



Metropolitan Transportation Authority

MTA Bus Operations Committee Meeting

April 2012

Committee Members

J. Lhota, Chair

A. Albert

J. Banks III

R. Bickford

A. Cappelli

F. Ferrer

I. Greenberg

J. Kay

M. Lebow

M. Page

M. Pally

A. Saul

E. Watt

C. Wortendyke



MEETING AGENDA

MTA BUS OPERATIONS COMMITTEE

April 23, 2012, 11:30 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

Page

1. PUBLIC COMMENTS PERIOD	
2. APPROVAL OF MINUTES – MARCH 26, 2012	1
3. COMMITTEE WORK PLAN	5
4. OPERATIONS PERFORMANCE SUMMARY	
Fixed Route	11
Paratransit	15
5. FINANCIAL REPORT	
Summary of Ridership, Revenue and Expenses	16
MTA Bus Company	17
NYCT Department of Buses	28
Capital Program Status	34
6. PROCUREMENTS	35
Non-Competitive (none)	
Competitive	39
Ratifications	40
7. SERVICE CHANGES	
BxM11 Travel Path Revision (MTA Bus)	43
NYCT-Bus Schedule Changes Effective July 2012	48
8. INFORMATION ITEMS	
Final Review of 2011 Year-End Operating Results – MTA Bus	52
Final Review of 2011 Year-End Operating Results – LIB	82

Date of next meeting: Monday, May 21, 2012 at 11:30 a.m.

**Minutes of Regular Meeting
MTA Bus Operations Committee
March 26, 2012
347 Madison Avenue
New York, New York 10017
MTA Bus Operations Committee
11:30 AM**

The following MTA Bus Operations Committee members attended:

Hon. Joseph J. Lhota
Hon. Andrew Albert
Hon. John H. Banks III
Hon. Robert C. Bickford
Hon. Allen Cappelli
Hon. Fernando Ferrer
Hon. Mark D. Lebow
Hon. Mark Page
Hon. Mitch Pally
Hon. Carl Wortendyke

The following MTA Bus Operations Committee members did not attend:

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

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

* * * * *

Hon. Joseph Lhota, Chairperson, called the MTA Bus Operations Committee to order at 11:32 AM, March 26, 2012.

Public Comments Period

There were comments from one public speaker at the meeting.

Approval of the Minutes

Upon motion duly made and seconded, the members of the MTA Bus Operations Committee approved the minutes of the previous meeting held on February 27, 2012.

Work Plan

There was one addition to the work plan this month. Similar to other MTA agencies, the MTA Bus Operations Committee will receive a quarterly report on workforce demographics and recruitment efforts. The first quarterly report will be presented to the Committee in May.

Opening Remarks

Darryl Irick opened the meeting with an update on the MTA Bus Time program. Already utilized on the B63 route in Brooklyn and throughout Staten Island, the program is scheduled to go live on the M34 route in Manhattan this April to replace the current real-time automatic vehicle locator pilot. Bus Time is scheduled to be implemented system-wide by the end of 2013. It has received extremely favorable feedback from customers.

Operations Report

John Kivlehan reported that for the month of January 2012 combined bus MDBF was 4,131 miles, up 23% compared to January 2011 levels. The improvement can be attributed to an aggressive maintenance program that began in late 2011 and better than expected weather in January 2012 compared to 2011. AM and PM pull-outs, as well as completed trips, were 99.6%, 99.8% and 98.8% respectively for January 2012. Over the 12 month period, combined MDBF was 3,415 miles, down 4.0% compared to the prior period. AM and PM pull-outs, as well as completed trips were 98.6%, 99.2% and 98.1% respectively, all virtually the same as the prior 12-month period.

Safety Performance

Steve Vidal reported the 12-month rate for Combined Bus Collisions per Million Miles Traveled across the three bus units is 0.4% higher through December 2011 than it was in the prior 12-month period. However, performance has continued to show an overall positive trend since the adverse impact of the previous winter's storms, decreasing more than 20 percent this month. Collision injuries were down 8.6% and trended in a positive direction for the 12 months ending December 2011 over the comparable period ending December 2010.

There was an increase in customer accidents and customer accident injuries in December. One contributing factor appears to be the introduction of new bus models during the second half of 2011. The 12-month average rate for Employee On-Duty Lost-Time Accidents is 4.0% higher on a regional basis, compared to the 12-month average ending last month. December 2011 reflects an overall 19.5% improvement in injuries over the same period in 2010.

Paratransit

Tom Charles reported that for the month of January 2012, Access-A-Ride Paratransit ridership was up 23.0% compared to January 2011 levels. Access-A-Ride 12-month ridership levels were up by 1.9%. Over the 12-month period ending January 2012, there was a 3% decrease in the monthly average of Access-A-Ride Requests for Service. The favorable no-show trend continued in the month of January as Access-A-Ride passenger no-shows declined by 46.1%.

Testing of pre-paid debit cards for trips using the Broker for Car Service is underway in Brooklyn, Queens and the Bronx. Approximately, 83 registrants have enrolled in the program. The results of this test program will be reported at subsequent meetings.

Ridership

Tom Del Sorbo reported for the month of January 2012, average weekday ridership increased by 6.0% when compared to January 2011. MTA Bus average weekday ridership rose by 7.7% in January 2012 as compared to the prior January and New York City Transit Bus ridership increased by 5.8% for the same period. Average weekend ridership in January was up at NYCT Bus by 0.3% and MTA Bus by 2.3%, as compared to January 2011. Express bus ridership on weekdays increased at NYCT by 7.0% in January, and rose 5.5% in MTA Bus. These increases are primarily the result of the much milder winter weather this year compared to January 2011.

Preliminary data for February 2012 indicates that ridership levels increased when compared to actual February 2011 data. Average weekday ridership for MTA Bus exceeded 400,000, a 5.0% increase over last year, while NYCT Bus carried almost 2.2 million daily riders, a 3.3% increase.

Finance Report

Tom Del Sorbo reported for the month of January 2012 farebox revenues for fixed route services are below budget for NYCT Bus by 1.9% but better than budget at MTA Bus by 0.9%. Overall, fixed route farebox revenues were \$1.2 million less than budget for January 2012 due to lower than budgeted ridership levels in NYCT.

Overall, non-reimbursable expenses for January 2012 reflect a marginally favorable variance. MTA Bus is over budget by 5.8 percent, or \$2.5 million while NYCT Bus was below budget levels by 1.9%, or \$3.5 million. As a result, total Bus Operations was favorable by 0.4%, or \$0.9 million. The performance against budget is a combination of favorable non-labor expenses of \$1.6M primarily due to the timing of maintenance and other operating contracts. This is offset by unfavorable labor expenses of \$0.7 million predominantly due to overtime expenses for the bus maintenance program.

Overtime Summary

As requested of all MTA agencies, each month the Bus Operations Committee will be provided with a verbal summary of overtime results as part of the financial report. The summary will address the root causes for overtime as well as the management actions initiated to control it. Tom Del Sorbo provided an overview of calendar 2011 and January 2012 overtime results as well as an explanation of impacts that the 2011 results may have on 2012 overtime.

Procurements

Tom Del Sorbo reported that there are four procurements representing a total expenditure of \$34 million this month. One is a non-competitive procurement; two are competitive procurements and one is a ratification. The modification to the contract with UTC Fire and Security for bus camera security systems was briefly discussed. This procurement requests approval to exercise an option to purchase additional bus camera security systems for 1,150 buses as well as to equip 12 depots and purchase three additional servers. This modification is in the amount of \$22,642,618. With the exercise of this option, a total of 1,576 buses in the fleet will be equipped with security cameras.

Approval of the Procurements

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

Service Changes

Norman Silverman reported there is one MTA Bus route service change. This will entail operating the Q21 Limited full-time and relabeling it as the Q52 Limited to provide full-time, limited-stop service between the Rockaway peninsula and the Woodhaven/Cross Bay Boulevard corridor to meet continued growing ridership on the corridor and the new development in the Arverne area. This change would also require minor adjustments to the Q11 and Q53 schedules and shortening Q21 local service.

An update was also provided on the Q37 local bus route extension to the new Resorts World Casino at Aqueduct Racetrack. Based upon on-site customer counts taken this past December 2011 and January 2012, "break even" ridership numbers have been exceeded within the first three months of operation.

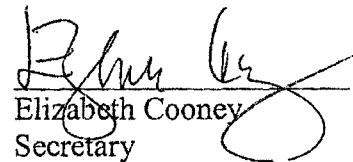
Safety Presentation

Steve Vidal presented the 2011 Year-End Safety Report and 2012 Safety Agenda. The 2011 annual results were reviewed and were followed by a discussion of 2012 goals and safety program initiatives.

Adjournment

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

Respectfully submitted:


Elizabeth Cooney
Secretary



MTA Bus Operations Committee Work Plan

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

April 2012

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

Finance

May 2012

EEO & Diversity Report

Human Resources

June 2012

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

Operations Planning

EEO & Diversity Report

Human Resources

October 2012

Public Comment/2013 Preliminary Budget

Finance

II. SPECIFIC AGENDA ITEMS (cont'd)

Responsibility

November 2012

Public Comment/2013 Preliminary Budget
Charter for MTA Bus Operations Committee
EEO & Diversity Report

Finance
General Counsel
Human Resources

December 2012

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

Finance

Finance

January 2013

Approval of 2013 MTA Bus Operations Committee
Work Plan

Committee Chair & Members

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

Finance

Finance

Operations Planning

March 2013

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

Safety & Training
Human Resources



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

April 2012

Final Review of 2011 Actual Results

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

May 2012

EEO & Diversity Report

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to Bus Operations 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 agencies' have undertaken to address the underutilization of minorities and women.

June 2012

July 2012

August 2012

No Meeting Held

September 2012

2013 Preliminary Budget

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

2012 Mid-Year Forecast/Monthly Allocation

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

Service Quality Indicators (including PES)

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

EEO & Diversity Report

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to Bus Operations 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 agencies' have 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.

II. SPECIFIC AGENDA ITEMS

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

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to Bus Operations 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 agencies' have undertaken to address the underutilization of minorities and women.

December 2012

2013 Final Proposed Budget for MTA Bus

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

2013 Final Proposed Budget for NYC Transit-Bus

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

January 2013

Approval of 2013 MTA Bus Operations Committee Work Plan

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

February 2013

Preliminary Review of 2012 Actual Results

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

Adopted Budget/Financial Plan 2013-2016

The revised 2013-2016 Financial Plans of MTA Bus and NYC Transit-Bus will be presented. This plan will reflect the 2012 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.

II. SPECIFIC AGENDA ITEMS

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.

2012 Annual EEO & Diversity Report

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

MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE

NYCT Bus, MTA Bus

Statistical results for the month of February 2012 are shown below

Reliability	MDBF	Feb-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	4,861	3,341	45.5%	3,505	3,498	0.2%
	NYCT Bus	4,700	3,442	36.6%	3,455	3,552	-2.8%
	MTA Bus	5,485	3,047	80.0%	3,677	3,331	10.4%
	MDBSI	Feb-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	2,673	2,087	28.1%	2,207	2,221	-0.6%
	NYCT Bus	2,632	2,014	30.7%	2,118	2,111	0.3%
	MTA Bus	2,820	2,373	18.8%	2,554	2,677	-4.6%
Reliability	Buses <= 2 years	February % 2 Years or Newer			February # of Buses 2 Years or Newer		
		This Year	Last Year		This Year	Last Year	
	Regional	9%	14%		495	800	
	NYCT Bus	10%	15%		451	673	
	MTA Bus	3%	10%		44	127	
	Buses >= 12 years	February % 12 years or Older			February # of Buses 12 Years or Older		
		This Year	Last Year		This Year	Last Year	
	Regional	31%	24%		1,752	1,343	
	NYCT Bus	33%	24%		1,431	1,043	
	MTA Bus	26%	24%		321	300	
Reliability	Fleet age	February - Avg Fleet Age					
		This Year	Last Year				
	Regional	8.15	8.11				
	NYCT Bus	8.34	8.47				
	MTA Bus	7.48	6.84				
	MDBF by Fleet Age	Feb-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year		
	12 Years or Older	3,393	2,670	27.1%	2,605		
	3 to 11 Years Old	5,661	3,251	74.1%	4,179		
	2 Years or Newer	9,406	8,587	9.5%	8,962		

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 February 2012 are shown below

Service	AM Pull Out		Feb-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		98.92%	98.03%	0.9%	98.65%	98.75%	-0.1%
	NYCT Bus		99.03%	98.50%	0.5%	98.76%	98.94%	-0.2%
	MTA Bus		98.54%	96.33%	2.3%	98.29%	98.09%	0.2%
	PM Pull Out		Feb-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		99.37%	98.63%	0.8%	99.23%	99.14%	0.1%
	NYCT Bus		99.43%	99.10%	0.3%	99.36%	99.33%	0.0%
	MTA Bus		99.17%	97.01%	2.2%	98.80%	98.50%	0.3%
% of Trips Completed		Feb-12			12-Mon Avg			
		This Year	Last Year	% Change	This Year	Last Year	% Change	
Regional		98.48%	97.49%	1.0%	98.14%	97.87%	0.3%	
NYCT Bus		98.48%	97.86%	0.6%	98.23%	97.94%	0.3%	
MTA Bus		98.49%	95.98%	2.6%	97.82%	97.56%	0.3%	

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 January 2012 are shown below

Customer and Employee Safety	Collisions per million miles	Jan-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	40.82	60.20	-32.2%	44.93	47.96	-6.3%
	NYCT Bus	41.56	60.96	-31.8%	45.16	47.66	-5.3%
	MTA Bus	38.40	57.67	-33.4%	44.21	48.93	-9.6%
	Collision Injuries per million miles	Jan-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	5.98	4.52	32.2%	6.51	7.27	-10.3%
	NYCT Bus	6.77	4.03	68.1%	7.14	7.60	-6.0%
	MTA Bus	3.40	6.17	-44.9%	4.49	6.18	-27.3%
Customer and Employee Safety	Customer Accidents per million Customers	Jan-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	1.02	1.01	1.3%	1.19	1.04	14.6%
	NYCT Bus	0.94	0.97	-2.7%	1.13	0.99	14.1%
	MTA Bus	1.46	1.23	18.8%	1.54	1.33	16.1%
	Customer Accident Injuries per million Customers	Jan-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	0.96	0.96	0.0%	1.22	1.04	17.2%
	NYCT Bus	0.92	0.95	-2.7%	1.17	1.00	16.0%
	MTA Bus	1.15	1.01	14.1%	1.55	1.27	22.1%
Customer and Employee Safety	Lost time Accidents Per 100 Employees	Jan-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	4.92	6.74	-27.0%	6.04	6.11	-1.2%
	NYCT Bus	3.87	5.79	-33.3%	5.49	5.33	2.9%
	MTA Bus	9.33	10.86	-14.0%	8.38	9.54	-12.2%

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 February 2012 are shown below

Fixed Route Ridership and Revenue	Total Ridership		Feb-12			12-Mon Total		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		63,605,354	59,032,497	7.7%	791,271,776	811,698,470	-2.5%
	NYCT Bus		53,946,511	50,216,572	7.4%	671,507,428	691,366,496	-2.9%
	MTA Bus		9,658,843	8,815,925	9.6%	119,764,348	120,331,974	-0.5%
	Total Farebox Revenue		Feb-12			12-Mon Total		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		83,943,574	77,650,984	8.1%	1,058,600,312	1,010,171,091	4.8%
	NYCT Bus		69,580,969	64,417,444	8.0%	877,682,517	840,348,245	4.4%
	MTA Bus		14,362,605	13,233,540	8.5%	180,917,795	169,822,846	6.5%
	Average Weekday Ridership		Feb-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		2,593,797	2,504,128	3.6%	2,540,809	2,600,638	-2.3%
	NYCT Bus		2,192,119	2,121,466	3.3%	2,148,608	2,207,926	-2.7%
	MTA Bus		401,678	382,662	5.0%	392,201	392,712	-0.1%
	Average Weekend Ridership		Feb-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		2,552,508	2,540,411	0.5%	2,608,165	2,755,595	-5.4%
	NYCT Bus		2,199,710	2,203,560	-0.2%	2,249,808	2,387,014	-5.7%
	MTA Bus		352,798	336,851	4.7%	358,356	368,581	-2.8%
	Average Weekday Local Ridership		Feb-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		2,514,553	2,427,537	3.6%	2,465,239	2,523,876	-2.3%
	NYCT Bus		2,147,824	2,079,288	3.3%	2,106,946	2,165,967	-2.7%
	MTA Bus		366,730	348,249	5.3%	358,293	357,910	0.1%
	Average Weekday Express Ridership		Feb-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		79,244	76,591	3.5%	75,569	76,761	-1.6%
	NYCT Bus		44,296	42,178	5.0%	41,662	41,959	-0.7%
	MTA Bus		34,948	34,413	1.6%	33,908	34,802	-2.6%
	Average Fare		Local Bus Feb-12			Express Bus Feb-12		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		\$1.39	\$1.39	-0.5%	\$4.63	\$4.59	0.8%
	NYCT Bus		\$1.38	\$1.39	-0.5%	\$4.64	\$4.61	0.7%
	MTA Bus		\$1.40	\$1.40	-0.4%	\$4.61	\$4.56	1.0%

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 February 2012 are shown below

Paratransit Ridership, Revenue and Service	Paratransit Ridership	Feb-12			12-Mon Total		
		This Year	Last Year	% Change	This Year*	Last Year	% Change
	Access-A-Ride (NYCT)	761,343	664,542	14.6%	9,185,570	8,976,234	2.3%
	Paratransit Revenue	Feb-12			12-Mon Total		
		This Year	Last Year	% Change	This Year*	Last Year	% Change
	Access-A-Ride (NYCT)	1,221,658	1,090,611	12.0%	14,807,690	15,283,160	-3.1%
	Access-A-Ride (NYCT)	Feb-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year*	Last Year	% Change
	% of Trips Completed	94.59%	92.33%	2.4%	94.20%	92.45%	1.9%
	Trips Requested	647,177	608,340	6.4%	659,854	676,670	-2.5%
	Trips Scheduled	588,311	535,259	9.9%	594,175	602,556	-1.4%
	Trips Completed	556,485	494,220	12.6%	559,705	557,052	0.5%
	Early Cancellations as a Percentage of Trips Requested	8.43%	10.64%	-20.7%	9.08%	10.19%	-10.9%
	Late Cancellations as a Percentage of Trips Scheduled	3.50%	3.94%	0.0%	3.50%	3.93%	0.0%
	No-Shows (Customer) as a Percentage of Trips Scheduled	1.66%	3.02%	-45.2%	1.96%	2.87%	-31.9%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.26%	0.71%	-63.6%	0.35%	0.75%	-53.5%
	Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
	Customer Refusals as a Percentage of Trips Requested	0.66%	0.41%	63.0%	0.87%	0.50%	72.1%
	New Applications Received	2,563	2,523	1.6%	2,667	2,847	-6.3%

* 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)

	February 2012				February 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	9.220	9.659	0.439	4.8%	18.653	19.239	0.586	3.1%
NYCT / DOB								
Fixed Route	53.137	53.947	0.810	1.5%	107.205	107.186	(0.019)	0.0%
Paratransit	0.781	0.761	(0.020)	-2.5%	1.576	1.519	(0.057)	-3.6%
Total NYCT	53.918	54.708	0.790	1.5%	108.781	108.705	(0.076)	-0.1%
Regional Bus Ridership								
Fixed Route	62.357	63.605	1.249	2.0%	125.858	126.425	0.567	0.5%
Paratransit	0.781	0.761	(0.020)	-2.5%	1.576	1.519	(0.057)	-3.6%
	63.138	64.367	1.229	1.9%	127.434	127.944	0.510	0.4%
Farebox:								
MTA Bus								
Fixed Route	\$ 13.901	\$ 14.363	\$ 0.461	3.3%	\$ 28.057	\$ 28.641	\$ 0.583	2.1%
NYCT / DOB								
Fixed Route	\$ 68.963	\$ 69.581	\$ 0.618	0.9%	\$ 138.592	\$ 137.878	\$ (0.714)	-0.5%
Paratransit	1.265	1.222	(0.043)	-3.4%	2.553	2.443	(0.110)	-4.3%
Total NYCT	\$ 70.228	\$ 70.803	\$ 0.575	0.8%	\$ 141.145	\$ 140.321	\$ (0.824)	-0.6%
Total Regional Bus Farebox								
Fixed Route	\$ 82.864	\$ 83.944	\$ 1.079	1.3%	\$ 166.649	\$ 166.519	\$ (0.130)	-0.1%
Paratransit	1.265	1.222	(0.043)	-3.4%	2.553	2.443	(0.110)	-4.3%
	\$ 84.129	\$ 85.165	\$ 1.036	1.2%	\$ 169.202	\$ 168.962	\$ (0.240)	-0.1%

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

	<u>Variance</u>			
	<u>Budget</u>	<u>Actual</u>	<u>Better/(Worse)</u>	<u>(%)</u>
MTA Bus	\$ 87.040	\$ 90.764	(3.724)	-4.3%
NYCT / DOB	365.139	352.738	12.400	3.4%
	\$ 452.179	\$ 443.502	\$ 8.676	1.9%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 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	\$ 13.901	\$ 14.363	\$ 0.461	3.3	\$ -	\$ -	\$ -	-	\$ 13.901	\$ 14.363	\$ 0.461	3.3
Other Operating Income	1.539	1.807	0.267	17.3	-	-	-	-	1.539	1.807	0.267	17.3
Capital and Other Reimbursements	-	-	-	-	0.644	0.557	(0.087)	(13.5)	0.644	0.557	(0.087)	(13.5)
Total Revenue	\$ 15.441	\$ 16.169	\$ 0.729	4.7	\$ 0.644	\$ 0.557	\$ (0.087)	(13.5)	\$ 16.085	\$ 16.726	\$ 0.641	4.0
Expenses												
Labor:												
Payroll	\$ 17.801	\$ 18.932	\$ (1.131)	(6.4)	\$ 0.477	\$ 0.295	\$ 0.181	38.0	\$ 18.278	\$ 19.228	\$ (0.950)	(5.2)
Overtime	3.213	3.855	(0.642)	(20.0)	-	-	-	-	3.213	3.855	(0.642)	(20.0)
Health and Welfare	3.676	3.504	0.172	4.7	0.088	0.133	(0.045)	(51.5)	3.764	3.637	0.127	3.4
OPEB Current Payment	1.216	1.100	0.116	9.5	-	-	-	-	1.216	1.100	0.116	9.5
Pensions	3.596	3.209	0.387	10.8	0.041	0.065	(0.024)	(59.7)	3.637	3.275	0.362	10.0
Other Fringe Benefits	1.822	1.785	0.037	2.0	0.039	0.021	0.018	46.0	1.861	1.806	0.055	3.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 31.324	\$ 32.386	\$ (1.062)	(3.4)	\$ 0.644	\$ 0.514	\$ 0.129	20.1	\$ 31.968	\$ 32.900	\$ (0.933)	(2.9)
Non-Labor:												
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	\$ 2.704	\$ 2.672	\$ 0.032	1.2	\$ -	\$ -	\$ -	-	\$ 2.704	\$ 2.672	\$ 0.032	1.2
Insurance	1.222	1.323	(0.101)	(8.3)	-	-	-	-	1.222	1.323	(0.101)	(8.3)
Claims	2.083	2.105	(0.022)	(1.0)	-	-	-	-	2.083	2.105	(0.022)	(1.0)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.370	2.600	(0.230)	(9.7)	-	(0.017)	0.017	-	2.370	2.583	(0.213)	(9.0)
Professional Service Contracts	0.559	0.487	0.071	12.8	-	-	-	-	0.559	0.487	0.071	12.8
Materials & Supplies	2.242	2.149	0.094	4.2	-	0.080	(0.060)	-	2.242	2.208	0.034	1.5
Other Business Expense	0.354	0.312	0.042	11.9	-	-	-	-	0.354	0.312	0.042	11.9
Total Non-Labor Expenses	\$ 11.535	\$ 11.648	\$ (0.113)	(1.0)	\$ -	\$ 0.042	\$ (0.042)	-	\$ 11.535	\$ 11.690	\$ (0.156)	(1.3)
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 42.859	\$ 44.034	\$ (1.175)	(2.7)	\$ 0.644	\$ 0.557	\$ 0.087	13.5	\$ 43.503	\$ 44.591	\$ (1.088)	(2.5)
Depreciation	3.520	3.712	(0.192)	(5.5)	-	-	-	-	3.520	3.712	(0.192)	(5.5)
OPEB Obligation	4.618	4.600	0.018	0.4	-	-	-	-	4.618	4.600	0.018	0.4
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 50.996	\$ 52.346	\$ (1.349)	(2.6)	\$ 0.644	\$ 0.557	\$ 0.087	13.5	\$ 51.640	\$ 52.902	\$ (1.262)	(2.4)
Net Surplus/(Deficit)	\$ (35.556)	\$ (36.177)	\$ (0.621)	(1.7)	\$ -	\$ -	\$ (0.000)	-	\$ (35.556)	\$ (36.177)	\$ (0.621)	(1.7)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 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	\$ 28,057	\$ 28,641	\$ 0.583	2.1	\$ -	\$ -	\$ -	-	\$ 28,057	\$ 28,641	\$ 0.583	2.1
Other Operating Income	3.166	3.689	0.523	16.5	-	-	-	-	3.166	3.689	0.523	16.5
Capital and Other Reimbursements	-	-	-	-	1.288	0.849	(0.439)	(34.1)	1.288	0.849	(0.439)	(34.1)
Total Revenue	\$ 31,223	\$ 32,330	\$ 1,107	3.5	\$ 1,288	\$ 0,849	\$ (0,439)	(34.1)	\$ 32,511	\$ 33,179	\$ 0,668	2.1
Expenses												
Labor												
Payroll	\$ 36,716	\$ 39,867	\$ (3,151)	(8.6)	\$ 0,953	\$ 0,398	\$ 0,555	58.2	\$ 37,669	\$ 40,265	\$ (2,596)	(6.9)
Overtime	6,430	7,686	(1,256)	(19.5)	-	-	-	-	6,430	7,686	(1,256)	(19.5)
Health and Welfare	7,353	7,412	(0,059)	(0.8)	0,175	0,165	(0,020)	(11.1)	7,528	7,607	(0,079)	(1.0)
OPEB Current Payment	2,431	2,200	0,231	9.5	-	-	-	-	2,431	2,200	0,231	9.5
Pensions	7,192	6,789	0,403	5.6	0,082	0,098	(0,014)	(17.1)	7,274	6,885	0,389	5.3
Other Fringe Benefits	3,757	3,700	0,058	1.5	0,078	0,029	0,049	62.9	3,835	3,729	0,106	2.8
CASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 63,880	\$ 67,654	\$ (3,775)	(5.9)	\$ 1,288	\$ 0,718	\$ 0,570	44.3	\$ 65,168	\$ 68,372	\$ (3,204)	(4.9)
Non-Labor												
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	\$ 5,499	\$ 5,474	\$ 0.025	0.5	\$ -	\$ -	\$ -	-	\$ 5,499	\$ 5,474	\$ 0.025	0.5
Insurance	2,445	2,449	(0,004)	(0.2)	-	-	-	-	2,445	2,449	(0,004)	(0.2)
Claims	4,167	4,166	0,001	0.0	-	-	-	-	4,167	4,166	0,001	0.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	4,740	4,847	(0,106)	(2.2)	-	(0,017)	0,017	-	4,740	4,829	(0,089)	(1.9)
Professional Service Contracts	1,118	1,092	0,025	2.2	-	-	-	-	1,118	1,092	0,025	2.2
Materials & Supplies	4,484	4,424	0,060	1.3	-	0,149	(0,149)	-	4,484	4,573	(0,089)	(2.0)
Other Business Expense	0,708	0,658	0,050	7.1	-	-	-	-	0,708	0,658	0,050	7.1
Total Non-Labor Expenses	\$ 23,160	\$ 23,110	\$ 0,051	0.2	\$ -	\$ 0,132	\$ (0,132)	-	\$ 23,160	\$ 23,241	\$ (0,081)	(0.4)
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 87,040	\$ 90,764	\$ (3,724)	(4.3)	\$ 1,288	\$ 0,849	\$ 0,439	34.1	\$ 88,328	\$ 91,613	\$ (3,285)	(3.7)
Depreciation	7,039	7,186	(0,147)	(2.1)	-	-	-	-	7,039	7,186	(0,147)	(2.1)
OPEB Obligation	9,236	9,200	0,036	0.4	-	-	-	-	9,236	9,200	0,036	0.4
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 103,315	\$ 107,150	\$ (3,835)	(3.7)	\$ 1,288	\$ 0,849	\$ 0,439	34.1	\$ 104,603	\$ 107,999	\$ (3,396)	(3.2)
Net Surplus/(Deficit)	\$ (72,092)	\$ (74,820)	\$ (2,728)	(3.8)	\$ -	\$ -	\$ -	-	\$ (72,092)	\$ (74,820)	\$ (2,728)	(3.8)

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	February 2012			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.461	3.3	(a)	\$ 0.583	2.1	(a)
Other Operating Revenue	NR	0.267	17.3	Greater insurance recoveries and student fare reimbursements	0.523	16.5	Greater insurance recoveries and student fare reimbursements
Capital and Other Reimbursements	R	(0.087)	(13.5)	Vacancies and delayed charges	(0.439)	(34.1)	Vacancies and delayed charges
Total Revenue Variance		\$ 0.641	4.0		\$ 0.668	2.1	
Payroll	NR	\$ (1.131)	(6.4)	Greater than budgeted accrual of inter-agency charges and allocation	\$ (3.151)	(8.6)	Accrual of 2011 charges (\$1.9M January) and allocation
Overtime	NR	(0.042)	(20.0)	Primarily due to residual effect of the bus maintenance program along with vacancies	(1.256)	(19.5)	Primarily due bus maintenance program along with vacancies
Health and Welfare	NR	0.172	4.7	(a)	(0.059)	(0.8)	Timing of charges
OPEB Current Payment	NR	0.116	9.5	Timing of charges	0.231	9.5	(a)
Pension	NR	0.387	10.8	Third party re-assessment	0.403	5.6	Third party re-assessment
Other Fringe Benefits	NR	0.037	2.0	(a)	0.058	1.5	(a)
Reimbursable Overhead	NR	-	-		-	-	
Fuel for Buses and Trains	NR	0.032	1.2	(a)	0.025	0.5	(a)
Insurance	NR	(0.101)	(8.3)	Prior period charges	(0.004)	(0.2)	(a)
Claims	NR	(0.022)	(1.0)	(a)	0.001	0.0	(a)
Maintenance and Other Operating Contracts	NR	(0.230)	(9.7)	Timing of charges	(0.106)	(2.2)	(a)
Professional Service Contracts	NR	0.071	12.8	Timing of charges	0.025	2.2	(a)
Materials & Supplies	NR	0.094	4.2	(a)	0.060	1.3	(a)
Other Business Expense	NR	0.042	11.9	Timing of charges	0.050	7.1	Timing of charges
Depreciation	NR	(0.192)	(5.5)	(a)	(0.147)	(2.1)	(a)
Other Post Employment Benefits	NR	0.018	0.4	(a)	0.036	0.4	(a)
Payroll	R	0.181	38.0	Timing of charges	0.555	58.2	Timing of charges
Health and Welfare	R	(0.045)	(51.5)	LIB overhaul work at Eastchester and scrap labor & materials	(0.020)	(11.1)	LIB overhaul work at Eastchester and scrap labor & materials
Pension	R	(0.024)	(59.7)	LIB overhaul work at Eastchester and scrap labor & materials	(0.014)	(17.1)	LIB overhaul work at Eastchester and scrap labor & materials
Other Fringe Benefits	R	0.018	46.0	Timing of charges	0.049	62.9	Timing of charges
Reimbursable Overhead	R	0.000	-		0.000	-	
Maintenance and Other Operating Contracts	R	0.017	-		0.017	-	
Materials & Supplies	R	(0.060)	-		(0.149)	-	
Total Expense Variance		\$ (1.262)	(2.4)		\$ (3.396)	(3.2)	
Net Variance		\$ (0.621)	(1.7)		\$ (2.728)	(3.8)	

(a) - Variance less than 5%

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

	February 2012				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ 13.901	\$ 13.762	\$ (0.139)	(1.0)	\$ 28.057	\$ 28.923	\$ 0.866	3.1
Other Operating Revenue	1.539	1.616	0.077	5.0	3.166	3.151	(0.015)	(0.5)
Capital and Other Reimbursements	0.987	0.812	(0.174)	(17.6)	1.973	1.029	(0.944)	(47.8)
Total Receipts	\$ 16.427	\$ 16.191	\$ (0.236)	(1.4)	\$ 33.196	\$ 33.103	\$ (0.093)	(0.3)
Expenditures								
Labor:								
Payroll	\$ 18.587	\$ 15.372	\$ 3.215	17.3	\$ 37.173	\$ 35.052	\$ 2.121	5.7
Overtime	3.137	3.855	(0.718)	(22.9)	6.274	7.686	(1.412)	(22.5)
Health and Welfare	3.731	0.566	3.165	84.8	7.461	2.240	5.222	70.0
OPEB Current Payment	1.216	-	1.216	0.5	2.431	-	2.431	100.0
Pensions	3.622	3.365	0.258	7.1	7.245	6.622	0.623	8.6
Other Fringe Benefits	1.777	1.471	0.306	17.2	3.554	3.267	0.287	8.1
GASB Account	0.360	-	0.360	100.0	0.720	-	0.720	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 32.429	\$ 24.629	\$ 7.800	24.1	\$ 64.858	\$ 54.866	\$ 9.992	15.4
Non-Labor:								
Traction and Propulsion Power								
Fuel for Buses and Trains	\$ 2.704	\$ 8.203	\$ (5.499)	*	\$ 5.499	\$ 8.735	\$ (3.236)	(58.9)
Insurance	1.222	0.841	0.381	31.2	2.445	1.670	0.774	31.7
Claims	1.425	0.604	0.821	57.6	2.850	0.883	1.967	69.0
Maintenance and Other Operating Contracts	2.370	1.214	1.156	48.8	4.740	3.221	1.519	32.0
Professional Service Contracts	0.559	0.187	0.372	66.6	1.118	0.369	0.749	67.0
Materials & Supplies	2.242	2.876	(0.634)	(28.3)	4.484	7.064	(2.580)	(57.5)
Other Business Expenses	0.354	0.123	0.232	65.4	0.708	0.418	0.291	41.0
Total Non-Labor Expenditures	\$ 10.876	\$ 14.047	\$ (3.171)	(29.2)	\$ 21.844	\$ 22.360	\$ (0.516)	(2.4)
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 43.305	\$ 38.676	\$ 4.629	10.7	\$ 86.701	\$ 77.226	\$ 9.475	10.9
Operating Cash Surplus/(Deficit)	\$ (26.878)	\$ (22.485)	\$ 4.393	16.3	\$ (53.505)	\$ (44.123)	\$ 9.382	17.5

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	February 2012			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (0.139)	(1.0)	Timing of receipts	\$ 0.866	3.1	Timing of receipts
Other Operating Revenue	0.077	5.0	Greater student reimbursement receipts	(0.015)	(0.5)	Greater student reimbursement receipts
Capital and Other Reimbursements	(0.174)	(17.6)	Vacancies and delayed charges	(0.944)	(47.8)	Vacancies and delayed charges
Total Receipts	\$ (0.236)	(1.4)		\$ (0.093)	(0.3)	
Payroll	\$ 3.215	17.3	Timing of payments and delayed contract settlement	\$ 2.121	5.7	Delayed contract settlement
Overtime	(0.718)	(22.9)	Primarily due to residual effect of the bus maintenance program along	(1.412)	(22.5)	Primarily due to residual effect of the bus maintenance program
Health and Welfare	3.165	84.8	Timing of payments	5.222	70.0	Timing of payments
OPEB Current Payment	1.216	0.5	(a)	2.431	100.0	Timing of payments
Pension	0.258	7.1	Timing of payments	0.623	8.6	Timing of payments
Other Fringe Benefits	0.306	17.2	Timing of payments	0.287	8.1	Timing of payments
Fuel for Buses and Trains	(5.499)	*	Prior period charges	(3.236)	(58.9)	Prior period charges
Insurance	0.381	31.2	Timing of payments	0.774	31.7	Timing of payments
Claims	0.821	57.6	Timing of payments	1.967	69.0	Timing of payments
Maintenance and Other Operating Contracts	1.156	48.8	Timing of payments	1.519	32.0	Timing of payments
Professional Service Contracts	0.372	66.6	Timing of payments	0.749	67.0	Timing of payments
Materials & Supplies	(0.634)	(28.3)	Prior period charges	(2.580)	(57.5)	Prior period charges
Other Business Expenditure	0.232	65.4	Timing of payments	0.291	41.0	Timing of payments
Total Expenditures	\$ 4.629	10.7		\$ 9.475	10.9	
Net Cash Variance	\$ 4.393	16.3		\$ 9.382	17.5	

(a) - Variance less than 5%

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

	February 2012				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$ -	\$ (0.601)	\$ (0.601)	-	\$ -	\$ 0.282	\$ 0.282	-
Other Operating Revenue	-	(0.190)	(0.190)	-	-	(0.538)	(0.538)	-
Capital and Other Reimbursements	0.343	0.256	(0.087)	(25.3)	0.685	0.180	(0.505)	(73.7)
Total Receipts	\$ 0.343	\$ (0.535)	\$ (0.878)	*	\$ 0.685	\$ (0.076)	\$ (0.761)	*
Expenditures								
Labor:								
Payroll	\$ (0.309)	\$ 3.856	\$ (4.165)	*	\$ 0.496	\$ 5.213	\$ (4.717)	*
Overtime	0.076	-	0.076	100.0	0.156	0.000	0.156	100.0
Health and Welfare	0.034	3.072	(3.038)	*	0.067	5.368	(5.301)	*
OPEB Current Payment	-	1.100	(1.100)	-	-	2.200	(2.200)	-
Pensions	0.015	(0.090)	0.104	*	0.029	0.263	(0.234)	*
Other Fringe Benefits	0.084	0.334	(0.251)	*	0.281	0.461	(0.180)	(64.1)
GASB Account	(0.360)	-	(0.360)	(100.0)	(0.720)	-	(0.720)	(100.0)
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ (0.461)	\$ 8.272	\$ (8.733)	*	\$ 0.310	\$ 13.506	\$ (13.196)	*
Non-Labor:								
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	-	(5.531)	5.531	-	-	(3.261)	3.261	-
Insurance	-	0.482	(0.482)	-	-	0.778	(0.778)	-
Claims	0.658	1.501	(0.843)	*	1.317	3.283	(1.966)	*
Maintenance and Other Operating Contracts	-	1.369	(1.369)	-	-	1.608	(1.608)	-
Professional Service Contracts	-	0.301	(0.301)	-	-	0.724	(0.724)	-
Materials & Supplies	-	(0.668)	0.668	-	-	(2.491)	2.491	-
Other Business Expenditures	-	0.190	(0.190)	-	-	0.241	(0.241)	-
Total Non-Labor Expenditures	\$ 0.658	\$ (2.357)	\$ 3.015	*	\$ 1.317	\$ 0.882	\$ 0.435	33.0
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures:								
*Additional Actions for Budget Balance: Expenditure	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ 0.197	\$ 5.915	\$ (5.717)	*	\$ 1.627	\$ 14.387	\$ (12.761)	*
Depreciation Adjustment	3.520	3.712	(0.192)	(5.5)	7.039	7.186	(0.147)	(2.1)
Other Post Employment Benefits	4.618	4.600	0.018	0.4	9.236	9.200	0.036	0.4
Environmental Remediation	-	-	-	-	-	-	-	-
Total Expenses/Expenditures	\$ 8.335	\$ 14.226	\$ (5.891)	(70.7)	\$ 17.902	\$ 30.773	\$ (12.872)	(71.9)
Total Cash Conversion Adjustments	\$ 8.677	\$ 13.691	\$ 5.014	57.8	\$ 18.587	\$ 30.697	\$ 12.110	65.2

NOTE: Totals may not add due to rounding

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

	Monthly						Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
SCHEDULED:												
<u>Direct Service</u>	45,453	\$1.919	39,468	\$1.666	5,985	\$0.253	91,520	\$3.839	81,323	\$3.439	10,197	\$0.401
					13.2%	13.2%					11.1%	10.4%
<u>Programmed Maintenance</u>	-	\$0.000	0	-	0	-	-	\$0.000	-	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
Total Scheduled	45,453	\$1.919	39,468	\$1.666	5,985	\$0.253	91,520	\$3.8	81,323	\$3.439	10,197	\$0.401
					13.2%	13.2%					11.1%	10.4%
UNSCHEDULED:												
<u>Vacancy/Absentee Coverage</u>	12,361	\$0.550	16,416	\$1.020	(4,055)	(\$0.470)	22,185	\$1.028	31,328	\$1.920	(9,143)	(\$0.893)
					*	*					-41.2%	-86.8%
<u>Weather Emergencies</u>	101	\$0.004	242	\$0.044	(141)	(\$0.039)	206	\$0.010	814	\$0.086	(608)	(\$0.076)
					*	*					*	*
<u>Maintenance</u>	12,545	\$0.552	15,318	\$0.934	(2,773)	(\$0.383)	27,051	\$1.130	33,763	\$1.809	(6,712)	(\$0.679)
					-22.1%	-69.4%					-24.8%	-60.1%
<u>Service Delays</u>	2,500	\$0.107	2,654	\$0.136	(153)	(\$0.029)	5,086	\$0.252	5,168	\$0.310	(82)	(\$0.058)
					-6.1%	-27.3%					-1.6%	-23.1%
<u>Emergencies</u>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Tour Length</u>	994	\$0.043	119	\$0.005	875	\$0.038	2,023	\$0.101	255	\$0.010	1,768	\$0.090
					88.0%	88.9%					87.4%	89.7%
<u>Safety/Security/Law Enforcement</u>	217	\$0.011	152	\$0.007	64	\$0.004	353	\$0.016	152	\$0.007	201	\$0.009
					29.7%	32.9%					56.9%	55.8%
<u>All Other</u>	565	\$0.027	665	\$0.043	(100)	(\$0.016)	1,192	\$0.054	2,085	\$0.104	(894)	(\$0.050)
					-17.7%	-57.5%					-75.0%	-91.7%
Total Unscheduled	29,284	\$1.294	35,566	\$2.189	(6,282)	(\$0.895)	58,095	2.591	73,565	\$4.247	(15,469)	(\$1.656)
					-21.5%	-69.1%					-26.6%	-63.9%
TOTAL NON-REIMBURSABLE OVERTIME:	74,737	\$3.213	75,034	\$3.855	(298)	(\$0.642)	149,615	6.430	154,887	\$7.686	(5,272)	(\$1.256)
					-0.4%	-20.0%					-3.5%	-19.5%
REIMBURSABLE OVERTIME	-	\$0.000	-	\$0.000	-	-	-	\$0.000	-	\$0.000	-	-
					*	*					*	*
TOTAL OVERTIME	74,737	\$3.213	75,034	\$3.855	(298)	(\$0.642)	149,615	6.430	154,887	\$7.686	(5,272)	(\$1.256)
					-0.4%	-20.0%					-3.5%	-19.5%

Use a "*" and at the bottom of the page footnote this:

* - Variance hours and / or dollars exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
SCHEDULED:						
<u>Direct Service</u>	5,985 13.2%	\$0.253 13.2%	97.35 % of service was Operated	10,197 11.1%	\$0.401 10.4%	97.94 % of service was Operated
<u>Programmed Maintenance</u>	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
Total Scheduled	5,985 13.2%	\$0.253 13.2%		10,197 11.1%	\$0.401 10.4%	
UNSCHEDULED:						
<u>Vacancy/Absentee Coverage</u>	(4,055) *	(\$0.470) *	Vacancy and absentee Coverage	(9,143) -41.2%	(\$0.893) -86.8%	Vacancy and absentee Coverage
<u>Weather Emergencies</u>	(141) *	(\$0.039) *	February 11th Snow Storm Preparation	(608) *	(\$0.076) *	February 11th Snow Storm Preparation
<u>Maintenance</u>	(2,773) -22.1%	(\$0.383) -69.4%	Residual effect of bus maintenance campaign to increase bus reliability and performance.	(6,712) -24.8%	(\$0.679) -60.1%	Maintenance campaign with enhanced inspection process to increase bus reliability and performance.
<u>Service Delays</u>	(153) -6.1%	(\$0.029) -27.3%		(82) -1.6%	(\$0.058) -23.1%	
<u>Emergencies</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Tour Length</u>	875 88.0%	\$0.038 88.9%		1768 87.4%	\$0.090 89.7%	
<u>Safety/Security/Law Enforcement</u>	64 29.7%	\$0.004 32.9%		201 56.9%	\$0.009 55.8%	
<u>All Other</u>	(100) -17.7%	(\$0.016) -57.5%	Un-planned Administrative Work.	(894) -75.0%	(\$0.050) -91.7%	Un-planned Administrative Work.
Total Unscheduled	(6,282) -21.5%	(\$0.895) -69.1%		(15,469) -26.6%	(\$1.656) -63.9%	
TOTAL NON-REIMBURSABLE OVERTIME:	(298) -0.4%	(\$0.642) -20.0%		(5,272) -3.5%	(\$1.256) -19.5%	
REIMBURSABLE OVERTIME	-	-		-	-	
TOTAL OVERTIME	(298) -0.4%	(\$0.642) -20.0%		(5,272) -3.5%	(\$1.256) -19.5%	

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

	<u>February 2012</u>			<u>Year-to-date as of February 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	\$ 13.901	\$ 14.363	\$ 0.461	\$ 28.057	\$ 28.641	\$ 0.583
Total Farebox Revenue	\$ 13.901	\$ 14.363	\$ 0.461	\$ 28.057	\$ 28.641	\$ 0.583
Other Revenue	\$ 1.539	\$ 1.807	\$ 0.267	\$ 3.166	\$ 3.689	\$ 0.523
Capital & Other	0.644	0.557	(0.087)	1.288	0.849	(0.439)
Total Revenue	\$ 16.085	\$ 16.726	\$ 0.641	\$ 32.511	\$ 33.179	\$ 0.668
<u>Ridership</u>						
Fixed Route	9.220	9.659	0.439	18.653	19.239	0.586
Total Ridership	9.220	9.659	0.439	18.653	19.239	0.586

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

FUNCTION / DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Office of the EVP	4	4	-	
Human Resources	6	7	(1)	
Office of Management and Budget	14	14	-	
Technology & Information Services	17	19	(2)	
Material	18	19	(1)	
Controller	19	32	(13)	
Office of the President	5	5	-	
System Safety Administration	5	2	3	
Law	21	23	(2)	
Corporate Communications	2	2	-	
Labor Relations	4	-	4	
Strategic Office	8	8	-	
Non-Departmental	57	-	57	Timing of Training Requirements
Total Administration	180	135	45	
Buses	2,056	2,059	(3)	
Office of the Executive VP	1	2	(1)	
Safety & Training	21	42	(21)	
Road Operations	119	123	(4)	
Transportation Support	20	19	1	
Operations Planning	30	27	3	
Revenue Control	21	21	-	
Total Operations	2,268	2,293	(25)	Timing of Training Requirements for Maintenance and Operations
Buses	730	732	(2)	
Maintenance Support/CMF	152	151	1	
Facilities	72	38	34	Vacancies Replaced by MOU
Supply Logistics	83	84	(1)	
Total Maintenance	1,037	1,005	32	
Capital Program Management	38	34	4	
Total Engineering/Capital	38	34	4	
Security	12	13	(1)	
Total Public Safety	12	13	(1)	
Total Positions	3,535	3,480	55	
Non-Reimbursable	3,468	3,418	50	
Reimbursable	67	62	5	
Total Full-Time	3,520	3,468	52	
Total Full-Time Equivalents	15	12	3	

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

FUNCTION / OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	47	45	2	
Professional, Technical, Clerical	76	90	(14)	
Operational Hourlies	57	-	57	
Total Administration	180	135	45	Timing of Training Requirements
Operations				
Managers/Supervisors	300	304	(4)	
Professional, Technical, Clerical	50	51	(1)	
Operational Hourlies	1,918	1,938	(20)	
Total Operations	2,268	2,293	(25)	Timing of Training Requirements for Maintenance and Operations
Maintenance				
Managers/Supervisors	195	187	8	
Professional, Technical, Clerical	12	12	-	
Operational Hourlies	830	806	24	
Total Maintenance	1,037	1,005	32	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	6	3	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	2	(2)	
Total Public Safety	12	13	(1)	
Total Baseline Positions				
Managers/Supervisors	573	561	12	
Professional, Technical, Clerical	157	173	(16)	
Operational Hourlies	2,805	2,746	59	
Total Baseline Positions	3,535	3,480	55	

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$ 68,963	\$ 69,581	\$ 0.618	0.9	\$ -	\$ -	\$ -	-	\$ 68,963	\$ 69,581	\$ 0.618	0.9
Paratransit	1,265	1,222	(0.043)	(3.4)	-	-	-	-	1,265	1,222	(0.043)	(3.4)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	16,294	16,095	(0.199)	(1.2)	-	-	-	-	16,294	16,095	(0.199)	(1.2)
Capital and Other Reimbursements	-	-	-	-	2,210	2,101	(0.109)	(4.9)	2,210	2,101	(0.109)	(4.9)
Total Revenue	\$ 86,522	\$ 86,898	\$ 0.376	0.4	\$ 2,210	\$ 2,101	\$ (0.109)	(4.9)	\$ 88,732	\$ 88,998	\$ 0.266	0.3
Expenses												
Labor:												
Payroll	\$ 76,928	\$ 74,480	\$ 2,448	3.2	\$ 0,732	\$ 0,642	\$ 0,090	12.4	\$ 77,660	\$ 75,121	\$ 2,538	3.3
Overtime	11,516	12,144	(0.627)	(5.4)	0,386	0,459	(0.073)	(18.9)	11,902	12,602	(0.700)	(5.9)
Health and Welfare	15,899	15,353	0.546	3.4	-	-	-	-	15,899	15,353	0.546	3.4
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	7,031	6,638	0.392	5.6	-	-	-	-	7,031	6,638	0.392	5.6
Other Fringe Benefits	6,536	6,145	0.391	6.0	0,291	0,279	0.012	4.1	6,827	6,424	0.402	5.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.597)	(0.633)	0.036	6.0	0.597	0.633	(0.036)	(6.0)	-	(0.000)	0.000	-
Total Labor Expenses	\$ 117,312	\$ 114,127	\$ 3,185	2.7	\$ 2,006	\$ 2,013	\$ (0.006)	(0.3)	\$ 119,318	\$ 116,139	\$ 3,178	2.7
Non-Labor:												
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	13,477	11,727	1,749	13.0	-	-	-	-	13,477	11,727	1,749	13.0
Insurance	4,128	3,610	0.519	12.6	-	-	-	-	4,128	3,610	0.519	12.6
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	30,886	28,088	2,798	9.1	-	-	-	-	30,886	28,088	2,798	9.1
Maintenance and Other Operating Contracts	4,837	4,684	0.153	3.2	(0.000)	-	(0.000)	(100.0)	4,837	4,684	0.153	3.2
Professional Service Contracts	0.285	0.198	0.087	30.6	-	0.000	(0.000)	-	0.285	0.198	0.087	30.6
Materials & Supplies	8,268	7,694	0.574	6.9	-	0.034	(0.034)	-	8,268	7,727	0.541	6.5
Other Business Expense	(0.024)	0.134	(0.159)	-	0.204	0.054	0.149	73.3	0.179	0.188	(0.009)	(5.0)
Total Non-Labor Expenses	\$ 61,856	\$ 56,134	\$ 5,722	9.2	\$ 0.204	\$ 0.088	\$ 0.116	56.7	\$ 62,060	\$ 56,223	\$ 5,837	9.4
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 179,168	\$ 170,261	\$ 8,906	5.0	\$ 2,210	\$ 2,101	\$ 0.109	4.9	\$ 181,378	\$ 172,362	\$ 9,016	5.0
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 179,168	\$ 170,261	\$ 8,906	5.0	\$ 2,210	\$ 2,101	\$ 0.109	4.9	\$ 181,378	\$ 172,362	\$ 9,016	5.0
Net Surplus/(Deficit)	\$ (92,646)	\$ (83,363)	\$ 9,282	10.0	\$ -	\$ -	\$ -	-	\$ (92,646)	\$ (83,363)	\$ 9,282	10.0

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
February 2012 Year-To-Date
(\$ in millions)**

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$ 138,592	\$ 137,878	\$ (0.714)	(0.5)	\$ -	\$ -	\$ -	-	\$ 138,592	\$ 137,878	\$ (0.714)	(0.5)
Paratransit	2,553	2,443	(0.110)	(4.3)	-	-	-	-	2,553	2,443	(0.110)	(4.3)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	32,588	32,416	(0.172)	(0.5)	-	-	-	-	32,588	32,416	(0.172)	(0.5)
Capital & Other Reimbursements	-	-	-	-	4,340	4,289	(0.050)	(1.2)	4,340	4,289	(0.050)	(1.2)
Total Revenue	\$ 173,733	\$ 172,737	\$ (0.996)	(0.6)	\$ 4,340	\$ 4,289	\$ (0.050)	(1.2)	\$ 178,073	\$ 177,026	\$ (1.046)	(0.6)
Expenses												
Labor:												
Payroll	\$ 158,579	\$ 153,116	\$ 5,462	3.4	\$ 1,414	\$ 1,417	\$ (0.003)	(0.2)	\$ 159,993	\$ 154,533	\$ 5,460	3.4
Overtime	23,208	25,814	(2,607)	(11.2)	0,773	0,857	(0.084)	(10.8)	23,981	26,671	(2,690)	(11.2)
Health and Welfare	31,797	30,713	1,084	3.4	-	-	-	-	31,797	30,713	1,084	3.4
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	14,442	13,889	0,552	3.8	-	-	-	-	14,442	13,889	0,552	3.8
Other Fringe Benefits	13,453	12,832	0,621	4.6	0,567	0,591	(0.024)	(4.1)	14,020	13,423	0,597	4.3
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(1,178)	(1,273)	0,095	8.1	1,178	1,273	(0.095)	(8.1)	-	-	-	-
Total Labor Expenses	\$ 240,301	\$ 235,092	\$ 5,209	2.2	\$ 3,932	\$ 4,137	\$ (0.205)	(5.216)	\$ 244,233	\$ 239,229	\$ 5,004	2.0
Non-Labor:												
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	27,932	26,572	1,360	4.9	-	-	-	-	27,932	26,572	1,360	4.9
Insurance	8,257	7,220	1,037	12.6	-	-	-	-	8,257	7,220	1,037	12.6
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	61,994	60,590	1,405	2.3	-	-	-	-	61,994	60,590	1,405	2.3
Maintenance and Other Operating Contracts	9,424	7,118	2,307	24.5	(0.000)	0,001	(0.001)	-	9,424	7,119	2,306	24.5
Professional Service Contracts	0,616	0,288	0,328	53.3	-	0,000	(0.000)	-	0,616	0,288	0,328	53.3
Materials & Supplies	16,636	15,682	0,953	5.7	-	0,034	(0.034)	-	16,636	15,716	0,919	5.5
Other Business Expense	(0,021)	0,177	(0,199)	-	0,408	0,117	0,291	71.3	0,386	0,294	0,092	23.8
Total Non-Labor Expenses	\$ 124,838	\$ 117,646	\$ 7,192	5.8	\$ 0,408	\$ 0,152	\$ 0,255	62.659	\$ 125,246	\$ 117,799	\$ 7,447	5.9
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 365,139	\$ 352,738	\$ 12,400	3.4	\$ 4,340	\$ 4,289	\$ 0,050	1.2	\$ 369,478	\$ 357,028	\$ 12,451	3.4
Depreciation	-	0,025	(0,025)	-	-	-	-	-	-	0,025	(0,025)	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 365,139	\$ 352,764	\$ 12,375	3.4	\$ 4,340	\$ 4,289	\$ 0,050	1.2	\$ 369,478	\$ 357,053	\$ 12,426	3.4
Net Surplus/(Deficit)	\$ (191,406)	\$ (180,027)	\$ 11,379	5.9	\$ -	\$ -	\$ 0,000	-	\$ (191,406)	\$ (180,027)	\$ 11,379	5.9

NOTE: Totals may not add due to rounding

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

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

Generic Revenue or Expense Category	Nonreimb or Reimb	February 2012			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.618	0.9	(a)	\$ (0.714)	(0.5)	(a)
Paratransit	NR	(0.043)	(3.4)	(a)	(0.110)	(4.3)	(a)
Other Operating Revenue	NR	(0.199)	(1.2)	(a)	(0.172)	(0.5)	(a)
Capital and Other Reimbursements	R	(0.109)	(4.9)	(a)	(0.050)	(1.2)	(a)
Total Revenue Variance		\$ 0.266	0.3		\$ (1.048)	(0.6)	
Payroll	NR	\$ 2.448	3.2	(a)	\$ 5.462	3.4	(a)
Overtime	NR	(0.527)	(5.4)	Primarily due to the residual effect of the bus maintenance program aimed at reversing the negative trend in MDBF along with bus operator vacancies and traffic delays	(2.607)	(11.2)	Primarily due to the bus maintenance program aimed at reversing the negative trend in MDBF along with bus operator vacancies and traffic delays
Health & Welfare	NR	0.546	3.4	(a)	1.084	3.4	(a)
Pension	NR	0.362	5.6	Lower payroll expenses	0.552	3.8	Lower payroll expenses
Other Fringe Benefits	NR	0.391	6.0	Primarily due to lower payroll expense	0.621	4.6	Primarily due to lower payroll expense
Reimbursable Overhead	NR	0.036	6.0	Mainly due to facility mtce work and support for MTABC	0.095	8.1	Mainly due to facility mtce work and support for MTABC
Payroll	R	0.090	12.4	Mainly due to vacancies and project delays.	(0.003)	(0.2)	(a)
Overtime	R	(0.073)	(18.9)	Mainly due to facility mtce work and support for MTABC	(0.084)	(10.8)	Mainly due to facility mtce work and support for MTABC
Health & Welfare	R	-	-	(a)	-	-	(a)
Pension	R	-	-	(a)	-	-	(a)
Other Fringe Benefits	R	0.012	4.1	(a)	(0.024)	(4.1)	(a)
Reimbursable Overhead	R	(0.036)	(6.0)	Mainly due to facility mtce work and support for MTABC	(0.095)	(8.1)	Mainly due to facility mtce work and support for MTABC
Total Labor Variance		\$ 3.178	2.7		\$ 6.004	2.0	
Fuel for Buses and Trains	NR	\$ 1.749	13.0	Primarily due to lower fuel consumption	1.360	4.9	Primarily due to lower fuel consumption
Insurance	NR	0.519	12.6	Timing	1.037	12.6	Timing
Paratransit Service Contracts	NR	2.798	9.1	Primarily due to the diversion of trips to lower cost voucher and taxi service instead of vans.	1.405	2.3	Primarily due to the diversion of trips to lower cost voucher and taxi service instead of vans.
Maintenance and Other Operating Contracts	NR	0.153	3.2	(a)	2.307	24.5	Due mainly to timing of operations and facility maintenance and repairs and the offset of water and sewer charges against the Flatbush DEP credit.
Professional Service Contracts	NR	0.087	30.6	Due mainly to timing of expenses	0.328	53.3	Due mainly to timing of expenses
Materials & Supplies	NR	0.574	6.9	Due mainly to timing of maintenance material expenses and automobile purchases.	0.953	5.7	Due mainly to timing of maintenance material expenses and automobile purchases.
Other Business Expense	NR	(0.159)	*	(a)	(0.199)	*	(a)
Fuel for Buses and Trains	R	-	-	(a)	-	-	(a)
Paratransit Service Contracts	R	-	-	(a)	-	-	(a)
Maintenance and Other Operating Contracts	R	(0.000)	-	(a)	(0.001)	*	(a)
Professional Service Contracts	R	(0.000)	-	(a)	(0.000)	-	(a)
Materials & Supplies	R	(0.034)	-	(a)	(0.034)	-	(a)
Other Business Expense	R	0.149	73.3	Due to timing of warranty claims.	0.291	71.3	Due to timing of warranty claims.
Total Non-Labor Variance		\$ 5.837	9.4		\$ 7.447	5.9	
Net Variance		\$ 9.282	10.0		\$ 11.404	5.9	

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

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

February 2012							February YTD 2012						
NON - REIMBURSABLE SCHEDULED OVERTIME		Adopted Budget		Actuals		Variance Fav. / (UnFav)		Adopted Budget		Actuals		Variance Fav. / (UnFav)	
		Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
Subways		86,885	\$2.62	79,399	\$2.34	7,486	\$0.29	174,493	\$5.27	164,625	\$4.88	9,868	\$0.39
Buses		241,804	\$7.07	228,562	\$6.41	13,242	\$0.66	495,488	\$14.48	468,574	\$13.29	26,914	\$1.19
All Other		2,151	\$0.05	758	\$0.02	1,393	\$0.03	4,305	\$0.09	1,598	\$0.04	2,707	\$0.05
Total Scheduled		330,840	\$9.74	308,719	\$8.77	22,121	\$0.97	674,286	\$19.84	634,797	\$18.21	39,489	\$1.63
UNSCHEDULED OVERTIME													
Subways		206,760	\$6.81	285,674	\$8.92	(78,914)	(\$2.11)	415,217	\$13.80	632,746	\$19.99	(217,529)	(\$6.19)
Buses		144,916	\$4.45	197,749	\$5.73	(52,833)	(\$1.28)	279,332	\$8.73	433,450	\$12.53	(154,118)	(\$3.80)
All Other		23,382	\$0.66	25,354	\$0.86	(1,972)	(\$0.20)	48,580	\$1.38	39,999	\$1.72	8,581	(\$0.33)
Total Unscheduled		375,058	\$11.92	508,777	\$15.51	(133,719)	(\$3.59)	743,129	\$23.91	1,106,195	\$34.24	(363,066)	(\$10.32)
TOTAL NON-REIMBURSABLE OVERTIME		705,898	\$21.66	817,496	\$24.28	(111,598)	(\$2.62)	1,417,415	\$43.76	1,740,992	\$52.45	(323,577)	(\$8.69)
REIMBURSABLE													
SCHEDULED OVERTIME													
Subways		5,163	\$0.16	2,957	\$0.09	2,206	\$0.06	10,326	\$0.31	5,323	\$0.20	5,003	\$0.11
Buses		-	\$0.00	380	\$0.01	(380)	(\$0.01)	-	\$0.00	930	\$0.02	(930)	(\$0.02)
All Other		-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00
Total Scheduled		5,163	\$0.16	3,337	\$0.10	1,826	\$0.05	10,326	\$0.31	6,253	\$0.22	4,073	\$0.09
UNSCHEDULED OVERTIME													
Subways		140,330	\$4.04	180,249	\$5.68	(39,919)	(\$1.64)	280,660	\$8.07	342,393	\$10.14	(61,733)	(\$2.07)
Buses		16,514	\$0.39	15,469	\$0.45	1,045	(\$0.06)	33,027	\$0.77	29,646	\$0.83	3,381	(\$0.06)
All Other		752	\$0.40	566	\$0.39	186	\$0.01	1,208	\$0.81	1,132	\$0.75	76	\$0.06
Total Unscheduled		157,596	\$4.82	196,284	\$6.51	(38,689)	(\$1.69)	314,895	\$9.65	373,171	\$11.72	(58,276)	(\$2.06)
TOTAL REIMBURSABLE OVERTIME		162,759	\$4.98	199,621	\$6.61	(36,863)	(\$1.64)	325,221	\$9.97	379,424	\$11.94	(54,203)	(\$1.97)
TOTAL OVERTIME		868,657	\$26.64	1,017,117	\$30.90	(148,461)	(\$4.26)	1,742,636	\$53.72	2,120,416	\$64.39	(377,780)	(\$10.66)

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

	<u>February 2012</u>			<u>Year-to-date as of February 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	\$ 68.963	\$ 69.581	\$ 0.618	\$ 138.592	\$ 137.878	\$ (0.714)
Paratransit	1.265	1.222	(0.043)	2.553	2.443	(0.110)
Total Farebox Revenue	\$ 70.228	\$ 70.803	\$ 0.575	\$ 141.145	\$ 140.321	\$ (0.824)
Other Revenue	\$ 16.294	\$ 16.095	\$ (0.199)	\$ 32.588	\$ 32.416	\$ (0.172)
Capital & Other	2.210	2.101	(0.109)	4.340	4.289	(0.050)
Total Revenue	\$ 88.732	\$ 88.998	\$ 0.266	\$ 178.073	\$ 177.026	\$ (1.046)
<u>Ridership</u>						
Fixed Route	53.137	53.947	0.810	107.205	107.186	(0.019)
Paratransit	0.781	0.761	(0.020)	1.576	1.519	(0.057)
Total Ridership	53.918	54.708	0.790	108.781	108.705	(0.076)

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Reason For Variance
Total Baseline Positions				
Managers/Supervisors				
- Managers	580	579	1	
- Supervisors	1,154	1,141	13	
Total Managers/Supervisors	1,734	1,720	14	Vacancies Due to Delayed Hiring
Professional/Technical/Clerical				
- Full Time	239	247	(8)	
- Part Time	-	-	-	
Total Professional/Technical/Clerical	239	247	(8)	
Operational Hourlies				
- Bus Operators	9,495	9,444	51	
- Maintenance	2,681	2,664	17	
Total Hourlies	12,176	12,108	68	Timing of Training Requirements
Total Baseline Positions FT	14,149	14,075	74	
Total Baseline Positions PT	-	-	-	
Total Baseline Positions	14,149	14,075	74	

Capital Program Status for all Bus Agencies
Major Milestone Achievements
March, 2012

NYCT Buses

Awards: None

Completions:

- Purchase 90 Daimler Diesel Buses for \$40.3 million.
- Install bus cameras on 90 Artic Buses for \$2.4 million.

Design Completion: Upgrade the underground fuel tank sumps at the Fresh Pond Bus Depot. The design cost for this project was \$0.64 million.

Design Start: The design of Traffic Signal Priority began in March to test compatibility between two NYCT buses and DOT systems. The design cost for this project is \$74k.

MTA Bus

Awards: None

Completions: None

Designs: None


Notes:

The purchase of 90 Express Buses was awarded in January, 2012. The bid cost was \$50.0 million.

PROCUREMENTS

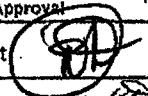


The Procurement Agenda this month includes 2 actions for a proposed expenditure of \$27.9M.

Staff Summary

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

Date April 3, 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	4/23/12	X		
2	Board	4/25/12	X		

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

PURPOSE:

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

DISCUSSION:

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

None

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

None

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

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

None

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

<u>Procurements Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule H: Modifications to Personal & Miscellaneous Service Contracts	1	\$ 13.2M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Competitive Procurements	1	\$13.2M

MTA Bus Company seeks Ratifications in the following categories:

None

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

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K: Ratification of Completed Procurement Actions (Involving Schedule E-J)	1	\$ 14.7M
Total Ratifications	1	\$ 14.7M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Procurements	2	\$27.9M

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.

APRIL 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.)

**I. First Transit, Inc.
Contract #03A8610.4**

\$13,227,955 (Est.)

Staff Summary Attached

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 six additional months.

APRIL 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)

(Staff Summaries required for items requiring Board approval.)

- | | | |
|--|---------------------|-------------------------------|
| 2. Northeastern Bus Rebuilders, Inc.
Contract #06B9346R.3 | \$14,676,323 (Est.) | <u>Staff Summary Attached</u> |
|--|---------------------|-------------------------------|

Modification to the contract for battery replacement on Orion VII Hybrid Buses, in order to exercise the two-year option.



Item Number: 1

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 – May 31, 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	AWO/Modification #
03A8610	4
Original Amount:	
	\$ 103,596,442
Option Amount:	
	\$ 21,898,242
Total Amount:	
	\$ 125,494,684
Prior Modifications:	
	\$ 23,701,472
	\$ (282,058)
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 148,914,098
This Request:	
	\$ 13,227,955
	(Est.)
% of This Request to Current Amount:	
	8.8%
% of Modifications (including This Request) to Original Amount:	
	29.4%

Discussion:

This modification will extend the contract for up to an additional six months.

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. Staff responsibilities include processing trip requests through advanced reservations, addressing same day service delivery issues, assisting with development and issuance of daily paratransit schedules and providing customer information 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, awarded July 2010, memorialized the contractual changes made as a result of the Rapid Procurement Initiative negotiations implemented by the MTA in February 2010, where savings totaling \$282,058 were identified in the areas of staff, overhead and profit. In May 2011, Modification #3 further extended the contract for an additional 12 months, from June 1, 2011 through May 31, 2012 to secure a sufficient amount of time to conduct a competitive solicitation for a replacement contract.

Following exercise of the option, the plan was to conduct a competitive request for proposal (RFP) for a replacement contract. It was believed that Modification #3 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, due to 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), additional time is required in order to complete the RFP. Thus, NYC Transit is requesting this Modification #4 to extend the contract for up to an additional six months, in the estimated amount of \$13,227,955.

Currently, the RFP process is nearing the negotiations stage which should commence by late April 2012. It is anticipated that Board approval for the replacement contract will be sought in July 2012.

Procurement attempted to secure a price concession but First Transit indicated that any price reduction at this time would adversely affect its current operation and, as a result, pricing will remain firm for the extension period. The final price was found to be fair and reasonable, supported by an analysis of the industry-related Consumer Price Index which showed an escalation of 2.8% based on a 12-month average (February 2011 through February 2012).

Schedule K: Ratification of Completed Procurement Actions

Item Number: 2

Vendor Name (& Location)	
Northeastern Bus Rebuilders, Inc. (Deer Park, NY)	
Description	
Traction Battery Replacement for Orion VII Hybrid Buses	
Contract Term (including Options, if any)	
April 1, 2008 – April 30, 2012	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Department of Buses, Darryl C. Irick	

Contract Number	AWO/Modification #
06B9346R	3
Original Amount:	\$ 8,231,510
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 8,200,000
Current Amount:	\$ 16,431,510
This Request:	
NYCT: \$10,459,181	\$ 14,676,323
MTABC: \$4,217,142	(Est.)
% of This Request to Current Amount:	89.3%
% of Modifications (including This Request) to Original Amount:	277.9%

Discussion:

This retroactive modification will exercise the two-year option and extend the contract from May 1, 2012 through April 30, 2014. The contract is for the replacement of lead-acid traction batteries installed on Orion VII Hybrid buses for the Department of Buses (DOB) and MTA Bus Company (MTABC). This purchase contract was competitively solicited, for which two bids were received. An award was made to the low bidder, Northeastern Bus Rebuilders, Inc. (NEBR), for a 3-year term with an option for two additional years to provide scheduled replacement of lead-acid traction batteries on 981 Hybrid buses.

The contractor is required to pick-up and deliver buses from each agency bus depot to the contractor's facility; remove traction battery enclosures (TBE) from the bus roof; remove all traction batteries and properly dispose of them; inspect the TBEs for deterioration or damage; clean the TBE interior, replace or repair missing or defective components or hardware; install new traction batteries in each TBE; record all relevant information regarding new traction batteries; perform the Acceptance Test Protocol (ATP) on each set of new traction batteries (The ATP tests and equalizes the charge across all the traction batteries and verifies that the electronics in both TBEs are working properly.); and reinstall the TBEs on the buses.

DOB and MTABC have 1,677 Hybrid buses which utilize a Hybrid diesel-electric propulsion system that is designed to reduce exhaust emissions and improve fuel economy. The Hybrid propulsion system utilizes a diesel engine driving an electric generator, a traction battery pack to store energy, and an electric traction motor that powers the drive train of the bus. Of the 1,677 Hybrid buses, 981 are equipped with lead-acid traction batteries. Each bus has 46 sealed, roof-mounted lead-acid traction batteries housed in two TBEs, each containing 23 traction batteries. The traction batteries have a lifespan of approximately 2 to 4 years depending on the nature of the bus route, and then must be replaced. The remaining 696 Hybrid buses are equipped with lithium-ion traction batteries, which are under warranty and do not require replacement at this time.

A budget adjustment to increase funding for this contract in the amount of \$8,200,000 was approved on August 7, 2009 in order to cover increased demand for continued replacement of lead-acid batteries on buses servicing outlying depots where buses service less congested routes and are therefore constantly driven at relatively higher speeds. A significantly shorter lifecycle for lead-acid traction batteries (after slightly more than 2 years in service) was experienced on buses servicing such routes. As part of the budget adjustment, NEBR offered a price concession of \$445,000.

The contract was structured with a base and an option. It was structured in this fashion based on the possibility of lithium-ion traction batteries supplanting the need for lead-acid traction batteries in the future. However, lithium-ion traction batteries were found to experience unexpected failures and it was decided against migrating to lithium-ion traction batteries due to many unresolved reliability issues. The current lithium battery packs are going to be reworked by the bus manufacturer to address the reliability issues. Performance assessments of the lithium-ion traction batteries had delayed the decision to exercise this option. Hence, the three-year base contract expiration date was extended from March 31, 2011 to October 31, 2011. The contract was further extended through April 30, 2012 to allow NYC Transit time to determine that the exercise of this option was in NYC Transit's best interest. Based on the outcome of the lithium-ion testing and the approximately \$44K cost per bus for replacement of lithium-ion traction batteries versus approximately \$15K to \$20K cost per bus for replacement of lead-acid traction batteries, it was decided to move forward with exercising the option.

A total of 783 buses underwent replacement of lead acid traction batteries under the base contract and it is anticipated that 877 will undergo replacement of lead acid batteries during this option period. Depending on the buses' duty cycle, a bus may require replacement of lead-acid traction batteries more than once during the term of this contract including the additional option years. The shorter life cycle of lead-acid batteries experienced on buses servicing outlying depots has necessitated an increase in the quantity of buses requiring replacement of lead acid traction batteries from 536 to 877 during the term of this option.

The contract includes a line item for lead-acid traction batteries and a provision where this line item is adjusted (upward/downward) every six months based on a Producer Price Index (PPI) tied to lead-acid batteries. The price per battery under the base contract fluctuated from a high of \$436.23 to a low of \$393.86. The contract also includes a per bus flat rate price for replacement of the traction batteries and two additional line items for hourly labor and material covering miscellaneous work.

Due to the critical need for replacement of lead-acid traction batteries on Hybrid buses and the 3-month lead time required for the batteries, it was necessary to provide NEBR with authorization to place orders for lead-acid traction batteries to cover the first 250 buses scheduled for battery replacement under this option. The value of lead-acid traction batteries needed to cover the first 250 buses is \$3,591,450.

Through negotiations, NEBR offered a price concession in the amount of \$4,540,632 which included a reduction in its flat rate price for the replacement of the traction batteries from \$1,800 to \$1,177 per bus and in the traction battery price from \$411.31 to \$312.30 per battery, which is subject to a price adjustment every six months based on the relative PPI. NEBR's final overall per bus price for this option is 25% below the last per bus price paid under the base contract. The final price for the option has been found to be fair and reasonable and is calculated as follows: (\$312.30/battery x 46 batteries x 877 buses) + (\$1,177 fully loaded labor price per bus x 877 buses) + (\$395/bus for miscellaneous hardware x 877 buses) + (\$698,873 representing 5% contingency for battery price fluctuation).



SERVICE CHANGES:

MTA BUS OPERATIONS COMMITTEE NOTIFICATION SERVICE REVISION BxM11 SOUTHBOUND TRAVEL PATH REVISION in PELHAM PARKWAY

SERVICE ISSUE:

The BxM11 provides express bus service between Wakefield in the Bronx and Midtown Manhattan via the intermediate neighborhoods of Williamsbridge and Pelham Parkway in the Bronx and Harlem and the Upper East Side of Manhattan.

The current southbound travel path of the BxM11 in the Pelham Parkway neighborhood of the Bronx requires buses to divert off a more direct path. Instead of transitioning directly between Boston Road and Pelham Parkway, the southbound BxM11 instead diverts to White Plains Road under the elevated subway structure.

RECOMMENDED SOLUTION:

To provide faster, more reliable service, using a more direct travel path, streamline the southbound travel path of the BxM11 to remain on Boston Road to access Pelham Parkway, instead of diverting to White Plains Road. Under this revision, the southbound travel path would be symmetrical with the current northbound travel path. This revision would relocate one pick-up bus stop, which would be directly across the street from a current northbound BxM11 drop-off bus stop.

ESTIMATED IMPACT:

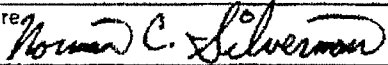
The net result of the recommended revision would be a small decrease in operating cost of approximately \$5,000 annually because of the small decrease in travel distance and travel time. Over time, it is anticipated that this streamlined travel path would encourage additional ridership.

PLANNED IMPLEMENTATION:

September 2012.



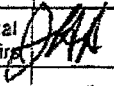

Staff Summary

Page 1 of 3

Subject	BxM11 Southbound Travel Path Revision in Pelham Parkway
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	Robert Lai

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

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

Internal Approvals			
Order	Approval	Order	Approval
4	President 		
3	Executive Vice President 		
2	VP, Intergovernmental and Community Affairs 		
1	Vice President, Operations Planning. 		

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the MTA Bus Operations Committee of, a recommendation to revise the travel path of the southbound BxM11 in the Pelham Parkway neighborhood of the Bronx. This route was formerly operated by Liberty Lines and transitioned into MTA Bus service on January 3, 2005.

DISCUSSION:

The BxM11 currently provides express bus service all day (except overnight hours) on weekdays, Saturdays and Sundays between Wakefield in the Bronx and Midtown Manhattan via the intermediate neighborhoods of Williamsbridge and Pelham Parkway in the Bronx, and Harlem and the Upper East Side in Manhattan. The BxM11 travels a one-way distance of approximately 15.8 miles, transporting approximately 1,220 passengers per weekday, approximately 720 passengers per Saturday and approximately 360 passengers per Sunday.

The current travel path of the southbound BxM11 requires buses to divert off a more direct path in the Pelham Parkway neighborhood of the Bronx. Instead of transitioning directly between Boston Road and Pelham Parkway, the southbound BxM11 instead diverts to White Plains Road under the elevated structure of the ②⑤ trains. This less direct path requires additional time consuming turning maneuvers, which adds to travel time and travel distance, adversely affecting service reliability. To access the curbside bus stop on White Plains Road, the southbound BxM11 must also weave through the elevated structure pillars.

Staff Summary

There is an opportunity to streamline the travel path of the southbound BxM11 to provide faster, more reliable service, by using a more direct path remaining on Boston Road, a major arterial road used by other bus routes, to access Pelham Parkway. Under this revision, the southbound BxM11 would no longer divert to White Plains Road in this area. This revised southbound travel path would be symmetrical with the path currently used by the northbound BxM11, which remains on Boston Road to travel through this area. See the attached map. (It should be noted that this revision would not affect the current operation of the BxM11 on White Plains Road north of Boston Road to Wakefield).

After passing Pelham Parkway the BxM11 continues to the southbound Bronx River Parkway. During the morning, evening and night hours, seven days a week, the BxM11 uses the Pelham Parkway entrance to the Bronx River Parkway. During the midday hours, seven days a week, the BxM11 serves the Bronx River Gate of the Bronx Zoo before entering the Bronx River Parkway at the parkway's Bronx Zoo entrance.

This revision would discontinue between one and three turning maneuvers along the travel path (one turning maneuver on the morning, evening and night hours travel path bypassing the Bronx Zoo; and 3 turning maneuvers on the Bronx Zoo travel path during the midday hours), and would provide faster and more reliable service. This revision would reduce the southbound travel distance by approximately 0.1 miles, and reduce travel time by approximately 1-2 minutes, though passenger perception of the travel time saved due to the more direct path would be greater.

Enhancing travel speed and directness are key elements in attracting additional passengers, particularly for express bus services.

This revision would relocate the current southbound bus stop on White Plains Road at Pelham Parkway approximately 450 feet northwest to Boston Road at Pelham Parkway North. This current bus stop is used by approximately 215 passengers per weekday, and a lesser number on weekends. It should be noted that passengers access the bus stop from all directions; approximately half of the affected passengers would have a longer walk of up to 450 feet, and the remaining passengers would have a similar or shorter walk to the relocated bus stop. This relocated stop would be directly across Boston Road from a current BxM11 northbound drop-off bus stop.

RECOMMENDATION:

To provide faster, more reliable service, using a more direct path, streamline the southbound BxM11 travel path in the Pelham Parkway section of the Bronx to travel directly Boston Road to Pelham Parkway instead of diverting to White Plains Road. Under this revision, the southbound travel path would be symmetrical with the current northbound travel path. This revision would relocate one pick-up bus stop to nearby Boston Road, which would be directly across Boston Road from a current northbound BxM11 drop-off bus stop.

ALTERNATIVES:

The only alternative is to leave the current southbound travel path unchanged. This would forego the opportunity to use a more direct travel path in the Pelham Parkway section of the Bronx that would provide faster, more reliable service.

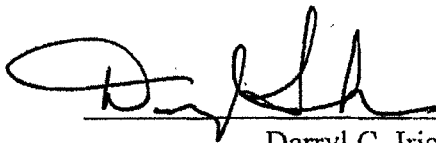
IMPACT ON FUNDING:

The net result of the recommended revision would be a small decrease in operating cost of approximately \$5,000 annually because of the small decrease in travel distance and travel time. Over time, it is anticipated that this streamlined travel path would encourage additional ridership.

IMPLEMENTATION:

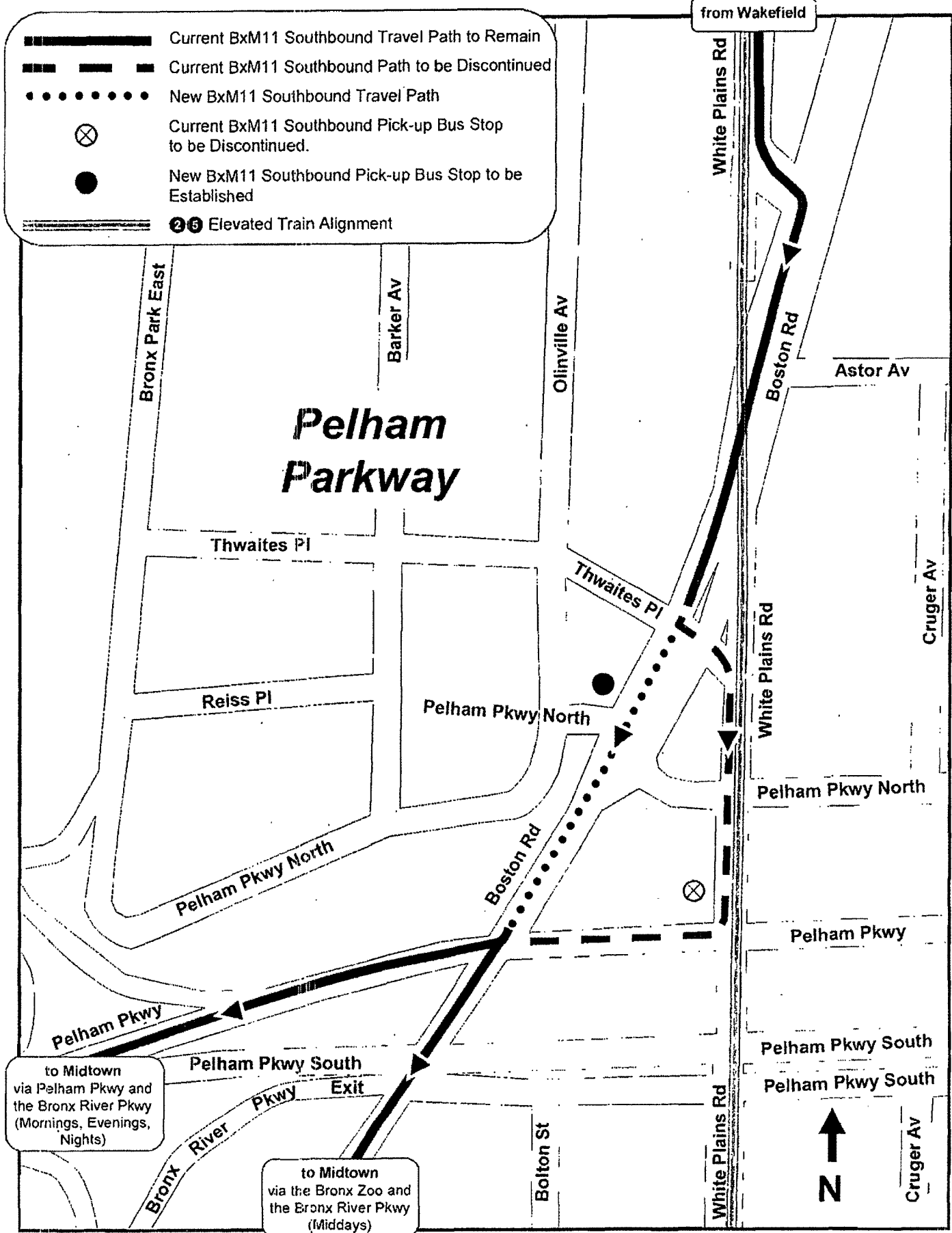
September 2012.

Approved:



Darryl C. Irick
President

BxM11 Southbound Travel Path Revision in Pelham Parkway



Report



New York City Transit

SERVICE CHANGES:

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

Service Issue

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

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

Recommendation

Twenty-one bus schedule changes (on 17 routes) are proposed for implementation in July 2012.

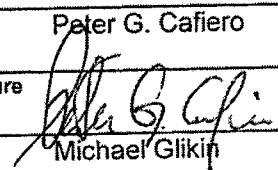
Budget Impact

Implementation of the July 2012 schedule changes is estimated to be cost neutral. The schedule changes will be incorporated into the 2012 operating budget.

Proposed Implementation Date

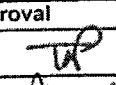
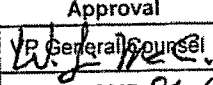
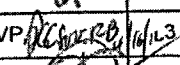
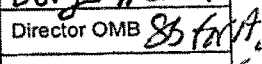
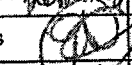
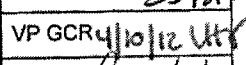

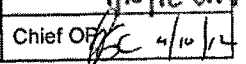
July 2012.

Staff Summary

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

Date	April 16, 2012
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose

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

Discussion

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

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

Recommendation

Twenty-one bus schedule changes (on 17 routes) have been identified for implementation in July 2012 (see Attachment 1).

1. Fifteen of the 21 bus schedule changes contain reductions in service frequencies to more closely align service with customer demand, to meet MTA loading guidelines for bus operation, and to concurrently improve reliability through running time modifications where needed.
2. The remaining 6 of the 21 bus schedule changes contain increases in service frequency and/or include modifications in running time to meet established bus loading guidelines and improve reliability.

Alternative to the Proposed Service Change

Do nothing. NYCT would not:

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

Budget Impact

Implementation of the July 2012 schedule changes is estimated to be cost neutral. The schedule changes will be incorporated into the 2012 operating budget.

Proposed Implementation Date

July 2012.

Approved:


Thomas F. Prendergast
President

Attachment 1
July 2012 - Page 1 of 1

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

Weekday	AM Peak				Midday				PM Peak				Evening				
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B13	12	12	95%	95%	20	20	70%	70%	15	12	101%	75%	20	15	109%	82%	+4.6%
B63	10	10	88%	88%	12	12	77%	77%	8	9	68%	78%	15	15	74%	74%	-5.7%
Bx6	4	3.5	100%	94%	7	6	100%	90%	5.5	4.5	118%	92%	10	9	110%	94%	+5.5%

Saturday	Late Morning				Midday				Late Afternoon				Evening				
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
B16	20	20	78%	78%	15	20	63%	83%	12	15	64%	81%	20	30	31%	46%	-11.2%
B41	9	10	78%	91%	3.5	4	78%	85%	3.5	3.5	88%	95%	4	4.5	77%	83%	-4.4%
B42	12	15	68%	90%	12	15	74%	97%	10	10	77%	77%	9	10	76%	96%	-10.5%
B47	15	20	65%	87%	10	12	70%	84%	9	10	74%	86%	9	10	66%	77%	-12.5%
B62	20	15	126%	94%	15	12	131%	87%	15	12	119%	95%	20	15	106%	80%	+17.7%
B63	20	20	76%	76%	10	12	77%	92%	9	10	81%	94%	20	20	73%	73%	-2.7%
Bx13	20	20	88%	88%	10	10	94%	94%	9	8	114%	97%	9	8	110%	94%	+8.0%
M11	20	20	69%	69%	12	15	79%	99%	12	12	96%	96%	15	20	58%	78%	-7.1%
Q3	20	20	73%	73%	12	15	71%	88%	15	15	87%	87%	15	15	81%	81%	-4.7%
Q13	10	10	95%	95%	12	10	107%	80%	12	10	102%	77%	12	12	89%	89%	+4.4%

Sunday	Late Morning				Midday				Late Afternoon				Evening				Rev Miles Change
	Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (%)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (%)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (%)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (%)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route																	
B20	20	20	56%	56%	15	20	54%	71%	12	15	53%	67%	15	20	54%	71%	-13.6%
B26	15	20	63%	84%	10	12	63%	76%	10	10	85%	85%	12	15	76%	95%	-14.9%
B41	10	10	85%	85%	4.5	5	73%	79%	4	4.5	72%	79%	5	5	79%	79%	-5.3%
B54	20	20	89%	89%	12	12	86%	86%	12	12	87%	87%	15	20	54%	72%	-4.8%
B60	20	20	70%	70%	12	15	66%	83%	15	15	74%	74%	20	20	56%	56%	-4.9%
B63	20	30	33%	50%	10	12	64%	77%	10	12	81%	97%	15	20	58%	77%	-13.4%
M23	15	20	68%	91%	12	12	80%	80%	10	12	73%	88%	15	20	58%	77%	-9.8%
Q13	15	15	88%	88%	20	15	115%	86%	15	12	103%	78%	15	12	101%	81%	+5.1%

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

Report



Bus Company

INFORMATION ITEM: MTA BUS COMPANY Review of 2011 Actual Results

**MTA BUS COMPANY
2011 YEAR-END REPORT
SUMMARY**

2011 Final Estimate vs. Actual

Accrual / Non Reimbursable and Reimbursable

MTA Bus Company ended its 2011 Fiscal Year with an unfavorable variance of \$16.8 million when compared to the Final Estimate.

Total Revenues had a favorable variance of \$2.2 million. This was due to farebox revenue from higher ridership and Other Operating Revenues offset by less than expected Capital and Other Reimbursements.

Total Expenses before Depreciation and GASB Adjustments had an unfavorable variance of \$20.9 million.

Total Labor expenses were unfavorable by \$9.8 million. The major drivers were in Health & Welfare and OPEB Current Payment which was mostly due to prior year adjustments made in 2011; Pension, due to an actuarial re-assessment, and Overtime, due to higher vacancies and maintenance initiatives. These variances were partially offset by favorable underruns in Payroll and Other Fringe Benefits, primarily due to vacancies.

Total Non-Labor expenses were unfavorable by \$11.1 million. This was primarily driven by a revised actuarial re-assessment for Claims and Insurance; along with higher Fuel costs. This was partially offset by timing differences resulting in favorable variances in Professional Service Contracts, Other Business Expenses, Materials & Supplies and Maintenance and Other Operating Contracts.

Depreciation, OPEB Obligation and GASB Adjustments for Environmental Remediation resulted in a favorable variance of \$1.8 million.

**MTA BUS COMPANY
2011 YEAR-END REPORT
SUMMARY**

2011 Final Estimate vs. Actual

Cash

Cash resulted in a favorable variance of \$84.7 million when compared to the Final Estimate; \$79.4 million is attributed to timing while \$5.2 million represents a real variance.

Total Cash Receipts had an unfavorable variance of \$3.8 million mainly due to lower Capital and Other Reimbursement reflecting the overall impact of lower capital project activity and timing of automated fare collections, partially offset by favorable student ridership, insurance recoveries, scrap and miscellaneous income.

Total Labor had a favorable variance of \$28.4 million, primarily due to timing of payments in Payroll, Other Fringe, Health & Welfare, OPEB, and vacancies. This is partially offset by higher Pension and Overtime costs.

Total Non-Labor had a favorable variance of \$60.1 million primarily due to timing of payments for Fuel, Insurance, Claims, Maintenance and Other Operating Contracts, Materials & Supplies, Professional Service Contracts and Other Business Expenses.

Ridership

Overall 2011 ridership exceeded the Final Estimate by 1.3 million or 1.1%.

Positions

As of December 2011, there were 54 vacancies primarily in Maintenance and Capital Program Management.

**MTA BUS COMPANY
2011 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2011 Final Estimate vs. Actual

- **Non-Reimbursable:**

- Operating Revenue resulted in a favorable variance of \$3.7 million primarily due to farebox revenue resulting from higher ridership and greater than anticipated Other Operating Revenues due to favorable student ridership, insurance recoveries, scrap and miscellaneous income.
- Labor Costs resulted in an unfavorable variance of \$12.4 million primarily due to greater Health and Welfare and OPEB Current Payment costs as well as an actuarial Pension re-assessment and Overtime coverage due to vacancies and maintenance initiatives. This is offset partially by Payroll vacancy savings.
- Non-Labor Costs resulted in an unfavorable variance of \$10.0 million primarily due to a higher actuarial re-assessment in Public Liability and Workers Compensation Claims and higher than estimated Fuel costs. This was partially offset by favorable timing of Maintenance and Other Operating Contracts, Professional Service Contracts, Materials and Supplies and Other Business Expenses.
- Based on the current trend of rising diesel fuel prices, there is a potential risk to the 2012 Fuel Budget. The collection of the 2011 CNG rebate may partially offset this exposure.

- **Reimbursable:**

- Reimbursable Revenue experienced an unfavorable variance of \$1.5 million due to Capital and Other Reimbursements.
- Labor contributed to a favorable variance of \$2.6 million mostly due to vacancies.
- Non-Labor resulted in an unfavorable variance of \$1.1 million mostly due to non-revenue vehicle maintenance for Metro-North and MTA Police.

**MTA BUS COMPANY
2011 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2011 Adopted Budget vs. Actual

- **Non-Reimbursable:**

- Operating Revenue resulted in an unfavorable variance of \$1.1 million primarily due to lower ridership as a result of the impact of Tropical Storm Irene offset by favorable Other Operating Revenues.
- Labor Costs resulted in an unfavorable variance of \$10.8 million primarily due to greater Health and Welfare and OPEB Current Payment costs as well as an actuarial Pension re-assessment and Overtime coverage due to vacancies and maintenance initiatives. This is offset partially by Payroll vacancy savings.
- Non-Labor Costs resulted in an unfavorable variance of \$15.3 million primarily due to a higher actuarial re-assessment in Public Liability and Workers Compensation Claims and higher than estimated Fuel costs. This was partially offset by favorable timing of Maintenance and Other Operating Contracts, Professional Service Contracts, Materials and Supplies and Other Business Expenses.

- **Reimbursable:**

- Reimbursable Revenue experienced an unfavorable variance of \$1.5 million due to Capital and Other Reimbursements.
- Labor contributed to a favorable variance of \$2.6 million mostly due to vacancies.
- Non-Labor resulted in an unfavorable variance of \$1.1 million mostly due to non-revenue vehicle maintenance for Metro-North and MTA Police.

MTA BUS COMPANY
2011 Year-End Report
Accrual Statement of Operations by Category
2011 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary 2 Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Operating Revenue							
Farebox Revenue	\$ 182.161	\$ 177.351	\$ 179.042	\$ (3.119)	(1.7)	\$ 1.690	1.0
Other Operating Revenue	18.841	18.841	20.871	2.030	10.8	2.030	10.8
Capital and Other Reimbursements	-	-	-	-	-	-	-
Total Revenue	\$ 201.002	\$ 196.192	\$ 199.913	\$ (1.089)	(0.5)	\$ 3.720	1.9
Operating Expenses							
<u>Labor:</u>							
Payroll	\$ 222.790	\$ 222.645	\$ 221.432	\$ 1.357	0.6	\$ 1.213	0.5
Overtime	43.494	43.886	45.458	(1.965)	(4.5)	(1.572)	(3.6)
Health and Welfare	39.325	37.129	46.107	(6.782)	(17.2)	(8.979)	(24.2)
OPEB Current Payment	13.892	13.892	16.238	(2.346)	(16.9)	(2.346)	(16.9)
Pensions	33.426	33.847	35.784	(2.358)	(7.1)	(1.937)	(5.7)
Other Fringe Benefits	22.604	22.551	21.332	1.272	5.6	1.219	5.4
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenses	\$ 375.530	\$ 373.949	\$ 386.352	\$ (10.822)	(2.9)	\$ (12.403)	(3.3)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel for Buses and Trains	31.129	36.844	40.559	(9.430)	(30.3)	(3.715)	(10.1)
Insurance	13.195	13.291	17.174	(3.978)	(30.1)	(3.883)	(29.2)
Claims	24.000	24.000	33.558	(9.558)	(39.8)	(9.558)	(39.8)
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	25.523	26.864	25.318	0.205	0.8	1.546	5.8
Professional Service Contracts	6.790	6.267	3.334	3.456	50.9	2.933	46.8
Materials & Supplies	32.326	32.248	31.207	1.119	3.5	1.041	3.2
Other Business Expenses	6.206	4.993	3.309	2.897	46.7	1.683	33.7
Total Non-Labor Expenses	\$ 139.169	\$ 144.506	\$ 154.459	\$ (15.290)	(11.0)	\$ (9.953)	(6.9)
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 514.700	\$ 518.455	\$ 540.811	\$ (26.111)	(5.1)	\$ (22.355)	(4.3)
Depreciation	\$ 42.235	\$ 42.235	\$ 40.488	\$ 1.747	4.1	\$ 1.747	4.1
OPEB Obligation	\$ 54.630	\$ 54.630	\$ 52.538	\$ 2.092	3.8	\$ 2.092	3.8
Environmental Remediation	-	-	\$ 2.015	\$ (2.015)	-	\$ (2.015)	-
Total Expenses	\$ 611.564	\$ 615.320	\$ 635.852	\$ (24.288)	(4.0)	\$ (20.532)	(3.3)
Baseline Surplus/(Deficit)	\$ (410.562)	\$ (419.127)	\$ (435.939)	\$ (25.377)	(6.2)	\$ (16.812)	(4.0)

*Totals may not add due to rounding

MTA BUS COMPANY
2011 Year-End Report
Accrual Statement of Operations by Category
2011 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

REIMBURSABLE								
	2011			Favorable/(Unfavorable) Variance				
	Adopted Budget	Final Estimate	Preliminary 2 Actual	2011 Adopted Budget		Final Estimate		
				\$	%	\$	%	
Revenue								
Farebox Revenue		\$ -	\$ -	\$ -	-	\$ -	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	7.158	7.191	5.689	(1.469)	(20.5)	(1.502)	(20.9)	(20.9)
Total Revenue	\$7.158	\$7.191	\$5.689	(\$1.469)	(20.5)	(\$1.502)	(20.9)	(20.9)
Expenses								
Labor:								
Payroll	\$ 5.313	\$ 5.337	\$ 2.804	\$ 2.509	47.2	\$ 2.533	47.5	47.5
Overtime	-	-	-	-	-	-	-	-
Health and Welfare	0.969	0.974	0.894	0.075	7.7	0.079	8.1	8.1
OPEB Current Payment	-	-	-	-	-	-	-	-
Pensions	0.446	0.449	0.441	0.005	1.2	0.008	1.9	1.9
Other Fringe Benefits	0.430	0.432	0.190	0.240	55.7	0.242	55.9	55.9
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	0.214	(0.214)	-	(0.214)	-	-
Total Labor Expenses	\$ 7.158	\$ 7.191	\$ 4.543	\$ 2.615	36.5	\$ 2.648	36.8	36.8
Non-Labor:								
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	-
Fuel for Buses and Trains	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	0.710	(0.710)	-	(0.710)	-	-
Professional Service Contracts	-	-	0.439	(0.439)	-	(0.439)	-	-
Materials & Supplies	-	-	(0.016)	0.016	-	0.016	-	-
Other Business Expenses	-	-	0.013	(0.013)	-	(0.013)	-	-
Total Non-Labor Expenses	\$ -	\$ -	\$ 1.146	\$ (1.146)	-	\$ (1.146)	-	-
Other Expense Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	-
Total Expenses Before Depreciation	\$ 7.158	\$ 7.191	\$ 5.689	\$ 1.469	20.5	\$ 1.502	20.9	20.9
Depreciation	-	-	-	-	-	-	-	-
OPEB Obligation	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-
Total Expenses	\$ 7.158	\$ 7.191	\$ 5.689	\$ 1.469	20.5	\$ 1.502	20.9	20.9
Net Surplus/(Deficit)	\$ -	\$ -	\$ (0.000)	\$ (0.000)	-	\$ (0.000)	-	-

*Totals may not add due to rounding

MTA BUS COMPANY
2011 Year-End Report
Accrual Statement of Operations by Category
2011 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary 2 Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$ 182.161	\$ 177.351	\$ 179.042	\$ (3.119)	(1.7)	\$ 1.690	1.0
Other Operating Revenue	18.841	18.841	20.871	2.030	10.8	2.030	10.8
Capital and Other Reimbursements	7.158	7.191	5.689	(1.469)	(20.5)	(1.502)	(20.9)
Total Revenue	\$ 208.160	\$ 203.384	\$ 205.601	\$ (2.559)	(1.2)	\$ 2.218	1.1
Expenses							
<u>Labor:</u>							
Payroll	\$ 228.103	\$ 227.982	\$ 224.236	\$ 3.867	1.7	\$ 3.745	1.6
Overtime	43.494	43.886	45.458	(1.965)	(4.5)	(1.572)	(3.6)
Health and Welfare	40.294	38.102	47.002	(6.707)	(16.6)	(8.899)	(23.4)
OPEB Current Payment	13.892	13.892	16.238	(2.346)	(16.9)	(2.346)	(16.9)
Pensions	33.872	34.296	36.225	(2.353)	(6.9)	(1.929)	(5.6)
Other Fringe Benefits	23.034	22.983	21.523	1.512	6.6	1.460	6.4
Reimbursable Overhead	0.000	0.000	0.214	(0.214)	-	(0.214)	-
Total Labor Expenses	\$ 382.688	\$ 381.141	\$ 390.895	\$ (8.207)	(2.1)	\$ (9.755)	(2.6)
<u>Non-Labor:</u>							
Traction and Propulsion Power							
Fuel for Buses and Trains	31.129	36.844	40.559	(9.430)	(30.3)	(3.715)	(10.1)
Insurance	13.195	13.291	17.174	(3.978)	(30.1)	(3.883)	(29.2)
Claims	24.000	24.000	33.558	(9.558)	(39.8)	(9.558)	(39.8)
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	25.523	26.864	26.028	(0.505)	(2.0)	0.835	3.1
Professional Service Contracts	6.790	6.267	3.773	3.017	44.4	2.494	39.8
Materials & Supplies	32.326	32.248	31.190	1.135	3.5	1.057	3.3
Other Business Expenses	6.206	4.993	3.322	2.884	46.5	1.671	33.5
Total Non-Labor Expenses	\$ 139.169	\$ 144.506	\$ 155.604	\$ (16.435)	(11.8)	\$ (11.098)	(7.7)
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Depreciation and GASB Adjs.	\$ 521.858	\$ 525.646	\$ 546.499	\$ (24.642)	(4.7)	\$ (20.853)	(4.0)
Depreciation	\$ 42.235	\$ 42.235	\$ 40.488	\$ 1.747	4.1	\$ 1.747	4.1
OPEB Obligation	\$ 54.630	\$ 54.630	\$ 52.538	\$ 2.092	3.8	\$ 2.092	3.8
Environmental Remediation	\$ -	\$ -	\$ 2.015	\$ (2.015)	-	\$ (2.015)	-
Total Expenses	\$ 618.722	\$ 622.511	\$ 641.541	\$ (22.819)	(3.7)	\$ (19.030)	(3.1)
Baseline Surplus/(Deficit)	\$ (410.562)	\$ (419.127)	\$ (435.939)	\$ (25.377)	(6.2)	\$ (16.812)	(4.0)

*Totals may not add due to rounding
Subject to audit changes

MTA BUS COMPANY
2011 Year-End Report
Explanation of Variances between 2011 Final Estimate and Actual: Accrual

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
Farebox Revenue	Non Reimb	\$1.690	1.0%	Favorable ridership
Other Operating Revenue	Non Reimb	\$2.030	10.8%	Favorable student ridership and insurance recoveries, scrap and miscellaneous income
Capital and Other Reimbursements	Reimb	(\$1.502)	(20.9%)	Greater than expected reimbursements
Payroll	Non Reimb	\$1.213	0.5%	Vacancies offset by prior period expenses
Overtime	Non Reimb	(\$1.572)	(3.6%)	Vacancies, LIB work and Maintenance Initiatives
Health and Welfare	Non Reimb	(\$8.979)	(24.2%)	Primarily due to unfavorable timing of expenses
OPEB Current Payment	Non Reimb	(\$2.346)	(16.9%)	Based on third party actuarial re-assessment
Pensions	Non Reimb	(\$1.937)	(5.7%)	Based on third party actuarial re-assessment
Other Fringe Benefits	Non Reimb	\$1.219	5.4%	(a)
Fuel for Buses and Trains	Non Reimb	(\$3.715)	(10.1%)	Higher Diesel prices and timing of the CNG refund
Insurance	Non Reimb	(\$3.883)	(29.2%)	Based on third party actuarial re-assessment
Claims	Non Reimb	(\$9.558)	(39.8%)	Based on third party actuarial re-assessment
Maintenance and Other Operating Contracts	Non Reimb	\$1.546	5.8%	Lower than expected expenses
Professional Service Contracts	Non Reimb	\$2.933	46.8%	Lower than expected expenses
Materials & Supplies	Non Reimb	\$1.041	3.2%	Lower than expected expenses
Other Business Expenses	Non Reimb	\$1.683	33.7%	Lower than expected expenses

* Variance exceeds 100%.

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

MTA BUS COMPANY
2011 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES

2011 Final Estimate vs. Actual

Receipts: Total Cash Receipts resulted in an unfavorable variance of \$3.8 million.

- Farebox Receipts: Unfavorable variance of \$1.0 million primarily due to the timing of automated fare collection.
- Other Operating Receipts: Favorable variance of \$1.5 million primarily due to favorable student ridership, insurance recoveries, scrap and miscellaneous income.
- Capital and Other Reimbursements: Unfavorable variance of \$4.2 million primarily due to vacancies and implementation of capital projects.

Expenditures / Labor: Total Labor resulted in a favorable variance of \$28.4 million.

- Payroll: Favorable variance of \$13.1 million primarily due to vacancies and the timing of payments.
- Health and Welfare: Favorable variance of \$9.1 million due to the timing of payments.
- OPEB Current Payment: Favorable variance of \$6.3 million primarily due to lower than estimated payments.
- Other Fringe Benefits: Favorable variance of \$3.2 million primarily due to the timing of payments.
- Pension: Unfavorable variance of \$1.7 million
- Overtime: Unfavorable variance of \$1.6 million due to vacancies, and maintenance initiatives.

Expenditures / Non Labor: Total Non-Labor resulting in a favorable variance of \$60.1 million.

- Fuel for Buses: Favorable variance of \$8.2 million primarily due to the timing of payments.
- Insurance: Favorable variance of \$17.2 million primarily due to the timing of workers compensation payments.
- Claims: Favorable variance of \$4.7 million primarily due to the timing of payments.
- Maintenance and Other Operating Contracts: Favorable variance of \$10.8 million due to the timing of payments.

- Professional Service Contracts: Favorable variance of \$5.8 million primarily due to the timing of payments.
- Materials and Supplies: Favorable variance of \$9.5 million primarily due to the timing of payments.
- Other Business Expenditures: Favorable variance of \$3.8 million primarily due to the timing of payments.

**MTA BUS COMPANY
2011 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

2011 Adopted Budget vs. Actual

Receipts: Total Cash Receipts resulted in an unfavorable variance of \$8.5 million.

- Farebox Receipts: Unfavorable variance of \$5.8 million due to lower ridership, the impact of Tropical Storm Irene and the timing of automatic fare collection.
- Other Operating Revenue: Favorable variance of \$1.5 million primarily due to favorable student ridership, insurance recoveries, scrap, and miscellaneous income.
- Capital and Other Reimbursements: Unfavorable variance of \$4.2 million primarily due to vacancies and the timing of capital reimbursable projects.

Expenditures / Labor: Total Labor expenses resulted in a favorable variance of \$15.1 million.

- Payroll: Favorable variance of \$9.4 million primarily due to vacancies, and the timing of a retroactive wage adjustment.
- Health and Welfare: Favorable variance of \$3.7 million due to the timing of payments.
- OPEB Current Payment: Favorable variance of \$6.3 million due to the timing of payments.
- Other Fringe Benefits: Favorable variance of \$1.6 million due to the timing of payments.
- Pensions: Unfavorable variance of \$4.0 million due to greater than budgeted expenses.
- Overtime: Unfavorable variance of \$2.0 million due to vacancies, and maintenance initiatives.

Expenditures / Non Labor: Total Non-Labor expenses resulted in a favorable variance of \$31.2 million.

- Fuel for Buses: Favorable variance of \$3.8 million primarily due to the timing of payments.
- Insurance: Favorable variance of \$1.5 million primarily due to the timing of workers compensation payments.
- Claims: Favorable variance of \$1.7 million primarily due to a third party re-assessment.

- Maintenance and Other Operating Contracts: Favorable variance of \$7.6 million due to the timing of payments.
- Professional Service Contracts: Favorable variance of \$4.2 million primarily due to the timing of payments.
- Materials and Supplies: Favorable variance of \$7.3 million primarily due to the timing of payments.
- Other Business Expenditures: Favorable variance of \$5.0 million primarily due to the timing of payments.

MTA BUS COMPANY
2011 Year-End Report
Cash Receipts and Expenditures
2011 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary 2 Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ 182.161	\$ 177.351	\$ 176.335	\$ (5.826)	(3.2)	\$ (1.017)	(0.6)
Other Operating Revenue	18.841	18.841	20.323	1.482	7.9	1.482	7.9
Capital and Other Reimbursements	11.130	11.163	6.926	(4.204)	(37.8)	(4.237)	(38.0)
Total Receipts	\$ 212.132	\$ 207.356	\$ 203.584	\$ (8.548)	(4.0)	\$ (3.772)	(1.8)
Expenditures							
<u>Labor:</u>							
Payroll	\$ 226.122	\$ 229.803	\$ 216.720	\$ 9.402	4.2	\$ 13.083	5.7
Overtime	43.494	43.886	45.458	(1.965)	(4.5)	(1.572)	(3.6)
Health and Welfare	39.895	45.280	36.195	3.700	9.3	9.085	20.1
OPEB Current Payment	13.892	13.892	7.608	6.283	45.2	6.283	45.2
Pensions	33.696	35.998	37.682	(3.986)	(11.8)	(1.684)	(4.7)
Other Fringe Benefits	22.870	24.425	21.254	1.616	7.1	3.171	13.0
GASB Account	3.948	3.948	3.948	-	0.0	-	0.0
Reimbursable Overhead	0.000	-	-	0.000	100.0	-	-
Total Labor Expenditures	\$ 383.916	\$ 397.232	\$ 368.865	\$ 15.051	3.9	\$ 28.366	7.1
<u>Non-Labor:</u>							
Traction and Propulsion Power							
Fuel for Buses and Trains	\$ 31.129	\$ 35.468	\$ 27.303	\$ 3.826	12.3	\$ 8.165	23.0
Insurance	13.195	28.955	11.711	1.484	11.2	17.244	59.6
Claims	15.000	18.000	13.265	1.735	11.6	4.735	26.3
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	25.523	28.676	17.894	7.629	29.9	10.782	37.6
Professional Service Contracts	6.790	8.425	2.626	4.165	61.3	5.800	68.8
Materials & Supplies	32.326	34.514	24.990	7.336	22.7	9.525	27.6
Other Business Expenses	6.206	5.057	1.221	4.985	80.3	3.837	75.9
Total Non-Labor Expenditures	\$ 130.169	\$ 159.095	\$ 99.009	\$ 31.160	23.9	\$ 60.086	37.8
<u>Other Expenditure Adjustments:</u>							
Other	\$ -	\$ -	\$ 0.010	\$ (0.010)	-	\$ (0.010)	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ 0.010	\$ (0.010)	-	\$ (0.010)	-
Total Expenditures Before Depreciation	\$ 514.085	\$ 556.327	\$ 467.884	\$ 46.201	9.0	\$ 88.442	15.9
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Environmental Remediation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenditures	\$ 514.085	\$ 556.327	\$ 467.884	\$ 46.201	9.0	\$ 88.442	15.9
Baseline Cash Deficit	\$ (301.953)	\$ (348.971)	\$ (264.300)	\$ 37.653	12.5	\$ 84.671	24.3

*Totals may not add due to rounding

MTA BUS COMPANY
2011 YEAR-END REPORT
CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	2011		Favorable/(Unfavorable) Variance		
	Final Estimate	Preliminary 2 Actual	Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$177.351	\$176.335	(\$1.017)	\$0.000	(\$1.017)
Other Operating Revenue	18.841	20.323	1.482	1.482	0.000
Capital and Other Reimbursements	11.163	6.926	(4.237)	(4.237)	0.000
Total Receipts	\$207.356	\$203.584	(\$3.772)	(\$2.755)	(\$1.017)
<u>Expenditures</u>					
Labor:					
Payroll	\$229.803	\$216.720	\$13.083	\$4.300	\$8.783
Overtime	43.886	45.458	(1.572)	(1.572)	0.000
Health and Welfare	45.280	36.195	9.085	0.000	9.085
OPEB Current Payment	13.892	7.608	6.283	0.000	6.283
Pensions	35.998	37.682	(1.684)	(1.684)	0.000
Other Fringe Benefits	24.425	21.254	3.171	0.750	2.421
GASB Account	3.948	3.948	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$397.232	\$368.865	\$28.366	\$1.794	\$26.572
Non-Labor:					
Traction and Propulsion Power					
Fuel for Buses and Trains	\$35.468	\$27.303	\$8.165	\$0.000	\$8.165
Insurance	28.955	11.711	17.244	0.000	17.244
Claims	18.000	13.265	4.735	0.000	4.735
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	28.676	17.894	10.782	4.200	6.582
Professional Service Contracts	8.425	2.626	5.800	1.000	4.800
Materials & Supplies	34.514	24.990	9.525	1.000	8.525
Other Business Expenses	5.057	1.221	3.837	0.000	3.837
Total Non-Labor Expenditures	\$159.095	\$99.009	\$60.086	\$6.200	\$53.886
Other Expenditure Adjustments:					
Other	\$0.000	\$0.010	(\$0.010)	(\$0.010)	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.010	(\$0.010)	(\$0.010)	\$0.000
Total Expenditures	\$556.327	\$467.884	\$88.442	\$7.984	\$80.458
Baseline Cash Deficit	(\$348.971)	(\$264.300)	\$84.671	\$5.229	\$79.442

MTA BUS COMPANY
2011 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2011 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary 2 Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ -	\$ 0.000	\$ (2.707)	\$ (2.707)	-	\$ (2.707)	*
Other Operating Revenue	-	-	(0.548)	(0.548)	-	(0.548)	-
Capital and Other Reimbursements	3.972	3.972	1.238	(2.735)	(68.8)	(2.735)	(68.8)
Total Receipts	\$ 3.972	\$ 3.972	\$ (2.018)	\$ (5.990)	*	\$ (5.990)	*
Expenditures							
Labor:							
Payroll	\$ 1.981	\$ (1.821)	\$ 7.516	\$ (5.535)	*	\$ (9.337)	*
Overtime	-	-	-	-	-	-	-
Health and Welfare	0.399	(7.178)	10.807	(10.407)	*	(17.984)	*
OPEB Current Payment	-	-	8.629	(8.629)	*	(8.629)	*
Pensions	0.176	(1.702)	(1.457)	1.633	*	(0.245)	(14.4)
Other Fringe Benefits	0.164	(1.442)	0.269	(0.105)	(63.8)	(1.711)	*
GASB Account	(3.948)	(3.948)	(3.948)	-	0.0	-	0.0
Reimbursable Overhead	(0.000)	-	0.214	(0.214)	*	(0.214)	-
Total Labor Expenditures	\$ (1.228)	\$ (16.091)	\$ 22.030	\$ (23.258)	*	\$ (38.121)	*
Non-Labor:							
Traction and Propulsion Power	-	1.376	13.256	(13.256)	-	(11.880)	*
Fuel for Buses and Trains	-	(15.664)	5.463	(5.463)	-	(21.127)	*
Insurance	9.000	6.000	20.293	(11.293)	*	(14.293)	*
Claims	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	8.134	(8.134)	-	(9.947)	*
Maintenance and Other Operating Contracts	-	(2.158)	1.147	(1.147)	-	(3.305)	*
Professional Service Contracts	-	(2.287)	6.201	(6.201)	-	(8.467)	*
Materials & Supplies	-	(0.065)	2.101	(2.101)	-	(2.166)	*
Other Business Expenses	-	-	-	-	-	-	-
Total Non-Labor Expenditures	\$ 9.000	\$ (14.589)	\$ 56.595	\$ (47.595)	*	\$ (71.184)	*
Other Expenditure Adjustments:							
Other	-	-	(0.010)	0.010	-	0.010	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ (0.010)	\$ 0.010	-	\$ 0.010	-
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$ 11.744	\$ (26.708)	\$ 76.598	\$ (64.853)	*	\$ (103.306)	*
Depreciation	42.235	42.235	40.488	1.747	4.1	1.747	4.1
OPEB Obligation	\$ 54.630	\$ 54.630	\$ 52.538	\$ 2.092	3.8	\$ 2.092	3.8
Environmental Remediation	\$ -	\$ -	\$ 2.015	\$ (2.015)	-	\$ (2.015)	-
Baseline Total Cash Conversion Adjustments	\$ 108.609	\$ 70.156	\$ 171.639	\$ (63.030)	(58.0)	\$ (101.483)	*

*Totals may not add due to rounding

MTA BUS COMPANY
2011 Year-End Report
Explanation of Variances between 2011 Final Estimate and Actual: Cash

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Farebox Revenue	(\$1.017)	(0.6%)	Timing of Automated Fare Collection receipts
Other Operating Revenue	\$1.482	7.9%	Favorable student ridership
Capital and Other Reimbursements	(\$4.237)	(38.0%)	Reimbursable underruns/vacancies
Payroll	\$13.083	5.7%	Mainly due to vacancies, pending wage adjustment for operating managers, timing of payment processing, favorable rates of pay
Overtime	(\$1.572)	(3.6%)	(a)
Health and Welfare	\$9.085	20.1%	Mainly due to timing of payments
OPEB Current Payment	\$6.283	45.2%	Mainly due to timing of payments
Pensions	(\$1.684)	(4.7%)	Based on third party actuarial re-assessment
Other Fringe Benefits	\$3.171	13.0%	Related to the payroll underruns
Fuel for Buses and Trains	\$8.165	23.0%	Mainly due to timing of payments
Insurance	\$17.244	59.6%	Mainly due to timing of payments
Claims	\$4.735	26.3%	Mainly due to timing of payments
Maintenance and Other Operating Contracts	\$10.782	37.6%	Mainly due to timing of payments
Professional Service Contracts	\$5.800	68.8%	Mainly due to timing of payments
Materials & Supplies	\$9.525	27.6%	Mainly due to timing of payments
Other Business Expenses	\$3.837	75.9%	Mainly due to timing of payments

* Variance exceeds 100%.

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

MTA BUS COMPANY
2011 Year-End Report
Explanation of Variances between 2011 Adopted Budget and Actual: Cash

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Farebox Revenue	(\$5.826)	(3.2%)	Unfavorable ridership and impact of Tropical Storm Irene
Other Operating Revenue	\$1.482	7.9%	Favorable student ridership
Capital and Other Reimbursements	(\$4.204)	(37.8%)	Reimbursable underruns/vacancies
Payroll	\$9.402	4.2%	Mainly due to timing of payments
Overtime	(\$1.965)	(4.5%)	(a)
Health and Welfare	\$3.700	9.3%	Mainly due to timing of payments
OPEB Current Payment	\$6.283	45.2%	Mainly due to timing of payments
Pensions	(\$3.986)	(11.8%)	Based on third party actuarial re-assessment
Other Fringe Benefits	\$1.616	7.1%	Related to the payroll underruns
Fuel for Buses and Trains	\$3.826	12.3%	Mainly due to timing of payments
Insurance	\$1.484	11.2%	Mainly due to timing of payments
Claims	\$1.735	11.6%	Mainly due to timing of payments
Maintenance and Other Operating Contracts	\$7.629	29.9%	Mainly due to timing of payments
Professional Service Contracts	\$4.165	61.3%	Mainly due to timing of payments
Materials & Supplies	\$7.336	22.7%	Mainly due to timing of payments
Other Business Expenses	\$4.985	80.3%	Mainly due to timing of payments

* Variance exceeds 100%.

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

**MTA BUS COMPANY
2011 YEAR-END REPORT
EXPLANATIONS OF OVERTIME VARIANCES**

2011 Final Estimate vs. Actual

- In 2011, MTABC Nonreimbursable Unscheduled and Scheduled Overtime was \$1.6M or 3.6% Unfavorable (Final Estimate \$43.9M vs. Actual \$45.5M). The major drivers are as follows:
 - Vacancies/Absentee Coverage: \$4.4M
An average of 46 hourly/supervisory vacancies and poor employee availability is the main reason for this unfavorable variance.
 - Bus maintenance: \$0.5M
Bus maintenance was unfavorable primarily due to a concerted effort to improve Bus reliability at the end of 2011. This preventative maintenance initiative focused on improving and reversing the negative trend in MDBF.
 - All Other: \$0.2M
Unfavorable overtime by Administrative groups that experienced vacancies.
 - Direct Service: \$3.5M
Direct Service was favorable as a result of the Hourly/Supervisory Vacancies and poor employee availability. This resulted in lower Scheduled Overtime usage, which was offset by the unfavorable unscheduled overtime.

2011 Adopted Budget vs. Actual

- In 2011, MTABC Nonreimbursable Unscheduled and Scheduled Overtime was \$2.0M or 4.5% Unfavorable (Adopted \$43.5M vs. Actual \$45.5M). The major drivers are as follows:
 - Vacancies/Absentee Coverage: \$5.4M
An average of 67 hourly/supervisory vacancies and poor employee availability is the main reason for this unfavorable variance.
 - Weather Emergencies: \$0.4M
This unfavorable variance is primarily due to the impact of Tropical Storm Irene.

- All Other: \$0.2M
Unfavorable overtime by Administrative groups that experienced vacancies.
- Service Delays: \$0.1M
This favorable variance is primarily due to less than anticipated Traffic Delays offset by the impact of Tropical Storm Irene.
- Bus maintenance: \$0.5M
Favorable variance mainly due to tighter managerial control of Unscheduled Overtime.
- Direct Service: \$3.4M
Direct Service was favorable as a result of the Hourly/Supervisory Vacancies, poor employee availability and the impact of Tropical Storm Irene. This resulted in lower than planned Scheduled Overtime usage and is partially offset by Unscheduled Overtime.

MTA Bus Company
2011 Year-End Overtime Report
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2011 Adopted Budget		2011 Final Estimate		Actuals		2011 Adopted vs. Actuals		2011 Final Estimate vs. Actuals	
							Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
SCHEDULED:										
<u>Direct Service</u>	560,347	\$24.406	560,347	\$24.472	512,491	\$20.988	47,856 8.5%	\$3.419 14.0%	47,856 8.5%	\$3.484 14.2%
<u>Programmed Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	0	\$0.000
Total Scheduled	560,347	\$24.406	560,347	\$24.472	512,491	\$20.988	47,856 8.5%	\$3.559 14.6%	47,856 8.5%	\$3.484 14.2%
UNSCHEDULED:										
<u>Vacancy/Absentee Coverage</u>	114,868	\$5.220	149,112	\$6.188	209,911	\$10.611	(95,043) -82.7%	(\$5.391) -103.3%	(60,799) -40.8%	(\$4.423) -71.5%
<u>Weather Emergencies</u>	3,321	\$0.149	13,741	\$0.544	13,503	\$0.523	(10,181) -306.6%	(\$0.374) -250.6%	238 1.7%	\$0.021 3.9%
<u>Maintenance</u>	255,839	\$11.199	222,600	\$10.267	273,914	\$10.735	(18,074) -7.1%	\$0.464 4.1%	(51,313) -23.1%	(\$0.468) -4.6%
<u>Service Delays</u>	45,035	\$2.078	42,860	\$1.923	52,109	\$1.987	(7,074) -15.7%	\$0.091 4.4%	(9,249) -21.6%	(\$0.064) -3.3%
<u>Tour Length</u>	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
<u>Emergencies</u>	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
<u>Safety/Security/Law Enforcement</u>	1,171	\$0.051	1,314	\$0.056	1,675	\$0.062	(504) -43.0%	(\$0.011) -21.0%	(361) -27.5%	(\$0.007) -11.7%
<u>All Other ¹</u>	9,493	\$0.390	9,815	\$0.436	11,741	\$0.552	(2,248) -23.7%	(\$0.162) -41.5%	(1,926) -19.6%	(\$0.115) -26.5%
Total Unscheduled	429,728	\$19.088	439,442	\$19.414	562,853	\$24.470	(133,125) -31.0%	(\$5.383) -28.2%	(123,410) -28.1%	(\$5.056) -26.0%
TOTAL NON-REIMBURSABLE OVERTIME:	990,075	\$43.494	999,789	\$43.886	1,075,343	\$45.458	(85,269) -8.6%	(\$1.964) -4.5%	(75,554) -7.6%	(\$1.572) -3.6%
REIMBURSABLE OVERTIME ¹	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
TOTAL OVERTIME	990,075	\$43.494	999,789	\$43.886	1,075,343	\$45.458	(85,269) -7.6%	(\$1.964) -3.6%	(75,554) -7.6%	(\$1.572) -3.6%

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

* Above 100%

MTA Bus Company
2011 Year-End Overtime Report
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

2011 Year-to-Date

SCHEDULED:

Direct Service

Programmed Maintenance

Total Scheduled

UNSCHEDULED:

Vacancy/Absentee Coverage

Weather Emergencies

Maintenance

Service Delays

Tour Length

Emergencies

Safety/Security/Law Enforcement

All Other *

Total Unscheduled

TOTAL NON-REIMBURSABLE OVERTIME:

REIMBURSABLE OVERTIME ¹

TOTAL OVERTIME

Var. - Fav./(Unfav)		Explanations (Estimate)
Hours	\$	
47,856	3.484	Vacancies
8.5%	14.2%	
-	\$0.000	
0.0%	0.0%	
47,856	\$3.484	
8.5%	14.2%	
(60,799)	(\$4.423)	Vacancy Coverage
-40.8%	-71.5%	
238	\$0.021	
1.7%	3.9%	
(51,313)	(0.468)	Due to un-planned maintenance work
-23.1%	-4.6%	
(9,249)	(0.064)	Less Than anticipated traffic delays
-21.6%	-3.3%	
-	\$0.000	
0.0%	0.0%	
-	\$0.000	
0.0%	0.0%	
(361)	(\$0.007)	
-27.5%	-11.7%	
(1,926)	(\$0.115)	
-19.6%	-26.5%	
(123,410)	(\$5.056)	
-28.1%	-26.0%	
(75,554)	(\$1.572)	
-7.6%	-3.6%	
-	\$0.000	
(75,554)	(\$1.572)	
-7.6%	-3.6%	

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

* Above 100%

MTA BUS COMPANY
2011 YEAR-END REPORT
Explanation of Variances on Ridership/Traffic Volume (Utilization)

2011 Final Estimate vs. Actual

MTA Bus Company Ridership was 1.3 million, or 1.1% higher than the Final Estimate, and unfavorable by 1.9 million, or 1.6% compared to 2010.

Ridership Data - As of December 31, 2011

	2011 Actuals YTD	2010 Actuals	Percent Change + More / - Less Than	
			2010 Actuals	2011 Final Estimate
Total Riders	118,281,292	120,226,876	-1.6%	1.1%
Avg. Weekday	388,514	394,509	-1.5%	n/a
Avg. Weekend	356,208	367,739	-3.1%	n/a
Avg. Weekday Local	354,794	359,512	-1.3%	n/a
Avg. Weekday Express	33,719	34,997	-3.7%	n/a

**MTA BUS COMPANY
2011 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME
(UTILIZATION)**

Financial Summary

Revenue was 1.0% greater than the Final Estimate and 6.6% higher than 2010 Actuals.

Passenger Revenue	2011 Actuals	2010 Actuals	Percent Change + More / - Less Than	
			2010 Actual	2011 Final Estimate
Fixed Route Revenue	179,041,576	167,953,512	6.6%	1.0%

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

	December Year-to-Date			Favorable/(Unfavorable) Variance			
	2011 Adopted Budget	Final Estimate	Preliminary 2 Actual	2011 Adopted Budget		Final Estimate	
<u>Farebox Revenue</u>				\$	%	\$	%
Fixed Route	\$ 182.161	\$ 177.351	\$ 179.042	\$ (3.119)	(1.7)	\$ 1.690	1.0
Total Farebox Revenue	182.161	177.351	179.042	(3.119)	(1.7)	1.690	1.0
Other Revenue	18.841	18.841	20.871	2.030	10.8	2.030	10.8
Capital & Other	7.158	7.191	5.689	(1.469)	(20.5)	(1.502)	(20.9)
Total Revenue	\$ 208.160	\$ 203.384	\$ 205.601	\$ (1.089)	(0.5)	\$ 3.720	1.8
 <u>Ridership</u>							
Fixed Route	119.608	116.963	118.281	(1.327)	(1.1)	1.318	1.1
Total Ridership	119.608	116.963	118.281	(1.327)	(1.1)	1.318	1.1

**MTA BUS COMPANY
2011 YEAR-END REPORT
Explanation of Variances on Positions
by Function and Department
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents**

2011 Final Estimate vs. Actual

MTA Bus continues to focus on utilizing positions in the most cost efficient manner by concentrating on streamlining operations and consolidating the management structure of the Bus Companies.

There were 54 vacancies as of December 2011 when compared to the Final Estimate. The vacancies were primarily in the Bus Maintenance and Facilities departments.

The 54 vacancies comprised of 38 non-reimbursable and 16 reimbursable positions. All of the aforementioned vacancies were full time positions.

MTA BUS COMPANY
2011 Year-End Report
Non-Reimbursable and Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents

FUNCTION/DEPARTMENT	Final Estimate	Preliminary 2 Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Office of the EVP	4	4	-	
Human Resources	8	7	1	
Office of Management and Budget	17	16	1	
Technology & Information Services	17	20	(3)	
Material	18	20	(2)	
Controller	29	33	(4)	
Office of the President	7	10	(3)	
System Safety Administration	5	1	4	
Law	21	19	2	
Corporate Communications	2	2	-	
Strategic Office	-	-	-	
Labor Relations	4	-	4	
Non-Departmental	46	-	46	
Total Administration	178	132	46	Pending Programs / Training
Buses	2,048	2,085	(37)	
Office of the Executive VP	1	1	-	
Safety & Training	23	40	(17)	
Road Operations	119	119	-	
Transportation Support	20	16	4	
Operations Planning	23	23	-	
Revenue Control	21	21	-	
Total Operations	2,255	2,305	(50)	Requirements for Maintenance and Operations
Buses	739	722	17	
Maintenance Support/CMF	153	148	5	
Facilities	72	39	33	Vacancies
Supply Logistics	82	83	(1)	
Total Maintenance	1,046	992	54	Timing Requirements for Training
Capital Program Management	34	32	2	
Total Engineering/Capital	34	32	2	
Office of the Senior Vice President	12	10	2	
Total Public Safety	12	10	2	
	3,525	3,471	54	
Non-Reimbursable	3,462	3,424	38	
Reimbursable	63	47	16	
Total Full-Time	3,510	3,456	54	
Total Full-Time Equivalents	15	15	-	

**MTA BUS COMPANY
2011 YEAR-END REPORT
Explanation of Variances on Positions
by Function and Occupation**

2011 Final Estimate vs. Actual

Of the 54 vacancies reported at the end of 2011, the occupational group distribution was:

- 16 Managers/Supervisory
- 2 Professional/Technical/Clerical
- 36 Operational Hourly

These vacancies were the result of normal turnover and hard to fill titles.

MTA BUS COMPANY
2011 Year-End Report
Full-Time Positions and Full-Time Equivalents
by Function and Occupation Group

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

**MTA BUS COMPANY
2011 YEAR-END REPORT
RESULTS OF OPERATIONS**

Weekday AM pullouts were 0.5% lower than 2010 Actuals and 1.5% lower than 2011 Final Estimate.

Weekday PM pullouts were 0.2% lower than 2010 Actuals and 0.8% lower than 2011 Final Estimate.

Completed Trips were 0.6% lower than 2009 Actual and 2.0% lower than Final Estimate.

The 12 month average 2011 MDBF of 3,430 miles was 0.2% lower than the 2010 Actuals but 4.8% lower than 2011 Final Estimate.

The chart below summarizes the results of the major performance indicators.

Operations Summary

Performance	Year-End Goal	2011 Actuals	2010 Actuals	Percent Change + More / - Less Than	
				2010 Actuals	2011 Year-End Goal
BUS					
AM Weekday Pullout Performance	99.36%	97.91%	98.42%	-0.5%	-1.5%
PM Weekday Pullout Performance	99.36%	98.52%	98.72%	-0.2%	-0.8%
Percentage of Completed Trips	99.36%	97.42%	97.97%	-0.6%	-2.0%
Mean Distance Between Failures	3,603	3,430	3,438	-0.2%	-4.8%
Mean Distance Between Service Interruptions	2,970	2,501	2,824	-11.4%	-15.8%
SAFETY					
Customer Accidents/Million Customers*	1.30	1.52	1.28	18.8%	16.9%
Customer Accident Injuries/Million Customers*	1.27	1.54	1.28	20.3%	21.3%
Collisions/Million Miles	46.17	45.75	47.60	-3.9%	-0.9%
Collision Injuries/Million Miles	5.78	4.46	5.93	-24.8%	-22.8%
Employee On-Duty Lost-Time Accidents per 100 employees	9.19	8.78	9.45	-7.1%	-4.5%

* 12-month average for last year represents 2010 calendar year results

Report



INFORMATION ITEM: LONG ISLAND BUS Review of 2011 Actual Results

MTA Long Island Bus
2011 YEAR-END RESULTS
CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	2011		Favorable/(Unfavorable) Variance		
	Final Estimate	Preliminary 2 Actual	Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$46.160	\$45.974	(\$0.186)	(\$0.186)	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	1.666	3.325	1.659	1.659	0.000
Capital and Other Reimbursements	6.621	8.008	1.387	1.387	0.000
Total Receipts	\$54.447	\$57.307	\$2.860	\$2.860	\$0.000
<u>Expenditures</u>					
Labor:					
Payroll	63.937	54.651	\$9.286	\$1.786	\$7.500
Overtime	9.795	10.472	(0.677)	(0.677)	0.000
Health and Welfare	15.749	14.787	0.962	0.962	0.000
OPEB Current Payment	2.111	2.142	(0.031)	(0.031)	0.000
Pensions	13.509	13.804	(0.295)	(0.295)	0.000
Other Fringe Benefits	6.935	8.609	(1.674)	(1.674)	0.000
GASB Account	0.338	0.338	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$112.374	\$104.803	\$7.571	\$0.071	\$7.500
Non-Labor:					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	9.274	9.143	0.131	0.131	0.000
Insurance	1.208	0.272	0.936	0.936	0.000
Claims	9.344	5.628	3.716	0.000	3.716
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	11.687	10.326	1.361	1.361	0.000
Professional Service Contracts	1.507	1.021	0.486	0.486	0.000
Materials & Supplies	4.972	5.573	(0.601)	(0.601)	0.000
Other Business Expenses	0.161	0.268	(0.107)	(0.107)	0.000
Total Non-Labor Expenditures	\$38.153	\$32.231	\$5.922	\$2.206	\$3.716
Other Expenditure Adjustments:					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$150.527	\$137.034	\$13.493	\$2.277	\$11.216
Baseline Cash Deficit	(\$96.080)	(\$79.727)	\$16.353	\$5.137	\$11.216