 14.5 | - | - | - | - | 4.424 | 3.780 | 0.644 | 14.5 |
| Claims | - | - | - | - | - | - | - | - | - | - | - | - |
| Paratransit Service Contracts | 34.312 | 28.533 | 5.778 | 16.8 | - | - | - | - | 34.312 | 28.533 | 5.778 | 16.8 |
| Maintenance and Other Operating Contracts | 4.837 | 4.201 | 0.636 | 13.1 | (0.000) | 0.005 | (0.005) | * | 4.837 | 4.205 | 0.631 | 13.1 |
| Professional Service Contracts | 0.292 | 0.146 | 0.146 | 49.9 | - | - | - | - | 0.292 | 0.146 | 0.146 | 49.9 |
| Materials & Supplies | 8.268 | 8.182 | 0.086 | 1.0 | - | 0.021 | (0.021) | - | 8.268 | 8.203 | 0.065 | 0.8 |
| Other Business Expense | (0.024) | 0.081 | (0.105) | * | 0.204 | 0.046 | 0.158 | 77.6 | 0.179 | 0.127 | 0.053 | 29.4 |
| Total Non-Labor Expenses | \$ 67.399 | \$ 60.479 | \$ 6.920 | 10.3 | \$ 0.204 | \$ 0.071 | \$ 0.133 | 65.0 | \$ 67.603 | \$ 60.550 | \$ 7.053 | 10.4 |
| <i>Other Expense Adjustments:</i> | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses before Non-Cash Liability Adjs. | \$ 188.190 | \$ 178.227 | \$ 9.964 | 5.3 | \$ 2.560 | \$ 2.355 | \$ 0.205 | 8.0 | \$ 190.751 | \$ 180.582 | \$ 10.169 | 5.3 |
| Depreciation | - | 0.011 | (0.011) | - | - | - | - | - | - | 0.011 | (0.011) | - |
| OPEB Obligation | - | - | - | - | - | - | - | - | - | - | - | - |
| Environmental Remediation | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Expenses | \$ 188.190 | \$ 178.238 | \$ 9.953 | 5.3 | \$ 2.560 | \$ 2.355 | \$ 0.205 | 8.0 | \$ 190.751 | \$ 180.592 | \$ 10.158 | 5.3 |
| Net Surplus/(Deficit) | \$ (94.244) | \$ (84.281) | \$ 9.963 | 10.6 | \$ - | \$ - | \$ - | - | \$ (94.244) | \$ (84.281) | \$ 9.963 | 10.6 |

NOTE: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2012 Year-To-Date
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|---------------------|---------------------|-------------------------|--------------|-----------------|-----------------|-------------------------|----------------|---------------------|---------------------|-------------------------|--------------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$ 214.805 | \$ 214.162 | \$ (0.643) | (0.3) | \$ - | \$ - | \$ - | - | \$ 214.805 | \$ 214.162 | \$ (0.643) | (0.3) |
| Paratransit | 3.992 | 3.749 | (0.243) | (6.1) | - | - | - | - | 3.992 | 3.749 | (0.243) | (6.1) |
| Investment Income | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Operating Revenue | 48.882 | 48.783 | (0.099) | (0.2) | - | - | - | - | 48.882 | 48.783 | (0.099) | (0.2) |
| Capital & Other Reimbursements | - | - | - | - | 6.900 | 6.644 | (0.256) | (3.7) | 6.900 | 6.644 | (0.256) | (3.7) |
| Total Revenue | \$ 267.679 | \$ 266.694 | \$ (0.985) | (0.4) | \$ 6.900 | \$ 6.644 | \$ (0.256) | (3.7) | \$ 274.579 | \$ 273.338 | \$ (1.241) | (0.5) |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$ 237.700 | \$ 230.133 | \$ 7.566 | 3.2 | \$ 2.240 | \$ 2.222 | \$ 0.018 | 0.8 | \$ 239.940 | \$ 232.356 | \$ 7.584 | 3.2 |
| Overtime | 35.661 | 38.492 | (2.831) | (7.9) | 1.252 | 1.313 | (0.061) | (4.9) | 36.914 | 39.805 | (2.892) | (7.8) |
| Health and Welfare | 47.696 | 45.988 | 1.709 | 3.6 | - | - | - | - | 47.696 | 45.988 | 1.709 | 3.6 |
| OPEB Current Payment | - | - | - | - | - | - | - | - | - | - | - | - |
| Pensions | 21.733 | 20.891 | 0.842 | 3.9 | - | - | - | - | 21.733 | 20.891 | 0.842 | 3.9 |
| Other Fringe Benefits | 20.194 | 19.299 | 0.895 | 4.4 | 0.903 | 0.922 | (0.019) | (2.1) | 21.097 | 20.221 | 0.876 | 4.2 |
| GASB Account | - | - | - | - | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | (1.893) | (1.963) | 0.071 | 3.7 | 1.893 | 1.963 | (0.071) | (3.7) | - | (0) | 0 | - |
| Total Labor Expenses | \$ 361.092 | \$ 352.840 | \$ 8.252 | 2.3 | \$ 6.289 | \$ 6.421 | \$ (0.132) | (2.101) | \$ 367.380 | \$ 359.261 | \$ 8.120 | 2.2 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Traction and Propulsion Power | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Fuel for Buses and Trains | 43.224 | 42.127 | 1.097 | 2.5 | - | - | - | - | 43.224 | 42.127 | 1.097 | 2.5 |
| Insurance | 12.681 | 11.000 | 1.681 | 13.3 | - | - | - | - | 12.681 | 11.000 | 1.681 | 13.3 |
| Claims | - | - | - | - | - | - | - | - | - | - | - | - |
| Paratransit Service Contracts | 96.306 | 89.123 | 7.183 | 7.5 | - | - | - | - | 96.306 | 89.123 | 7.183 | 7.5 |
| Maintenance and Other Operating Contracts | 14.261 | 11.318 | 2.942 | 20.6 | (0.000) | 0.006 | (0.006) | * | 14.261 | 11.324 | 2.937 | 20.6 |
| Professional Service Contracts | 0.908 | 0.434 | 0.474 | 52.2 | - | 0.000 | (0.000) | - | 0.908 | 0.434 | 0.474 | 52.2 |
| Materials & Supplies | 24.904 | 23.865 | 1.039 | 4.2 | - | 0.055 | (0.055) | - | 24.904 | 23.920 | 0.984 | 4.0 |
| Other Business Expense | (0.046) | 0.258 | (0.304) | * | 0.611 | 0.163 | 0.449 | 73.4 | 0.566 | 0.421 | 0.145 | 25.6 |
| Total Non-Labor Expenses | \$ 192.237 | \$ 178.125 | \$ 14.112 | 7.3 | \$ 0.611 | \$ 0.224 | \$ 0.388 | 63.445 | \$ 192.849 | \$ 178.349 | \$ 14.500 | 7.5 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses before Non-Cash Liability Adjs. | \$ 553.329 | \$ 530.965 | \$ 22.364 | 4.0 | \$ 6.900 | \$ 6.644 | \$ 0.256 | 3.7 | \$ 560.229 | \$ 537.609 | \$ 22.620 | 4.0 |
| Depreciation | - | 0.036 | (0.036) | - | - | - | - | - | - | 0.036 | (0.036) | - |
| OPEB Obligation | - | - | - | - | - | - | - | - | - | - | - | - |
| Environmental Remediation | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Expenses | \$ 553.329 | \$ 531.001 | \$ 22.328 | 4.0 | \$ 6.900 | \$ 6.644 | \$ 0.256 | 3.7 | \$ 560.229 | \$ 537.645 | \$ 22.584 | 4.0 |
| Net Surplus/(Deficit) | \$ (285.650) | \$ (264.307) | \$ 21.343 | 7.5 | \$ - | \$ - | \$ - | - | \$ (285.650) | \$ (264.307) | \$ 21.343 | 7.5 |

NOTE: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | March 2012 | | | | Year-To-Date | | | |
|---|----------------------|--|--------------|---|--|--------------|--|--|--|
| | | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance | | |
| | | \$ | % | | \$ | % | | | |
| Farebox Revenue | NR | \$ 0.071 | 0.1 (a) | | \$ (0.643) | (0.3) (a) | | | |
| Paratransit | NR | (0.133) | (9.3) | Primarily due to lower than budgeted trips | (0.243) | (6.1) | Primarily due to lower than budgeted trips | | |
| Other Operating Revenue | NR | 0.073 | 0.4 (a) | | (0.099) | (0.2) (a) | | | |
| Capital and Other Reimbursements | R | (0.205) | (8.0) (a) | | (0.256) | (3.7) (a) | | | |
| Total Revenue Variance | | \$ (0.195) | (0.2) | | \$ (1.241) | (0.5) | | | |
| Payroll | NR | \$ 2.104 | 7.7 (a) | | \$ 7.566 | 3.2 (a) | | | |
| Overtime | NR | (0.224) | (1.8) (a) | | (2.831) | (7.0) | Primarily due to the bus maintenance program aimed at reversing the negative trend in MDBF along with bus operator vacancies and traffic delays | | |
| Health & Welfare | NR | 0.624 | 3.9 (a) | | 1.709 | 3.6 (a) | | | |
| Pension | NR | 0.290 | 4.0 (a) | | 0.842 | 3.9 (a) | | | |
| Other Fringe Benefits | NR | 0.274 | 4.1 (a) | | 0.895 | 4.4 (a) | | | |
| Reimbursable Overhead | NR | (0.025) | (3.4) (a) | | 0.071 | 3.7 (a) | | | |
| Payroll | R | 0.021 | 2.5 (a) | | 0.018 | 0.8 (a) | | | |
| Overtime | R | 0.023 | 4.8 (a) | | (0.061) | (4.9) (a) | | | |
| Health & Welfare | R | - | - (a) | | - | - (a) | | | |
| Pension | R | - | - (a) | | - | - (a) | | | |
| Other Fringe Benefits | R | 0.005 | 1.5 (a) | | (0.019) | (2.1) (a) | | | |
| Reimbursable Overhead | R | 0.025 | 3.4 (a) | | (0.071) | (3.7) (a) | | | |
| Total Labor Variance | | \$ 3.116 | 2.5 | | \$ 8.120 | 2.2 | | | |
| Fuel for Buses and Trains | NR | \$ (0.263) | (1.7) (a) | | 1.097 | 2.5 (a) | | | |
| Insurance | NR | 0.644 | 14.5 | Timing | 1.681 | 13.3 | Timing | | |
| Paratransit Service Contracts | NR | 5.778 | 16.8 | Mostly due to the favorable timing of expense adjustments, diversion of riders to lower cost taxis and vouchers and lower completed trips | 7.183 | 7.5 | Mostly due to the diversion of riders to lower cost taxis and vouchers, lower completed trips, and reduced activity in the call center, eligibility certifications and vehicle rehabilitations | | |
| Maintenance and Other Operating Contracts | NR | 0.636 | 13.1 | Due mainly to the timing of operations maintenance & repairs, auto purchases and the offset of water & sewer charges against the Flatbush DEP credit. | 2.942 | 20.6 | Due mainly to timing of operations and facility maintenance and repairs and the offset of water and sewer charges against the Flatbush DEP credit. | | |
| Professional Service Contracts | NR | 0.146 | 49.9 | Due mainly to timing of expenses | 0.474 | 52.2 | Due mainly to timing of expenses | | |
| Materials & Supplies | NR | 0.086 | 1.0 (a) | | 1.039 | 4.2 (a) | | | |
| Other Business Expense | NR | (0.105) | * (a) | | (0.304) | * (a) | | | |
| Fuel for Buses and Trains | R | - | - (a) | | - | - (a) | | | |
| Paratransit Service Contracts | R | - | - (a) | | - | - (a) | | | |
| Maintenance and Other Operating Contracts | R | (0.005) | - (a) | | (0.006) | * (a) | | | |
| Professional Service Contracts | R | - | - (a) | | (0.000) | - (a) | | | |
| Materials & Supplies | R | (0.021) | - (a) | | (0.055) | - (a) | | | |
| Other Business Expense | R | 0.158 | 77.6 | Due to fewer warranty claims and travel expense | 0.449 | 73.4 | Due to fewer warranty claims and travel expense. | | |
| Total Non-Labor Variance | | \$ 7.053 | 10.4 | | \$ 14.500 | 7.5 | | | |
| Net Variance | | \$ 9.974 | 10.6 | | \$ 21.379 | 7.5 | | | |

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

**New York City Transit
2012 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)**

| | March 2012 | | | | | | March YTD 2012 | | | | | |
|--|------------------|-----------------|------------------|-----------------|---------------------|----------------|-------------------|------------------|-------------------|------------------|---------------------|-----------------|
| | Adopted Budget | | Actuals | | Var. - Fav./(Unfav) | | Adopted Budget | | Actuals | | Var. - Fav./(Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| NON-REIMBURSABLE SUBWAYS | | | | | | | | | | | | |
| REGULAR PAY | | | | | | | | | | | | |
| Service | 1,520,883 | \$42.6 | 1,419,470 | \$42.8 | 101,413 | (\$0.3) | 4,462,397 | \$125.0 | 4,158,804 | \$125.4 | 303,593 | (\$0.4) |
| Maintenance | 2,165,560 | \$60.0 | 1,918,537 | \$58.8 | 247,023 | \$1.2 | 6,226,752 | \$172.5 | 5,562,112 | \$170.4 | 664,640 | \$2.1 |
| Other | | \$0.0 | | \$0.0 | | \$0.0 | | \$0.0 | | | \$0.0 | |
| Total Regular Pay | 3,686,443 | \$102.6 | 3,338,007 | \$101.6 | 348,436 | \$0.9 | 10,689,149 | \$297.4 | 9,720,916 | \$295.7 | 968,233 | \$1.7 |
| SCHEDULED OVERTIME | | | | | | | | | | | | |
| Service | 86,334 | \$2.6 | 84,263 | \$2.5 | 2,071 | \$0.1 | 258,543 | \$7.8 | 246,013 | \$7.4 | 12,530 | \$0.4 |
| Maintenance | 1,272 | \$0.0 | 1,559 | \$0.0 | 287 | (\$0.0) | 3,533 | \$0.1 | 4,478 | \$0.1 | 945 | (\$0.0) |
| Other | | \$0.0 | | \$0.0 | | \$0.0 | | \$0.0 | | | \$0.0 | |
| Total Scheduled | 87,606 | \$2.6 | 85,822 | \$2.6 | 2,358 | \$0.1 | 262,076 | \$7.9 | 250,491 | \$7.6 | 13,475 | \$0.4 |
| UNSCHEDULED OVERTIME | | | | | | | | | | | | |
| Service | 103,398 | \$3.2 | 121,342 | \$3.7 | (17,944) | (\$0.5) | 310,758 | \$9.7 | 357,477 | \$10.7 | (46,719) | (\$1.0) |
| Maintenance | 82,603 | \$2.6 | 155,748 | \$4.8 | (73,145) | (\$2.1) | 248,767 | \$7.9 | 502,424 | \$15.4 | (253,657) | (\$7.5) |
| Weather Emergencies | 21,341 | \$0.6 | 1,913 | \$0.1 | 19,428 | \$0.6 | 62,965 | \$1.9 | 42,368 | \$1.3 | 20,597 | \$0.6 |
| Vacancy/Absentee Coverage | | \$0.0 | 530 | \$0.0 | (530) | (\$0.0) | | \$0.0 | 7,487 | \$0.4 | (7,487) | (\$0.4) |
| Service | | \$0.0 | | \$0.0 | | (\$0.0) | | \$0.0 | 3,366 | \$0.2 | (3,366) | (\$0.2) |
| Maintenance | | \$0.0 | | \$0.0 | | (\$0.0) | | \$0.0 | | \$0.0 | | \$0.0 |
| Other | | (\$0.6) | | (\$0.5) | | (\$0.2) | | \$0.2 | | \$0.0 | | \$0.2 |
| Total Unscheduled | 207,343 | \$5.9 | 279,533 | \$8.1 | (72,190) | (\$2.2) | 622,491 | \$19.7 | 913,122 | \$28.0 | (290,631) | (\$8.3) |
| TOTAL SUBWAYS LABOR | 3,981,392 | \$111.1 | 3,703,362 | \$112.3 | 278,004 | (\$1.2) | 11,573,716 | \$325.0 | 10,884,529 | \$331.3 | 691,077 | (\$6.2) |
| BUSES | | | | | | | | | | | | |
| REGULAR PAY | | | | | | | | | | | | |
| Service | 1,493,740 | \$44.5 | 1,478,019 | \$42.6 | 15,721 | \$1.9 | 4,373,586 | \$130.2 | 4,301,395 | \$124.2 | 72,191 | \$6.0 |
| Maintenance | 481,778 | \$14.6 | 463,345 | \$13.9 | 18,433 | \$0.6 | 1,397,063 | \$42.2 | 1,346,421 | \$40.5 | 50,642 | \$1.7 |
| Other | 14,841 | \$0.5 | 19,956 | \$0.6 | (5,115) | (\$0.1) | 41,425 | \$1.3 | 64,933 | \$1.7 | (23,508) | (\$0.4) |
| Total Regular Pay | 1,990,359 | \$59.5 | 1,961,320 | \$57.1 | 29,039 | \$2.4 | 5,812,074 | \$173.7 | 5,712,749 | \$194.5 | 99,325 | \$7.2 |
| SCHEDULED OVERTIME | | | | | | | | | | | | |
| Service | 262,760 | \$7.7 | 248,695 | \$7.1 | 14,065 | \$0.6 | 749,728 | \$21.9 | 712,427 | \$20.4 | 37,301 | \$1.5 |
| Maintenance | 2,487 | \$0.1 | 759 | \$0.0 | 1,728 | \$0.1 | 7,254 | \$0.2 | 1,974 | \$0.1 | 5,280 | \$0.2 |
| Other | 1,875 | \$0.1 | 1,580 | \$0.1 | 295 | (\$0.1) | 5,825 | \$0.2 | 5,201 | \$0.1 | 424 | \$0.1 |
| Total Scheduled | 267,122 | \$7.8 | 251,034 | \$7.3 | 16,088 | \$0.5 | 762,807 | \$22.3 | 719,602 | \$20.6 | 43,005 | \$1.7 |
| UNSCHEDULED OVERTIME | | | | | | | | | | | | |
| Service | 73,475 | \$2.2 | 116,754 | \$3.6 | (43,279) | (\$1.4) | 193,270 | \$5.7 | 251,029 | \$7.5 | (57,759) | (\$1.8) |
| Maintenance | 66,225 | \$2.1 | 92,372 | \$2.7 | (26,147) | (\$0.7) | 196,986 | \$6.1 | 326,141 | \$8.7 | (129,155) | (\$2.6) |
| Weather Emergencies | 4,411 | \$0.1 | 172 | \$0.0 | 4,239 | \$0.1 | 13,537 | \$0.4 | 13,528 | \$0.1 | 9 | \$0.3 |
| Vacancy/Absentee Coverage | | \$0.0 | (22,479) | (\$1.0) | 22,479 | \$1.0 | | \$0.0 | 21,711 | \$1.0 | (21,711) | (\$1.0) |
| Service | | \$0.0 | | \$0.0 | | \$0.0 | | \$0.0 | 3,366 | \$0.2 | (3,366) | (\$0.2) |
| Maintenance | | \$0.0 | | \$0.0 | | \$0.0 | | \$0.0 | | \$0.0 | | \$0.0 |
| Other | 10,659 | \$0.3 | 1,639 | \$0.1 | 9,030 | \$0.2 | 30,311 | \$1.1 | 6,225 | \$0.3 | 24,086 | \$0.8 |
| Total Unscheduled | 154,781 | \$4.6 | 188,458 | \$5.4 | (33,677) | (\$0.8) | 434,105 | \$13.4 | 622,000 | \$17.9 | (187,895) | (\$4.6) |
| TOTAL BUSES LABOR | 2,412,262 | \$71.972 | 2,400,812 | \$69.772 | 11,450 | \$2.2 | 7,008,786 | \$209.366 | 7,054,351 | \$232.989 | (45,565) | \$4.4 |
| OTHER | | | | | | | | | | | | |
| SCHEDULED OVERTIME | | | | | | | | | | | | |
| Safety/Security/Law Enforcement | 1,316 | \$0.0 | 887 | \$0.0 | 429 | \$0.0 | 3,943 | \$0.1 | 2,599 | \$0.1 | 1,344 | \$0.0 |
| Other | 839 | \$0.0 | | \$0.0 | 839 | \$0.0 | 2,517 | \$0.0 | | \$0.0 | 2,517 | \$0.0 |
| Total Scheduled | 2,155 | \$0.0 | 887 | \$0.0 | 1,268 | \$0.0 | 6,460 | \$0.1 | 2,599 | \$0.1 | 2,517 | \$0.0 |
| UNSCHEDULED OVERTIME | | | | | | | | | | | | |
| Service | 8,020 | \$0.2 | 6,949 | \$0.2 | 1,071 | \$0.0 | 23,911 | \$0.7 | 21,741 | \$0.6 | 2,170 | \$0.1 |
| Maintenance | 3,404 | \$0.1 | 8,233 | \$0.2 | (4,829) | (\$0.1) | 7,877 | \$0.2 | 24,852 | \$0.8 | (16,976) | (\$0.5) |
| Weather Emergencies | 28 | \$0.0 | 0 | \$0.2 | (7,805) | (\$0.2) | 87 | \$0.0 | | \$0.0 | 87 | \$0.0 |
| Safety/Security/Law Enforcement | 8,053 | \$0.2 | 7,833 | \$0.0 | 5,820 | \$0.2 | 24,169 | \$0.7 | 22,810 | \$0.6 | 1,359 | \$0.1 |
| Other | 4,671 | \$0.2 | 2,233 | \$0.0 | (20,577) | (\$0.2) | 6,944 | \$0.6 | 7,654 | \$0.4 | (7,10) | \$0.2 |
| Total Unscheduled | 24,176 | \$0.8 | 25,248 | \$0.7 | (26,320) | \$0.1 | 62,987 | \$2.2 | 77,057 | \$2.4 | (14,070) | (\$0.2) |
| Total Other | 26,331 | \$0.8 | 26,135 | \$0.7 | (25,052) | \$0.1 | 69,447 | \$2.3 | 79,656 | \$2.4 | (11,553) | (\$0.1) |
| TOTAL OTHER | 52,662 | \$1.7 | 52,270 | \$1.4 | (50,104) | \$0.243 | 138,894 | \$4.6 | 159,312 | \$4.8 | (23,106) | (\$0.3) |
| TOTAL NON-REIMBURSABLE OVERTIME | 743,183 | \$21.8 | 830,982 | \$24.1 | (112,473) | (\$2.2) | 2,150,726 | \$65.6 | 2,584,871 | \$76.5 | (434,145) | (\$10.9) |
| TOTAL REIMBURSABLE OVERTIME | 152,171 | \$6.06 | 205,084 | \$8.09 | 152,171 | (\$2.0) | 463,927 | \$16.0 | 573,222 | \$20.0 | (109,295) | (\$4.0) |
| TOTAL OVERTIME | 895,354 | \$27.9 | 1,036,066 | \$32.1 | 39,698 | (\$4.3) | 2,614,653 | \$81.6 | 3,158,093 | \$96.5 | (543,440) | (\$14.9) |

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
Utilization
(In millions)

| | <u>March 2012</u> | | | <u>Year-to-date as of March 2012</u> | | |
|-------------------------------|-----------------------|------------------|--|--------------------------------------|-------------------|--|
| | <u>Adopted Budget</u> | <u>Actual</u> | <u>Favorable/ (Unfavorable) Variance</u> | <u>Adopted Budget</u> | <u>Actual</u> | <u>Favorable/ (Unfavorable) Variance</u> |
| <u>Farebox Revenue</u> | | | | | | |
| Fixed Route | \$ 76.213 | \$ 76.284 | \$ 0.071 | \$ 214.805 | \$ 214.162 | \$ (0.643) |
| Paratransit | 1.439 | 1.306 | (0.133) | 3.992 | 3.749 | (0.243) |
| Total Farebox Revenue | \$ 77.652 | \$ 77.590 | \$ (0.062) | \$ 218.797 | \$ 217.911 | \$ (0.886) |
| | | | | | | |
| Other Revenue | \$ 16.294 | \$ 16.367 | \$ 0.073 | \$ 48.882 | \$ 48.783 | \$ (0.099) |
| Capital & Other | 2.560 | 2.355 | (0.205) | 6.900 | 6.644 | (0.256) |
| Total Revenue | \$ 96.506 | \$ 96.312 | \$ (0.195) | \$ 274.579 | \$ 273.338 | \$ (1.241) |
| | | | | | | |
| <u>Ridership</u> | | | | | | |
| Fixed Route | 60.265 | 60.753 | 0.488 | 167.470 | 167.939 | 0.469 |
| Paratransit | 0.889 | 0.848 | (0.041) | 2.465 | 2.367 | (0.098) |
| Total Ridership | 61.154 | 61.601 | 0.447 | 169.935 | 170.306 | 0.371 |

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
 FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
 TOTAL FULL-TIME POSITIONS BY FUNCTION AND OCCUPATIONAL GROUP
 March 2012

| FUNCTION/OCCUPATION | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Reason For Variance |
|--|-------------------|---------------|--|---------------------------------|
| Total Baseline Positions | | | | |
| Managers/Supervisors | | | | |
| - Managers | 580 | 575 | 5 | |
| - Supervisors | 1,154 | 1,122 | 32 | |
| Total Managers/Supervisors | 1,734 | 1,697 | 37 | Vacancies Due to Delayed Hiring |
| Professional/Technical/Clerical | | | | |
| - Full Time | 239 | 247 | (8) | |
| - Part Time | - | 5 | (5) | |
| Total Professional/Technical/Clerical | 239 | 252 | (13) | |
| Operational Hourlies | | | | |
| - Bus Operators | 9,495 | 9,434 | 61 | |
| - Maintenance | 2,681 | 2,645 | 36 | |
| Total Hourlies | 12,176 | 12,079 | 97 | Timing of Training Requirements |
| Total Baseline Positions FT | 14,149 | 14,028 | 121 | |
| Total Baseline Positions PT | - | 5 | (5) | |
| Total Baseline Positions | 14,149 | 14,033 | 116 | |

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

NYCT Buses

Awards:

- ⇒ Install bus cameras on 1,045 buses for \$20.8 million.
- ⇒ Install equipment at five depots to support the deployment of Intelligent Vehicle Network (IVN). The bid price is \$2.1 million.

Completions: None

Designs: None

MTA Bus

Awards: Install bus cameras on 105 buses for \$1.8 million.

Completions: None

Designs: None

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed expenditure of \$30.0M.

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 | <i>Thomas Del Sorbo</i> |
| Project Manager Name | James P. Curry |

| | |
|-------------------------|--------------|
| Date | May 10, 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 | 5/21/12 | X | | |
| 2 | Board | 5/23/12 | 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:

| <u>Procurements Requiring Majority Vote</u> | <u># of Actions</u> | <u>\$ Amount</u> |
|---|---------------------|------------------|
| Schedule H: Modifications to Personal & Miscellaneous Service Contracts | 1 | \$ 30.0M |
| | <u># of Actions</u> | <u>\$ Amount</u> |
| Total Non-Competitive Procurements | 1 | \$30.0M |

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

None

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

None

| | <u># of Actions</u> | <u>\$ Amount</u> |
|--------------------------------|---------------------|------------------|
| Total Competitive Procurements | 0 | \$0 |

MTA Bus Company seeks Ratifications in the following categories:

None

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

None

| | <u># of Actions</u> | <u>\$ Amount</u> |
|---------------------|---------------------|------------------|
| Total Ratifications | 0 | \$0 |

| | <u># of Actions</u> | <u>\$ Amount</u> |
|--------------------|---------------------|------------------|
| Total Procurements | 1 | \$30.0M |

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

MAY 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. Motor Coach Industries, Inc. Contract #B-31153.50 | \$30,100,175 (Est.) | <u>Staff Summary Attached</u> |
| Modification to the contract for the purchase of 120 over-the-road buses, in order to purchase an additional 54 buses. | | |



Item Number: 1

| | |
|--|--|
| Vendor Name (& Location) Motor Coach Industries, Inc. (Schaumburg, IL.) | |
| Description Purchase of Over-the-Road buses | |
| Contract Term (including Options, if any) June 2012 – December 2017 | |
| 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-31153 | AWO/Modification # 50 |
| Original Amount: | \$ 45,198,840 |
| Prior Modifications: | \$ 443,035,701 |
| Prior Budgetary Increases: | \$ |
| Current Amount: | \$ 488,234,541 |
| This Request: | \$ 30,100,175 (Est.) |
| % of This Request to Current Amount: | 6.2% |
| % of Modifications (including This Request) to Original Amount: | 1046.8% |

Discussion:

This modification is for the purchase of an additional 54 Motor Coach Industries (MCI) 45-foot Over-the-Road (OTR) express buses. These OTR express buses are required to replace buses that have exceeded their useful life of 12 years and have been in service since 1999.

The original contract provided NYC Transit with 120 OTR express buses. Subsequent to award, as service demands increased, 1,002 additional buses were purchased for a total of 1,122 (619 NYC Transit and 503 MTA Bus) through the exercise of a series of modifications as MCI was and continues to be the only approved NYC Transit manufacturer of OTR express buses. There are currently 90 OTR express buses manufactured by Prevost Car (US) Inc. (Prevost) undergoing an in-service evaluation as part of NYC Transit's New Bus Qualification Program. The purchase of these 90 Prevost OTR express buses was approved by the November 2010 Board, the contract was awarded in January 2011 and delivery was completed in January 2012. When qualified, both manufacturers will be able to participate in future competitive procurements for OTR express buses.

MCI filed for bankruptcy in September 2008, whereupon NYC Transit filed claims with the Bankruptcy Court to protect its interests. As a result, NYC Transit and MCI have had extensive negotiations which have resulted in a settlement agreement to resolve all outstanding contractual issues between the parties. Under the settlement agreement, MCI agrees to assume the Contract inclusive of the continuing warranties on 546 OTR express buses supplied under previous OTR express bus orders and NYC Transit agrees to purchase an additional 54 OTR express buses at a price of \$553,658 per bus. While MCI emerged from bankruptcy in April 2009, the Bankruptcy Court retained jurisdiction for purposes of several unresolved claims, including those of NYC Transit. Therefore the settlement agreement, which includes this Contract Modification, is subject to the approval of the Bankruptcy Court. In the event approval is not granted by the Bankruptcy Court, Notice to Proceed will not be issued and this modification will be null and void.

Assuming approval of the Bankruptcy Court is obtained by mid-June 2012, it is anticipated that MCI's lead bus will be delivered in August 2012 and the production buses will be delivered November through December 2012.

MCI's original proposal included a per bus price of \$592,713. As a result of negotiations, this price has been reduced to \$553,658. The total amount of this award will be for \$30,100,175. It will consist of \$29,897,532 for the 54 buses, \$127,643 for manuals, first article inspections, and diagnostic tools as well as \$75,000 for an estimated quantity of training. This is a savings of approximately \$1.9M or 6.0% from the initial price proposal received from MCI. Based on a Producer Price Index comparison, the MCI per bus price compares favorably to the per bus price paid to Prevost (\$549,568) under Contract B-40643 for similarly configured OTR express buses. The prices in this modification have been deemed fair and reasonable by the Cost Price Analysis Unit based on the results of a cost audit conducted by MTA Audit Services.



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

SERVICE ISSUE:

The B103 provides full-time limited-stop service between Downtown Brooklyn and Canarsie via the intermediate neighborhoods of East Flatbush, Flatbush, Kensington, and Boerum Hill. The westbound B103 to Downtown Brooklyn currently uses 7th Avenue and 5th Avenue on its non-stop travel path through Gowanus and Boerum Hill. It began using this travel path in late February 2012, relocating from its previous path on 3rd Avenue because of extensive traffic congestion on 3rd Avenue. However, since implementation in February, travel time on 3rd Avenue has improved, facilitated by the completion of construction along 3rd Avenue, and the travel time is now equivalent to the time using 7th and 5th Avenues. Additionally, 3rd Avenue is more conducive to non-stop bus travel as it has wider traffic lanes with less retail related pedestrian and parking activity than 5th Avenue, and because of the greater activity on 5th Avenue, there is a perception that it is slower than the previous path on 3rd Avenue.

RECOMMENDED SOLUTION:

Revise the non-stop travel path of the B103 to return to 3rd Avenue to travel from the Prospect Expressway to Flatbush Avenue to provide more reliable service on streets more conducive to non-stop bus operation, instead of 7th Avenue and 5th Avenue where there is more pedestrian and parking activity.

No bus stops would be discontinued on the current non-stop westbound path; however, one westbound bus stop on 3rd Avenue at State Street would be restored.

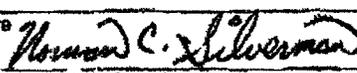
ESTIMATED IMPACT:

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

PLANNED IMPLEMENTATION:

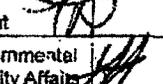
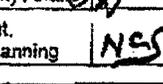
June 2012.

Staff Summary

| | |
|---------------------------|---|
| Subject | B103 Westbound Travel Path Revision in Gowanus and Boerum Hill |
| Department | Operations Planning |
| Department Head Name | Norman C. Silverman |
| Department Head Signature |  |
| Project Manager Name | Julian Bautista |

| | |
|-------------------------|-------------|
| Date | May 3, 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 | |  5/2/12 |
| 3 | Executive Vice President | |  |
| 2 | VP, Intergovernmental and Community Affairs | |  |
| 1 | Vice President, Operations Planning | NCS | 5/2/12 |

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 travel path of the westbound B103 in Gowanus and Boerum Hill in Brooklyn. This route was formerly operated by Command Bus and transitioned into MTA Bus service on December 5, 2005.

DISCUSSION:

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

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

The westbound B103 currently uses 7th Avenue and 5th Avenue to travel non-stop from the Prospect Expressway to Flatbush Avenue and Downtown Brooklyn. The westbound B103 began using this travel path in late February 2012, relocating from its previous path on 3rd Avenue because it was experiencing extensive traffic congestion on 3rd Avenue. This traffic congestion developed in early Fall 2011

The legal name of MTA Bus is MTA Bus Company.

following traffic changes made by the NYC Department of Transportation in the vicinity of 4th Avenue and Atlantic Avenue, which caused frequent significant delays to the westbound B103, in many cases more than doubling the travel time through this area. At the time, the use of 7th Avenue to 5th Avenue was determined provide more consistent travel times, improving reliability.

However, the travel path via 7th Avenue to 5th Avenue utilizes busier streets with more pedestrian, parking and other general commercial/retail activity than 3rd Avenue, which consists mostly of industrial uses with high-density residential apartment buildings and less pedestrian activity. 3rd Avenue also generally has wider traffic lanes than 5th Avenue allowing more room for maneuvering around other vehicles. Because of the activity on 5th Avenue, there is a perception among customers that it is slower than 3rd Avenue. Additionally, increased activity is anticipated along 5th Avenue with the opening in Fall 2012 of the new Barclays Center arena located just east of the intersection of Flatbush Avenue and Atlantic Avenue, which will likely contribute to additional delays, as 5th Avenue goes directly to the arena site.

Most significantly, subsequent to the implementation of the change to the B103 to use 7th Avenue and 5th Avenue, traffic conditions along 3rd Avenue have improved, facilitated by the completion of construction along 3rd Avenue, and the travel time via 3rd Avenue is now similar to the travel time on the current 7th Avenue to 5th Avenue travel path. It should be noted that during the weekday morning peak period both travel paths are about equally delayed due to high traffic volumes. The performance of the former versus the current path has been confirmed by a number of on-site travel time comparisons.

Because of the improved travel times on 3rd Avenue, and because the lower activity on 3rd Avenue is more conducive to the B103's non-stop operation in this portion of the route, it is recommended to return the westbound B103 to 3rd Avenue. As illustrated in the attached map, under this revision, the westbound B103 would again exit the Prospect Expressway at the 4th Avenue/3rd Avenue exit, and then use Prospect Avenue and 3rd Avenue to travel from the Prospect Expressway to Flatbush Avenue, no longer using 7th Avenue and 5th Avenue. After exiting the Prospect Expressway at the 4th Avenue/3rd Avenue exit, the westbound B103 would travel non-stop, west on Prospect Avenue and then north on 3rd Avenue restoring the bus stop at State Street, east on Schermerhorn Street then west onto Flatbush Avenue, resuming the current travel path.

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

RECOMMENDATION:

To provide more reliable service traveling from the Prospect Expressway to Flatbush Avenue on streets more conducive to non-stop bus operation through Gowanus and Boerum Hill, revise the travel path of the B103 to use 3rd Avenue to travel from the Prospect Expressway to Flatbush Avenue, instead of 7th Avenue and 5th Avenue.

Travel time on 3rd Avenue is now generally equivalent to travel time on 7th Avenue and 5th Avenue, and 3rd Avenue is a better street for buses to operate non-stop, as pedestrian and vehicle loading activity is lower. Because of the higher activity on 5th Avenue, the customer perception is that it is slower than 3rd Avenue. No bus stops would be discontinued on the current non-stop westbound path; however, one westbound bus stop on 3rd Avenue at State Street would be restored. This revision would improve

Staff Summary

Page 3 of 3

Under this revision, the westbound B103 would continue to travel west on the Prospect Expressway, then exit at the 4th Avenue/3rd Avenue exit, west on Prospect Avenue (the service road to the Prospect Expressway in this area), north on 3rd Avenue restoring the bus stop on State Street, east on Schermerhorn Street, then west on Flatbush Avenue resuming the current travel path.

ALTERNATIVES:

One alternative would be to leave the current travel path unchanged. This would forego the opportunity to use a more reliable travel path in Gowanus and Boerum Hill.

A second alternative would be to use 4th Avenue to travel directly to Flatbush Avenue. However, there is also heavy traffic congestion on northbound 4th Avenue and has been found to not be better than 3rd Avenue nor 7th and 5th Avenues.

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

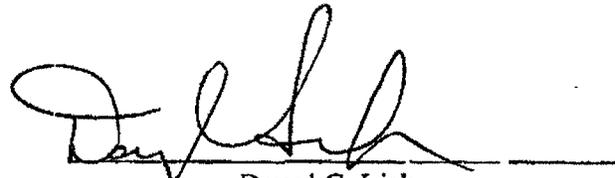
IMPACT ON FUNDING:

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

IMPLEMENTATION:

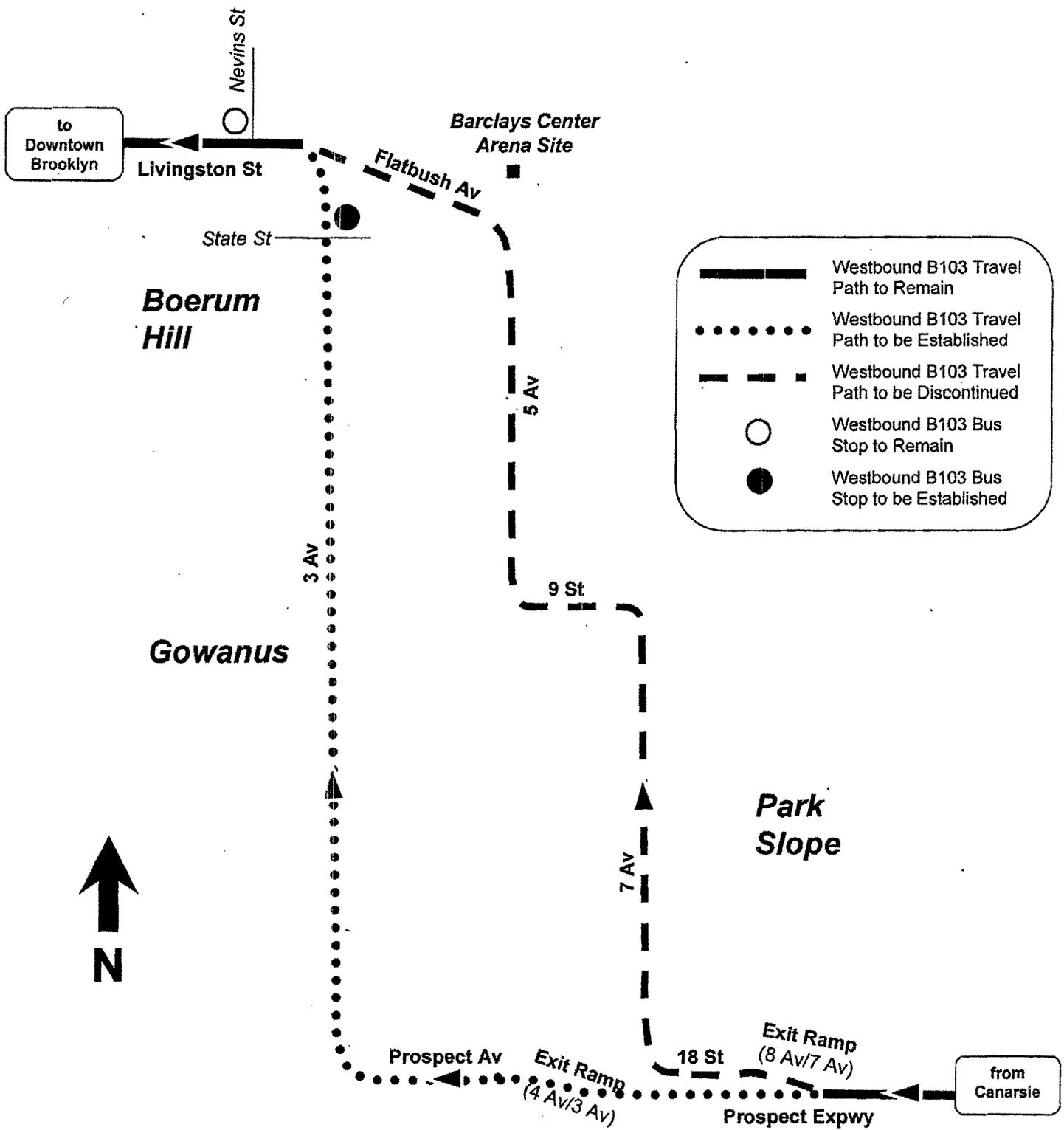
June 2012.

Approved:



Darryl C. Irick
President

B103 Westbound Travel Path Revision in Gowanus and Boerum Hill



Report



New York City Transit

**SERVICE CHANGES: NYC TRANSIT COMMITTEE NOTIFICATION
MTA BUS OPERATIONS COMMITTEE
NOTIFICATION:
REROUTE Q48 BUSES AT MAIN STREET AND
ROOSEVELT AVENUE IN FLUSHING**

Service Issue

In July 2010, the New York City Department of Transportation (NYCDOT) implemented a series of measures to improve traffic flow and pedestrian safety in downtown Flushing which required MTA Bus and NYCT to reroute a number of bus routes and relocate bus stops in the area. These changes resulted in significantly less space for buses to stop and recover between trips. Since July 2010, the Q19, Q50, Q66 and Q48 pick up customers on the south side of Roosevelt Avenue between Prince Street and Main Street. In addition the Q12, Q15, Q26 and Q48 recover on this block. This results in heavy congestion on the travel lanes, as well as in the recovery locations throughout most of the day.

Recommendation

Modify the turn around of the Q48 so that it recovers and picks up customers on the north side of Roosevelt Avenue between Prince Street and Main Street.

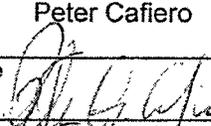
Budget Impact

The recommended action would increase annual operating costs by approximately \$200,000.

Implementation Date

September 2012

Staff Summary

| | |
|---------------------------|---|
| Subject | Reroute Q48 Buses at Main Street and Roosevelt Avenue in Flushing |
| Department | Operations Planning |
| Department Head Name | Peter Cafiero |
| Department Head Signature |  |
| Project Manager Name | Judith McClain |

| | |
|-------------------------|-------------|
| Date | May 6, 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 | <i>WP</i> | X | | |
| 2 | NYCT Cmte | | | X | |
| 3 | Bus Ops Cmte | | | X | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|---------------------------|-------|-------------------------------|
| Order | Approval | Order | Approval |
| 8 | President <i>WP</i> | 4 | VP General Counsel. <i>WJ</i> |
| 7 | Executive VP <i>MS</i> | 3 | Director OMB <i>MS 5/5/12</i> |
| 6 | VP Corp. Comm. <i>MS</i> | 2 | VP GCR <i>WJ 5/9/12</i> |
| 5 | Senior VP Buses <i>WJ</i> | 1 | Chief OP <i>WJ 5/1/12</i> |

Purpose

To obtain Presidential approval for and to inform the NYC Transit Committee and the MTA Bus Committee of a recommendation to modify the turnaround of the Q48 in Flushing, Queens in response to congestion in downtown Flushing.

Discussion

In July 2010, the New York City Department of Transportation (NYCDOT) implemented a series of measures to improve traffic flow and pedestrian safety in downtown Flushing which required MTA Bus and NYCT to reroute a number of bus routes and relocate of bus stops in the area. These changes resulted in significantly less space for buses to stop and recover between trips throughout downtown Flushing. More specifically, since July 2010, the Q19, Q50, Q66 and Q48 pick up customers on the south side of Roosevelt Avenue between Prince Street and Main Street. In addition the Q12, Q15, Q26 and Q48 recover on this block. With this number of routes maneuvering into and out of the bus stops and their recovery locations, congestion and blockage occur in the travel lanes as well as in the bus recovery locations throughout much of the day. At times, some buses discharge customers in the travel lane due to the lack of curb space.

To address this congestion, NYCDOT has formally requested that a layover be relocated away from the south curb and has offered to NYCT and MTA Bus the north curb of Roosevelt Avenue from Main Street to Prince Street as an alternate recovery and bus stop location. Previously this location was

used as a taxi stand. Based on travel patterns and traffic restrictions that were implemented by NYCDOT in 2010, the Q48 route is best positioned to use the north curb of Roosevelt Avenue from Main Street to Prince Street.

This staff summary recommends relocating the eastern terminal to the north curb of Roosevelt Avenue, far side, Main Street. The Q48 would use the current last stop on the south curb of Roosevelt Avenue, near side, Main Street and travel via Main Street, 39th Avenue, Union Street, and Roosevelt Avenue. The Q48 would recover and make its first westbound stop on the north curb of Roosevelt Avenue, far side, Main Street. In addition to reducing congestion on the south side of Roosevelt Avenue, this is expected to reduce travel time for westbound customers by several minutes as the bus will no longer make four difficult and time-consuming turns in service.

Recommendation

Modify the Q48 turn around in Flushing in response to the NYCDOT's request to reduce congestion in the area.

Alternatives

1. *Do Nothing*: Congested conditions on the south side of Roosevelt Avenue will continue.

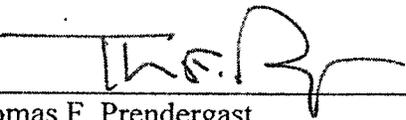
Budget Impact

The recommended action would increase annual operating costs by approximately \$200,000.

Implementation Date

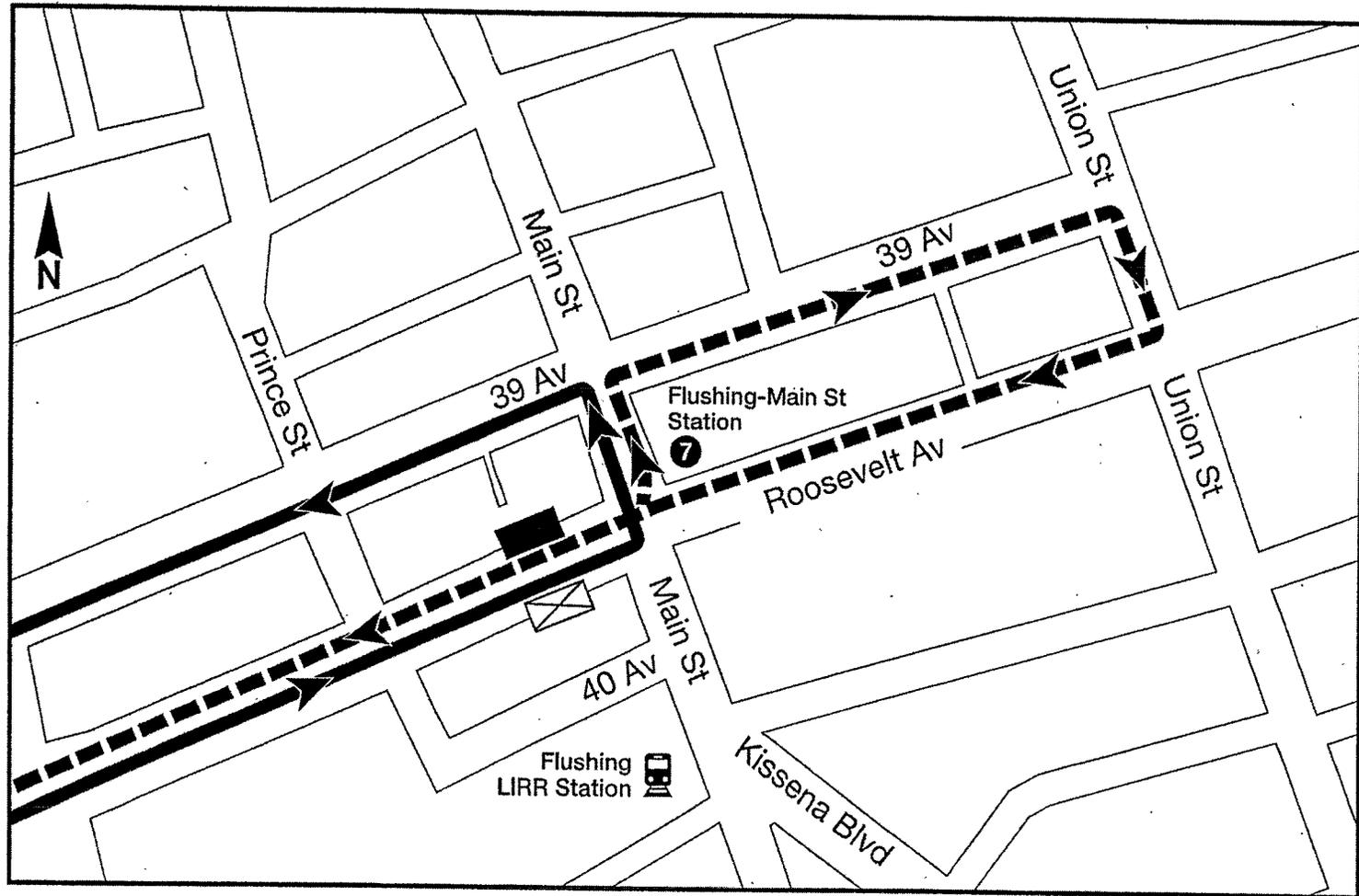
September 2012

Approved:



Thomas F. Prendergast
President

Q48 Reroute at Main St-Roosevelt Av in Flushing



Q48 Legend

-  Current Q48 Route
-  Proposed Q48 Route
-  Q48 New Terminal and 1st stop
-  Q48 Terminal to be Discontinued
Bus stop remains as route's last stop

Report



**SERVICE CHANGES: NYC TRANSIT COMMITTEE NOTIFICATION
MTA BUS OPERATIONS COMMITTEE NOTIFICATION:
IMPLEMENT S79 SELECT BUS SERVICE ON HYLAN
BOULEVARD**

Service Issue

S79 service currently carries approximately 8,800 passengers on an average weekday making it the second busiest route on Staten Island. The area it serves has nearly 100,000 residents within ¼ mile, and the route travels via Hylan Boulevard, the busiest bus corridor on Staten Island. Hylan Boulevard is the fourth of the first phase of corridors converted from conventional bus service to Select Bus Service. The Select Bus Service components on Hylan Boulevard, including bus lanes, pedestrian improvements and traffic signal improvements, benefit not just S79 buses, but all buses on the corridor.

Recommendation

Implement Select Bus Service on Hylan Boulevard. This service, which will be called S79 Select Bus Service (SBS), will replace S79 local service. Local service will continue to be provided on Richmond Avenue by the S59 and on Hylan Boulevard by the S78. In combination, it is estimated that this package of service improvements will result in 20% faster travel time (up to 15 minutes) for S79 customers.

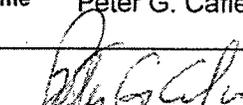
Budget Impact

Implementation of S79 SBS on Hylan Boulevard will result in a net increase in annual bus operating costs of \$300,000. Much of this increase in cost is for an increase in service levels on the S59 and S78 to insure that they will continue to meet NYCT service guidelines along Richmond Avenue and Hylan Boulevard once the S79 SBS is implemented. It should be noted that the level of S78 and S59 service currently operated accurately meets current customer demand. These costs are included in the approved Select Bus Service operating budget. SBS service will operate with the same hours and frequency as does the current S79. There will be no reduction from the current levels of bus service along Hylan Boulevard.

Implementation Date

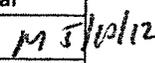
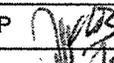
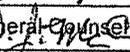
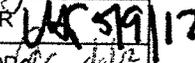
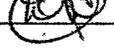
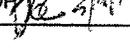
September 2012.

Staff Summary

| | |
|---------------------------|---|
| Subject | Implement S79 Select Bus Service on Hylan Boulevard |
| Department | Operations Planning |
| Department Head Name | Peter G. Cafiero |
| Department Head Signature |  |
| Project Manager Name | Judith McClain |

| | |
|-------------------------|-------------|
| Date | May 9, 2012 |
| Vendor Name | N/A |
| Contract Number | N/A |
| Contract Manager Name | N/A |
| Table of Contents Ref # | N/A |

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

| Internal Approvals | | | |
|--------------------|--|-------|--|
| Order | Approval | Order | Approval |
| 8 | President | 4 | Director OMB  M 5/10/12 |
| 7 | Executive VP  | 3 | VP General Counsel  |
| 6 | VP Corp. Comm.  | 2 | VP GCR  5/9/12 |
| 5 | SVP Buses  | 1 | Chief OF  5/11/12 |
| | | | |

Purpose

The purpose of this Staff Summary is to obtain Presidential approval and to inform the NYCT Committee and the MTA Bus Operations Committee of the implementation of Select Bus Service on Hylan Boulevard. This service, which will be called S79 Select Bus Service (SBS), will be implemented in September 2012.

Discussion

MTA New York City Transit (NYCT) has been closely working with the New York City Department of Transportation (NYCDOT) to implement Select Bus Service in New York City. Both agencies have been working cooperatively for a number of years on this effort.

SBS Definition

Select Bus Service is a high-performance surface transportation system that incorporates elements such as bus lanes, traffic signal priority (TSP), traffic signal optimization, faster fare collection, fewer stops, high-capacity low-floor buses, a branded service and attractive stations. A combination of these features results in an improvement in speed and service reliability. Each transit corridor has different characteristics and physical constraints that determine which SBS elements are appropriate for the corridor

All of these features, except for off-board fare collection, will be brought to the Hylan Boulevard SBS corridor based on their ability to improve speed and reliability. The S79 SBS will not have off-board fare collection because overall boarding times on the S79 are relatively fast due to highly dispersed boarding patterns. Most of the travel time savings are anticipated to be generated from fewer stops, the inclusion of bus lanes and traffic signal optimization.

SBS Screening Process

The first phase of the SBS project included a citywide screening process where corridors were evaluated for their suitability for SBS. The 100 busiest bus corridors in the city were identified and then evaluated using a series of qualitative measures. Based on community input and a technical evaluation, 15 corridors were selected. The 15 concept plans were presented at another series of citywide public meetings. Again, based on community input and technical analysis, the five strongest corridors were selected. The corridor that was selected for Staten Island is Hylan Boulevard. This route had support among Staten Island residents, community groups and elected officials.

Hylan Boulevard ranks highly as a corridor for SBS conversion due to the width of the thoroughfare for modifications and reallocation of lane space, the volume of buses utilizing the corridor and the number of customers that would be positively affected from the upgrade to SBS. As a result, the measures applied to the corridor are beneficial to not just the S79 but also to the S78, S59 and the numerous Staten Island to Manhattan express bus routes that also operate on the corridor.

Service Plan

The plan for this service is to replace the S79 local with S79 Select Bus Service. All S79 service would operate with one service pattern between Bay Ridge and the Staten Island Mall. The service would operate via 86 St, Fort Hamilton Parkway, the Verrazano Narrows Bridge, Narrows Road, Steuben Street, Hylan Boulevard, Richmond Avenue, Platinum Avenue, and Ring Road to Marsh Avenue terminal as does the current S79 (see Figure 1).

The S79 will make limited stops at high ridership locations and major transfer points. 71% of the local stops will be eliminated on the S79 SBS, reducing the number of stops in each direction from 75 to 22. These 22 SBS stops serve 70% of the S79 boardings so the majority of current customers should benefit from the new service. Local service will continue to be provided on Richmond Avenue by the S59 and on Hylan Boulevard by the S78.

The S79 will be rerouted along two route segments, Yukon Avenue and Richmond Hill Road, which will save customers a total of four minutes in each direction (see Figures 2 and 3). Approximately 200 customers will have to walk to a new S79 stop on Richmond Avenue at Yukon Avenue and fewer than 100 customers will have to walk to a new S79 stop on Ring Road at Macys. NYCT is working with the management of the Staten Island Mall to build improved customer facilities at bus stops and a new stop at Macy's. These improvements are anticipated to be completed in 2013.

Staten Island Mall-bound S79 trips will also serve the Eltingville Transit Center via a streamlined route path (see Figure 4). The new entry to the Transit Center directly from Richmond Avenue, instead of a circuitous route via Arthur Kill Road and Wainwright Avenue, will save customers from waiting at the Arthur Kill Road/Richmond Avenue intersection twice.

Staff Summary



The S79 SBS will provide passengers the opportunity to transfer to:

- The R subway line at 86 Street;
- The Staten Island Railway at the Eltingville Station; and
- Express buses, local buses and parking at the Eltingville Transit Center

Northbound (Bay Ridge-bound) Stations:

Marsh Av / Westport Street
Ring Road / Staten Island Mall Macys
Ring Road / Staten Island Mall Sears
Richmond Av / Yukon Avenue
Eltingville Transit Center
Richmond Av / Genesee Avenue
Richmond Av / Eltingville SIR Station
Hylan Boulevard / Winchester Av
Hylan Boulevard / Nelson Av
Hylan Boulevard / Bay Terrace
Hylan Boulevard / Buffalo Street
Hylan Boulevard / Tysens Lane
Hylan Boulevard / Ebbitts Street
Hylan Boulevard / New Dorp Lane
Hylan Boulevard / Midland Av
Hylan Boulevard / Seaview Av
Hylan Boulevard / Old Town Road
Hylan Boulevard / Clove Road
Hylan Boulevard / Narrows Road
Narrows Road / Fingerboard Road, Staten Is
92 Street / Fort Hamilton Parkway, Brooklyn
4 Avenue / 86 Street-Bay Ridge, Brooklyn

Southbound (Staten Island Mall-bound) Stations:

4 Avenue / 86 Street-Bay Ridge, Brooklyn
92 Street / Fort Hamilton Parkway, Brooklyn
Narrows Road / Fingerboard Road, Staten Is
Narrows Road / St Johns Avenue
Hylan Boulevard / Clove Road
Hylan Boulevard / Old Town Road
Hylan Boulevard / Seaview Av
Hylan Boulevard / Midland Av
Hylan Boulevard / New Dorp Lane
Hylan Boulevard / Ebbitts Street
Hylan Boulevard / Tysens Lane
Hylan Boulevard / Buffalo Street
Hylan Boulevard / Bay Terrace
Hylan Boulevard / Nelson Av
Richmond Av / Hylan Boulevard
Richmond Av / Eltingville SIR Station
Richmond Av / Genesee Avenue
Eltingville Transit Center
Richmond Av / Yukon Avenue
Ring Road / Staten Island Mall Sears
Ring Road / Staten Island Mall Macys
Marsh Av / Westport Street

Span and Frequency

The S79 SBS service schedule will be comparable to the current service schedule of the S79 local. Weekday service will operate from 4:15 a.m. to 12:20 a.m., Saturday service will operate from 4:45 a.m. to 11:15 p.m. and Sunday service will operate from 5:20 a.m. to 11:30 p.m. As with all routes, when ridership and running times stabilize, service levels will be adjusted to meet our loading guidelines. It is further anticipated that savings achieved through faster speeds will be reinvested to provide more service as ridership grows.

Travel Time Savings

Current travel times on the S79 vary by time of day. One-way travel times can be as high as 80 minutes, but 75 minutes is typical of much of the day. These improvements will speed S79 travel times by approximately 20% over current conditions, depending upon time of day and direction of travel. This averages to approximately 15 minutes of travel time savings end-to-end.

Bus Lanes

One key element of Select Bus Service is bus lanes. Bus lanes are typically located in areas that would benefit from segregation of bus traffic from general traffic without significantly increasing the delays encountered by general traffic in the remaining travel lanes. Currently on Hylan Boulevard there are AM and PM peak hour "No Standing" regulations between Clove Road and Lincoln Avenue. With the S79 SBS, NYCDOT will introduce continuous peak hour curb side bus lanes between Clove Road and Lincoln Avenue. These lanes will be in effect northbound from 6:00 a.m. to 9:00 a.m. and southbound from 3:00 p.m. to 7:00 p.m, Monday through Friday. Consideration was given to extend the bus lane south to Tysens Lane. However traffic analysis showed that this change would overload the remaining general lanes of traffic and could result in extensive delays at intersections in the vicinity of New Dorp Lane.

In addition, new bus lanes will be installed on southbound Richmond Avenue approaching Hylan Boulevard and in both directions near the Staten Island Mall. These bus lanes are installed in congested areas that would provide faster travel for buses, have no effect on parking, and would not significantly inhibit traffic flow.

As with other SBS routes, these bus lanes will be painted red for visibility, and there will be overhead, highway-type signs indicating that the lane is for buses only. The bus lanes will be 11-12 feet wide. These bus lanes will also benefit other express and local buses in the corridor.

Bus Lane Enforcement

Enforcement of bus lanes is a critical part of the success of this project. NYCT and NYCDOT have worked closely with the NYPD on bus lane enforcement. The New York State Legislature authorized use of camera enforcement of bus lanes along SBS corridors. Thus, Hylan Boulevard bus lane will be enforced both by NYPD and cameras. Vehicles may enter a bus lane only to make the next available right turn or to quickly drop off or pick up passengers. Violating bus lane rules results in a \$115 – \$150 fine. Summonses issued through camera enforcement are not moving violations.

Bus Pads

Many of the bus pads along Hylan Boulevard are in poor condition resulting in substandard bus stops. As part of this project NYCDOT will replace deficient bus pads and lengthen bus pads where necessary. This work has already begun and will continue throughout 2012 and 2013.

Pedestrian Access

NYCDOT will upgrade medians, curbs and sidewalks at key bus stop locations along Hylan Boulevard to improve safety for customers boarding and disembarking buses. In addition, bus shelters will be added where demand warrants and physical conditions permit them. These improvements will also benefit riders on other Hylan Boulevard routes and other pedestrians.

Traffic Signalization

The Hylan Boulevard Traffic Improvement Study, which predated this service proposal, included a rigorous analysis of traffic flow on the corridor and recommended measures to optimize signal timings and improve signal progression. These modifications will be implemented during the summer of 2012. A new type of bus priority device called an advance signal will be piloted on Hylan Boulevard late in 2012. In addition, during 2013, traffic signal priority (TSP) will be enabled along the S79 route on Hylan Boulevard and Richmond Avenue. With TSP specially-equipped buses are able to request that traffic signals hasten or extend the green time through intersections. This system is already in place in select locations on Victory Boulevard and Fordham Road and has decreased running times.

Branding

The buses to be used for S79 SBS will have an appearance similar to other SBS routes, which is distinct from other NYCT buses. The current Orion VII Next Generation low-floor buses will be utilized but have a distinct wrap that will stand out from a distance. This branding identity will also be used for S79 SBS marketing materials and station features. The front of the bus will also feature the signature flashing blue LED lights, which will signal to customers that an SBS bus is approaching the stop.

On-Bus Passenger Information

The S79 SBS will also be the pilot route for advanced on-bus passenger visual and audio information which will improve the transit experience for visual or hearing impaired customers. Like all Staten Island local and express bus routes, the S79 SBS also features the Bus Time interface, which since January 2012 has provided real-time location of buses along the route. Bus Time has a text version that given a unique bus stop code displays the next three S79 trips approaching. In addition a web based display is currently operating at the Eltingville Transit Center that shows the location of all S79 buses along the route.

Public Outreach

NYCT and NYCDOT staff has attended approximately ten community meetings on this project including three informational open houses which were held at venues along the corridor.

Additionally, a Community Advisory Committee (CAC) was convened to provide guidance in the design and implementation of SBS in this corridor. The CAC comprised a broad range of stakeholders, from elected officials to Community Boards to major area institutions. There has been thorough discussion of all the issues, and many points of concern have been addressed through changes to the project including the addition of stations.

Alternatives

1. *Do Nothing.* If no actions are taken, S79 service along Hylan Boulevard will continue to be slow and inefficient, discouraging ridership growth.

Recommendation

Implement S79 Select Bus Service (SBS), replacing S79 local service. Local service will continue to be provided on Richmond Avenue by the S59 and on Hylan Boulevard by the S78. In combination, this package of service improvements will result in 20% faster travel time for S79 customers.

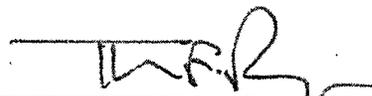
Budget Impact

Implementation of S79 SBS on Hylan Boulevard will result in a net increase in annual bus operating costs of \$300,000. Much of this increase in cost is for an increase in service levels on the S59 and S78 to insure that they will continue to meet NYCT service guidelines along Richmond Avenue and Hylan Boulevard once the S79 SBS is implemented. It should be noted that the level of S78 and S59 service currently operated accurately meets current customer demand. These costs are included in the approved Select Bus Service operating budget. SBS service will operate with the same hours and frequency as does the current S79. There will be no reduction from the current levels of bus service along Hylan Boulevard.

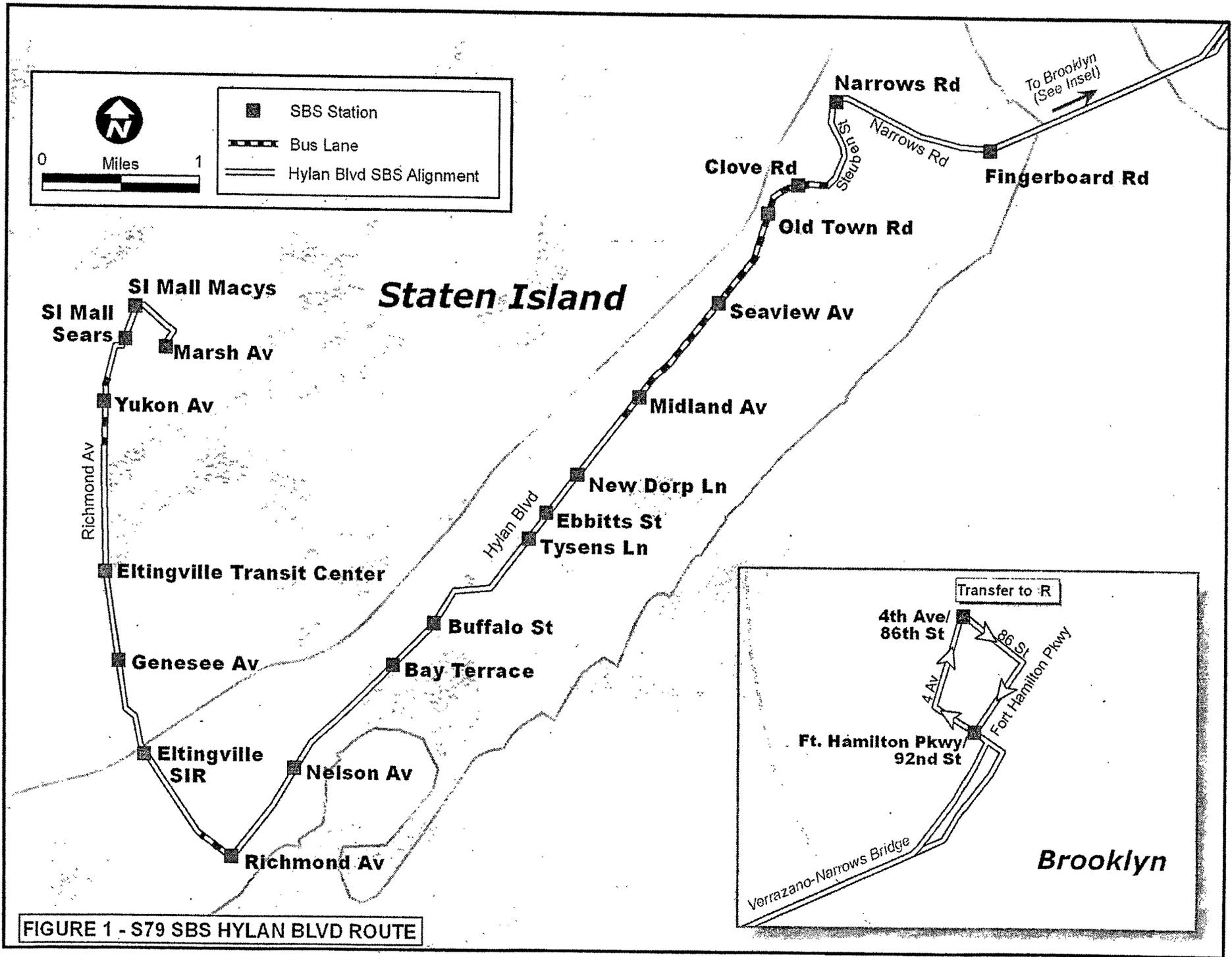
Implementation Date

September 2012.

Approved:



Thomas F. Prendergast
President



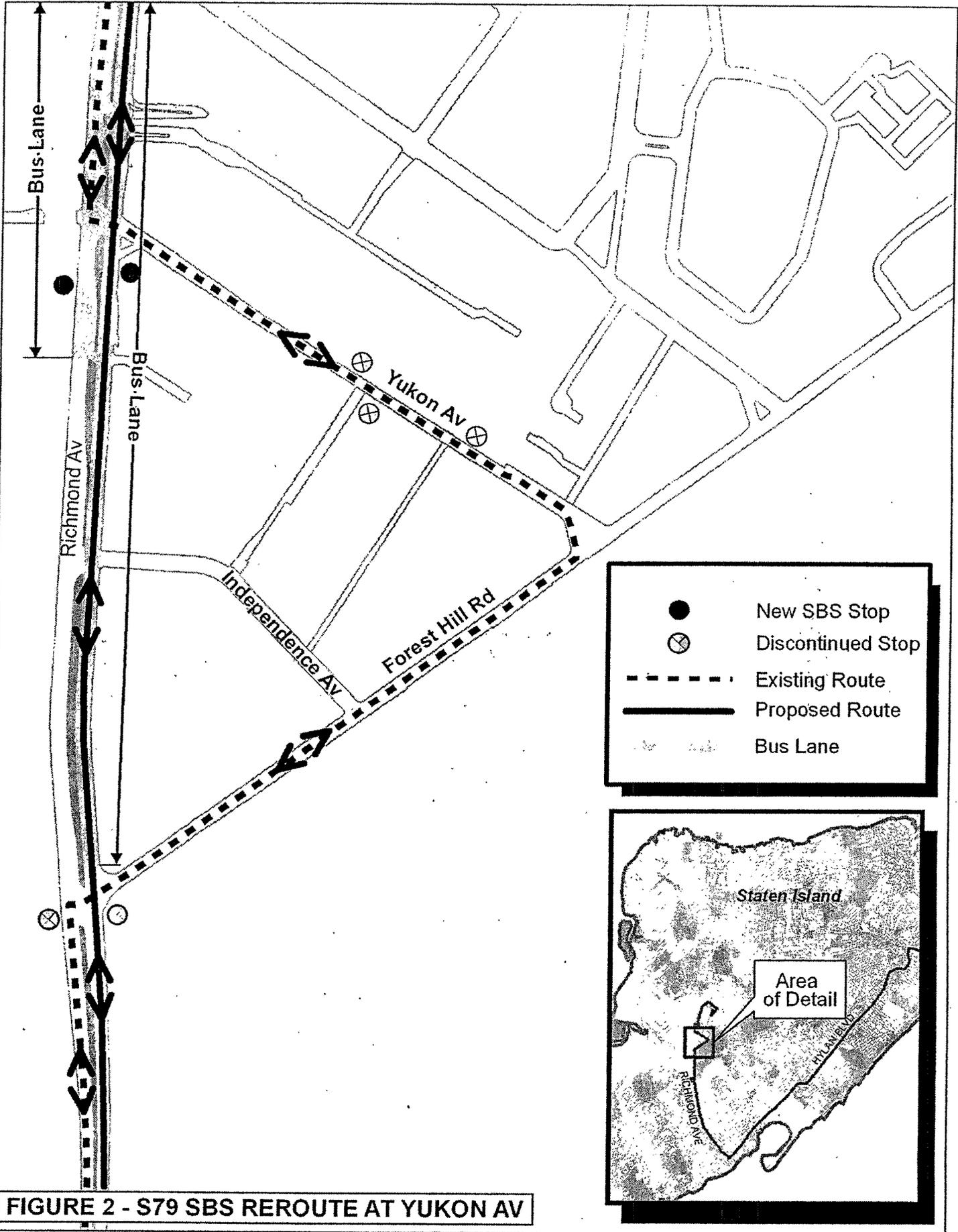
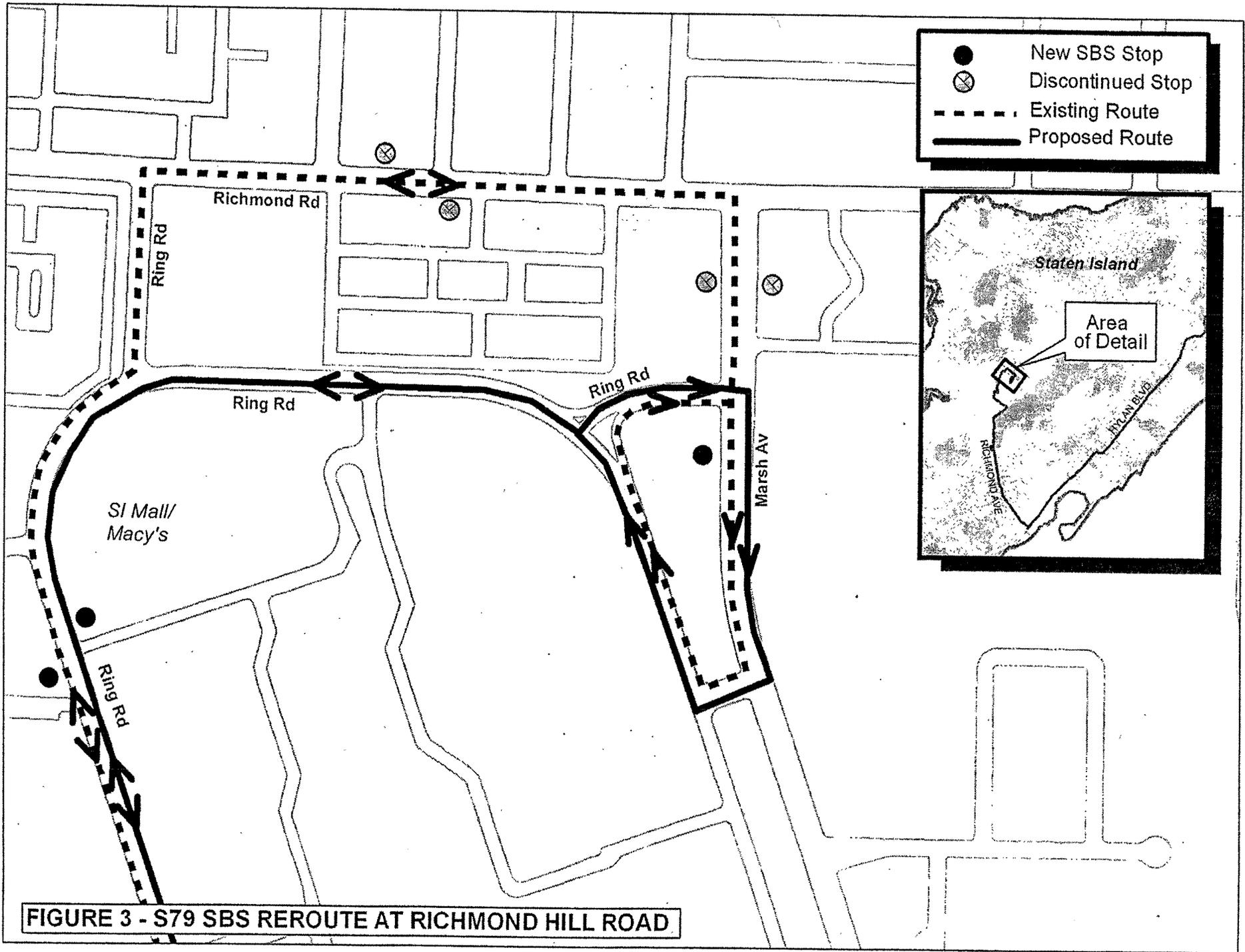
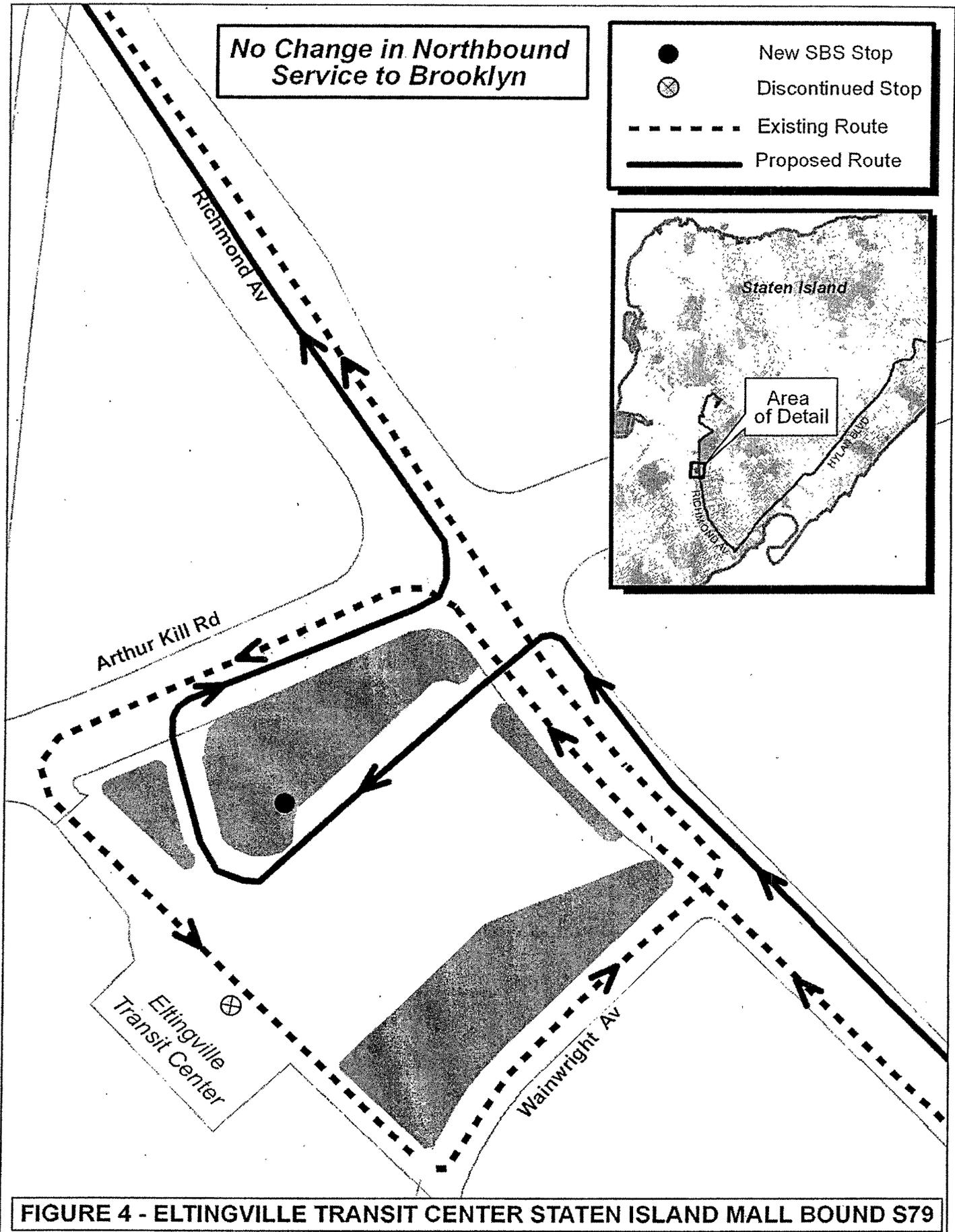


FIGURE 2 - S79 SBS REROUTE AT YUKON AV







**SPECIAL REPORTS AND PRESENTATIONS: EEO & DIVERSITY REPORT –
WORKFORCE, NEW HIRES &
COMPLAINTS**

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

The Agency has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the Agency's March 31, 2012 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2012 FIRST QUARTER EEO REPORT

AGENCY NAME: MTA BUS

**WORKFORCE UTILIZATION ANALYSIS
AS OF MARCH 2012**

| JOB CATEGORY | FEMALES | | | BLACKS | | | HISPANICS | | | ASIANS | | | AI/AN | | | NHOPI | | | OTHER | | |
|----------------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|
| | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) |
| Officials & Administrators | 18% | 9% | No | 14% | 28% | Yes | 11% | 11% | Yes | 3% | 5% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 1% | 1% | Yes |
| Professionals | 34% | 49% | Yes | 10% | 27% | Yes | 5% | 13% | Yes | 5% | 17% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 2% | 2% | Yes |
| Technicians | 24% | 50% | Yes | 7% | 21% | Yes | 6% | 7% | Yes | 14% | 14% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 2% | 0% | No |
| Protective Services | 15% | 0% | No | 33% | 50% | Yes | 15% | 17% | Yes | 3% | 0% | No | 0% | 0% | Yes | 0% | 0% | Yes | 3% | 17% | Yes |
| Paraprofessionals | 47% | 86% | Yes | 15% | 43% | Yes | 7% | 14% | Yes | 4% | 14% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 1% | 0% | No |
| Administrative Support | 60% | 43% | No | 21% | 27% | Yes | 19% | 12% | No | 7% | 9% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 3% | 1% | No |
| Skilled Craft | 2% | 1% | No | 21% | 27% | Yes | 25% | 14% | No | 6% | 9% | Yes | 0% | 0% | Yes | 0% | 1% | Yes | 6% | 4% | No |
| Service Maintenance | 10% | 12% | Yes | 26% | 50% | Yes | 26% | 20% | No | 7% | 4% | No | 0% | 0% | Yes | 0% | 0% | Yes | 2% | 2% | Yes |

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

2012 FIRST QUARTER EEO REPORT

AGENCY NAME: MTA BUS

**NEW HIRES
AS OF MARCH 2012**

| JOB CATEGORY | TOTAL ¹ | FEMALES ² | | BLACKS | | HISPANICS | | ASIANS | | AI/AN | | NHOPH | | OTHER | |
|----------------------------|--------------------|----------------------|--------------|-----------|--------------|-----------|--------------|----------|-------------|----------|-------------|----------|-------------|----------|--------------|
| | | # | % | # | % | # | % | # | % | # | % | # | % | # | % |
| Officials & Administrators | 19 | 5 | 26.3% | 5 | 26.3% | 1 | 5.3% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 2 | 10.5% |
| Professionals | 11 | 5 | 45.5% | 1 | 9.1% | 1 | 9.1% | 2 | 18.2% | 0 | 0.0% | 0 | 0.0% | 1 | 9.1% |
| Technicians | 2 | 1 | 50.0% | 1 | 50.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Protective Services | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Paraprofessionals | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Administrative Support | 2 | 0 | 0.0% | 1 | 50.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 1 | 50.0% |
| Skilled Craft | 9 | 0 | 0.0% | 2 | 22.2% | 1 | 11.1% | 2 | 22.2% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Service Maintenance | 28 | 4 | 14.3% | 13 | 46.4% | 5 | 17.9% | 3 | 10.7% | 0 | 0.0% | 0 | 0.0% | 4 | 14.3% |
| Total | 71 | 15 | 21.1% | 23 | 32.4% | 8 | 11.3% | 7 | 9.9% | 0 | 0.0% | 0 | 0.0% | 8 | 11.3% |

¹ Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

² Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

2012 FIRST QUARTER EEO REPORT

AGENCY NAME: MTA BUS

**EEO AND TITLE VI COMPLAINTS
AS OF MARCH 2012**

| Category | Race | Disability | Gender | National Origin | Age | Sexual Harassment | Religion | Other ¹ | Total Issues ² | Total Cases | Status (# Open) |
|---------------------|------|------------|--------|-----------------|-----|-------------------|----------|--------------------|---------------------------|-------------|-----------------|
| EEO | 4 | 0 | 0 | 3 | 0 | 0 | 2 | 3 | 12 | 7 | 4 |
| External Complaints | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 2 | 10 | 5 | 3 |
| Internal Complaints | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 |

| Category | Race | National Origin | Color | Total Issues ³ | Total Cases | Status (# Open) |
|----------|------|-----------------|-------|---------------------------|-------------|-----------------|
| Title VI | 3 | 3 | 0 | 6 | 6 | 4 |

¹ "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

² In some instances a single complaint may involve two or more EEO categories.

³ In some instances a single complaint may involve two or more EEO categories based on race, national origin, or color.