



Metropolitan Transportation Authority

MTA Bus Operations Committee Meeting

July 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

D. Paterson

A. Saul

E. Watt

C. Wortendyke



MEETING AGENDA

MTA BUS OPERATIONS COMMITTEE & NEW YORK CITY TRANSIT COMMITTEE JOINT MEETING

July 23, 2012, 10:00 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

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Date of next meeting: Monday, September 24, 2012 at 11:30 a.m.

**Minutes of Regular Meeting
MTA Bus Operations Committee
June 25, 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. Allen Cappelli
Hon. Fernando Ferrer
Hon. Ira Greenberg
Hon. Jeffrey Kay
Hon. Mark D. Lebow
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. Robert C. Bickford
Hon. Mark Page
Hon. Andrew M. Saul
Hon. Ed Watt

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

* * * * *

Hon. Joseph Lhota, Chairperson, called the MTA Bus Operations Committee to order at 11:32 AM, June 25, 2012.

Public Comments Period

There were no public speakers at the meeting.

Approval of the Minutes

Upon motion duly made and seconded, the members of the MTA Bus Operations Committee approved the minutes of the previous meeting held on May 21, 2012.

Work Plan

There were no changes to the work plan this month.

Opening Remarks

Darryl Irick opened the meeting and introduced John Kivlehan for the Operations report.

Operations Report

John Kivlehan reported that for the month of April 2012, the combined bus MDBF was 4,859 miles, up 30% compared to April 2011 levels.

When looking at performance over a rolling 12 month period, the combined MDBF was 3,656 miles – or an improvement of 5.8% when compared to the prior 12-month period. These results reflect the investment in a maintenance program started in late 2011. While the mild winter season contributed to these numbers, an aggressive preventive maintenance program has positioned the bus fleet to perform well entering the summer season.

AM & PM pull-outs were 99.2% and 99.4%, respectively. The percent of trips completed was 98.8%. When looking at performance over a rolling 12-month period, AM & PM pull-outs were 98.8% and 99.3%, respectively – slight improvements of 0.1% and 0.2%. The percentage of trips completed was 98.3%, an improvement of 0.5%.

Safety Performance

Steve Vidal reported that the 12-month rate for Combined Bus Collisions per Million Miles Traveled is 5.9% lower than it was in the prior 12-month period. Collision injuries are also down 1.9% over the same period.

While customer accidents and customer accident injuries have remained flat from March 2012, due to one incident, the 12-month average continued to rise April 2012 as compared to April 2011. Both indicators remain an area of concern and are being addressed with the Bus Accident Safety Improvement Coordination System (BASICS). Implemented in mid-March, this joint initiative between depot and Road Control management is conducted at least twice a week. The 12-month average rate for Employee On-Duty Lost-Time Accidents is 2.8 percent higher on a regional basis and 14.4% higher for the month. This spike in April is primarily the result of 11 minor injuries reported at MTA Bus.

Paratransit

Tom Charles reported for April 2012, Access-A-Ride paratransit ridership was up 5.2% compared to April 2011 levels. Access-A-Ride 12-month ridership levels were up by 2.9%.

Over the 12-month period ending April 2012, there was a 2.0% decrease in the monthly average of Access-A-Ride Requests for Service. The favorable no-show trend continued in April as Access-A-Ride passenger no-shows declined by 29.6%.

Ridership

Tom Del Sorbo reported for the month of April 2012, overall average weekday ridership increased by 1.5% when compared to April 2011. MTA Bus average weekday ridership rose by 3.3% in April 2012, as compared to the prior April. NYCT Bus ridership increased by 1.2% during the same period. Average weekend ridership in April was down at NYCT Bus by 0.6%, but increased at MTA Bus by 3.6%, resulting in no overall combined ridership change.

Express bus ridership on weekdays increased at NYCT by 5.8% in April, and rose 1.8% at MTA Bus, resulting in an overall combined improvement of 4%. Preliminary data for May 2012 indicates that weekday ridership levels declined slightly when compared to May 2011. Average weekday ridership for MTA Bus declined by 0.5% from last year while NYCT Bus ridership declined by 0.8%.

Finance Report

Tom Del Sorbo reported year-to-date April 2012 farebox revenues for fixed route services are lower than budget for NYCT Bus by 0.3%, but 2.8% better than budget at MTA Bus. Overall, fixed route farebox revenues are \$0.66 million, or 0.2% higher than budget through April 2012.

On the expense side, combined April 2012 year-to-date non-reimbursable accrued expenses reflect a favorable variance of 3.2%, or \$29.4 million. This is largely due to a favorable \$36.4 million budget level at NYCT Bus that was partially offset by MTA Bus which is \$7 million over budget. The performance against budget is a combination of favorable Non-Labor expenses of \$24.9 million. This is primarily due to the use of lower cost taxis and vouchers for paratransit service contracts. In addition, lower fuel consumption and fuel prices along with the timing of Maintenance and Other Operating Contract expenses contributed to the favorable Non-Labor variance.

A favorable labor variance of \$4.5 million contributed to the balance of the \$29.4 million favorable variance, as the timing of fringe benefit expenses of \$5.2 million was partially offset by unfavorable Salary and Wage expenses of \$0.7 million, resulting from higher overtime expenses due to the bus maintenance program.

Procurements

Tom Del Sorbo reported that there is one non-competitive procurement this month representing a total expenditure of \$63.7 million for the purchase of 90 low-floor, clean diesel articulated buses from New Flyer of America, Inc. to permit an in-revenue service test and evaluation of a new bus type. This test fleet is subject to performance testing. The results of the program will be incorporated into the evaluation criteria for an RFP to procure 60-foot articulated diesel buses. These buses also will have two different transmissions that will allow NYCT Bus to evaluate each configuration's effect on fuel economy and maintenance. The price for each model is \$700,000 per bus. New Flyer has successfully completed structural integrity testing of the bus and will provide a 12-year structural warranty.

Approval of the Procurement

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

Service Changes

Norman Silverman reported that there are two service related information items this month.

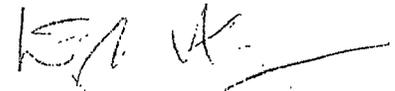
The first regards a revision of the B15, Q3, and Q10 routes in JFK Airport from Terminal 4 to the Terminal 5 AirTrain Station that impacts MTA Bus and NYCT Bus. As noted at the May Bus Operations Committee meeting, this change was implemented on May 30 at the request of the Port Authority to accommodate the expansion of Terminal 4.

The second item relates to NYCT Bus schedule changes proposed for September 2012. These changes are part of ongoing bus schedule adjustments made in response to ridership changes, conformance to loading guidelines and revised running times. These adjustments are estimated to cost \$1.7 million annually and are incorporated into NYCT's 2012 operating budget.

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

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

July 2012

August 2012

No Meeting Held

September 2012

MTA Bus 2013 Preliminary Budget Finance

MTA Bus 2012 Mid-Year Forecast/Monthly Allocation Finance

Service Quality Indicators for NYC Transit-Bus and MTA Bus (PES only) Operations Planning

EEO & Diversity Report – Efforts to Address Underutilization Human Resources

October 2012

Public Comment/2013 Preliminary Budget Finance

November 2012

Public Comment/2013 Preliminary Budget Finance

Charter for MTA Bus Operations Committee General Counsel

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

II. SPECIFIC AGENDA ITEMS (cont'd)

Responsibility

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
Adopted Budget/Financial Plan 2013-2016
Service Quality Indicators for NYC Transit-Bus
and MTA Bus (PES only)

Finance

Finance

Operations Planning

March 2013

2012 Year-End Safety Report and
2013 Safety Agenda
EEO & Diversity Report – 2012 Year-End Report

Safety & Training

Human Resources

April 2013

Final Review of MTA Bus /NYC Transit-Bus
2012 Actual Results

Finance

May 2013

June 2013



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

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.

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.

II. SPECIFIC AGENDA ITEMS

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.

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.

May 2013

June 2013



SERVICE CHANGES: **MTA BUS OPERATIONS COMMITTEE
NOTIFICATION SERVICE REVISION
Q113 LOCAL SOUTHBOUND TRAVEL PATH
REVISION in FAR ROCKAWAY**

SERVICE ISSUE:

The Q113 provides full-time local and limited-stop service between Far Rockaway and Jamaica via the intermediate neighborhoods of Inwood, Lawrence, Cedarhurst, Brookville, Springfield Gardens, Rochdale Village and South Jamaica.

The current Q113 local northbound and southbound travel paths through the central business district of Far Rockaway diverge into a one-way pair. The current southbound Q113 local diverts in Far Rockaway to Nameoke Street and Central Avenue through a lightly-used area to travel from Beach Channel Drive to Mott Avenue. Conversely, the northbound Q113 local travels directly from Mott Avenue to Beach Channel Drive through an area with higher commercial activity. The southbound Q113 local must make two extra turns to serve Nameoke Street and Central Avenue, and Nameoke Street is very narrow.

RECOMMENDED SOLUTION:

To provide more reliable service, and provide northbound and southbound service symmetrically on wider streets through the core of the Far Rockaway central business district where activity is higher, revise the southbound travel path of the Q113 local through Far Rockaway to travel directly from Beach Channel Drive to Mott Avenue instead of diverting to Nameoke Street and Central Avenue.

This revision would discontinue two current southbound bus stops and one current northbound bus stop, relocate one southbound bus stop within its intersection, and add one southbound bus stop.

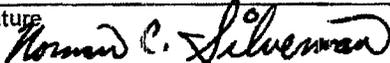
ESTIMATED IMPACT:

The net result of this revision would be no change in cost, as the travel distance and travel time would remain similar. Over time, the provision of more reliable service by discontinuing two turning maneuvers and moving service closer to commercial activity should encourage additional ridership and revenue.

PLANNED IMPLEMENTATION:

September 2012.

Staff Summary

Subject	Q113 Local Southbound Travel Path Revision in Far Rockaway
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	David Moss

Date	July 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		
3	Executive Vice President		
2	VP, Intergovernmental and Community Affairs		
1	Vice President, Operations Planning		NCS 7/3/12

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 Q113 local bus route in Far Rockaway, Queens. This route was formerly operated by Jamaica Bus and transitioned into MTA Bus service on January 30, 2006.

DISCUSSION:

The Q113 provides local and limited-stop bus service on weekdays, Saturdays, and Sundays between Far Rockaway and Jamaica via the intermediate communities of Inwood, Lawrence, Cedarhurst, Woodmere, Brookville, Springfield Gardens, Rochdale Village and South Jamaica. The Q113 Limited generally travels on the same path as Q113 local service making stops at wide intervals, with the exception that the Q113 Limited bypasses the local streets of Lawrence and Cedarhurst to access Far Rockaway using the Nassau Expressway, and bypasses 147th Avenue and Brookville Boulevard in Brookville using Rockaway Boulevard. The Q113 (combined local and limited-stop services) travels a one-way distance of approximately 12 miles, transporting approximately 11,180 passengers per weekday, approximately 7,550 passengers per Saturday, and approximately 5,740 passengers per Sunday.

The Q113 Limited travel path is not affected by the issues described herein, and therefore, no revisions are proposed for the Q113 Limited.

The current southbound Q113 local diverts in Far Rockaway to Nameoke Avenue (a narrow street) and Central Avenue to travel from Beach Channel Drive to Mott Avenue. Conversely, the northbound Q113 local transitions directly from Mott Avenue to Beach Channel Drive where the two streets intersect.

Staff Summary

The busier areas of the central business district in Far Rockaway are along Mott Avenue, as evidenced by the commercial uses and by the higher ridership at the Mott Avenue at Beach Channel Drive northbound-only Q113 local bus stop. Additionally, the current northbound-only path is in closer proximity to the Far Rockaway-Mott Av A train station. Southbound Q113 local passengers for the area of Mott Avenue and Beach Channel Drive currently must use the bus stop at the intersection of Mott Avenue and Central Avenue, approximately 760 feet away.

Although the current southbound diversion onto Nameoke Street and Central Avenue directly serves the Far Rockaway LIRR station on Nameoke Street at Redfern Avenue, this connection is very lightly used, as only about 35 passengers per weekday and a lesser number on weekends use this bus stop. Additionally, this one-way southbound path adds two turns more than the northbound travel path, and Nameoke Street is very narrow.

To provide more reliable service and symmetrical northbound and southbound service on the wider primary streets through the Far Rockaway central business district, it is recommended to revise the southbound travel path to align it symmetrically with the current northbound travel path. This revision would improve southbound service reliability by discontinuing two turning movements, and discontinuing travel on narrow Nameoke Street. The revised southbound travel path would be similar in distance and travel time to the current travel path. Under this revision, southbound Q113 local would travel from Beach Channel Drive onto Mott Avenue and not divert onto Nameoke Street or Central Avenue. The left turn from Beach Channel Drive to Mott Avenue is also served by a dedicated left turn lane and signal, which would facilitate this turn.

This revision would discontinue two bus stops in the southbound direction. Based on recent passenger counts, these bus stops are used by an average of approximately 90 passengers per weekday, and a lesser number on weekends. Customers who currently use the southbound bus stop on Nameoke Street at Redfern Avenue (approximately 35 passengers per weekday) would have to walk approximately 550 feet to/from the bus stop on Beach Channel Drive at Nameoke Street, which will move across the street from its current location to accommodate the new travel path. Customers who currently use the southbound bus stop on Central Avenue at Nameoke Street (approximately 55 customers per weekday) would a walk of approximately 1,100 feet to the existing bus stop on Mott Avenue at Central Avenue.

An additional southbound bus stop would be added on Mott Avenue and Beach Channel Drive, symmetrical with the northbound bus stop, which has high ridership (approximately 315 passengers per weekday and a lesser number on weekends).

Under this revision, a closely-spaced, lightly-used northbound Q113 local bus stop located on Beach Channel Drive at Dix Avenue would be discontinued to provide faster, more reliable service. This bus stop is located within 370 feet of the previous bus stop on Mott Avenue at Beach Channel Drive, and is used by approximately 50 passengers per weekday. Additionally, installing a symmetrical southbound bus stop would further add to closely-spaced bus stops. Therefore, it is recommended to discontinue this northbound stop to provide bus stop symmetry.

In total, these revisions would affect approximately 140 passengers per weekday and a lesser number on weekends, but provide more reliable service and serve the core of the Far Rockaway central business district where there is higher activity.

Staff Summary

RECOMMENDATION:

To provide more reliable service, and provide northbound and southbound service symmetrically on wider streets through the core of the Far Rockaway central business district where there is higher activity, revise the southbound travel path of the Q113 local through Far Rockaway to travel directly from Beach Channel Drive to Mott Avenue instead of diverting to Nameoke Street and Central Avenue.

This revision would discontinue two current southbound bus stops and one current northbound bus stop, and relocate one southbound bus stop within its intersection. In addition, one bus stop would be added along the revised southbound path on Mott Avenue at Beach Channel Drive.

ALTERNATIVES:

One alternative would be to leave the current Q113 local service between in Far Rockaway unchanged. This would continue to make two additional southbound turning maneuvers, and would continue to provide asymmetrical one-way service on separate northbound and southbound travel paths, and southbound service would continue to use a narrow street through a lightly-used area.

A second alternative would be to maintain Q113 local southbound service along Nameoke Street and Central Avenue, and revise the northbound service to be symmetrical with southbound service using Central Avenue to Nameoke Street to Hassock Street to Beach Channel Drive. This alternative would affect more passengers requiring longer walks, as much of the commercial activity is centered around Mott Avenue, and this alternative would move all service farther away from this location.

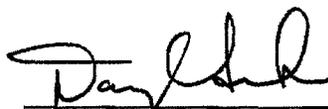
IMPACT ON FUNDING:

The net result of these revisions would be no change in cost, as the travel distance and travel time would remain similar. Over time, the provision of more reliable service, by discontinuing two turning maneuvers, with moving service closer to commercial activity should encourage additional ridership and revenue.

IMPLEMENTATION:

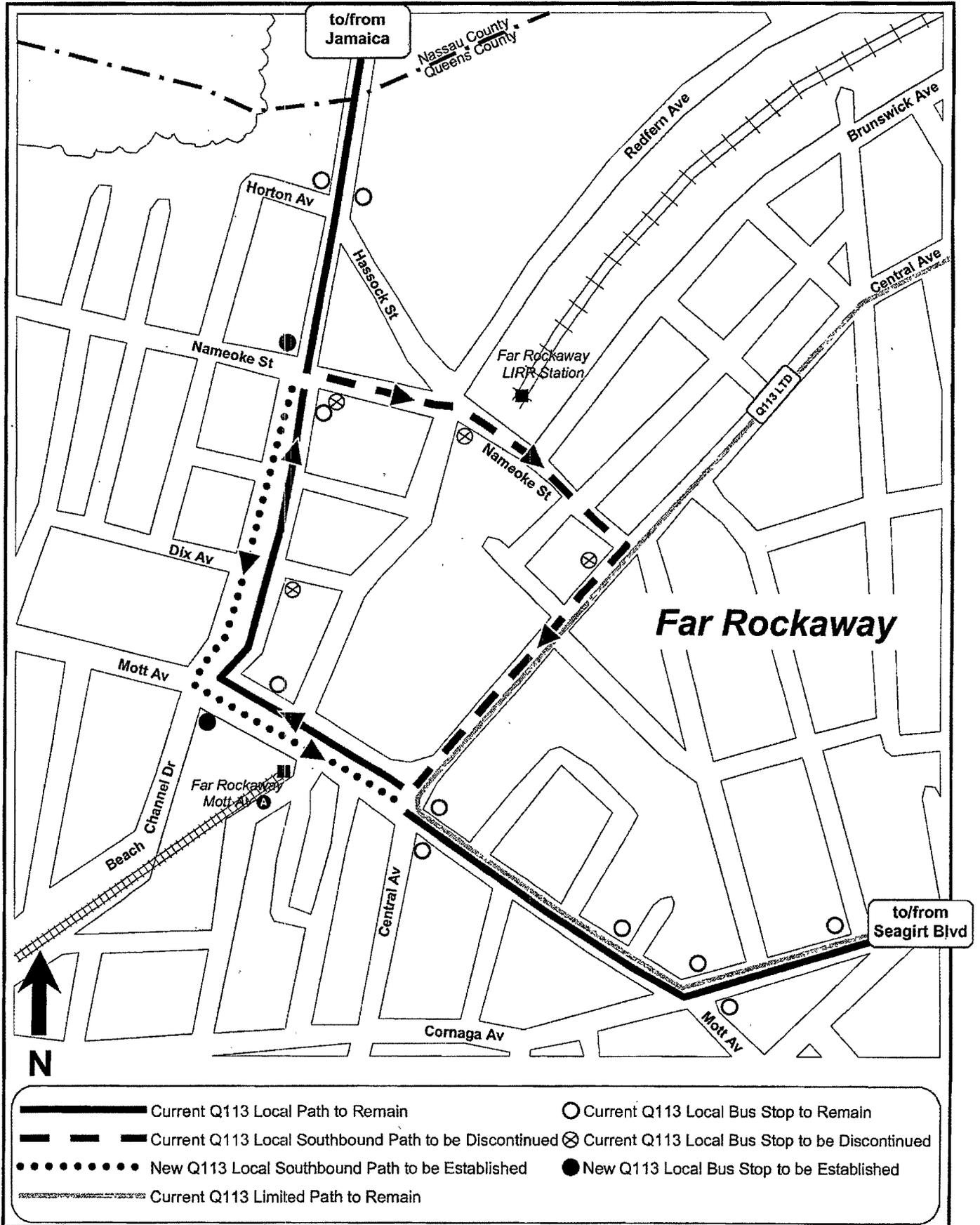
Implementation is planned for September 2012.

Approved:



Darryl C. Irick
President

Q113 Local Southbound Path Revision in Far Rockaway



Report



**SERVICE CHANGES: NYC TRANSIT COMMITTEE NOTIFICATION
MTA BUS OPERATIONS COMMITTEE
NOTIFICATION: SERVICE REVISION:
ARTICULATED BUS SERVICE ON THE M34 SBS,
M34A SBS, M60 AND Q44**

Service Issue

The M34 SBS, M34A SBS, M60 and Q44 are high ridership and high frequency bus routes. Operating articulated buses on these routes rather than standard buses will allow NYCT to operate a more efficient service while increasing passenger capacity generally by 10 to 15 percent. Typically during peak periods three articulated bus trips will be operated for every four standard bus trips, during off-peak periods four articulated bus strips will be operated for every five standard bus trips and during late nights (when service operates less frequent than every 15 minutes) one articulated bus trip will be operated for each standard bus trip. Wait times will be minimally increased (typically one minute or less on weekdays and two minutes or less on weekends).

Recommendation

Replace standard buses with articulated buses on the M34 SBS, M34A SBS, M60, and Q44.

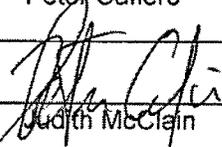
Budget Impact

The recommended action would result in a savings of approximately \$4.6 million annually, which is included in the 2013 forecasted budget.

Implementation Date

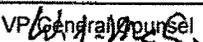
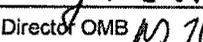
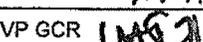
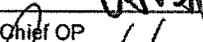
September 2012: Q44
January 2013: M34 SBS, M34A SBS and M60

Staff Summary

Subject	Articulated Bus Service on the M34 SBS, M34A SBS, M60, and Q44
Department	Operations Planning
Department Head Name	Peter Cafiero
Department Head Signature	
Project Manager Name	North McClain

Date	July 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	VP General Counsel 
7	Executive VP 	3	Director OMB 
6	SVP Buses 	2	VP GCR 
5	VP Corp. Comm. 	1	Chief OP 

Purpose

To obtain Presidential approval for and to inform the NYC Transit Committee and the MTA Bus Operations Committee, of a recommendation to use articulated buses on the M34 SBS, M34A SBS, M60, and Q44 bus routes.

Discussion

The M34 and M34A are Select Bus Service routes that provide service between the Jacob Javits Center (M34 SBS) and Port Authority Bus Terminal (M34A SBS) on the west side and Waterside Plaza on the east side of Manhattan via 34th Street; the M60 provides service between La Guardia Airport and Morningside Heights via 125th Street, the Robert F. Kennedy (Triboro) Bridge and Astoria Boulevard; and the Q44 provides service between the Bronx Zoo and Jamaica via Main Street, the Bronx-Whitestone Bridge and the Cross-Bronx Expressway.

Operating articulated buses on these routes rather than standard buses will allow NYCT to operate a more efficient service while increasing passenger capacity generally by 10 to 15 percent. Typically during peak periods three articulated bus trips will be operated for every four standard bus trips, during off-peak periods four articulated bus strips will be operated for every five standard bus trips and during late nights (when service operates less frequent than every 15 minutes) one articulated bus trip will be operated for each standard bus trip. Wait times will be minimally increased (typically one minute or less on weekdays and two minutes or less on weekends).

Please note that based on the high ridership and frequency of the M34 SBS, M34A SBS, M60 and Q44 a plan for conversion from standard to articulated buses was drafted some time ago and an adequate number of articulated buses were procured to provide for these conversions.

Recommendation

Replace standard buses with articulated buses on the M34 SBS, M34A SBS, M60, and Q44.

Alternatives

Do Nothing: NYCT will lose this opportunity to operate more efficient service, increase capacity on these routes and lower operating costs.

Budget Impact

The recommended action would result in a savings of approximately \$4.6 million annually, which is included in the 2013 forecasted budget.

Implementation Date

September 2012: Q44

January 2013: M34/M34A SBS and M60

Approved:



Thomas F. Prendergast
President

MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE

NYCT Bus, MTA Bus

Statistical results for the month of May 2012 are shown below

Reliability	MDBF	May-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	4,399	3,196	37.6%	3,756	3,424	9.7%
	NYCT Bus	4,255	3,143	35.4%	3,695	3,443	7.3%
	MTA Bus	4,949	3,383	46.3%	3,968	3,365	17.9%
	MDBSI	May-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	2,474	2,054	20.5%	2,299	2,161	6.4%
	NYCT Bus	2,432	1,936	25.6%	2,232	2,053	8.7%
	MTA Bus	2,625	2,563	2.4%	2,541	2,600	-2.3%
	Buses <= 2 years	May % 2 Years or Newer			May # of Buses 2 Years or Newer		
		This Year	Last Year		This Year	Last Year	
	Regional	11%	12%		641	676	
	NYCT Bus	13%	13%		569	574	
	MTA Bus	6%	8%		72	102	
Buses >= 12 years	May % 12 years or Older			May # of Buses 12 Years or Older			
	This Year	Last Year		This Year	Last Year		
Regional	29%	30%		1,639	1,648		
NYCT Bus	31%	31%		1,345	1,363		
MTA Bus	23%	23%		294	285		
Fleet age	May - Avg Fleet Age						
	This Year	Last Year					
Regional	7.83	8.30					
NYCT Bus	7.95	8.66					
MTA Bus	7.40	7.02					
MDBF by Fleet Age	May-12			12-Mon Avg			
	This Year	Last Year	% Change	This Year			
12 Years or Older	3,048	2,467	23.5%	2,696			
3 to 11 Years Old	4,910	3,269	50.2%	4,400			
2 Years or Newer	8,455	6,662	26.9%	8,701			

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 May 2012 are shown below

	AM Pull Out	May-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Service	Regional	99.12%	98.22%	0.9%	98.85%	98.64%	0.2%
	NYCT Bus	99.15%	98.15%	1.0%	98.93%	98.84%	0.1%
	MTA Bus	99.01%	98.46%	0.6%	98.57%	97.94%	0.7%
	PM Pull Out	May-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	99.49%	99.01%	0.5%	99.34%	99.12%	0.2%
	NYCT Bus	99.50%	98.96%	0.6%	99.44%	99.33%	0.1%
	MTA Bus	99.46%	99.22%	0.2%	99.00%	98.41%	0.6%
	% of Trips Completed	May-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	98.71%	97.76%	1.0%	98.34%	97.88%	0.5%
	NYCT Bus	98.73%	97.67%	1.1%	98.40%	98.00%	0.4%
MTA Bus	98.61%	98.15%	0.5%	98.08%	97.44%	0.7%	

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 May 2012 are shown below

Customer and Employee Safety	Collisions per million miles	May-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	47.75	46.79	2.0%	44.55	47.46	-6.1%
	NYCT Bus	48.70	44.67	9.0%	45.23	47.05	-3.9%
	MTA Bus	44.64	53.74	-16.9%	42.38	48.79	-13.1%
	Collision Injuries per million miles	May-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	5.10	5.18	-1.6%	6.92	6.83	1.4%
	NYCT Bus	4.74	5.62	-15.7%	7.57	7.31	3.5%
	MTA Bus	6.28	3.74	67.9%	4.86	5.29	-8.1%
	Customer Accidents per million Customers	May-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	1.29	1.13	14.5%	1.22	1.05	16.4%
	NYCT Bus	1.36	1.18	15.3%	1.15	1.02	13.5%
	MTA Bus	0.92	0.85	8.3%	1.59	1.23	29.5%
	Customer Accident Injuries per million Customers	May-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	1.39	1.16	20.2%	1.26	1.07	17.9%
	NYCT Bus	1.44	1.21	19.0%	1.19	1.05	13.2%
	MTA Bus	1.11	0.85	30.0%	1.64	1.16	41.2%
Lost time Accidents Per 100 Employees	May-12			12-Mon Avg			
	This Year	Last Year	% Change	This Year	Last Year	% Change	
Regional	6.89	6.54	5.4%	6.30	6.14	2.6%	
NYCT Bus	6.48	5.53	17.3%	5.74	5.48	4.7%	
MTA Bus	8.59	10.82	-20.6%	8.65	8.98	-3.7%	

Definitions

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

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

Statistical results for the month of May 2012 are shown below

Fixed Route Ridership and Revenue	Total Ridership	May-12			12-Mon Total		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	71,200,153	70,000,235	1.7%	792,096,861	800,928,925	-1.1%
	NYCT Bus	60,349,656	59,422,831	1.6%	671,636,306	680,693,022	-1.3%
	MTA Bus	10,850,497	10,577,404	2.6%	120,460,555	120,235,903	0.2%
	Total Farebox Revenue	May-12			12-Mon Total		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	91,487,087	90,066,035	1.6%	1,059,259,730	1,016,275,627	4.2%
	NYCT Bus	75,871,034	74,529,601	1.8%	876,589,171	844,674,748	3.8%
	MTA Bus	15,616,053	15,536,434	0.5%	182,670,560	171,600,879	6.5%
	Average Weekday Ridership	May-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	2,674,249	2,694,436	-0.7%	2,544,288	2,563,523	-0.8%
	NYCT Bus	2,260,156	2,278,186	-0.8%	2,150,065	2,173,565	-1.1%
	MTA Bus	414,093	416,250	-0.5%	394,223	389,958	1.1%
Average Weekend Ridership	May-12			12-Mon Avg			
	This Year	Last Year	% Change	This Year	Last Year	% Change	
Regional	2,769,927	2,754,217	0.6%	2,606,708	2,716,616	-4.0%	
NYCT Bus	2,380,182	2,377,435	0.1%	2,244,945	2,350,940	-4.5%	
MTA Bus	389,745	376,782	3.4%	361,763	365,677	-1.1%	
Average Weekday Local Ridership	May-12			12-Mon Avg			
	This Year	Last Year	% Change	This Year	Last Year	% Change	
Regional	2,595,412	2,617,067	-0.8%	2,468,156	2,487,825	-0.8%	
NYCT Bus	2,216,371	2,235,794	-0.9%	2,107,939	2,132,238	-1.1%	
MTA Bus	379,041	381,274	-0.6%	360,216	355,587	1.3%	
Average Weekday Express Ridership	May-12			12-Mon Avg			
	This Year	Last Year	% Change	This Year	Last Year	% Change	
Regional	78,837	77,368	1.9%	76,133	75,699	0.6%	
NYCT Bus	43,785	42,392	3.3%	42,126	41,328	1.9%	
MTA Bus	35,052	34,977	0.2%	34,007	34,371	-1.1%	
Average Fare	Local Bus May-12			Express Bus May-12			
	This Year	Last Year	% Change	This Year	Last Year	% Change	
Regional	\$1.37	\$1.38	-0.4%	\$4.61	\$4.58	0.7%	
NYCT Bus	\$1.37	\$1.37	-0.4%	\$4.63	\$4.60	0.6%	
MTA Bus	\$1.38	\$1.39	-0.4%	\$4.59	\$4.56	0.7%	

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 May 2012 are shown below

Paratransit Ridership, Revenue and Service	May-12			12-Mon Total			
	Paratransit Ridership	This Year	Last Year	% Change	This Year*	Last Year	% Change
	Access-A-Ride (NYCT)	851,609	779,103	9.3%	9,311,588	8,983,959	3.6%
	May-12			12-Mon Total			
	Paratransit Revenue	This Year	Last Year	% Change	This Year*	Last Year	% Change
	Access-A-Ride (NYCT)	1,336,791	1,209,415	10.5%	14,949,931	14,818,539	0.9%
	May-12			12-Mon Avg			
	Access-A-Ride (NYCT)	This Year	Last Year	% Change	This Year*	Last Year	% Change
	% of Trips Completed	94.52%	93.86%	0.7%	94.36%	92.80%	1.7%
	Trips Requested	720,655	681,874	5.7%	663,230	672,368	-1.4%
Trips Scheduled	653,885	607,728	7.6%	599,263	598,305	0.2%	
Trips Completed	618,028	570,405	8.3%	565,450	555,216	1.8%	
Early Cancellations as a Percentage of Trips Requested	8.53%	9.10%	-6.3%	8.83%	10.15%	-13.0%	
Late Cancellations as a Percentage of Trips Scheduled	3.57%	3.62%	-1.3%	3.54%	3.84%	-7.8%	
No-Shows (Customer) as a Percentage of Trips Scheduled	1.56%	2.09%	-25.7%	1.78%	2.69%	-33.7%	
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.36%	0.43%	-17.2%	0.32%	0.67%	-52.2%	
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	0.74%	1.77%	-58.5%	0.81%	0.61%	33.0%	
New Applications Received	3,090	3,018	2.4%	2,677	2,715	-1.4%	

* 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)

	May 2012				May 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	10.646	10.850	0.205	1.9%	49.621	50.997	1.376	2.8%
NYCT / DOB								
Fixed Route	61.301	60.350	(0.951)	-1.6%	284.690	284.086	(0.604)	-0.2%
Paratransit	0.908	0.852	(0.056)	-6.2%	4.214	4.020	(0.194)	-4.6%
Total NYCT	62.209	61.201	(1.008)	-1.6%	288.904	288.106	(0.798)	-0.3%
Regional Bus Ridership								
Fixed Route	71.947	71.200	(0.746)	-1.0%	334.311	335.083	0.772	0.2%
Paratransit	0.908	0.852	(0.056)	-6.2%	4.214	4.020	(0.194)	-4.6%
	72.855	72.052	(0.803)	-1.1%	338.525	339.103	0.578	0.2%
Farebox:								
MTA Bus								
Fixed Route	15.702	15.616	\$ (0.086)	-0.5%	73.850	75.407	\$ 1.556	2.1%
NYCT / DOB								
Fixed Route	77.144	75.871	\$ (1.273)	-1.7%	364.287	362.031	\$ (2.256)	-0.6%
Paratransit	1.471	1.337	(0.134)	-9.1%	6.825	6.351	(0.474)	-6.9%
Total NYCT	\$ 78.615	\$ 77.208	\$ (1.407)	-1.8%	\$ 371.112	\$ 368.383	\$ (2.729)	-0.7%
Total Regional Bus Farebox								
Fixed Route	\$ 92.846	\$ 91.487	\$ (1.359)	-1.5%	\$ 438.137	\$ 437.438	\$ (0.699)	-0.2%
Paratransit	1.471	1.337	(0.134)	-9.1%	6.825	6.351	(0.474)	-6.9%
	\$ 94.317	\$ 92.824	\$ (1.493)	-1.6%	\$ 444.962	\$ 443.789	\$ (1.173)	-0.3%

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

	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>	
			<u>Better/(Worse)</u>	<u>(%)</u>
MTA Bus	\$ 219.174	\$ 222.400	(3.226)	-1.5%
NYCT / DOB	928.907	879.794	49.113	5.3%
	\$ 1,148.081	\$ 1,102.194	\$ 45.888	4.0%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
May 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	\$ 15.702	\$ 15.616	\$ (0.086)	(0.5)	\$ -	\$ -	\$ -	-	\$ 15.702	\$ 15.616	\$ (0.086)	(0.5)
Other Operating Income	2.040	2.113	0.073	3.6	-	-	-	-	2.040	2.113	0.073	3.6
Capital and Other Reimbursements	-	-	-	-	0.644	0.079	(0.565)	(87.8)	0.644	0.079	(0.565)	(87.8)
Total Revenue	\$ 17.741	\$ 17.729	\$ (0.013)	(0.1)	\$ 0.644	\$ 0.079	\$ (0.565)	(87.8)	\$ 18.385	\$ 17.808	\$ (0.578)	(3.1)
Expenses												
Labor:												
Payroll	\$ 19.227	\$ 20.537	\$ (1.310)	(6.8)	\$ 0.477	\$ 0.025	\$ 0.452	94.8	\$ 19.704	\$ 20.562	\$ (0.859)	(4.4)
Overtime	3.465	3.890	(0.425)	(12.3)	-	-	-	-	3.465	3.890	(0.425)	(12.3)
Health and Welfare	3.676	3.417	0.259	7.1	0.088	0.013	0.075	85.3	3.764	3.430	0.334	8.9
OPEB Current Payment	1.216	2.640	(1.424)	*	-	-	-	-	1.216	2.640	(1.424)	*
Pensions	3.598	4.140	(0.544)	(15.1)	0.041	0.006	0.035	84.5	3.637	4.146	(0.509)	(14.0)
Other Fringe Benefits	1.968	2.078	(0.110)	(5.6)	0.039	0.002	0.037	95.1	2.006	2.080	(0.073)	(3.7)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 33.148	\$ 36.701	\$ (3.554)	(10.7)	\$ 0.644	\$ 0.046	\$ 0.598	92.9	\$ 33.792	\$ 36.747	\$ (2.956)	(8.7)
Non-Labor:												
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	\$ 2.917	\$ (2.997)	\$ 5.914	*	\$ -	\$ -	\$ -	-	\$ 2.917	\$ (2.997)	\$ 5.914	*
Insurance	1.222	1.419	(0.196)	(16.1)	-	-	-	-	1.222	1.419	(0.196)	(16.1)
Claims	2.083	2.083	0.000	0.0	-	-	-	-	2.083	2.083	0.000	0.0
Maintenance and Other Operating Contracts	2.370	1.384	0.986	41.6	-	-	-	-	2.370	1.384	0.986	41.6
Professional Service Contracts	0.559	0.559	0.000	0.0	-	-	-	-	0.559	0.559	0.000	0.0
Materials & Supplies	2.242	1.741	0.501	22.4	-	0.033	(0.033)	-	2.242	1.774	0.468	20.9
Other Business Expense	0.354	0.230	0.124	35.0	-	-	-	-	0.354	0.230	0.124	35.0
Total Non-Labor Expenses	\$ 11.748	\$ 4.418	\$ 7.329	62.4	\$ -	\$ 0.033	\$ (0.033)	-	\$ 11.748	\$ 4.451	\$ 7.296	62.1
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 44.895	\$ 41.120	\$ 3.775	8.4	\$ 0.644	\$ 0.079	\$ 0.565	87.8	\$ 45.539	\$ 41.199	\$ 4.341	9.5
Depreciation	3.520	3.786	(0.267)	(7.6)	-	-	-	-	3.520	3.786	(0.267)	(7.6)
OPEB Obligation	4.618	4.600	0.018	0.4	-	-	-	-	4.618	4.600	0.018	0.4
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 53.033	\$ 49.506	\$ 3.526	6.6	\$ 0.644	\$ 0.079	\$ 0.565	87.8	\$ 53.677	\$ 49.585	\$ 4.092	7.6
Net Surplus/(Deficit)	\$ (35.291)	\$ (31.777)	\$ 3.514	10.0	\$ -	\$ -	\$ -	-	\$ (35.291)	\$ (31.777)	\$ 3.514	10.0

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
May 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	\$ 73.850	\$ 75.407	\$ 1.556	2.1	\$ -	\$ -	\$ -	-	\$ 73.850	\$ 75.407	\$ 1.556	2.1
Other Operating Income	8.876	9.745	0.869	9.8	-	-	-	-	8.876	9.745	0.869	9.8
Capital and Other Reimbursements	-	-	-	-	3.220	1.943	(1.277)	(39.7)	3.220	1.943	(1.277)	(39.7)
Total Revenue	\$ 82.726	\$ 85.152	\$ 2.426	2.9	\$ 3.220	\$ 1.943	\$ (1.277)	(39.7)	\$ 85.946	\$ 87.095	\$ 1.149	1.3
Expenses												
Labor:												
Payroll	\$ 92.237	\$ 99.468	\$ (7.231)	(7.8)	\$ 2.383	\$ 1.025	\$ 1.358	57.0	\$ 94.619	\$ 100.493	\$ (5.874)	(6.2)
Overtime	16.758	19.052	(2.294)	(13.7)	-	-	-	-	16.758	19.052	(2.294)	(13.7)
Health and Welfare	18.382	17.957	0.425	2.3	0.436	0.407	0.031	7.2	18.821	18.364	0.456	2.4
OPEB Current Payment	6.078	7.040	(0.962)	(15.8)	-	-	-	-	6.078	7.040	(0.962)	(15.8)
Pensions	17.979	18.715	(0.736)	(4.1)	0.205	0.200	0.004	2.2	18.184	18.915	(0.731)	(4.0)
Other Fringe Benefits	9.439	9.524	(0.085)	(0.9)	0.194	0.071	0.123	63.4	9.633	9.595	0.038	0.4
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 160.872	\$ 171.756	\$ (10.884)	(6.8)	\$ 3.220	\$ 1.703	\$ 1.516	47.1	\$ 164.092	\$ 173.459	\$ (9.367)	(5.7)
Non-Labor:												
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	\$ 14.148	\$ 8.097	\$ 6.051	42.8	\$ -	\$ -	\$ -	-	\$ 14.148	\$ 8.097	\$ 6.051	42.8
Insurance	6.112	6.470	(0.358)	(5.9)	-	-	-	-	6.112	6.470	(0.358)	(5.9)
Claims	10.417	10.415	0.002	0.0	-	-	-	-	10.417	10.415	0.002	0.0
Maintenance and Other Operating Contracts	11.850	10.895	0.955	8.1	-	(0.055)	0.055	-	11.850	10.840	1.010	8.5
Professional Service Contracts	2.794	2.646	0.148	5.3	-	-	-	-	2.794	2.646	0.148	5.3
Materials & Supplies	11.210	10.583	0.627	5.6	-	0.295	(0.295)	-	11.210	10.878	0.332	3.0
Other Business Expense	1.771	1.537	0.234	13.2	-	-	-	-	1.771	1.537	0.234	13.2
Total Non-Labor Expenses	\$ 58.302	\$ 50.644	\$ 7.658	13.1	\$ -	\$ 0.239	\$ (0.239)	-	\$ 58.302	\$ 50.883	\$ 7.418	12.7
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 219.174	\$ 222.400	\$ (3.226)	(1.5)	\$ 3.220	\$ 1.943	\$ 1.277	39.7	\$ 222.394	\$ 224.342	\$ (1.949)	(0.9)
Depreciation	17.598	18.478	(0.878)	(5.0)	-	-	-	-	17.598	18.478	(0.878)	(5.0)
OPEB Obligation	23.090	23.000	0.090	0.4	-	-	-	-	23.090	23.000	0.090	0.4
Environmental Remediation	-	1.832	(1.832)	-	-	-	-	-	-	1.832	(1.832)	-
Total Expenses	\$ 259.861	\$ 265.708	\$ (5.847)	(2.2)	\$ 3.220	\$ 1.943	\$ 1.277	39.7	\$ 263.081	\$ 267.651	\$ (4.570)	(1.7)
Net Surplus/(Deficit)	\$ (177.135)	\$ (180.558)	\$ (3.421)	(1.9)	\$ -	\$ 0.000	\$ 0.000	-	\$ (177.135)	\$ (180.556)	\$ (3.421)	(1.9)

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	May 2012			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (0.086)	(0.5)	(a)	\$ 1.556	2.1	Favorable ridership
Other Operating Revenue	NR	0.073	3.6	Greater student fare reimbursements and insurance recoveries	0.869	9.8	Greater student fare reimbursements and insurance recoveries
Capital and Other Reimbursements	R	(0.565)	(87.8)	Vacancies and delayed charges	(1.277)	(39.7)	Vacancies and delayed charges
Total Revenue Variance		\$ (0.578)	(3.1)		\$ 1.149	1.3	
Payroll	NR	\$ (1.310)	(6.8)	Mainly due to higher rate of pay for MPA and timing of reimbursable charges	\$ (7.231)	(7.8)	Mainly due to higher rate of pay for MPA, under accruals for interagency employees from 2011 and the timing of reimbursable charges
Overtime	NR	(0.425)	(12.3)	Primarily due to vacancies and the unbudgeted contractual award for the additional 1 hour of pay	(2.294)	(13.7)	Primarily due to the bus maintenance program along with vacancies and unbudgeted contractual award for one additional hour of supervisory pay
Health and Welfare	NR	0.259	7.1	Timing of charges	0.425	2.3	(a)
OPEB Current Payment	NR	(1.424)	*	Higher than expected medical claim charges	(0.962)	(15.8)	Higher than expected medical claim charges
Pension	NR	(0.544)	(15.1)	Greater than budgeted expenses	(0.736)	(4.1)	(a)
Other Fringe Benefits	NR	(0.110)	(5.8)	Greater than budgeted expenses	(0.085)	(0.9)	(a)
Fuel for Buses and Trains	NR	5.914	*	Reversal of 2011 over accrual	6.051	42.8	Reversal of 2011 over accrual
Insurance	NR	(0.196)	(16.1)	Greater than budgeted premium schedule	(0.358)	(5.9)	Prior period reclass adjustments
Claims	NR	0.000	0.0	(a)	0.002	0.0	
Maintenance and Other Operating Contracts	NR	0.986	41.6	Timing of charges	0.955	8.1	Timing of charges
Professional Service Contracts	NR	0.000	0.0		0.148	5.3	Timing of charges
Materials & Supplies	NR	0.501	22.4	Timing of charges	0.627	5.6	Timing of charges
Other Business Expense	NR	0.124	35.0	Timing of charges	0.234	13.2	Timing of charges
Depreciation	NR	(0.267)	(7.6)	Pending reclass of expenses	(0.878)	(5.0)	(a)
Other Post Employment Benefits	NR	0.018	0.4	(a)	0.090	0.4	(a)
Environmental Remediation		-	-		(1.832)		
Payroll	R	0.452	94.8	Timing of charges	1.358	57.0	Timing of charges
Health and Welfare	R	0.075	85.3		0.031	7.2	
Pension	R	0.035	84.5	Capital journal entries.	0.004	2.2	Scrap labor & materials, police repairs, MNR maint, & capital journal entries
Other Fringe Benefits	R	0.037	95.1		0.123	63.4	
Maintenance and Other Operating Contracts	R	0.000	*		0.055	*	Diesel fuel charges & credits
Materials & Supplies	R	(0.033)	*	Billbacks for parts for nonrev vehicles for Police HQ & MNR	(0.295)	*	MTABus materials from SR for NYCT buses & billbacks for parts for nonrev vehicles.
Total Expense Variance		\$ 4.092	7.6		\$ (4.570)	(1.7)	
Net Variance		\$ 3.514	10.0		\$ (3.421)	(1.9)	

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	May 2012				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$ 15.702	\$ 17.542	\$ 1.840	11.7	\$ 73.850	\$ 75.221	\$ 1.371	1.9
Other Operating Revenue	2.040	0.402	(1.638)	(80.3)	8.876	8.223	(0.653)	(7.4)
Capital and Other Reimbursements	0.987	-	(0.987)	(100.0)	4.933	1.461	(3.472)	(70.4)
Total Receipts	\$ 18.728	\$ 17.943	\$ (0.785)	(4.2)	\$ 87.659	\$ 84.906	\$ (2.753)	(3.1)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 27.880	\$ 28.615	\$ (0.735)	(2.6)	\$ 102.227	\$ 95.084	\$ 7.143	7.0
Overtime	4.706	3.890	0.816	17.3	17.254	19.052	(1.798)	(10.4)
Health and Welfare	3.731	1.707	2.024	54.2	18.653	11.936	6.717	36.0
OPEB Current Payment	1.216	1.100	0.116	9.5	6.078	5.500	0.578	9.5
Pensions	3.622	4.455	(0.833)	(23.0)	18.111	18.209	(0.098)	(0.5)
Other Fringe Benefits	2.665	2.637	0.029	1.1	9.773	8.976	0.797	8.2
GASB Account	0.360	-	0.360	100.0	1.799	-	1.799	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 44.179	\$ 42.403	\$ 1.776	4.0	\$ 173.895	\$ 158.757	\$ 15.138	8.7
<i>Non-Labor:</i>								
Traction and Propulsion Power								
Fuel for Buses and Trains	\$ 2.917	\$ 0.282	\$ 2.635	90.3	\$ 14.148	\$ 13.030	\$ 1.118	7.9
Insurance	1.222	1.118	0.104	8.5	6.112	6.022	0.090	1.5
Claims	1.425	0.799	0.626	43.9	7.125	2.762	4.363	61.2
Maintenance and Other Operating Contracts	2.370	2.151	0.219	9.2	11.850	7.773	4.077	34.4
Professional Service Contracts	0.559	0.278	0.281	50.3	2.794	1.314	1.480	53.0
Materials & Supplies	2.242	2.871	(0.629)	(28.1)	11.210	15.888	(4.678)	(41.7)
Other Business Expenses	0.354	0.059	0.296	83.5	1.771	0.815	0.957	54.0
Total Non-Labor Expenditures	\$ 11.089	\$ 7.558	\$ 3.532	31.8	\$ 55.010	\$ 47.604	\$ 7.406	13.5
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 55.269	\$ 49.961	\$ 5.307	9.6	\$ 228.905	\$ 206.360	\$ 22.544	9.8
Operating Cash Surplus/(Deficit)	\$ (36.541)	\$ (32.018)	\$ 4.523	12.4	\$ (141.246)	\$ (121.455)	\$ 19.791	14.0

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	May 2012				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
	\$	%		\$	%			
Farebox Revenue	\$ 1,840	11.7	Timing of receipts	\$ 1,371	1.9	Timing of receipts		
Other Operating Revenue	(1,638)	(80.3)	Student reimbursement and advertising receipts	(0,653)	(7.4)	Student reimbursement and advertising receipts		
Capital and Other Reimbursements	(0,987)	(100.0)	Vacancies and delayed charges	(3,472)	(70.4)	Vacancies and delayed charges		
Total Receipts	\$ (0,785)	(4.2)		\$ (2,753)	(3.1)			
Payroll	\$ (0,735)	(2.6)	Mainly due to higher rate of pay for MPA and timing of reimbursable charges	\$ 7,143	7.0	Delayed contract settlements and interagency payments		
Overtime	0,816	17.3		(1,798)	(10.4)	Primarily due to the bus maintenance program along with vacancies and unbudgeted contractual award for one additional hour of supervisory pay		
Health and Welfare	2,024	54.2	Timing of payments	6,717	36.0	Timing of payments		
OPEB Current Payment	0,118	9.5	Timing of payments	0,578	9.5	Timing of payments		
Pension	(0,833)	(23.0)	Prior period payments	(0,098)	(0.5)	(a)		
Other Fringe Benefits	0,029	1.1	(a)	0,797	8.2	Timing of payments		
Fuel for Buses and Trains	2,635	90.3	Timing of payments	1,118	7.9	Timing of payments		
Insurance	0,104	8.5	Timing of payments	0,090	1.5	(a)		
Claims	0,626	43.9	Timing of payments	4,363	61.2	Timing of payments		
Maintenance and Other Operating Contracts	0,219	9.2	Timing of payments	4,077	34.4	Timing of payments		
Professional Service Contracts	0,281	50.3	Timing of payments	1,480	53.0	Timing of payments		
Materials & Supplies	(0,629)	(28.1)	Prior period payments	(4,678)	(41.7)	Prior period payments for 2011		
Other Business Expenditure	0,296	83.5	Timing of payments	0,957	54.0	Timing of payments		
Total Expenditures	\$ 5,307	9.6		\$ 22,644	9.8			
Net Cash Variance	\$ 4,523	12.4		\$ 19,791	14.0			

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	May 2012				Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ -	\$ 1.926	\$ 1.926	-	\$ -	\$ (0.185)	\$ (0.185)	-	-
Other Operating Revenue	-	(1.711)	(1.711)	-	-	(1.522)	(1.522)	-	-
Capital and Other Reimbursements	0.343	(0.079)	(0.421)	*	1.713	(0.482)	(2.195)	*	*
Total Receipts	\$ 0.343	\$ 0.136	\$ (0.207)	(60.4)	\$ 1.713	\$ (2.189)	\$ (3.902)	*	*
Expenditures									
<i>Labor:</i>									
Payroll	\$ (8.176)	\$ (8.053)	\$ 0.123	1.5	\$ (7.608)	\$ 5.408	\$ 13.016	*	*
Overtime	(1.241)	-	1.241	100.0	(0.497)	-	0.497	100.0	100.0
Health and Welfare	0.034	1.723	1.690	*	0.168	6.429	6.261	*	*
OPEB Current Payment	-	1.540	1.540	-	-	1.540	1.540	-	-
Pensions	0.015	(0.309)	(0.324)	*	0.073	0.706	0.634	*	*
Other Fringe Benefits	(0.659)	(0.557)	0.102	15.5	(0.140)	0.620	0.760	*	*
GASB Account	(0.360)	-	0.360	100.0	(1.799)	-	1.799	100.0	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ (10.388)	\$ (5.656)	\$ 4.732	45.6	\$ (9.803)	\$ 14.703	\$ 24.505	*	*
<i>Non-Labor:</i>									
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	-
Fuel for Buses and Trains	-	(3.278)	(3.278)	-	-	(4.933)	(4.933)	-	-
Insurance	-	0.300	0.300	-	-	0.448	0.448	-	-
Claims	0.658	1.284	0.626	95.1	3.292	7.653	4.361	*	*
Maintenance and Other Operating Contracts	-	(0.767)	(0.767)	-	-	3.067	3.067	-	-
Professional Service Contracts	-	0.281	0.281	-	-	1.332	1.332	-	-
Materials & Supplies	-	(1.098)	(1.098)	-	-	(5.010)	(5.010)	-	-
Other Business Expenditures	-	0.171	0.171	-	-	0.722	0.722	-	-
Total Non-Labor Expenditures	\$ 0.658	\$ (3.107)	\$ (3.765)	*	\$ 3.292	\$ 3.279	\$ (0.012)	(0.4)	(0.4)
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 Adjts.	\$ (9.729)	\$ (8.763)	\$ 0.967	9.9	\$ (6.511)	\$ 17.982	\$ 24.493	*	*
Depreciation Adjustment	3.520	3.786	0.267	7.6	17.598	18.476	0.878	5.0	5.0
Other Post Employment Benefits	4.618	4.600	(0.018)	(0.4)	23.090	23.000	(0.090)	(0.4)	(0.4)
Environmental Remediation	-	-	-	-	-	1.832	1.832	-	-
Total Expenses/Expenditures	\$ (1.592)	\$ (0.376)	\$ 1.216	76.4	\$ 34.177	\$ 61.291	\$ 27.114	79.3	79.3
Total Cash Conversion Adjustments	\$ (1.249)	\$ (0.241)	\$ 1.009	80.7	\$ 35.890	\$ 59.102	\$ 23.212	64.7	64.7

NOTE: Totals may not add due to rounding

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

	May						May 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>	48,564	\$2.1	47,209	\$2.0	1,355	\$0.1	236,547	\$10.0	218,931	\$9.3	17,616	\$0.7
					2.8%	3.9%					7.4%	7.1%
<u>Unscheduled Service</u>	3,743	\$0.2	5,294	\$0.2	(1,551)	(0.0)	18,253	\$0.8	17,576	\$0.8	677	0.0
					-41.4%	-29.0%					3.7%	3.6%
Programmatic/Routine Maintenance	14,221	\$0.6	17,736	\$0.7	(3,514)	(0.1)	69,426	\$3.0	83,854	\$3.9	(14,428)	(0.9)
					-24.7%	-12.0%					-20.8%	-30.4%
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>	13,114	\$0.6	25,151	\$1.0	(12,037)	(0.4)	61,009	\$2.7	101,547	\$4.8	(40,538)	(2.0)
					-91.8%	-67.4%					-66.4%	-73.6%
<u>Weather Emergencies</u>	109	\$0.0	0	\$0.0	109	0.0	530	\$0.0	814	\$0.1	(284)	(0.1)
					100.0%	100.0%					-53.5%	-257.2%
<u>Safety/Security/Law Enforcement</u>	232	\$0.0	131	\$0.0	101	0.0	1,041	\$0.0	588	\$0.0	453	0.0
					-43.6%	50.6%					43.6%	45.3%
<u>Other</u>	626	\$0.0	569	\$0.0	57	(0.0)	3,050	\$0.1	4,038	\$0.2	(988)	(0.1)
					9.1%	-22.1%					-32.4%	-51.1%
Subtotal	80,608	\$3.5	96,089	\$3.9	(15,481)	(\$0.4)	389,857	\$16.8	427,347	\$19.1	(37,491)	(\$2.3)
					-19.2%	-12.3%					-9.6%	-13.7%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	80,608	\$3.5	96,089	\$3.9	(15,481)	(\$0.4)	389,857	\$16.8	427,347	\$19.1	(37,491)	(\$2.3)
					-19.2%	-12.3%					-9.6%	-13.7%

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	1,355	\$0.1	Less than schedule service Operated	17,616	\$0.7	Less than schedule service Operated
	2.8%	3.9%		7.4%	7.1%	
Unscheduled Service	(1,551)	(\$0.0)		677	\$0.0	
	-41.4%	-29.0%		3.7%	3.6%	
Programmatic/Routine Maintenance	(3,514)	(\$0.1)		(14,428)	(\$0.9)	Maintenance campaign with enhanced inspection process to increase bus reliability and performance.
	-24.7%	-12.0%		-20.8%	-30.4%	
Unscheduled Maintenance	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(12,037)	(\$0.4)	Vacancy and absentee Coverage	(40,538)	(\$2.0)	Vacancy and absentee Coverage
	-91.8%	-67.4%		-66.4%	-73.6%	
Weather Emergencies	109	\$0.0		(284)	(\$0.1)	February 11th Snow Storm Preparation
	100.0%	100.0%		-53.5%	-257.2%	
Safety/Security/Law Enforcement	101	\$0.0		453	\$0.0	
	43.6%	50.6%		43.6%	45.3%	
Other	57	(\$0.0)	Un-planned Administrative Work.	(988)	(\$0.1)	Un-planned Administrative Work.
	9.1%	-22.1%		-32.4%	-51.1%	
Subtotal	(15,481)	(\$0.4)		(37,491)	(\$2.3)	
	-19.2%	-12.3%		-9.6%	-13.7%	
REIMBURSABLE OVERTIME						
	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	(15,481)	(\$0.4)		(37,491)	(\$2.3)	

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
FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET
Utilization
(In millions)

	<u>May 2012</u>			<u>Year-to-date as of May 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	\$ 15.702	\$ 15.616	\$ (0.086)	\$ 73.850	\$ 75.407	\$ 1.556
Total Farebox Revenue	\$ 15.702	\$ 15.616	\$ (0.086)	\$ 73.850	\$ 75.407	\$ 1.556
Other Revenue	\$ 2.040	\$ 2.113	\$ 0.073	\$ 8.876	\$ 9.745	\$ 0.869
Capital & Other	0.644	0.079	(0.565)	3.220	1.943	(1.277)
Total Revenue	\$ 18.385	\$ 17.808	\$ (0.578)	\$ 85.946	\$ 87.095	\$ 1.149
<u>Ridership</u>						
Fixed Route	10.646	10.850	0.205	49.621	50.997	1.376
Total Ridership	10.646	10.850	0.205	49.621	50.997	1.376

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

FUNCTION / DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Office of the EVP	4	4	-	
Human Resources	6	6	-	
Office of Management and Budget	14	14	-	
Technology & Information Services	17	18	(1)	
Material	18	17	1	
Controller	13	29	(16)	
Office of the President	5	9	(4)	
System Safety Administration	5	1	4	
Law	21	25	(4)	
Corporate Communications	2	2	-	
Labor Relations	4	-	4	
Strategic Office	8	8	-	
Non-Departmental	57	-	57	
Total Administration	174	133	41	Timing of Training Requirements
Buses	2,056	2,055	1	
Office of the Executive VP	1	2	(1)	
Safety & Training	21	61	(40)	
Road Operations	119	119	-	
Transportation Support	20	20	-	
Operations Planning	30	30	-	
Revenue Control	21	21	-	
Total Operations	2,268	2,308	(40)	Students in Training
Buses	730	734	(4)	
Maintenance Support/CMF	152	154	(2)	
Facilities	72	39	33	
Supply Logistics	83	84	(1)	
Total Maintenance	1,037	1,011	26	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	3,529	3,500	29	
Non-Reimbursable	3,462	3,438	24	
Reimbursable	67	62	5	
Total Full-Time	3,514	3,482	32	
Total Full-Time Equivalents	15	18	(3)	

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

FUNCTION / OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	47	43	4	
Professional, Technical, Clerical	70	90	(20)	
Operational Hourlies	57	-	57	
Total Administration	174	133	41	Timing of Training Requirements
Operations				
Managers/Supervisors	300	298	2	
Professional, Technical, Clerical	50	57	(7)	
Operational Hourlies	1,918	1,953	(35)	
Total Operations	2,268	2,308	(40)	Students in Training
Maintenance				
Managers/Supervisors	195	190	5	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	830	808	22	
Total Maintenance	1,037	1,011	26	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	557	16	
Professional, Technical, Clerical	151	180	(29)	
Operational Hourlies	2,805	2,763	42	
Total Baseline Positions	3,529	3,500	29	

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
May 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	\$ 77.144	\$ 75.871	\$ (1.273)	(1.7)	\$ -	\$ -	\$ -	-	\$ 77.144	\$ 75.871	\$ (1.273)	(1.7)
Paratransit	1.471	1.337	(0.134)	(9.1)	-	-	-	-	1.471	1.337	(0.134)	(9.1)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	16.294	16.062	(0.232)	(1.4)	-	-	-	-	16.294	16.062	(0.232)	(1.4)
Capital and Other Reimbursements	-	-	-	-	2.255	2.667	0.412	18.3	2.255	2.667	0.412	18.3
Total Revenue	\$ 94.909	\$ 93.270	\$ (1.639)	(1.7)	\$ 2.255	\$ 2.667	\$ 0.412	18.3	\$ 97.164	\$ 95.936	\$ (1.228)	(1.3)
Expenses												
<i>Labor:</i>												
Payroll	\$ 82.182	\$ 79.101	\$ 3.081	3.7	\$ 0.815	\$ 0.688	\$ 0.126	15.5	\$ 82.997	\$ 79.790	\$ 3.207	3.9
Overtime	12.517	13.577	(1.060)	(8.5)	0.341	0.629	(0.288)	(84.2)	12.859	14.206	(1.348)	(10.5)
Health and Welfare	15.938	15.466	0.472	3.0	-	-	-	-	15.938	15.466	0.472	3.0
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	7.525	7.083	0.442	5.9	-	-	-	-	7.525	7.083	0.442	5.9
Other Fringe Benefits	6.992	6.503	0.490	7.0	0.310	0.321	(0.011)	(3.5)	7.302	6.823	0.479	6.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.585)	(0.790)	0.204	34.9	0.585	0.790	(0.204)	(34.9)	-	(0.000)	0.000	-
Total Labor Expenses	\$ 124.569	\$ 120.941	\$ 3.628	2.9	\$ 2.051	\$ 2.428	\$ (0.376)	(18.4)	\$ 126.620	\$ 123.368	\$ 3.252	2.6
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	14.747	13.588	1.158	7.9	-	-	-	-	14.747	13.588	1.158	7.9
Insurance	4.424	3.066	1.358	30.7	-	-	-	-	4.424	3.066	1.358	30.7
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	34.423	30.729	3.693	10.7	-	-	-	-	34.423	30.729	3.693	10.7
Maintenance and Other Operating Contracts	4.837	2.654	2.183	45.1	(0.000)	0.042	(0.042)	*	4.837	2.696	2.140	44.3
Professional Service Contracts	0.366	0.361	0.006	1.5	-	-	-	-	0.366	0.361	0.006	1.5
Materials & Supplies	8.268	7.659	0.609	7.4	-	0.023	(0.023)	-	8.268	7.682	0.586	7.1
Other Business Expense	(0.024)	(0.063)	0.039	*	0.204	0.173	0.031	15.0	0.179	0.110	0.069	38.5
Total Non-Labor Expenses	\$ 67.040	\$ 57.994	\$ 9.046	13.5	\$ 0.204	\$ 0.239	\$ (0.035)	(17.3)	\$ 67.243	\$ 58.233	\$ 9.010	13.4
<i>Other Expense Adjustments:</i>												
Other	-	-	-	-	-	0.011	(0.011)	-	-	0.011	(0.011)	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ 0.011	\$ (0.011)	-	\$ -	\$ 0.011	\$ (0.011)	-
Total Expenses before Non-Cash Liability Adj.	\$ 191.609	\$ 178.935	\$ 12.674	6.6	\$ 2.255	\$ 2.678	\$ (0.423)	(18.7)	\$ 193.864	\$ 181.613	\$ 12.251	6.3
Depreciation	-	0.010	(0.010)	-	-	-	-	-	-	0.010	(0.010)	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 191.609	\$ 178.945	\$ 12.664	6.6	\$ 2.255	\$ 2.678	\$ (0.423)	(18.7)	\$ 193.864	\$ 181.622	\$ 12.241	6.3
Net Surplus/(Deficit)	\$ (96.700)	\$ (85.675)	\$ 11.025	11.4	\$ -	\$ (0.011)	\$ (0.011)	-	\$ (96.700)	\$ (85.686)	\$ 11.014	11.4

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
May 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	\$ 364.287	\$ 362.031	\$ (2.256)	(0.6)	\$ -	\$ -	\$ -	-	\$ 364.287	\$ 362.031	\$ (2.256)	(0.6)
Paratransit	6.825	6.351	(0.474)	(6.9)	-	-	-	-	6.825	6.351	(0.474)	(6.9)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	81.470	80.892	(0.578)	(0.7)	-	-	-	-	81.470	80.892	(0.578)	(0.7)
Capital & Other Reimbursements	-	-	-	-	11.350	11.745	0.395	3.5	11.350	11.745	0.395	3.5
Total Revenue	\$ 452.582	\$ 449.275	\$ (3.307)	(0.7)	\$ 11.350	\$ 11.745	\$ 0.395	3.5	\$ 463.932	\$ 461.019	\$ (2.913)	(0.6)
Expenses												
<i>Labor:</i>												
Payroll	\$ 396.471	\$ 383.166	\$ 13.305	3.4	\$ 3.833	\$ 3.603	\$ 0.230	6.0	\$ 400.304	\$ 386.769	\$ 13.535	3.4
Overtime	60.106	64.264	(4.158)	(6.9)	1.935	2.519	(0.584)	(30.2)	62.041	66.783	(4.742)	(7.6)
Health and Welfare	79.533	76.787	2.746	3.5	-	-	-	-	79.533	76.787	2.746	3.5
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	36.294	34.815	1.479	4.1	-	-	-	-	36.294	34.815	1.479	4.1
Other Fringe Benefits	33.721	32.078	1.642	4.9	1.511	1.556	(0.045)	(3.0)	35.232	33.635	1.597	4.5
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(3.051)	(3.527)	0.476	15.6	3.051	3.527	(0.476)	(15.6)	-	(0)	0	-
Total Labor Expenses	\$ 603.074	\$ 587.583	\$ 15.490	2.6	\$ 10.331	\$ 11.205	\$ (0.874)	(8.465)	\$ 613.404	\$ 598.788	\$ 14.616	2.4
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$ -	\$ 0.000	\$ (0.000)	-	\$ -	\$ -	\$ -	-	\$ -	\$ 0.000	\$ (0.000)	-
Fuel for Buses and Trains	73.740	68.402	5.338	7.2	-	-	-	-	73.740	68.402	5.338	7.2
Insurance	21.528	16.417	5.112	23.7	-	-	-	-	21.528	16.417	5.112	23.7
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	\$163.571	\$149.191	14.380	8.8	-	-	-	-	163.571	149.191	14.380	8.8
Maintenance and Other Operating Contracts	23.934	17.558	6.376	26.6	(0.000)	0.048	(0.049)	*	23.934	17.607	6.327	26.4
Professional Service Contracts	1.688	1.081	0.607	36.0	-	0.000	(0.000)	-	1.688	1.081	0.607	36.0
Materials & Supplies	41.439	39.201	2.238	5.4	-	0.100	(0.100)	-	41.439	39.302	2.138	5.2
Other Business Expense	(0.067)	0.361	(0.428)	*	1.019	0.391	0.629	61.7	0.952	0.751	0.201	21.1
Total Non-Labor Expenses	\$ 325.834	\$ 292.211	\$ 33.623	10.3	\$ 1.019	\$ 0.540	\$ 0.480	47.058	\$ 326.853	\$ 292.750	\$ 34.103	10.4
Other Expense Adjustments:												
Other	-	-	-	-	-	0.011	(0.011)	-	-	0.011	(0.011)	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ 0.011	\$ (0.011)	-	\$ -	\$ 0.011	\$ (0.011)	-
Total Expenses before Non-Cash Liability Adjs.	\$ 928.907	\$ 879.794	\$ 49.113	5.3	\$ 11.350	\$ 11.756	\$ (0.406)	(3.6)	\$ 940.257	\$ 891.550	\$ 48.707	5.2
Depreciation	-	0.046	(0.046)	-	-	-	-	-	-	0.046	(0.046)	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 928.907	\$ 879.840	\$ 49.067	5.3	\$ 11.350	\$ 11.756	\$ (0.406)	(3.6)	\$ 940.257	\$ 891.596	\$ 48.661	5.2
Net Surplus/(Deficit)	\$ (476.325)	\$ (430.565)	\$ 45.760	9.6	\$ -	\$ (0.011)	\$ -	-	\$ (476.325)	\$ (430.576)	\$ 45.749	9.6

NOTE: Totals may not add due to rounding

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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	May 2012				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ (1.273)	(1.7)	(a)	\$ (2.256)	(0.6)	(a)		
Paratransit	NR	(0.134)	(9.1)	Primarily due to lower than budgeted trips.	(0.474)	(6.9)	Primarily due to lower than budgeted trips.		
Other Operating Revenue	NR	(0.232)	(1.4)	(a)	(0.578)	(0.7)	(a)		
Capital and Other Reimbursements	R	0.412	18.3	Due mostly to greater than planned shuttles, facility maintenance and support services for MTA Bus.	0.395	3.5	(a)		
Total Revenue Variance		\$ (1.228)	(1.3)		\$ (2.913)	(0.6)			
Payroll	NR	\$ 3.081	3.7	(a)	\$ 13.305	3.4	(a)		
Overtime	NR	(1.060)	(8.5)	Primarily due to vacancies and absence coverage.	(4.158)	(6.9)	Primarily due to the bus maintenance program aimed at reversing the negative trend in MDBF along with bus operator vacancies, traffic delays, and Xtra trips.		
Health & Welfare	NR	0.472	3.0	(a)	2.746	3.5	(a)		
Pension	NR	0.442	5.9	Due mostly to the payroll underruns.	1.479	4.1	(a)		
Other Fringe Benefits	NR	0.490	7.0	Due mostly to the payroll underruns.	1.642	4.9	(a)		
Reimbursable Overhead	NR	0.204	34.9	Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.	0.476	15.8	Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.		
Payroll	R	0.126	15.5	Underrun due primarily to vacancies.	0.230	6.0	Underrun due primarily to vacancies and timing.		
Overtime	R	(0.288)	(84.2)	Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.	(0.584)	(30.2)	Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.		
Health & Welfare	R	-	-	(a)	-	-	(a)		
Pension	R	-	-	(a)	-	-	(a)		
Other Fringe Benefits	R	(0.011)	(3.5)	(a)	(0.045)	(3.0)	(a)		
Reimbursable Overhead	R	(0.204)	(34.9)	Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.	(0.476)	(15.6)	Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.		
Total Labor Variance		\$ 3.252	2.6		\$ 14.616	2.4			
Fuel for Buses and Trains	NR	\$ 1.158	7.9	Primarily due to lower consumption of diesel fuel and heating fuel partially offset by higher diesel prices.	5.338	7.2	Primarily due to lower consumption of diesel and heating fuel along with favorable timing partially offset by higher diesel prices.		
Insurance	NR	1.358	30.7	Primarily due to lower insurance premiums.	5.112	23.7	Primarily due to lower insurance premiums.		
Paratransit Service Contracts	NR	3.693	10.7	Primarily due to the diversion of riders to lower cost taxis and vouchers and lower completed trips.	14.380	8.8	Mostly due to the diversion of riders to lower cost taxis and vouchers, lower completed trips, and reduced activity in the call		
Maintenance and Other Operating Contracts	NR	2.183	45.1	Due mainly to the timing of operations maintenance & repairs, the offset of water & sewer charges against the Flatbush DEP credit, the timing of facility maintenance & repairs and auto purchases partially offset by higher tires & tubes and toll expenses.	6.376	26.6	Due mainly to the timing of operations maintenance & repairs, the offset of water & sewer charges against the Flatbush DEP credit, the timing of facility maintenance & repairs and auto purchases partially offset by higher tires & tubes and toll expenses.		
Professional Service Contracts	NR	0.006	1.5	(a)	0.607	36.0	Due mainly to timing of expenses.		
Materials & Supplies	NR	0.609	7.4	Due mainly to timing of expenses.	2.238	5.4	Due mainly to timing of expenses.		
Other Business Expense	NR	0.039	(a)	(a)	(0.428)	(a)	(a)		
Fuel for Buses and Trains	R	-	-	(a)	-	-	(a)		
Paratransit Service Contracts	R	-	-	(a)	-	-	(a)		
Maintenance and Other Operating Contracts	R	(0.042)	-	(a)	(0.049)	-	(a)		
Professional Service Contracts	R	-	-	(a)	(0.000)	-	(a)		
Materials & Supplies	R	(0.023)	-	(a)	(0.100)	-	(a)		
Other Business Expense	R	0.031	15.0	(a)	0.629	61.7	Due to fewer warranty claims and reimbursable travel expense.		
Total Non-Labor Variance		\$ 9.010	13.4		\$ 34.103	10.4			
Net Variance		\$ 11.035	11.4		\$ 45.806	9.6			

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

MTA New York City Transit (Buses)
2012 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Adopted Budget		May			Adopted Budget		May Year-to-Date				
	Hours	\$	Actuals		Var. - Fav./(Unfav)		Hours	\$	Actuals		Var. - Fav./(Unfav)	
			Hours	\$	Hours	\$			Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
Scheduled Service	261,447	\$7.6	247,789	\$7.1	13,658 5.2%	\$0.6 7.2%	1,256,786	\$36.7	1,193,131	\$34.1	63,655 5.1%	\$2.5 6.9%
Unscheduled Service	75,148	\$2.2	99,048	\$2.3	(23,900) (31.8%)	(\$0.0) (1.5%)	341,073	\$10.1	387,501	\$8.8	(46,428) (13.6%)	\$1.3 12.5%
Programmatic/Routine Maintenance	70,892	\$2.2	92,058	\$2.6	(21,166) (29.9%)	(\$0.4) (19.1%)	344,111	\$10.7	509,855	\$14.8	(165,744) (48.2%)	(\$4.1) (37.8%)
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0 0.0%	\$0.0 0.0%	0	\$0.0	0	\$0.0	0 0.0%	\$0.0 0.0%
Vacancy/Absentee Coverage	0	\$0.0	31,209	\$1.4	(31,209) 0.0%	(1.4) 0.0%	0	\$0.0	118,665	\$5.4	(118,665) 0.0%	(5.4) 0.0%
Weather Emergencies	12	\$0.0	110	\$0.0	(98) (812.0%)	(\$0.0) (774.6%)	13,598	\$0.4	13,698	\$0.4	(100) (0.7%)	\$0.0 5.5%
Safety/Security/Law Enforcement	0	\$0.0	0	\$0.0	0 0.0%	\$0.0 0.0%	0	\$0.0	0	\$0.0	0 0.0%	\$0.0 0.0%
Other	11,965	\$0.5	3,154	\$0.2	8,811 73.6%	\$0.2 49.3%	60,072	\$2.2	16,687	\$0.7	43,385 72.2%	\$1.5 68.5%
Subtotal	419,464	\$12.5	473,368	\$13.6	(53,904) (12.9%)	(\$1.1) (8.7%)	2,015,640	\$60.1	2,239,537	\$64.2	(223,897) (11.1%)	(\$4.1) (6.8%)
REIMBURSABLE OVERTIME	10,945	\$0.3	20,166	\$0.6	(9,221) (84.2%)	(\$0.3) (84.2%)	62,014	\$1.9	80,737	\$2.5	(18,723) (30.2%)	(\$0.6) (30.2%)
TOTAL OVERTIME	430,409	\$12.9	493,534	\$14.2	(63,125) (14.7%)	(\$1.4) (10.7%)	2,077,654	\$62.0	2,320,274	\$66.7	(242,620) (11.7%)	(\$4.7) (7.6%)

Totals may not add due to rounding.

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

* Exceeds 100%

MTA New York City Transit (Buses)
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						
<u>Scheduled Service</u>	13,658 (25.3%)	\$0.6 (50.9%)	Less than schedule service operated	63,655 (28.4%)	\$2.5 (61.7%)	Less than schedule service operated
<u>Unscheduled Service</u>	(23,900) 44.3%	(\$0.0) 3.1%		(46,428) 20.7%	\$1.3 (30.7%)	
<u>Programmatic/Routine Maintenance</u>	(21,166) 39.3%	(\$0.4) 38.9%		(165,744) 74.0%	(\$4.1) 98.8%	Maintenance campaign with enhanced inspection process to increase bus reliability and performance.
<u>Unscheduled Maintenance</u>	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(31,209) 57.9%	(1.4) 129.0%	Vacancy and absentee coverage	(118,665) 53.0%	(5.4) 130.4%	Vacancy and absentee coverage
<u>Weather Emergencies</u>	(98) .2%	(\$0.0) .3%		(100) 0.0%	\$0.0 -0.6%	
<u>Safety/Security/Law Enforcement</u>	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
<u>Other</u>	8,811 (16.3%)	\$0.2 (20.4%)		43,385 (19.4%)	\$1.5 (36.4%)	
Subtotal	(53,904) 85.4%	(\$1.1) 79.1%		(223,897) 92.3%	(\$4.1) 87.6%	
REIMBURSABLE OVERTIME	(9,221) 14.6%	(\$0.3) 20.9%		(18,723) 7.7%	(\$0.6) 12.4%	
TOTAL OVERTIME	(63,125)	(\$1.4)		(242,620)	(\$4.7)	

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 NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**

Utilization
(In millions)

	<u>May 2012</u>			<u>Year-to-date as of May 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	\$ 77.144	\$ 75.871	\$ (1.273)	\$ 364.287	\$ 362.031	\$ (2.256)
Paratransit	1.471	1.337	(0.134)	6.825	6.351	(0.474)
Total Farebox Revenue	\$ 78.615	\$ 77.208	\$ (1.407)	\$ 371.112	\$ 368.383	\$ (2.729)
Other Revenue	\$ 16.294	\$ 16.062	\$ (0.232)	\$ 81.470	\$ 80.892	\$ (0.578)
Capital & Other	2.255	2.667	0.412	11.350	11.745	0.395
Total Revenue	\$ 97.164	\$ 95.936	\$ (1.228)	\$ 463.932	\$ 461.019	\$ (2.913)
<u>Ridership</u>						
Fixed Route	61.301	60.350	(0.951)	284.690	284.086	(0.604)
Paratransit	0.908	0.852	(0.056)	4.214	4.020	(0.194)
Total Ridership	62.209	61.201	(1.008)	288.904	288.106	(0.798)

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Reason For Variance
Total Baseline Positions				
Managers/Supervisors				
- Managers	590	573	17	
- Supervisors	1,154	1,141	13	
Total Managers/Supervisors	1,744	1,714	30	Vacancies Due to Delayed Hiring
Professional/Technical/Clerical				
- Full Time	264	249	15	
- Part Time	-	5	(5)	
Total Professional/Technical/Clerical	264	254	10	
Operational Hourlies				
- Bus Operators	9,532	9,561	(29)	
- Maintenance	2,681	2,664	17	
Total Hourlies	12,213	12,225	(12)	Timing of Training Requirements
Total Baseline Positions FT	14,221	14,193	28	
Total Baseline Positions PT	-	5	(5)	
Total Baseline Positions	14,221	14,198	23	

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

NYCT Buses

Awards: Repair brick façade at Ulmer Park Depot for \$0.8 million.

Completions:

- ⇒ Purchase 90 CNG Buses for \$40.9 million.
- ⇒ Install cameras on 90 CNG Buses for \$3.9 million.

Designs: None

MTA Bus

Awards: Install equipment required for a complete Security System at College Point Depot. The bid cost for this project is \$1.8 million.

Completions: None

Designs: None

PROCUREMENTS

The Procurement Agenda this month includes 4 procurement actions for a proposed expenditure of \$41.31M.

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	July 16, 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	7/23/12	X		
2	Board	7/25/12	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President <i>[Signature]</i>		
2	Executive VP <i>[Signature]</i>		
1	General Counsel <i>[Signature]</i>		

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:

<u>Procurements Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule E: Miscellaneous Procurement Contracts	1	\$0.08M

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 L: Budget Adjustments to Estimated Quantity Contracts	1	\$32.69M

	<u># of Actions</u>	<u>\$ Amount</u>
Total Non-Competitive Procurements	2	\$32.77M

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

None

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

<u>Procurements Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services	1	\$ 8.43M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Competitive Procurements	1	\$8.43M

MTA Bus Company seeks Ratifications in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K: Ratifications of Completed Procurement Actions (Involving Schedules E-J)	1	\$.11M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Ratifications	1	\$.11M

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

None

	<u># of Actions</u>	<u>\$ Amount</u>
Total Ratifications	1	\$.11M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Procurements	4	\$41.31M

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.

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

E. Miscellaneous Procurement Contracts

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

1. Cummins Corporation

Contract No. 29645

\$77,539.08 (NTE)

Staff Summary Attached

In-service evaluation project to convert one hybrid electric bus to a diesel engine only application.

[JULY 2012]

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

L. Budget Adjustments to Estimated Quantity Contracts

(Expenditures which are anticipated to exceed the lesser of \$250,000 or \$50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

<p>1. Corporate Transportation Group, Ltd.</p> <p>Contract # 10L0373</p> <p>January 13, 2011- January 12, 2013</p>	<p>Original Amount:</p> <p>Prior Modifications:</p> <p>Prior Budgetary Increases:</p> <p>Current Amount:</p> <p>This Request:</p> <p>% of This Request to Current Amount:</p> <p>% of Mods/Budget Adjustments (including This Request) to Original Amount:</p>	<p>\$ 49,208,816</p> <p>\$ 0</p> <p>\$ 0</p> <p>\$ 49,208,816</p> <p>\$ 32,686,941</p> <p>66.4%</p> <p>66.4%</p>
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Discussion:

This budget adjustment will add additional funding to Contract #10L0373 to provide continued Broker-based car services for Paratransit's Access-A-Ride (AAR) customers through the end of the contract term, January 12, 2013. Contract #10L0373 is a two-year test-and-evaluation pilot initiative that utilizes one Contractor to schedule and dispatch pre-arranged trips for Paratransit's ambulatory passengers through a non-dedicated subcontractor network of livery and black car service providers.

The purpose of the pilot initiative is to test and evaluate the concept that the Broker model could provide the vehicle capacity to perform a high volume of trips without compromising the quality of service. The use of a non-dedicated service provides a cost benefit to NYC Transit in that Paratransit does not bear the direct responsibility for maintenance and operating costs, as is the case with the dedicated Primary service for Paratransit. The pilot initiative offers pricing that is on average 39% lower than the current average cost-per-trip of \$53 for dedicated Primary service. The current average cost-per-trip for Broker trips is \$32.

Following Board approval in December 2010, the pilot was awarded to Corporate Transportation Group, Ltd. (CTG) in January 2011 as a test-and-evaluation procurement for an estimated amount of \$49,208,816. The initial mobilization plan for the pilot proposed an incremental roll out of trips, starting with 250 trips per day and ramping up to 5,000 trips per week day and 2,500 trips per weekend day (Saturdays and Sundays) by month 22 of the contract. CTG's in-house fleet of vehicles, existing network of service providers, and advanced dispatch and reservation system, however, provided the capacity for an accelerated ramp up of trips, allowing CTG to reach service levels of 5,000 trips per week day and 3,150 trips per weekend day by January 2012, nine months earlier than anticipated. Additionally, Paratransit expects to ramp up the trip volume to 7,500 trips per week day and 4,300 trips per weekend day beginning August 2012 through the end of the contract term.

This budget adjustment is required to cover the funding shortfall that resulted from the accelerated ramp-up of completed trips, the projected increase in trip volume that will continue through the end of the contract term, and the underestimating of the cost-per-trip, which was originally estimated at \$30.51. Continuing Broker-based car service under this pilot at the newly projected trip volumes also affords Paratransit the opportunity to further develop and streamline the operation, as a new procurement for a long-term replacement contract for Broker-based car services is already in progress.

This pilot has enabled Paratransit to achieve an estimated savings of \$18,643,998 through May 2012. The \$13,213,147 remaining in the contract coupled with the additional funding provided through the approval of this budget adjustment for \$32,686,941 will provide the opportunity to save an additional \$22,727,340 through the end of the contract term. Procurement requested a price concession and successfully secured a \$1.00 rate discount for select intraborough trips in the Bronx, Brooklyn and Queens. The pricing for this contract is considered fair and reasonable.

[JULY 2012]

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

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

2. **First Transit, Inc.** **\$8,431,779 (Est.)** *Staff Summary Attached*
Contract #03A8610.5

Modification to the contract to provide staff to maintain and operate the Paratransit Call Center, in order to extend the contract term for up to four additional months.

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

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

1. **Infor Global Solutions Inc., USA \$114,000.16 (est.)** Staff Summary Attached
Contract No. MPN121270

Maintenance and support services for Smartstream (GEAC) payroll and human resources system for MTA Bus Company (MTABC).

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

E. Miscellaneous Procurement Contracts

Item Number: 1

<table border="1"> <tr> <td>Vendor Name (& Location) Cummins Corporation</td> </tr> <tr> <td>Description Convert one hybrid electric bus to diesel for in-service evaluation</td> </tr> <tr> <td>Contract Term (including Options, if any) Three years</td> </tr> <tr> <td>Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a</td> </tr> <tr> <td>Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive</td> </tr> <tr> <td>Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:</td> </tr> </table>	Vendor Name (& Location) Cummins Corporation	Description Convert one hybrid electric bus to diesel for in-service evaluation	Contract Term (including Options, if any) Three years	Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:	<table border="1"> <tr> <td>Contract Number # 29645</td> <td>Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</td> </tr> <tr> <td colspan="2" style="text-align: center;">\$77,539.08</td> </tr> <tr> <td colspan="2">Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:</td> </tr> <tr> <td colspan="2">Requesting Dept/Div & Dept/Div Head Name: Henry Sullivan ,Chief Maintenance Officer</td> </tr> </table>	Contract Number # 29645	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	\$77,539.08		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		Requesting Dept/Div & Dept/Div Head Name: Henry Sullivan ,Chief Maintenance Officer	
Vendor Name (& Location) Cummins Corporation															
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\$77,539.08															
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:															
Requesting Dept/Div & Dept/Div Head Name: Henry Sullivan ,Chief Maintenance Officer															

Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate and approve an award to Cummins Corporation in the amount of \$77,539.08 for MTA Bus to conduct an in-service evaluation of the technological process to convert one diesel/hybrid electric bus to a diesel engine only application, consistent with EPA regulations.

MTA Bus Company (MTABC) and the New York City Transit's Department of Buses [DOB] operate a total of 1,677 Orion VII diesel/hybrid electric buses (389 MTABC and 1,288 DOB). These Orion buses utilize an expensive, modern hybrid propulsion system that is manufactured by BAE. As the fleet of the hybrid buses has aged, both agencies fleet of hybrids have experienced a higher failure rate of the four major components: traction motor, traction generator, batteries and propulsion control system (PCS).

Hybrid bus statistics to date indicate that they provide better fuel economy in traffic congested areas where frequent stopping and starting occurs in bus service. MTABC service for local buses is entirely based in the boroughs (primarily Brooklyn and Queens) where the average bus speed is higher. The higher speed operating profile significantly reduces the fuel economy advantage of hybrid buses and results in higher maintenance costs to operate hybrid buses in service.

This bus will have improved EPA emissions due to the installation of an EPA compliant 2007 engine that is replacing the factory equipped EPA compliant 2004 engine. This is an important consideration for the bus fleet in light of the MTA's commitment to reduce bus emissions and utilize clean fuel technologies. The MTABC fleet of hybrid buses, which were first placed into service in 2006, represents the most likely opportunity for a potential hybrid conversion to a conventional diesel propulsion system. The in-service evaluation of an MTABC hybrid bus will form the basis for determining if a conversion from hybrid electric to diesel propulsion can be successful from both a maintenance and return on investment perspective within the remaining bus life cycle, given the higher speed service operation.

Since no formal work plan or bill of materials list is available for this conversion from the bus builder or the engine manufactures, interest was sought from the bus builder and the approved engine manufacturers for participation in the project. To date, only Cummins Corporation has agreed to perform this project at a favorable cost to MTABC. Cummins has agreed to provide a fully compliant EPA engine, engine cradle, transmission, and electric cooling package at no cost to MTA Bus, and only charge for a portion of the shop and engineering labor and for the materials from Orion at a total cost of \$77,539.08. This cost is below market value for this type of work.

During the six month in-service evaluation period, Buses will monitor and provide engineering support to Cummins. Buses will also simultaneously develop work processes, instructions and bills of materials, in the event that the project is

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

successful, which can then be used for future production based conversions. If the pilot conversion proves to be successful, funding for conversion of the 2006 and 2007 portion of the MTA Bus hybrid fleet will be initially sought.

NYC Transit, on behalf of MTABC performed a price analysis on Cummins Corporation's proposed costs and questioned Cummins Corp's non-engineering hourly rate. Cummins agreed to lower its hourly costs from \$135 per hour to \$102 per hour, which is a saving of \$4,950 or 6% from their initial proposal. The overall cost has been deemed fair and reasonable and is as below market costs for this type of project.

Schedule H: Modifications to Personal Service & Miscellaneous Contracts



Item Number: **2**

Vendor Name (& Location) First Transit, Inc. (Cincinnati, OH)	
Description Staffing and operation of the Paratransit Call Center	
Contract Term (including Options, if any) April 16, 2004 – November 30, 2012	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Buses, Darryl C. Irick	

Contract Number 03A8610	AWO/Modification # 5
Original Amount:	\$ 103,596,442
Option Amount:	\$ 21,898,242
Total Amount:	\$ 125,494,684
Prior Modifications:	\$ (282,058)*
	\$ 36,929,427
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 162,142,053
This Request:	\$ 8,431,779 (Est.)
% of This Request to Current Amount:	5.2%
% of Modifications (including This Request) to Total Amount:	35.9%

Discussion:

This modification will extend the contract for up to an additional four months from December 1, 2012 through March 31, 2013.

This contract was competitively solicited and awarded to First Transit, Inc. (First Transit) in 2004. First Transit provides the necessary staff to operate an ADA Paratransit Call Center that includes processing trip requests through advanced Reservations, address same day service delivery issues, assist with development and issuance of daily paratransit schedules and provide customer information on trip status to Paratransit registrants on a 24-hour basis.

In 2009, Modification # 1 was awarded to exercise a contractual option to extend the contract term for two years, from June 1, 2009 through May 31, 2011. The option was exercised to ensure contractor continuity during the implementation of new efficiency measures, such as an Automatic Vehicle Location Monitoring (AVLM) system, which has been successfully accomplished; and Interactive Voice Response (IVR) technology, with an anticipated roll out of fourth quarter 2012. Modification # 2 was awarded July 2010 which memorialized the contractual changes made as a result of the Rapid Procurement Initiative negotiations implemented by the MTA in February 2010, where savings were identified in the areas of Staff, Overhead and Profit totaling \$282K. In May 2011, Modification # 3 extended the contract for an additional 12 months, from June 1, 2011 through May 31, 2012, and in May 2012, Modification # 4 further extended the contract for an additional 6 months, from June 1, 2012 through November 30, 2012 to secure a sufficient amount of time to conduct a competitive solicitation for a replacement contract.

It was believed that Modifications 3 and 4 would have afforded sufficient time to solicit and review new proposals for the replacement contract, including a cost reduction initiative which included the possibility of relocating the Paratransit Call Center from its current location in Long Island City, NY to an offsite location. However, the research involved with potentially implementing an offsite facility (e.g. cost analyses, methods of staffing and operation, disaster recovery, and approach to the cutover of service with a potential new vendor, new site, or both), as well as recent changes to the in house estimate for an offsite opportunity, resulted in extended negotiations and the need to request interim proposals prior to requesting Best and Final Offers (BAFOs), in order to achieve the best value for NYC Transit. The delay in requesting BAFOs effectively pushes the anticipated Board action to a future date, leaving insufficient start up time (only 60 days) – as 90 days is the minimum required start up time for most Proposers, whether onsite or offsite. Therefore, additional time is required in order to complete the RFP. NYC Transit is requesting this Modification #5 to extend the contract for up to an additional four months, from December 1, 2012 through March 31, 2013, in the estimated amount of \$8,431,779. With this extension under way, we expect to request BAFOs in the near future.

During negotiations of the previous extension agreement (awarded May 31, 2012), Procurement attempted to secure a price concession but First Transit indicated that any price reduction at that time would adversely affect its current operation, thus pricing remained firm for the extension period. The final price was found to be fair and reasonable. For this Modification #5, a price concession was requested however First Transit advised that, for the same aforementioned reason, pricing shall remain at the current rates.

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K. Ratifications of Completed Procurement Actions

Item Number: 1

Vendor Name (& Location) Infor Global Solutions Inc, USA	Contract Number MPN121270	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Licensing and Support Services for Smartstream (GEAC) System	\$114,000.16	
Contract Term (including Options, if any) May 1, 2012 through April 30, 2013	Funding Source	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	Requesting Dept/Div & Dept/Div Head Name: Patricia Courtney, MTA Bus Company	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		

Discussion:

It is requested that the Board formally ratify this noncompetitive miscellaneous service contract with Infor Global Solutions Inc (Infor) for a term of one year for MTA Bus Company, (MTABC) for licensing and maintenance support services from May 1, 2012 through April 30, 2013, for a total not-to-exceed price of \$114,000.16. Infor is the incumbent and sole provider for an enhanced version of its proprietary SmartStream 7.0.03 System [GEAC]. The GEAC system has served as MTABC's primary payroll and human resources record keeping system since 2009, and was implemented by riding a licensing and maintenance agreement already held by Long Island Bus (LIB). In conjunction with the MTA wide initiative for the MTA Business Service Center's (BSC) to implement a PeopleSoft ERP Payroll & Human Resources System for MTABC, this contract represents a limited scope agreement with Infor that provides application support for MTABC's historical data retention.

MTABC, as well as New York City Transit, were originally scheduled to go "live" with BSC Payroll and Human Resources processing services on April 1, 2012. However, due to the complexity of this implementation, the new go live date was shifted to July, 2012, which was past the date that this contract was scheduled to expire. In addition, MTABC is expected to retain support of their existing payroll application for a period of time after the BSC was to begin processing payroll for data retention and warehousing of historical payroll data. At the expiration of this contract, the SmartStream applications for payroll processing and timekeeping collection purposes will no longer be required by MTABC. The time frame of this contract will permit a smooth conversion of the historical payroll and human resources data to the BSC data warehouse for future retroactive payments and human resources inquiries.

The original contract with Infor identified LIB as the primary agency for licensing and system support. Infor agreed to designate MTABC as the primary agency for software licensing and system maintenance costs in this contract contingent on retaining a single license for LIB in the final pricing. The MTABC cost for system support and licensing is \$112,618.69 and the minimal LIB system support cost is \$1,381.47 for this contract.

MTABC has not identified another vendor who is interested and qualified to provide services for this system. Infor has stated that its prices and rates for this scope of work are the lowest it would offer to any of its customers or governmental agencies. There are no recommended alternatives as MTABC does not possess the proprietary source

LIST OF RATIFICATIONS FOR BOARD APPROVAL

code, and cannot support the application with in-house resources. Infor's price for two separate one year sole source miscellaneous service contracts for SmartStream licensing and maintenance support services for MTABC and LIB, in an amount not-to-exceed \$114,000.16 was found to be fair and reasonable.