



**Metropolitan Transportation Authority**

# **MTA Bus Operations Committee Meeting**

## **June 2012**

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### **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

June 25, 2012, 11:30 AM

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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Date of next meeting: Monday, July 23, 2012 at 11:30 a.m.

**Minutes of Regular Meeting  
MTA Bus Operations Committee  
May 21, 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. Robert C. Bickford  
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. John H. Banks III  
Hon. Allen Cappelli  
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, James Harding, Steve Plochochi and Peter Cafiero.

\* \* \* \* \*

Hon. Joseph Lhota, Chairperson, called the MTA Bus Operations Committee to order at 11:32 AM, May 21, 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 April 23, 2012.

### Work Plan

There were no changes to the work plan this month.

### Opening Remarks/JFK Airport Bus Stops

Darryl Irick advised the Committee of a recent development involving the relocation of existing bus service at JFK Airport.

The Port Authority of New York and New Jersey (PANYNJ) informed MTA Bus Operations that it must permanently vacate its Terminal 4 location in JFK Airport because of their project to enlarge the facility. Terminal 6 was offered as a suitable relocation for the Q10 (Kew Gardens – JFK Airport), Q3 (Jamaica – JFK Airport), and B15 (Bedford-Stuyvesant – JFK Airport) routes. This is the site of the former Jet Blue terminal, now unused, and the frontage roadway at this site will be available for the exclusive use of New York City Transit Bus and MTA Bus. In addition, the PANYNJ has committed to provide bus shelters for each route as well as the ability to install a MetroCard vending machine in the adjacent AirTrain complex.

To accommodate the PANYNJ's construction plans for Terminal 4, this revision to Terminal 6 must take effect by May 30, 2012. MTA Bus Operations is now in the process of notifying customers, elected officials and community boards of this change. A staff summary will document these service alterations retroactively in the June Bus Operations Committee report.

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

### Operations Report

John Kivlehan reported that for the month of March 2012 combined bus MDBF was 4,830 miles, up 38% compared to March 2011 levels.

These gains were achieved as the current average fleet age continues to rise. The number of buses in the fleet that are 12 years or older increased by 18% compared to March 2011. One-third of the regional bus fleet is 12 years or older. These results reflect the positive benefits of the aggressive maintenance effort that was started in late 2011 to reduce the number of road calls by identifying and repairing defects before they occur in service. This extra maintenance work was completed at the beginning of March.

AM & PM pull-outs, as well as completed trips were 99%, 99.4%, and 98.5% respectively for the month of March. Over the 12 month period, combined MDBF was 3,589 miles, an improvement of 3.4% when compared to the prior period. AM & PM pull-outs, as well as completed trips were 98.7%, 99.3%, and 98.2% respectively. Pull-out statistics reflect slight improvements of 0.1% and 0.2%, respectively when compared to the prior 12-month period while trips completed improved by 0.4%.

### Safety Performance

Steve Vidal advised the Committee that beginning with this month's report, the extra one month lag for providing safety data has been eliminated.

The 12-month rate for Combined Bus Collisions per Million Miles Traveled across the two bus units is 5.9% lower than it was in the prior 12-month period and collision injuries are down 2.5%. While it is anticipated that the positive performance regarding collisions will continue, safety staff are closely monitoring the situation involving collision injuries.

There was an 8.9% decrease in Customer Accident Injuries and customer accidents are 2.5% lower during March 2012 compared to March of 2011. Finally, the 12-month average rate for Employee On-Duty Lost-Time Accidents is 1.0 % higher on a regional basis and 6.9% higher for the month. This is the result of nine additional employee injuries reported at NYCT Bus. Staff will continue to investigate each claim of injury to determine the root cause while closely monitoring performance in this area.

### Paratransit

Tom Charles reported that for the month of March 2012, Access-A-Ride Paratransit ridership was up 1.7% compared to March 2011 levels. Access-A-Ride 12 month ridership levels were up by 2.2%. Over the 12-month period ending March 2012, there was a 2.6% decrease in the monthly average of Access-A-Ride Requests for Service. The favorable no-show trend continued in March as Access-A-Ride passenger no-shows declined by 31.4%.

There are also several significant cost containment initiatives underway. A public hearing will be held June 12, 2012 on proposed tariff changes needed to provide Paratransit-eligible customers with special MetroCard passes as an incentive to use NYCT fixed route service instead of more costly Paratransit service. In addition, testing of the pre-paid debit card has been extended to Brooklyn, Queens and the Bronx. The test also continues with yellow taxis in Manhattan. A scope of work is now being drafted that will lead to a competitively bid contract for this service.

### Ridership

Tom Del Sorbo reported for the month of March 2012, overall average weekday ridership increased by 0.7% when compared to March 2011. MTA Bus average weekday ridership rose by 3.3% in March 2012 and NYCT Bus increased by 0.2% for the same period. Average weekend ridership in March was down at NYCT Bus by 1.8%, but increased at MTA Bus by 4.4%, resulting in an overall reduction of weekend ridership of 1%. Express weekday bus ridership increased by 4% at NYCT in March, and rose 1.4% in MTA Bus, resulting in an overall improvement of 2.8%.

Preliminary data for April 2012 indicate that ridership levels rose when compared to actual April 2011 data. Average weekday ridership for MTA Bus reflected a 3.3% increase over last year while NYCT Bus ridership was 1.2% higher for this April as bus ridership levels continue to gradually improve.

### Finance Report

Tom Del Sorbo reported year-to-date March 2012 farebox revenues for fixed route services are lower than budget for NYCT Bus by 0.3%, but better than budget at MTA Bus by 3.1%. Overall, fixed route farebox revenues are \$0.7 million, or 0.3%, higher than budget through March 2012.

On the expense side, Bus Operations March 2012 year-to-date non-reimbursable accrued expenses reflect a favorable variance of 2.5% or \$16.8 million, as MTA Bus is over budget by \$5.5 million while NYCT Bus is below budget levels by \$22.4 million. The performance against budget is a combination of favorable Non-Labor expenses of \$14.3 million and favorable labor expenses of \$2.5 million. The non-labor variance is primarily due to the use of lower cost taxis and vouchers for Paratransit service contracts, and the timing of Maintenance and Other Operating Contracts and Fuel. The favorable Labor variance results from the timing of fringe benefit expenses of \$4.0 million partially offset by unfavorable Salary and Wage expenses of \$1.5 million mainly due to unfavorable overtime expenses for the bus maintenance program.

### Overtime Summary

Tom Del Sorbo provided a first quarter update on non-reimbursable overtime for Bus Operations. Year-to-date through March 2012, the combined non-reimbursable overtime for Buses was 9.4% higher than the adopted budget of \$45.6 million. The main reason for this first quarter expense was funding an aggressive maintenance program to improve fleet reliability and MDBF. Bus operator vacancies and absentee coverage accounted for the remainder of the overrun. These issues have been addressed with the hiring and training of 250 bus operators and completion of the maintenance upgrade.

### Procurements

Tom Del Sorbo reported that this month there is one non-competitive procurement representing a total expenditure of \$30 million. The procurement is related to the purchase of an additional 54 Motor Coach Industries, 45-foot Over-the-Road express buses for NYCT's fleet. These OTR express buses will replace vehicles that have exceeded their useful life of 12 years and have been in service since 1999.

As a result of MCI's bankruptcy's filing in 2008, NYCT and MCI have had extensive negotiations resulting in a settlement that resolves all outstanding contractual issues between the parties. Under the settlement, MCI agrees to assume the contract including the continuing warranties on 546 express buses supplied under previous express bus orders while NYCT agrees to purchase an additional 54 OTR express buses at a price of \$553,658 per bus.

Although MCI emerged from bankruptcy in April 2009, the Bankruptcy Court retained jurisdiction for several unresolved claims, including those of NYCT. The settlement agreement, which includes this contract modification, is subject to the approval of the Bankruptcy Court. In the event approval is not granted by the Bankruptcy Court, a Notice to Proceed will not be issued and this modification will be null and void.

#### Approval of the Procurement

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

#### Service Changes

Norman Silverman reported that there is one MTA Bus route service change and two NYCT Bus service changes this month.

The proposed MTA Bus change will revise the westbound non-stop travel path of the B103 route in Brooklyn to provide more reliable service by using streets more conducive to non-stop bus operation. This is a return to a former path that was revised to accommodate on-street construction, which has since been completed.

The first NYCT Bus service change is a revision to the turnaround path of the Q48 in Flushing. To address congestion at the busy Flushing Central Business District, the Q48 will use new layover space provided by NYCDOT on the north curb of Roosevelt Avenue from Main Street to Prince Street.

The second NYCT service-related change involves implementation of a new Select Bus Service component on Hylan Boulevard in Staten Island. This service will be labeled the S79 Select Bus Service and replace the current S79 local route, resulting in up to a 20% faster travel time.

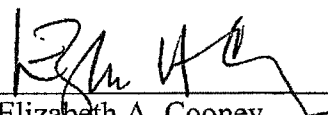
#### Information Items

Tom Del Sorbo pointed out that the quarterly EEO and Diversity Report for MTA Bus was included with this month's Committee materials. This report contains data on workforce utilization, new hires and complaints. Similar data for NYCT's Department of Buses has been incorporated into the NYCT Committee report.

#### Adjournment

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

Respectfully submitted:

  
Elizabeth A. Cooney  
Secretary



## MTA Bus Operations Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

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

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### 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 – Efforts to Address Underutilization	Human Resources

#### October 2012

Public Comment/2013 Preliminary Budget	Finance
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#### November 2012

Public Comment/2013 Preliminary Budget	Finance
Charter for MTA Bus Operations Committee	General Counsel
EEO & Diversity Report – Workforce, New Hires & Complaints	Human Resources



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

## Responsibility

### December 2012

2013 Proposed Final MTA Bus Budget

Finance

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

Finance

### January 2013

Approval of 2013 MTA Bus Operations Committee  
Work Plan

Committee Chair & Members

### February 2013

Preliminary Review of MTA Bus/NYC

Transit-Bus 2012 Actual Results

Finance

Adopted Budget/Financial Plan 2013-2016

Finance

Service Quality Indicators for NYC Transit-Bus  
and MTA Bus

Operations Planning

### March 2013

2012 Year-End Safety Report and

2013 Safety Agenda

Safety & Training

EEO & Diversity Report – 2012 Year-End Report

Human Resources

### April 2013

Final Review of MTA Bus /NYC Transit-Bus

2012 Actual Results

Finance

### May 2013



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

### **Detailed Summary**

#### **I. RECURRING**

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

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

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

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

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

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

##### **Procurements**

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

##### **Service Changes**

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

##### **Tariff Changes**

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

##### **Action Items**

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

## **II. SPECIFIC AGENDA ITEMS**

**June 2012**

**July 2012**

**August 2012**

No Meeting Held

**September 2012**

### 2013 Preliminary Budget

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

### 2012 Mid-Year Forecast/Monthly Allocation

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

### Service Quality Indicators (including PES)

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

### EEO & Diversity Report - Efforts to Address Underutilization

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

**October 2012**

### 2013 Preliminary Budget

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

**November 2012**

### 2013 Preliminary Budget

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

### Charter Review

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

### EEO & Diversity Report – Workforce, New Hires & Complaints

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

## **II. SPECIFIC AGENDA ITEMS**

### **December 2012**

#### 2013 Final Proposed Budget for MTA Bus

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

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

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

### **January 2013**

#### Approval of 2013 MTA Bus Operations Committee Work Plan

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

### **February 2013**

#### Preliminary Review of 2012 Actual Results

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

#### Adopted Budget/Financial Plan 2013-2016

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

#### Service Quality Indicators (including PES)

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

### **March 2013**

#### 2012 Year-End Safety Report and 2013 Safety Agenda

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

#### EEO & Diversity Report- 2012 Year-End Report

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

### **April 2013**

#### Final Review of 2012 Actual Results

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

## **II. SPECIFIC AGENDA ITEMS**

### **December 2012**

#### 2013 Final Proposed Budget for MTA Bus

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

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

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

### **January 2013**

#### Approval of 2013 MTA Bus Operations Committee Work Plan

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

### **February 2013**

#### Preliminary Review of 2012 Actual Results

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

#### Adopted Budget/Financial Plan 2013-2016

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

#### Service Quality Indicators (including PES)

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

### **March 2013**

#### 2012 Year-End Safety Report and 2013 Safety Agenda

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

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

### **April 2013**

#### Final Review of 2012 Actual Results

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

### **May 2013**

# MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE

## NYCT Bus, MTA Bus

Statistical results for the month of April 2012 are shown below

Reliability

MDBF		Apr-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	4,859	3,740	29.9%	3,656	3,457	5.8%
	NYCT Bus	4,749	3,734	27.2%	3,600	3,489	3.2%
	MTA Bus	5,257	3,759	39.9%	3,848	3,354	14.7%
MDBSI		Apr-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	2,637	2,303	14.5%	2,262	2,185	3.5%
	NYCT Bus	2,614	2,180	19.9%	2,189	2,076	5.4%
	MTA Bus	2,715	2,830	-4.0%	2,536	2,635	-3.8%
Buses <= 2 years		April % 2 Years or Newer			April # of Buses 2 Years or Newer		
		This Year	Last Year		This Year	Last Year	
	Regional	12%	13%		672	731	
	NYCT Bus	14%	14%		599	624	
	MTA Bus	6%	9%		73	107	
Buses >= 12 years		April % 12 years or Older			April # of Buses 12 Years or Older		
		This Year	Last Year		This Year	Last Year	
	Regional	29%	28%		1,622	1,571	
	NYCT Bus	31%	30%		1,328	1,286	
	MTA Bus	23%	23%		294	285	
Fleet age		April - Avg Fleet Age					
		This Year	Last Year				
	Regional	7.74	8.21				
	NYCT Bus	7.87	8.58				
	MTA Bus	7.32	6.94				
MDBF by Fleet Age		Apr-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year		
	12 Years or Older	3,356	2,983	12.5%	2,650		
	3 to 11 Years Old	5,579	3,675	51.8%	4,307		
	2 Years or Newer	8,769	8,623	1.7%	8,781		

### 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 April 2012 are shown below

Service	AM Pull Out		Apr-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		99.16%	98.44%	0.7%	98.77%	98.63%	0.1%
	NYCT Bus		99.27%	98.62%	0.7%	98.84%	98.83%	0.0%
	MTA Bus		98.76%	97.80%	1.0%	98.52%	97.90%	0.6%
	PM Pull Out		Apr-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		99.41%	99.11%	0.3%	99.30%	99.08%	0.2%
	NYCT Bus		99.51%	99.28%	0.2%	99.39%	99.29%	0.1%
	MTA Bus		99.05%	98.52%	0.5%	98.98%	98.33%	0.7%
% of Trips Completed			Apr-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		98.75%	98.13%	0.6%	98.25%	97.80%	0.5%
	NYCT Bus		98.83%	98.27%	0.6%	98.31%	97.91%	0.4%
		MTA Bus	98.41%	97.54%	0.9%	98.04%	97.37%	0.7%

**Definitions**

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

# MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE

## NYCT Bus, MTA Bus

Statistical results for the month of April 2012 are shown below

Customer and Employee Safety	Collisions per million miles	Apr-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	43.78	43.40	0.9%	44.47	47.27	-5.9%
	NYCT Bus	46.69	44.00	6.1%	44.88	47.00	-4.5%
	MTA Bus	34.24	41.43	-17.4%	43.13	48.13	-10.4%
	Collision Injuries per million miles	Apr-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	7.35	7.23	1.6%	6.94	7.07	-1.9%
	NYCT Bus	7.27	8.16	-10.9%	7.65	7.47	2.4%
	MTA Bus	7.61	4.18	82.1%	4.64	5.75	-19.3%
Customer and Employee Safety	Customer Accidents per million Customers	Apr-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	0.97	0.93	4.2%	1.21	1.05	15.2%
	NYCT Bus	0.88	0.90	-2.3%	1.14	1.01	13.0%
	MTA Bus	1.51	1.13	32.7%	1.59	1.28	24.6%
	Customer Accident Injuries per million Customers	Apr-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	1.06	0.98	8.6%	1.24	1.07	16.4%
	NYCT Bus	0.99	0.95	3.4%	1.17	1.04	12.6%
	MTA Bus	1.51	1.13	32.7%	1.62	1.21	34.2%
Customer and Employee Safety	Lost time Accidents Per 100 Employees	Apr-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	6.64	5.80	14.4%	6.28	6.11	2.8%
	NYCT Bus	5.43	5.27	2.9%	5.68	5.40	5.2%
	MTA Bus	11.57	8.07	43.3%	8.80	9.19	-4.2%

### 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 April 2012 are shown below

<b>Fixed Route Ridership and Revenue</b>	<b>Total Ridership</b>		<b>Apr-12</b>			<b>12-Mon Total</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>65,757,367</b>	<b>65,305,809</b>	<b>0.7%</b>	<b>790,896,943</b>	<b>803,136,996</b>	<b>-1.5%</b>
	NYCT Bus		55,797,244	55,612,772	0.3%	670,709,481	683,209,498	-1.8%
	MTA Bus		9,960,123	9,693,037	2.8%	120,187,462	119,927,498	0.2%
	<b>Total Farebox Revenue</b>		<b>Apr-12</b>			<b>12-Mon Total</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>87,090,212</b>	<b>86,141,902</b>	<b>1.1%</b>	<b>1,057,838,678</b>	<b>1,012,801,474</b>	<b>4.4%</b>
	NYCT Bus		71,998,083	71,694,881	0.4%	875,247,737	842,417,149	3.9%
	MTA Bus		15,092,129	14,447,021	4.5%	182,590,941	170,384,325	7.2%
	<b>Average Weekday Ridership</b>		<b>Apr-12</b>			<b>12-Mon Avg</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>2,566,765</b>	<b>2,528,316</b>	<b>1.5%</b>	<b>2,545,315</b>	<b>2,573,035</b>	<b>-1.1%</b>
	NYCT Bus		2,170,559	2,144,618	1.2%	2,150,991	2,182,891	-1.5%
	MTA Bus		396,206	383,699	3.3%	394,323	390,144	1.1%
	<b>Average Weekend Ridership</b>		<b>Apr-12</b>			<b>12-Mon Avg</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>2,674,902</b>	<b>2,675,351</b>	<b>0.0%</b>	<b>2,606,417</b>	<b>2,735,362</b>	<b>-4.7%</b>
	NYCT Bus		2,303,307	2,316,796	-0.6%	2,245,607	2,368,111	-5.2%
	MTA Bus		371,595	358,556	3.6%	360,810	367,251	-1.8%
	<b>Average Weekday Local Ridership</b>		<b>Apr-12</b>			<b>12-Mon Avg</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>2,488,603</b>	<b>2,453,151</b>	<b>1.4%</b>	<b>2,469,314</b>	<b>2,497,055</b>	<b>-1.1%</b>
	NYCT Bus		2,127,004	2,103,448	1.1%	2,108,988	2,141,387	-1.5%
	MTA Bus		361,598	349,703	3.4%	360,327	355,668	1.3%
	<b>Average Weekday Express Ridership</b>		<b>Apr-12</b>			<b>12-Mon Avg</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>78,162</b>	<b>75,166</b>	<b>4.0%</b>	<b>76,000</b>	<b>75,980</b>	<b>0.0%</b>
	NYCT Bus		43,555	41,170	5.8%	42,004	41,505	1.2%
	MTA Bus		34,607	33,996	1.8%	33,997	34,476	-1.4%
	<b>Average Fare</b>		<b>Local Bus Apr-12</b>			<b>Express Bus Apr-12</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>\$1.37</b>	<b>\$1.38</b>	<b>-0.4%</b>	<b>\$4.61</b>	<b>\$4.58</b>	<b>0.8%</b>
	NYCT Bus		\$1.37	\$1.37	-0.5%	\$4.63	\$4.60	0.8%
	MTA Bus		\$1.39	\$1.39	-0.3%	\$4.59	\$4.56	0.8%

**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 April 2012 are shown below

Paratransit Ridership, Revenue and Service	Paratransit Ridership	Apr-12			12-Mon Total		
		This Year	Last Year	% Change	This Year*	Last Year	% Change
	Access-A-Ride (NYCT)	801,730	762,463	5.2%	9,239,082	8,982,959	2.9%
	Paratransit Revenue	Apr-12			12-Mon Total		
		This Year	Last Year	% Change	This Year*	Last Year	% Change
	Access-A-Ride (NYCT)	1,265,910	1,200,539	5.4%	14,822,555	14,991,962	-1.1%
	Access-A-Ride (NYCT)	Apr-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year*	Last Year	% Change
	% of Trips Completed	94.70%	94.22%	0.5%	94.30%	92.70%	1.7%
	Trips Requested	678,452	665,278	2.0%	659,998	673,645	-2.0%
	Trips Scheduled	615,883	596,464	3.3%	595,416	599,775	-0.7%
	Trips Completed	583,247	561,962	3.8%	561,482	556,020	1.0%
	Early Cancellations as a Percentage of Trips Requested	8.47%	9.60%	-11.8%	8.88%	10.20%	-13.0%
	Late Cancellations as a Percentage of Trips Scheduled	3.43%	3.17%	8.3%	3.54%	3.85%	-7.9%
	No-Shows (Customer) as a Percentage of Trips Scheduled	1.59%	2.26%	-29.6%	1.83%	2.74%	-33.3%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.28%	0.36%	-22.7%	0.33%	0.70%	-53.6%
	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	0.75%	0.74%	1.4%	0.90%	0.51%	78.1%
	New Applications Received	2,796	2,700	3.6%	2,671	2,715	-1.6%

\* 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)

April 2012					April 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>
<b>Ridership:</b>									
<b>MTA Bus</b>									
Fixed Route	9.774	9.960	0.186	1.9%		38.976	40.144	1.168	3.0%
<b>NYCT / DOB</b>									
Fixed Route	55.919	55.797	(0.122)	-0.2%		223.389	223.736	0.347	0.2%
Paratransit	0.841	0.802	(0.039)	-4.7%		3.306	3.169	(0.137)	-4.2%
<b>Total NYCT</b>	<b>56.760</b>	<b>56.599</b>	<b>(0.161)</b>	<b>-0.3%</b>		<b>226.695</b>	<b>226.905</b>	<b>0.210</b>	<b>0.1%</b>
<b>Regional Bus Ridership</b>									
Fixed Route	65.693	65.757	0.064	0.1%		262.365	263.880	1.515	0.6%
Paratransit	0.841	0.802	(0.039)	-4.7%		3.306	3.169	(0.137)	-4.2%
	66.534	66.559	0.025	0.0%		265.671	267.049	1.378	0.5%
<b>Farebox:</b>									
<b>MTA Bus</b>									
Fixed Route	\$ 14.798	\$ 15.092	\$ 0.295	2.0%		\$ 58.148	\$ 59.790	\$ 1.642	2.8%
<b>NYCT / DOB</b>									
Fixed Route	\$ 72.338	\$ 71.998	\$ (0.340)	-0.5%		\$ 287.143	\$ 286.160	\$ (0.983)	-0.3%
Paratransit	1.362	1.266	(0.096)	-7.1%		5.354	5.014	(0.340)	-6.3%
<b>Total NYCT</b>	<b>\$ 73.700</b>	<b>\$ 73.264</b>	<b>\$ (0.436)</b>	<b>-0.6%</b>		<b>\$ 292.497</b>	<b>\$ 291.175</b>	<b>\$ (1.322)</b>	<b>-0.5%</b>
<b>Total Regional Bus Farebox</b>									
Fixed Route	\$ 87.136	\$ 87.090	\$ (0.045)	-0.1%		\$ 345.291	\$ 345.951	\$ 0.659	0.2%
Paratransit	1.362	1.266	(0.096)	-7.1%		5.354	5.014	(0.340)	-6.3%
	\$ 88.498	\$ 88.356	\$ (0.141)	-0.2%		\$ 350.645	\$ 350.965	\$ 0.320	0.1%

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

	Budget	Actual	Variance	
			Better/(Worse)	(%)
MTA Bus	\$ 174.279	\$ 181.279	(7.001)	-4.0%
NYCT / DOB	737.299	700.859	36.440	4.9%
	\$ 911.577	\$ 882.139	\$ 29.439	3.2%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**April 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
<b>Revenue</b>												
Farebox Revenue	\$ 14.798	\$ 15.092	\$ 0.295	2.0	\$ -	\$ -	\$ -	-	\$ 14.798	\$ 15.092	\$ 0.295	2.0
Other Operating Income	1.582	1.782	0.201	12.7	-	-	-	-	1.582	1.782	0.201	12.7
Capital and Other Reimbursements	-	-	-	-	0.644	0.308	(0.336)	(52.2)	0.644	0.308	(0.336)	(52.2)
<b>Total Revenue</b>	<b>\$ 16.379</b>	<b>\$ 16.875</b>	<b>\$ 0.495</b>	<b>3.0</b>	<b>\$ 0.644</b>	<b>\$ 0.308</b>	<b>\$ (0.336)</b>	<b>(52.2)</b>	<b>\$ 17.023</b>	<b>\$ 17.183</b>	<b>\$ 0.159</b>	<b>0.9</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$ 17.757	\$ 18.838	\$ (1.081)	(6.1)	\$ 0.477	\$ 0.160	\$ 0.317	66.4	\$ 18.233	\$ 18.998	\$ (0.765)	(4.2)
Overtime	3.386	3.798	(0.412)	(12.2)	-	-	-	-	3.386	3.798	(0.412)	(12.2)
Health and Welfare	3.676	3.646	0.030	0.8	0.088	0.039	0.049	55.8	3.764	3.685	0.079	2.1
OPEB Current Payment	1.216	1.100	0.116	9.5	-	-	-	-	1.216	1.100	0.116	9.5
Pensions	3.586	3.862	(0.267)	(7.4)	0.041	0.019	0.022	53.5	3.627	3.881	(0.254)	(6.7)
Other Fringe Benefits	1.817	1.770	0.047	2.6	0.039	0.010	0.029	73.7	1.856	1.781	0.075	4.1
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 31.448</b>	<b>\$ 33.015</b>	<b>\$ (1.567)</b>	<b>(5.0)</b>	<b>\$ 0.644</b>	<b>\$ 0.228</b>	<b>\$ 0.416</b>	<b>64.6</b>	<b>\$ 32.092</b>	<b>\$ 33.243</b>	<b>\$ (1.151)</b>	<b>(3.6)</b>
<b>Non-Labor</b>												
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	\$ 2.802	\$ 2.761	\$ 0.040	1.4	\$ -	\$ -	\$ -	-	\$ 2.802	\$ 2.761	\$ 0.040	1.4
Insurance	1.222	1.301	(0.079)	(6.5)	-	-	-	-	1.222	1.301	(0.079)	(6.5)
Claims	2.083	2.083	0.000	0.0	-	-	-	-	2.083	2.083	0.000	0.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.370	2.333	0.037	1.6	-	-	-	-	2.370	2.333	0.037	1.6
Professional Service Contracts	0.559	0.518	0.041	7.3	-	-	-	-	0.559	0.518	0.041	7.3
Materials & Supplies	2.242	2.234	0.008	0.4	-	0.080	(0.080)	-	2.242	2.314	(0.072)	(3.2)
Other Business Expense	0.354	0.298	0.056	15.7	-	-	-	-	0.354	0.298	0.056	15.7
<b>Total Non-Labor Expenses</b>	<b>\$ 11.632</b>	<b>\$ 11.529</b>	<b>\$ 0.104</b>	<b>0.9</b>	<b>\$ -</b>	<b>\$ 0.080</b>	<b>\$ (0.080)</b>	<b>-</b>	<b>\$ 11.632</b>	<b>\$ 11.609</b>	<b>\$ 0.023</b>	<b>0.2</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 43.080</b>	<b>\$ 44.544</b>	<b>\$ (1.464)</b>	<b>(3.4)</b>	<b>\$ 0.644</b>	<b>\$ 0.308</b>	<b>\$ 0.336</b>	<b>52.2</b>	<b>\$ 43.724</b>	<b>\$ 44.852</b>	<b>\$ (1.128)</b>	<b>(2.6)</b>
Depreciation	3.520	3.891	(0.371)	(10.5)	-	-	-	-	3.520	3.891	(0.371)	(10.5)
OPEB Obligation	4.618	4.600	0.018	0.4	-	-	-	-	4.618	4.600	0.018	0.4
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 51.218</b>	<b>\$ 53.035</b>	<b>\$ (1.817)</b>	<b>(3.5)</b>	<b>\$ 0.644</b>	<b>\$ 0.308</b>	<b>\$ 0.336</b>	<b>52.2</b>	<b>\$ 51.862</b>	<b>\$ 53.343</b>	<b>\$ (1.481)</b>	<b>(2.9)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (34.839)</b>	<b>\$ (36.160)</b>	<b>\$ (1.322)</b>	<b>(3.8)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (34.839)</b>	<b>\$ (36.160)</b>	<b>\$ (1.322)</b>	<b>(3.8)</b>

NOTE: Totals may not add due to rounding

TABLE 2

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2012 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**April 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
<b>Revenue</b>												
Farebox Revenue	\$ 58,148	\$ 59,790	\$ 1,642	2.8	\$ -	\$ -	\$ -	-	\$ 58,148	\$ 59,790	\$ 1,642	2.8
Other Operating Income	6,836	7,633	0,796	11.6	-	-	-	-	6,836	7,633	0,796	11.6
Capital and Other Reimbursements	-	-	-	-	2,576	1,864	(0,712)	(27.6)	2,576	1,864	(0,712)	(27.6)
<b>Total Revenue</b>	<b>\$ 64,985</b>	<b>\$ 67,423</b>	<b>\$ 2,438</b>	<b>3.8</b>	<b>\$ 2,576</b>	<b>\$ 1,864</b>	<b>\$ (0,712)</b>	<b>(27.6)</b>	<b>\$ 67,561</b>	<b>\$ 69,287</b>	<b>\$ 1,726</b>	<b>2.6</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 73,009	\$ 78,930	\$ (5,921)	(8.1)	\$ 1,908	\$ 1,000	\$ 0,908	47.5	\$ 74,916	\$ 79,930	\$ (5,015)	(6.7)
Overtime	13,293	15,182	(1,889)	(14.1)	-	-	-	-	13,293	15,182	(1,889)	(14.1)
Health and Welfare	14,706	14,540	0,166	1.1	0,351	0,394	(0,043)	(12.4)	15,057	14,934	0,122	0.8
OPEB Current Payment	4,862	4,400	0,462	9.5	-	-	-	-	4,862	4,400	0,462	9.5
Pensions	14,383	14,575	(0,192)	(1.3)	0,184	0,194	(0,030)	(18.4)	14,547	14,769	(0,222)	(1.5)
Other Fringe Benefits	7,472	7,447	0,025	0.3	0,155	0,069	0,086	55.5	7,627	7,516	0,111	1.5
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 127,725</b>	<b>\$ 135,054</b>	<b>\$ (7,329)</b>	<b>(5.7)</b>	<b>\$ 2,576</b>	<b>\$ 1,657</b>	<b>\$ 0,919</b>	<b>35.7</b>	<b>\$ 130,301</b>	<b>\$ 136,711</b>	<b>\$ (6,411)</b>	<b>(4.9)</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	\$ 11,231	\$ 11,094	\$ 0,137	1.2	\$ -	\$ -	\$ -	-	\$ 11,231	\$ 11,094	\$ 0,137	1.2
Insurance	4,889	5,051	(0,162)	(3.3)	-	-	-	-	4,889	5,051	(0,162)	(3.3)
Claims	8,333	8,332	0,001	0.0	-	-	-	-	8,333	8,332	0,001	0.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	9,480	9,511	(0,031)	(0.3)	-	(0,055)	0,055	-	9,480	9,456	0,025	0.3
Professional Service Contracts	2,235	2,087	0,148	6.6	-	-	-	-	2,235	2,087	0,148	6.6
Materials & Supplies	8,968	8,843	0,125	1.4	-	0,262	(0,262)	-	8,968	9,105	(0,137)	(1.5)
Other Business Expense	1,417	1,307	0,110	7.8	-	-	-	-	1,417	1,307	0,110	7.8
<b>Total Non-Labor Expenses</b>	<b>\$ 46,554</b>	<b>\$ 46,225</b>	<b>\$ 0,329</b>	<b>0.7</b>	<b>\$ -</b>	<b>\$ 0,207</b>	<b>\$ (0,207)</b>	<b>-</b>	<b>\$ 46,554</b>	<b>\$ 46,432</b>	<b>\$ 0,122</b>	<b>0.3</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 174,279</b>	<b>\$ 181,279</b>	<b>\$ (7,001)</b>	<b>(4.0)</b>	<b>\$ 2,576</b>	<b>\$ 1,864</b>	<b>\$ 0,712</b>	<b>27.6</b>	<b>\$ 176,854</b>	<b>\$ 183,143</b>	<b>\$ (6,289)</b>	<b>(3.6)</b>
Depreciation	14,078	14,690	(0,612)	(4.3)	-	-	-	-	14,078	14,690	(0,612)	(4.3)
OPEB Obligation	18,472	18,400	0,072	0.4	-	-	-	-	18,472	18,400	0,072	0.4
Environmental Remediation	-	1,832	(1,832)	-	-	-	-	-	-	1,832	(1,832)	-
<b>Total Expenses</b>	<b>\$ 206,829</b>	<b>\$ 216,202</b>	<b>\$ (9,373)</b>	<b>(4.5)</b>	<b>\$ 2,576</b>	<b>\$ 1,864</b>	<b>\$ 0,712</b>	<b>27.6</b>	<b>\$ 209,404</b>	<b>\$ 218,066</b>	<b>\$ (8,661)</b>	<b>(4.1)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (141,844)</b>	<b>\$ (148,779)</b>	<b>\$ (6,935)</b>	<b>(4.9)</b>	<b>\$ -</b>	<b>\$ 0,000</b>	<b>\$ 0,000</b>	<b>-</b>	<b>\$ (141,844)</b>	<b>\$ (148,779)</b>	<b>\$ (6,935)</b>	<b>(4.9)</b>

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	April 2012				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ 0.295	2.0	(a)		\$ 1.642	2.8	(a)	
Other Operating Revenue	NR	0.201	12.7	Greater student fare reimbursements and insurance recoveries		0.796	11.6	Greater student fare reimbursements and insurance recoveries	
Capital and Other Reimbursements	R	(0.336)	(52.2)	Vacancies and delayed charges		(0.712)	(27.6)	Vacancies and delayed charges	
<b>Total Revenue Variance</b>		<b>\$ 0.159</b>	<b>0.9</b>			<b>\$ 1.726</b>	<b>2.6</b>		
Payroll	NR	\$ (1.081)	(6.1)	Mainly due to higher rate of pay for MPA and under accruals for interagency employees from 2011.		\$ (5.921)	(8.1)	Mainly due to higher rate of pay for MPA and under accruals for interagency employees from 2011.	
Overtime	NR	(0.412)	(12.2)	Primarily due to residual effect of the bus maintenance program.		(1.869)	(14.1)	Primarily due to residual effect of the bus maintenance program along with vacancies and unbudgeted contractual award for one additional hour of supervisory pay	
Health and Welfare	NR	0.030	0.8	(a)		0.166	1.1	(a)	
OPEB Current Payment	NR	0.116	9.5	Pending quarterly statement reconciling adjustment		0.462	9.5	Pending quarterly statement reconciling adjustment	
Pension	NR	(0.267)	(7.4)	Prior period under accruals		(0.192)	(1.3)	(a)	
Other Fringe Benefits	NR	0.047	2.6	(a)		0.025	0.3	(a)	
Fuel for Buses and Trains	NR	0.040	1.4	(a)		0.137	1.2	(a)	
Insurance	NR	(0.079)	(6.5)	Prior period under accruals		(0.162)	(3.3)	(a)	
Claims	NR	0.000	0.0	(a)		0.001	0.0	(a)	
Maintenance and Other Operating Contracts	NR	0.037	1.6	(a)		(0.031)	(0.3)	(a)	
Professional Service Contracts	NR	0.041	7.3	Timing of charges		0.148	6.6	Timing of charges	
Materials & Supplies	NR	0.008	0.4	(a)		0.125	1.4	(a)	
Other Business Expense	NR	0.056	15.7			0.110	7.8	Timing of charges	
Depreciation	NR	(0.371)	(10.5)			(0.612)	(4.3)	(a)	
Other Post Employment Benefits	NR	0.018	0.4	(a)		0.072	0.4	(a)	
Environmental Remediation		-	-			(1.832)			
Payroll	R	0.317	66.4	Timing of charges		0.906	47.5	Timing of charges	
Health and Welfare	R	0.049	55.8	Capital journal entries.		(0.043)	(12.4)	Scrap labor & materials, police repairs, MNR maint, & capital journal entries	
Pension	R	0.022	53.5			(0.030)	(18.4)		
Other Fringe Benefits	R	0.029	73.7			0.086	55.5		
Maintenance and Other Operating Contracts	R	0.000	*			0.055	*	Diesel fuel charges & credits	
Materials & Supplies	R	(0.080)	*	Billbacks for parts for nonrev vehicles for Police HQ & MNR		(0.262)	*	MTABus materials from SR for NYCT buses & billbacks for parts for nonrev vehicles.	
<b>Total Expense Variance</b>		<b>\$ (1.481)</b>	<b>(2.9)</b>			<b>\$ (8.651)</b>	<b>(4.1)</b>		
<b>Net Variance</b>		<b>\$ (1.322)</b>	<b>(3.8)</b>			<b>\$ (6.935)</b>	<b>(4.9)</b>		

(a) - Variance less than 5%

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

(\$ in millions)

	April 2012				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 14.798	\$ 14.427	\$ (0.370)	(2.5)	\$ 58.148	\$ 57.680	\$ (0.469)	(0.8)
Other Operating Revenue	1.582	4.281	2.699	*	6.836	7.822	0.985	14.4
Capital and Other Reimbursements	0.987	0.216	(0.771)	(78.1)	3.946	1.461	(2.485)	(63.0)
<b>Total Receipts</b>	<b>\$ 17.366</b>	<b>\$ 18.924</b>	<b>\$ 1.558</b>	<b>9.0</b>	<b>\$ 68.931</b>	<b>\$ 66.962</b>	<b>\$ (1.969)</b>	<b>(2.9)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 18.587	\$ 16.645	\$ 1.942	10.4	\$ 74.347	\$ 66.469	\$ 7.878	10.6
Overtime	3.137	3.798	(0.661)	(21.1)	12.549	15.162	(2.613)	(20.8)
Health and Welfare	3.731	0.249	3.482	93.3	14.922	10.229	4.693	31.5
OPEB Current Payment	1.216	1.100	0.116	9.5	4.862	4.400	0.462	9.5
Pensions	3.622	3.744	(0.122)	(3.4)	14.489	13.754	0.735	5.1
Other Fringe Benefits	1.777	1.542	0.235	13.2	7.108	6.339	0.769	10.8
GASB Account	0.360	-	0.360	100.0	1.439	-	1.439	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 32.429</b>	<b>\$ 27.077</b>	<b>\$ 5.351</b>	<b>16.5</b>	<b>\$ 129.715</b>	<b>\$ 116.353</b>	<b>\$ 13.362</b>	<b>10.3</b>
<i>Non-Labor:</i>								
Traction and Propulsion Power								
Fuel for Buses and Trains	\$ 2.802	\$ 3.678	\$ (0.877)	(31.3)	\$ 11.231	\$ 12.748	\$ (1.517)	(13.5)
Insurance	1.222	1.509	(0.286)	(23.4)	4.889	4.904	(0.014)	(0.3)
Claims	1.425	0.714	0.711	49.9	5.700	1.963	3.737	65.6
Maintenance and Other Operating Contracts	2.370	1.376	0.994	42.0	9.480	5.622	3.858	40.7
Professional Service Contracts	0.559	0.612	(0.053)	(9.5)	2.235	1.036	1.199	53.7
Materials & Supplies	2.242	3.188	(0.946)	(42.2)	8.968	13.017	(4.049)	(45.1)
Other Business Expenses	0.354	0.233	0.121	34.1	1.417	0.756	0.661	46.6
<b>Total Non-Labor Expenditures</b>	<b>\$ 10.974</b>	<b>\$ 11.309</b>	<b>\$ (0.335)</b>	<b>(3.1)</b>	<b>\$ 43.921</b>	<b>\$ 40.046</b>	<b>\$ 3.874</b>	<b>8.8</b>
<b>Other Expenditure Adjustments :</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 43.403</b>	<b>\$ 38.387</b>	<b>\$ 5.016</b>	<b>11.6</b>	<b>\$ 173.636</b>	<b>\$ 156.399</b>	<b>\$ 17.237</b>	<b>9.9</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (26.037)</b>	<b>\$ (19.463)</b>	<b>\$ 6.574</b>	<b>25.2</b>	<b>\$ (104.705)</b>	<b>\$ (89.437)</b>	<b>\$ 15.268</b>	<b>14.6</b>

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)

	April 2012			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
Operating Receipts or Disbursements	\$	%		\$	%	
Farebox Revenue	\$ (0.370)	(2.5)	Timing of receipts	\$ (0.469)	(0.8)	Timing of receipts
Other Operating Revenue	2.699	*	Student reimbursement and advertising receipts	0.985	14.4	Student reimbursement and advertising receipts
Capital and Other Reimbursements	(0.771)	(78.1)	Vacancies and delayed charges	(2.485)	(63.0)	Vacancies and delayed charges
<b>Total Receipts</b>	<b>\$ 1.558</b>	<b>9.0</b>		<b>\$ (1.969)</b>	<b>(2.9)</b>	
Payroll	\$ 1.942	10.4	Timing of payments and delayed contract settlements	\$ 7.373	10.6	Delayed contract settlements and interagency payments
Overtime	(0.661)	(21.1)	Primarily due to residual effect of the bus maintenance program .	(2.613)	(20.8)	Primarily due to residual effect of the bus maintenance program .
Health and Welfare	3.482	93.3	Timing of payments	4.693	31.5	Timing of payments
OPEB Current Payment	0.116	9.5	Timing of payments	0.462	9.5	Timing of payments
Pension	(0.122)	(3.4)	(a)	0.735	5.1	Timing of payments
Other Fringe Benefits	0.235	13.2	Timing of payments	0.769	10.8	Timing of payments
Fuel for Buses and Trains	(0.877)	(31.3)	Prior period charges	(1.517)	(13.5)	Prior period payments for 2011
Insurance	(0.286)	(23.4)	Prior period payments	(0.014)	(0.3)	Timing of payments
Claims	0.711	49.9	Timing of payments	3.737	65.6	Timing of payments
Maintenance and Other Operating Contracts	0.994	42.0	Timing of payments	3.858	40.7	Timing of payments
Professional Service Contracts	(0.053)	(9.5)	Prior period charges	1.199	53.7	Timing of payments
Materials & Supplies	(0.946)	(42.2)	Prior period payments	(4.049)	(45.1)	Prior period payments for 2011
Other Business Expenditure	0.121	34.1	Timing of payments	0.661	46.6	Timing of payments
<b>Total Expenditures</b>	<b>\$ 5.016</b>	<b>11.6</b>		<b>\$ 17.237</b>	<b>9.9</b>	
<b>Net Cash Variance</b>	<b>\$ 6.574</b>	<b>25.2</b>		<b>\$ 15.268</b>	<b>14.6</b>	

(a) - Variance less than 5%



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

	April 2012				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$ -	\$ (0.665)	\$ (0.665)	-	\$ -	\$ (2.111)	\$ (2.111)	-
Other Operating Revenue	-	2.498	2.498	-	-	0.189	0.189	-
Capital and Other Reimbursements	0.343	(0.092)	(0.435)	*	1.370	(0.403)	(1.773)	*
Total Receipts	\$ 0.343	\$ 1.741	\$ 1.398	*	\$ 1.370	\$ (2.325)	\$ (3.695)	*
<u>Expenditures</u>								
<u>Labor:</u>								
Payroll	\$ (0.354)	\$ 2.353	\$ 2.707	*	\$ 0.569	\$ 13.461	\$ 12.892	*
Overtime	0.249	-	(0.249)	(100.0)	0.744	-	(0.744)	(100.0)
Health and Welfare	0.034	3.436	3.403	*	0.134	4.706	4.571	*
OPEB Current Payment	-	-	-	-	-	-	-	-
Pensions	0.015	0.137	0.123	*	0.058	1.015	0.957	*
Other Fringe Benefits	0.079	0.239	0.160	*	0.519	1.176	0.657	*
GASB Account	(0.360)	-	0.360	100.0	(1.439)	-	1.439	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ (0.337)	\$ 6.166	\$ 6.503	*	\$ 0.585	\$ 20.358	\$ 19.773	*
<u>Non-Labor:</u>								
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	-	(0.917)	(0.917)	-	-	(1.654)	(1.654)	-
Insurance	-	(0.207)	(0.207)	-	-	0.148	0.148	-
Claims	0.658	1.369	0.711	*	2.633	6.369	3.735	*
Maintenance and Other Operating Contracts	-	0.957	0.957	-	-	3.834	3.834	-
Professional Service Contracts	-	(0.094)	(0.094)	-	-	1.051	1.051	-
Materials & Supplies	-	(0.873)	(0.873)	-	-	(3.912)	(3.912)	-
Other Business Expenditures	-	0.065	0.065	-	-	0.551	0.551	-
Total Non-Labor Expenditures	\$ 0.658	\$ 0.300	\$ (0.359)	(54.5)	\$ 2.633	\$ 6.386	\$ 3.752	*
<u>Other Expenditure Adjustments:</u>								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
<u>Gap Closing Expenditures:</u>								
*Additional Actions for Budget Balance: Expenditure	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before								
Non-Cash Liability Adjs.	\$ 0.321	\$ 6.466	\$ 6.144	*	\$ 3.219	\$ 26.744	\$ 23.526	*
Depreciation Adjustment	3.520	3.891	0.371	10.5	14.078	14.690	0.612	4.3
Other Post Employment Benefits	4.618	4.600	(0.018)	(0.4)	18.472	18.400	(0.072)	(0.4)
Environmental Remediation	-	-	-	-	-	1.832	1.832	-
Total Expenses/Expenditures	\$ 8.459	\$ 14.956	\$ 6.497	76.8	\$ 35.769	\$ 61.666	\$ 25.898	72.4
Total Cash Conversion Adjustments	\$ 8.802	\$ 16.697	\$ 7.896	89.7	\$ 37.139	\$ 59.342	\$ 22.203	59.8

NOTE: Totals may not add due to rounding

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

	April						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	47,762	\$2.0	44,136	\$1.9	3,626 7.6%	\$0.2 8.2%	187,984	\$7.9	171,722	\$7.3	16,261 8.7%	\$0.6 7.9%
<u>Unscheduled Service</u>	3,623	\$0.2	3,458	\$0.1	165 4.5%	0.0 13.3%	14,510	\$0.7	12,282	\$0.6	2,228 15.4%	0.1 11.5%
Programmatic/Routine Maintenance	14,033	\$0.6	18,317	\$0.8	(4,284) -30.5%	(0.2) -25.8%	55,204	\$2.3	66,118	\$3.2	(10,914) -19.8%	(0.8) -35.2%
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%
<u>Vacancy/Absentee Coverage</u>	12,420	\$0.6	24,255	\$1.0	(11,835) -95.3%	(0.4) -81.1%	47,896	\$2.2	76,396	\$3.8	(28,500) -59.5%	(1.6) -75.3%
<u>Weather Emergencies</u>	105	\$0.0	0	\$0.0	105 100.0%	0.0 100.0%	421	\$0.0	814	\$0.1	(392) -93.1%	(0.1) -342.7%
<u>Safety/Security/Law Enforcement</u>	224	\$0.0	152	\$0.0	72 32.1%	0.0 34.1%	809	\$0.0	457	\$0.0	352 43.5%	0.0 43.8%
<u>Other</u>	606	\$0.0	669	\$0.0	(63) -10.4%	(0.0) -2.0%	2,423	\$0.1	3,469	\$0.2	(1,045) -43.1%	(0.1) -58.7%
Subtotal	78,773	\$3.4	90,988	\$3.8	(12,214) -15.5%	(\$0.4) -12.2%	309,248	\$13.3	331,258	\$15.2	(22,009) -7.1%	(\$1.9) -14.1%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	78,773	\$3.4	90,988	\$3.8	(12,214) -15.5%	(\$0.4) -12.2%	309,248	\$13.3	331,258	\$15.2	(22,009) -7.1%	(\$1.9) -14.1%

Totals may not add due to rounding.

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

\* Exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
Scheduled Service	3,626	\$0.2	Less than schedule service Operated	16,261	\$0.6	Less than schedule service Operated
	7.6%	8.2%		8.7%	7.9%	
Unscheduled Service	165	\$0.0		2,228	\$0.1	
	4.5%	13.3%		15.4%	11.5%	
Programmatic/Routine Maintenance	(4,284)	(\$0.2)		(10,914)	(\$0.8)	Maintenance campaign with enhanced inspection process to increase bus reliability and performance.
	-30.5%	-25.8%		-19.8%	-35.2%	
Unscheduled Maintenance		\$0.0			\$0.0	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(11,835)	(\$0.4)	Vacancy and absentee Coverage	(28,500)	(\$1.6)	Vacancy and absentee Coverage
	-95.3%	-81.1%		-59.5%	-75.3%	
Weather Emergencies	105	\$0.0		(392)	(\$0.1)	February 11th Snow Storm Preparation
	100.0%	100.0%		-93.1%	-342.7%	
Safety/Security/Law Enforcement	72	\$0.0		352	\$0.0	
	32.1%	34.1%		43.5%	43.8%	
Other	(63)	(\$0.0)	Un-planned Administrative Work.	(1,045)	(\$0.1)	Un-planned Administrative Work.
	-10.4%	-2.0%		-43.1%	-58.7%	
Subtotal	(12,214)	(\$0.4)		(22,009)	(\$1.9)	
	-15.5%	-12.2%		-7.1%	-14.1%	
<b>REIMBURSABLE OVERTIME</b>						
	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	(12,214)	(\$0.4)		(22,009)	(\$1.9)	

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

	<u>April 2012</u>			<u>Year-to-date as of April 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>
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 14.798	\$ 15.092	\$ 0.295	\$ 58.148	\$ 59.790	\$ 1.642
<b>Total Farebox Revenue</b>	<b>\$ 14.798</b>	<b>\$ 15.092</b>	<b>\$ 0.295</b>	<b>\$ 58.148</b>	<b>\$ 59.790</b>	<b>\$ 1.642</b>
Other Revenue	\$ 1.582	\$ 1.782	\$ 0.201	\$ 6.836	\$ 7.633	\$ 0.796
Capital & Other	0.644	0.308	(0.336)	2.576	1.864	(0.712)
<b>Total Revenue</b>	<b>\$ 17.023</b>	<b>\$ 17.183</b>	<b>\$ 0.159</b>	<b>\$ 67.561</b>	<b>\$ 69.287</b>	<b>\$ 1.726</b>
<b><u>Ridership</u></b>						
Fixed Route	9.774	9.960	0.186	38.976	40.144	1.168
<b>Total Ridership</b>	<b>9.774</b>	<b>9.960</b>	<b>0.186</b>	<b>38.976</b>	<b>40.144</b>	<b>1.168</b>

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

FUNCTION / DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Office of the EVP	4	4	-	
Human Resources	6	6	-	
Office of Management and Budget	14	14	-	
Technology & Information Services	17	17	-	
Material	18	19	(1)	
Controller	19	30	(11)	
Office of the President	5	6	(1)	
System Safety Administration	5	2	3	
Law	21	26	(5)	
Corporate Communications	2	2	-	
Labor Relations	4	-	4	
Strategic Office	8	9	(1)	
Non-Departmental	57	-	57	Timing of Training Requirements
<b>Total Administration</b>	<b>180</b>	<b>135</b>	<b>45</b>	
Buses	2,056	2,081	(25)	
Office of the Executive VP	1	2	(1)	
Safety & Training	21	55	(34)	
Road Operations	119	119	-	
Transportation Support	20	20	-	
Operations Planning	30	30	-	
Revenue Control	21	21	-	
<b>Total Operations</b>	<b>2,268</b>	<b>2,328</b>	<b>(60)</b>	Students in Training
Buses	730	740	(10)	
Maintenance Support/CMF	152	155	(3)	
Facilities	72	40	32	
Supply Logistics	83	86	(3)	Vacancies Replaced by MOU with NYCT.
<b>Total Maintenance</b>	<b>1,037</b>	<b>1,021</b>	<b>16</b>	
Capital Program Management	38	34	4	
<b>Total Engineering/Capital</b>	<b>38</b>	<b>34</b>	<b>4</b>	
Security	12	14	(2)	
<b>Total Public Safety</b>	<b>12</b>	<b>14</b>	<b>(2)</b>	
<b>Total Positions</b>	<b>3,535</b>	<b>3,532</b>	<b>3</b>	
Non-Reimbursable	3,468	3,470	(2)	
Reimbursable	67	62	5	
Total Full-Time	3,520	3,520	-	
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**  
**April 2012**

FUNCTION / OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	47	44	3	
Professional, Technical, Clerical	76	91	(15)	
Operational Hourlies	57	-	57	
<b>Total Administration</b>	<b>180</b>	<b>135</b>	<b>45</b>	Timing of Training Requirements
<b>Operations</b>				
Managers/Supervisors	300	302	(2)	
Professional, Technical, Clerical	50	57	(7)	
Operational Hourlies	1,918	1,969	(51)	
<b>Total Operations</b>	<b>2,268</b>	<b>2,328</b>	<b>(60)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	195	192	3	
Professional, Technical, Clerical	12	12	-	
Operational Hourlies	830	817	13	
<b>Total Maintenance</b>	<b>1,037</b>	<b>1,021</b>	<b>16</b>	Vacancies Replaced by MOU with NYCT.
<b>Engineering/Capital</b>				
Managers/Supervisors	22	19	3	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>38</b>	<b>34</b>	<b>4</b>	
<b>Public Safety</b>				
Managers/Supervisors	9	7	2	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>12</b>	<b>14</b>	<b>(2)</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	573	564	9	
Professional, Technical, Clerical	157	180	(23)	
Operational Hourlies	2,805	2,788	17	
<b>Total Baseline Positions</b>	<b>3,535</b>	<b>3,532</b>	<b>3</b>	

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

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 72.338	\$ 71.998	\$ (0.340)	(0.5)	\$ -	\$ -	\$ -	-	\$ 72.338	\$ 71.998	\$ (0.340)	(0.5)
Paratransit	1.362	1.266	(0.096)	(7.1)	-	-	-	-	1.362	1.266	(0.096)	(7.1)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	16.294	16.047	(0.247)	(1.5)	-	-	-	-	16.294	16.047	(0.247)	(1.5)
Capital and Other Reimbursements	-	-	-	-	2.195	2.434	0.239	10.9	2.195	2.434	0.239	10.9
<b>Total Revenue</b>	<b>\$ 89.994</b>	<b>\$ 89.311</b>	<b>\$ (0.683)</b>	<b>(0.8)</b>	<b>\$ 2.195</b>	<b>\$ 2.434</b>	<b>\$ 0.239</b>	<b>10.9</b>	<b>\$ 92.189</b>	<b>\$ 91.745</b>	<b>\$ (0.444)</b>	<b>(0.6)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 76.589	\$ 73.931	\$ 2.658	3.5	\$ 0.778	\$ 0.693	\$ 0.086	11.0	\$ 77.367	\$ 74.624	\$ 2.744	3.5
Overtime	11.927	12.194	(0.267)	(2.2)	0.341	0.577	(0.235)	(69.0)	12.269	12.771	(0.502)	(4.1)
Health and Welfare	15.899	15.333	0.566	3.6	-	-	-	-	15.899	15.333	0.566	3.6
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	7.036	6.841	0.195	2.8	-	-	-	-	7.036	6.841	0.195	2.8
Other Fringe Benefits	6.534	6.276	0.258	3.9	0.298	0.314	(0.016)	(5.2)	6.833	6.590	0.242	3.5
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.573)	(0.774)	0.201	35.0	0.573	0.774	(0.201)	(35.0)	-	0.000	(0.000)	-
<b>Total Labor Expenses</b>	<b>\$ 117.413</b>	<b>\$ 113.803</b>	<b>\$ 3.610</b>	<b>3.1</b>	<b>\$ 1.991</b>	<b>\$ 2.357</b>	<b>\$ (0.366)</b>	<b>(18.4)</b>	<b>\$ 119.404</b>	<b>\$ 116.159</b>	<b>\$ 3.244</b>	<b>2.7</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	15.770	12.686	3.083	19.6	-	-	-	-	15.770	12.686	3.083	19.6
Insurance	4.424	2.351	2.073	46.9	-	-	-	-	4.424	2.351	2.073	46.9
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	32.842	29.338	3.504	10.7	-	-	-	-	32.842	29.338	3.504	10.7
Maintenance and Other Operating Contracts	4.837	3.586	1.250	25.9	(0.000)	0.001	(0.001)	-	4.837	3.587	1.250	25.8
Professional Service Contracts	0.413	0.266	0.147	35.6	-	0.000	(0.000)	-	0.413	0.266	0.147	35.6
Materials & Supplies	8.268	7.678	0.590	7.1	-	0.022	(0.022)	-	8.268	7.700	0.568	6.9
Other Business Expense	0.003	0.165	(0.162)	-	0.204	0.055	0.149	73.2	0.207	0.220	(0.013)	(6.3)
<b>Total Non-Labor Expenses</b>	<b>\$ 66.557</b>	<b>\$ 56.072</b>	<b>\$ 10.485</b>	<b>15.8</b>	<b>\$ 0.204</b>	<b>\$ 0.077</b>	<b>\$ 0.127</b>	<b>62.2</b>	<b>\$ 66.761</b>	<b>\$ 56.149</b>	<b>\$ 10.612</b>	<b>15.9</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 183.970</b>	<b>\$ 169.874</b>	<b>\$ 14.095</b>	<b>7.7</b>	<b>\$ 2.195</b>	<b>\$ 2.434</b>	<b>\$ (0.239)</b>	<b>(10.9)</b>	<b>\$ 186.164</b>	<b>\$ 172.308</b>	<b>\$ 13.856</b>	<b>7.4</b>
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 183.970</b>	<b>\$ 169.874</b>	<b>\$ 14.095</b>	<b>7.7</b>	<b>\$ 2.195</b>	<b>\$ 2.434</b>	<b>\$ (0.239)</b>	<b>(10.9)</b>	<b>\$ 186.164</b>	<b>\$ 172.308</b>	<b>\$ 13.856</b>	<b>7.4</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (93.976)</b>	<b>\$ (80.563)</b>	<b>\$ 13.412</b>	<b>14.3</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (93.976)</b>	<b>\$ (80.563)</b>	<b>\$ 13.412</b>	<b>14.3</b>

NOTE: Totals may not add due to rounding

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

TABLE 2

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT  
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET  
ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
April 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
<b>Revenue</b>												
Farebox Revenue	\$ 287.143	\$ 286.160	\$ (0.983)	(0.3)	\$ -	\$ -	\$ -	-	\$ 287.143	\$ 286.160	\$ (0.983)	(0.3)
Paratransit	5.354	5.014	(0.340)	(6.3)	-	-	-	-	5.354	5.014	(0.340)	(6.3)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	65.176	64.830	(0.346)	(0.5)	-	-	-	-	65.176	64.830	(0.346)	(0.5)
Capital & Other Reimbursements	-	-	-	-	9.095	9.078	(0.017)	(0.2)	9.095	9.078	(0.017)	(0.2)
<b>Total Revenue</b>	<b>\$ 357.673</b>	<b>\$ 356.005</b>	<b>\$ (1.668)</b>	<b>(0.5)</b>	<b>\$ 9.095</b>	<b>\$ 9.078</b>	<b>\$ (0.017)</b>	<b>(0.2)</b>	<b>\$ 366.768</b>	<b>\$ 365.083</b>	<b>\$ (1.685)</b>	<b>(0.5)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 314.289	\$ 304.065	\$ 10.224	3.3	\$ 3.019	\$ 2.915	\$ 0.104	3.4	\$ 317.308	\$ 306.979	\$ 10.328	3.3
Overtime	47.589	50.686	(3.097)	(6.5)	1.593	1.890	(0.296)	(18.6)	49.182	52.576	(3.394)	(6.9)
Health and Welfare	63.595	61.321	2.274	3.6	-	-	-	-	63.595	61.321	2.274	3.6
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	28.769	27.732	1.037	3.6	-	-	-	-	28.769	27.732	1.037	3.6
Other Fringe Benefits	26.728	25.576	1.153	4.3	1.202	1.236	(0.034)	(2.8)	27.930	26.811	1.118	4.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(2.466)	(2.737)	0.271	11.0	2.466	2.737	(0.271)	(11.0)	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 478.504</b>	<b>\$ 466.642</b>	<b>\$ 11.862</b>	<b>2.5</b>	<b>\$ 8.280</b>	<b>\$ 8.778</b>	<b>\$ (0.498)</b>	<b>(6.014)</b>	<b>\$ 486.784</b>	<b>\$ 475.420</b>	<b>\$ 11.364</b>	<b>2.3</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	58.993	54.813	4.180	7.1	-	-	-	-	58.993	54.813	4.180	7.1
Insurance	17.105	13.351	3.753	21.9	-	-	-	-	17.105	13.351	3.753	21.9
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	129.148	118.461	10.687	8.3	-	-	-	-	129.148	118.461	10.687	8.3
Maintenance and Other Operating Contracts	19.097	14.904	4.193	22.0	(0.000)	0.006	(0.006)	*	19.097	14.911	4.187	21.9
Professional Service Contracts	1.322	0.720	0.602	45.5	-	0.000	(0.000)	-	1.322	0.720	0.601	45.5
Materials & Supplies	33.172	31.543	1.629	4.9	-	0.077	(0.077)	-	33.172	31.620	1.552	4.7
Other Business Expense	(0.043)	0.424	(0.466)	*	0.815	0.217	0.598	73.3	0.773	0.641	0.132	17.1
<b>Total Non-Labor Expenses</b>	<b>\$ 258.794</b>	<b>\$ 234.217</b>	<b>\$ 24.577</b>	<b>9.5</b>	<b>\$ 0.815</b>	<b>\$ 0.301</b>	<b>\$ 0.515</b>	<b>63.139</b>	<b>\$ 259.610</b>	<b>\$ 234.517</b>	<b>\$ 25.092</b>	<b>9.7</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 737.299</b>	<b>\$ 700.859</b>	<b>\$ 36.440</b>	<b>4.9</b>	<b>\$ 9.095</b>	<b>\$ 9.078</b>	<b>\$ 0.017</b>	<b>0.2</b>	<b>\$ 746.394</b>	<b>\$ 709.937</b>	<b>\$ 36.456</b>	<b>4.9</b>
Depreciation	-	0.036	(0.036)	-	-	-	-	-	-	0.036	(0.036)	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 737.299</b>	<b>\$ 700.895</b>	<b>\$ 36.404</b>	<b>4.9</b>	<b>\$ 9.095</b>	<b>\$ 9.078</b>	<b>\$ 0.017</b>	<b>0.2</b>	<b>\$ 746.394</b>	<b>\$ 709.973</b>	<b>\$ 36.420</b>	<b>4.9</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (379.626)</b>	<b>\$ (344.890)</b>	<b>\$ 34.735</b>	<b>9.1</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (379.626)</b>	<b>\$ (344.890)</b>	<b>\$ 34.735</b>	<b>9.1</b>

NOTE: Totals may not add due to rounding

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

Generic Revenue or Expense Category	Nonreimb or Reimb	April 2012			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (0.340)	(0.5)	(a)	\$ (0.983)	(0.3)	(a)
Paratransit	NR	(0.096)	(7.1)	Primarily due to lower than budgeted trips.	(0.340)	(6.3)	Primarily due to lower than budgeted trips.
Other Operating Revenue	NR	(0.247)	(1.5)	(a)	(0.346)	(0.5)	(a)
Capital and Other Reimbursements	R	0.239	10.9	Due mostly to greater than planned shuttles, facility maintenance and support services for MTA Bus.	(0.017)	(0.2)	(a)
<b>Total Revenue Variance</b>		<b>\$ (0.444)</b>	<b>(0.5)</b>		<b>\$ (1.685)</b>	<b>(0.5)</b>	
Payroll	NR	\$ 2.658	3.5	(a)	\$ 10.224	3.3	(a)
Overtime	NR	(0.267)	(2.2)	(a)	(3.097)	(6.5)	Primarily due to the bus maintenance program aimed at reversing the negative trend in MDOF along with bus operator vacancies, traffic delays, and Xtra trips.
Health & Welfare	NR	0.566	3.6	(a)	2.274	3.6	(a)
Pension	NR	0.195	2.8	(a)	1.037	3.6	(a)
Other Fringe Benefits	NR	0.258	3.9	(a)	1.153	4.3	(a)
Reimbursable Overhead	NR	0.201	35.0	Primarily due to greater than planned shuttles, facility maintenance and support services for MTA Bus.	0.271	11.0	Primarily due to greater than planned shuttles, facility maintenance and support services for MTA Bus.
Payroll	R	0.088	11.0	(a)	0.104	3.4	(a)
Overtime	R	(0.235)	(69.0)	Due mostly to greater than planned shuttles, facility maintenance and support services for MTA Bus.	(0.296)	(18.6)	Due mostly to greater than planned shuttles, facility maintenance and support services for MTA Bus.
Health & Welfare	R	-	-	(a)	-	-	(a)
Pension	R	-	-	(a)	-	-	(a)
Other Fringe Benefits	R	(0.016)	(5.2)	(a)	(0.034)	(2.8)	(a)
Reimbursable Overhead	R	(0.201)	(35.0)	Due mostly to greater than planned shuttles, facility maintenance and support services for MTA Bus.	(0.271)	(11.0)	Due mostly to greater than planned shuttles, facility maintenance and support services for MTA Bus.
<b>Total Labor Variance</b>		<b>\$ 3.244</b>	<b>2.7</b>		<b>\$ 11.364</b>	<b>2.3</b>	
Fuel for Buses and Trains	NR	\$ 3.063	19.6	Primarily due to lower consumption of diesel fuel and heating fuel partially offset by higher diesel prices.	4.180	7.1	Primarily due to lower consumption of diesel and heating fuel along with favorable timing partially offset by higher diesel prices.
Insurance	NR	2.073	46.9	Primarily due to lower insurance premiums.	3.753	21.9	Primarily due to lower insurance premiums.
Paratransit Service Contracts	NR	3.504	10.7	Mostly due to the favorable timing of expense adjustments, the diversion of riders to lower cost taxis and vouchers and lower completed trips.	10.687	8.3	Mostly due to the diversion of riders to lower cost taxis and vouchers, lower completed trips, and reduced activity in the call center, eligibility certifications and vehicle rehabilitations.
Maintenance and Other Operating Contracts	NR	1.250	25.9	Due mainly to the timing of operations maintenance & repairs, the offset of water & sewer charges against the Flatbush DEP credit and the timing of auto purchases partially offset by higher tires and tubes expense.	4.193	22.0	Due mainly to timing of operations maintenance & repairs, the offset of water and sewer charges against the Flatbush DEP credit and the timing of auto purchases partially offset by higher tires and tubes expense and tolls.
Professional Service Contracts	NR	0.147	35.6	Due mainly to timing of expenses.	0.602	45.5	Due mainly to timing of expenses.
Materials & Supplies	NR	0.590	7.1	Due mainly to timing of expenses.	1.629	4.9	(a)
Other Business Expense	NR	(0.162)	*	(a)	(0.466)	(a)	(a)
Fuel for Buses and Trains	R	-	-	(a)	-	-	(a)
Paratransit Service Contracts	R	-	-	(a)	-	-	(a)
Maintenance and Other Operating Contracts	R	(0.001)	-	(a)	(0.006)	*	(a)
Professional Service Contracts	R	(0.000)	-	(a)	(0.000)	-	(a)
Materials & Supplies	R	(0.022)	-	(a)	(0.077)	-	(a)
Other Business Expense	R	0.149	73.2	Due to fewer warranty claims and travel expense.	0.598	73.3	Due to fewer warranty claims and travel expense.
<b>Total Non-Labor Variance</b>		<b>\$ 10.612</b>	<b>15.9</b>		<b>\$ 25.092</b>	<b>9.7</b>	
<b>Net Variance</b>		<b>\$ 13.412</b>	<b>14.3</b>		<b>\$ 34.771</b>	<b>9.1</b>	

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

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

	April						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./Unfav)		Adopted Budget		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
Scheduled Service	249,905	\$7.3	234,976	\$6.7	14,929 6.0%	\$0.6 8.2%	1,012,512	\$29.6	954,613	\$27.3	57,899 5.7%	\$2.3 7.8%
Unscheduled Service	72,655	\$2.1	77,708	\$1.8	(5,053) -7.0%	\$0.4 19.0%	265,925	\$7.9	370,272	\$6.6	(104,347) -39.2%	\$1.3 16.5%
Programmatic/Routine Maintenance	66,560	\$2.1	90,148	\$2.6	(23,588) -35.4%	(\$0.6) -28.6%	263,546	\$8.2	420,641	\$12.1	(157,095) -59.6%	(\$3.9) -47.6%
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%	0	\$0.0	0	\$0.0	0 0.0%	\$0.0 0.0%
Vacancy/Absentee Coverage	0	\$0.0	20,213	\$0.9	(20,213) 0.0%	(\$0.9) 0.0%	0	\$0.0	87,456	\$4.0	(87,456) 0.0%	(\$4.0) 0.0%
Weather Emergencies	49	\$0.0	55	\$0.0	(6) -12.2%	\$0.0 0.0%	13,586	\$0.4	13,589	\$0.4	(3) 0.0%	\$0.0 0.0%
Safety/Security/Law Enforcement	0	\$0.0	0	\$0.0	0 0.0%	\$0.0 0.0%	0	\$0.0	0	\$0.0	0 0.0%	\$0.0 0.0%
Other	10,296	\$0.4	762	\$0.1	9,534 92.6%	\$0.3 75.0%	40,607	\$1.5	6,986	\$0.4	33,621 82.8%	\$1.1 73.3%
Subtotal	399,465	\$11.9	423,862	\$12.1	(24,397) -6.1%	(\$0.2) -1.7%	1,596,176	\$47.6	1,853,557	\$50.8	(257,381) -16.1%	(\$3.2) -6.7%
<b>REIMBURSABLE OVERTIME</b>	697,518	\$0.3	18,604	\$0.6	678,914 97.3%	(\$0.2) -66.7%	3,128,273	\$1.6	61,200	\$1.9	3,067,073 98.0%	(\$0.3) -18.8%
<b>TOTAL OVERTIME</b>	1,096,983	\$12.2	442,466	\$12.7	654,517 59.7%	(\$0.4) -3.3%	4,724,449	\$49.2	1,914,757	\$52.7	2,809,692 59.5%	(\$3.5) -7.1%

Totals may not add due to rounding.

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

\* Exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
Scheduled Service	14,929	\$0.6	Less than schedule service operated	57,899	\$2.3	Less than schedule service operated
	-61.2%	-272.8%		-22.5%	-71.9%	
Unscheduled Service	(5,053)	\$0.4		(104,347)	\$1.3	
	20.7%	-181.9%		40.5%	-40.6%	
Programmatic/Routine Maintenance	(23,588)	(\$0.6)		(157,095)	(\$3.9)	Maintenance campaign with enhanced inspection process to increase bus reliability and performance.
	96.7%	272.8%		61.0%	121.9%	
Unscheduled Maintenance	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(20,213)	(\$0.9)	Vacancy and absentee coverage	(87,456)	(\$4.0)	Vacancy and absentee coverage
	82.9%	409.2%		34.0%	125.0%	
Weather Emergencies	(6)	(\$0.0)		(3)	\$0.0	
	0.0%	9.1%		0.0%	0.0%	
Safety/Security/Law Enforcement	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
Other	9,534	\$0.3		33,621	\$1.1	
	-39.1%	-136.4%		-13.1%	-34.4%	
Subtotal	(24,397)	(\$0.2)		(257,381)	(\$3.2)	
	-3.7%	52.4%		-9.2%	91.4%	
<b>REIMBURSABLE OVERTIME</b>						
	678,914	(\$0.2)		3,067,073	(\$0.3)	
	103.7%	47.6%		109.2%	8.6%	
TOTAL OVERTIME	654,517	(\$0.4)		2,809,692	(\$3.5)	

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

	<u>April 2012</u>			<u>Year-to-date as of April 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>
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 72.338	\$ 71.998	\$ (0.340)	\$ 287.143	\$ 286.160	\$ (0.983)
Paratransit	1.362	1.266	(0.096)	5.354	5.014	(0.340)
<b>Total Farebox Revenue</b>	<b>\$ 73.700</b>	<b>\$ 73.264</b>	<b>\$ (0.436)</b>	<b>\$ 292.497</b>	<b>\$ 291.175</b>	<b>\$ (1.322)</b>
Other Revenue	\$ 16.294	\$ 16.047	\$ (0.247)	\$ 65.176	\$ 64.830	\$ (0.346)
Capital & Other	2.195	2.434	0.239	9.095	9.078	(0.017)
<b>Total Revenue</b>	<b>\$ 92.189</b>	<b>\$ 91.745</b>	<b>\$ (0.444)</b>	<b>\$ 366.768</b>	<b>\$ 365.083</b>	<b>\$ (1.685)</b>
<b><u>Ridership</u></b>						
Fixed Route	55.919	55.797	(0.122)	223.389	223.736	0.347
Paratransit	0.841	0.802	(0.039)	3.306	3.169	(0.137)
<b>Total Ridership</b>	<b>56.760</b>	<b>56.599</b>	<b>(0.161)</b>	<b>226.695</b>	<b>226.905</b>	<b>0.210</b>

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Total Baseline Positions</b>				
<b>Managers/Supervisors</b>				
- Managers	584	575	9	
- Supervisors	1,154	1,122	32	
<b>Total Managers/Supervisors</b>	<b>1,738</b>	<b>1,697</b>	<b>41</b>	Vacancies Due to Delayed Hiring
<b>Professional/Technical/Clerical</b>				
- Full Time	245	248	(3)	
- Part Time	-	5	(5)	
<b>Total Professional/Technical/Clerical</b>	<b>245</b>	<b>253</b>	<b>(8)</b>	
<b>Operational Hourlies</b>				
- Bus Operators	9,495	9,434	61	
- Maintenance	2,681	2,670	11	
<b>Total Hourlies</b>	<b>12,176</b>	<b>12,104</b>	<b>72</b>	Timing of Training Requirements
<b>Total Baseline Positions FT</b>	<b>14,159</b>	<b>14,054</b>	<b>105</b>	
<b>Total Baseline Positions PT</b>	<b>-</b>	<b>5</b>	<b>(5)</b>	
<b>Total Baseline Positions</b>	<b>14,159</b>	<b>14,059</b>	<b>100</b>	

**Capital Program Status for all Bus Agencies**  
**Major Milestone Achievements**  
**May 2012**

**NYCT Buses**

**Awards:** None

**Completions:** None

**Design Start:**

- ⇒ Upgrade the HVAC system at Yukon Depot. The estimated contract cost for this project is \$9.5 million.
- ⇒ Replace/refurbish AFC Equipment Maintenance Facility at eight depots. The estimated contract cost for this project is \$2.3 million.

**MTA Bus**

**Awards:** Install new roof on the existing service building at Eastchester Depot, and extend the existing service building by approximately 3,000 square feet to accommodate two new and complete fueling and bus wash lanes. The contract cost for this project is \$11.5 million.


**Completions:** Purchase 79 CNG Buses for \$36.5 million.

**Designs:** None

## PROCUREMENTS

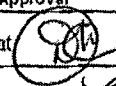
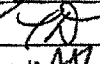
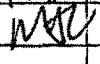
The Procurement Agenda this month includes 1 action for a proposed expenditure of \$63.7M.

## 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	June 18, 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	6/25/12	X		
2	Board	6/27/12	X		

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

### PURPOSE:

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

### DISCUSSION:

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

None

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

#### Procurements Requiring Two-Thirds Vote

Schedule A: Purchases and Public Works Contracts

# of Actions

\$ Amount

1

\$63.7M

# of Actions

\$ Amount

Total Non-Competitive Procurements

1

\$63.7M



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

**None**

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

**None**

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

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

**None**

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

**None**

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

	<u># of Actions</u>	<u>\$ Amount</u>
Total Procurements	1	\$63.7M

## 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.

**JUNE 2012**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**A. Purchases and Public Work Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive.) Note – in the following solicitations, NYC Transit attempted to secure a price reduction. No other substantive negotiations were held except as indicated for individual solicitations.

- |  |                            |                                      |
|--|----------------------------|--------------------------------------|
| <b>1. New Flyer of America, Inc.</b>   | <b>\$63,689,941 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract # B-40651</b>  |                            |                                      |
| Purchase of 90 low-floor 60-foot articulated clean diesel buses for test and evaluation. |                            |                                      |

## Schedule A: Purchases and Public Work Contracts



Item Number: 1

<b>Vendor Name (&amp; Location)</b> New Flyer of America, Inc. (St. Cloud, MN)
<b>Description</b> Purchase of 90 low-floor clean diesel articulated buses for test and evaluation
<b>Contract Term (including Options, if any)</b> August 2012 - June 2018
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-competitive

<b>Contract Number</b> B-40651	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	\$63,689,941 (Est.)
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Buses, Darryl C. Irick	

### Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law § 1209, subsection 9(d), and approve the purchase of 90 low-floor 60-foot clean diesel articulated buses from New Flyer of America (New Flyer) for test and evaluation.

NYC Transit continues to attract additional bus manufacturers who are willing to structurally qualify their buses for NYC Transit's New Bus Qualification Program. This purchase of 90 buses will permit the test and evaluation in revenue service of a new bus type, ensure the manufacturer's ability not only to produce the bus, but to provide aftermarket support, service, engineered solutions, and ensure that the bus meets the standards of the New Bus Qualification Program. The purchase of larger test fleets of this size gives a more accurate indication of performance, miles per gallon, and Mean Distance Between Failures (MDBF) and enables more effective evaluations of major subsystems.

New Flyer has successfully completed structural integrity testing, and will provide a 12-year structural warranty. This test fleet of 90 buses will be outfitted with an EPA 2010 compliant drive train and be subjected to a fuel economy and emissions dynamometer test, along with the usual specification compliance performance testing. Fuel economy, fleet availability, reliability, maintenance costs and vendor responsiveness will be monitored. The results of the program will be incorporated into the evaluation criteria of a future RFP for an upcoming low-floor 60-foot diesel articulated bus procurement.

The 90 buses will have two different configurations that will enable NYC Transit to evaluate their effects on fuel economy and maintainability, 75 buses will be configured with an Allison transmission and 15 buses will substitute a ZF transmission for the Allison transmission, the price for each configuration is \$700,000 per bus.

New Flyer's original proposal included a price per bus of \$720,891. As a result of negotiations, this price was reduced to \$700,000. The total contract award of \$63,689,941 will consist of \$63,000,000 for the 90 buses, \$482,589 for qualification testing, manuals, and diagnostic tools, \$65,000 for tailpipe emission profile testing and \$142,352 for an estimated quantity of training. This is a savings of approximately \$2.0M or 3.0% from New Flyer's initial proposal of \$65,669,963.

The New Flyer per bus price compares favorably to the average per bus price paid to Nova Bus (\$703,588) under Contract B-40650 awarded June 2011 for similarly configured low-floor 60-foot clean diesel articulated buses. In addition, the prices in this contract have been deemed fair and reasonable by the Cost Price Analysis Unit based on the results of a cost audit conducted by MTA Audit Services. Funds are available for this procurement as part of the 2010-2014 Capital Plan.

In order to expedite the testing required and accelerate the process for qualification of its bus, New Flyer has built two buses at its own risk; one of which will be used for an in-service evaluation while the second bus will be used for a configuration audit and qualification testing. The in-service evaluation bus will be the subject of a loan agreement. Upon award of the contract these buses will be purchased as part of this 90 bus contract; in the event this contract does not get awarded these two buses will be returned to New Flyer at no cost to NYC Transit.

In accordance with Public Authorities Law, § 1209, paragraph 9, this contract will not be awarded earlier than 30 days from the date on which the Board declares competitive bidding to be impractical or inappropriate. In addition, this contract is subject to review and approval of the Office of the NY State Comptroller (OSC) and award will not be made prior to this approval. It is anticipated that delivery of the production buses will commence 90 days after Notice of Award and be completed 280 days after Notice of Award.

# Report



**SERVICE CHANGES:      MTA BUS OPERATIONS COMMITTEE  
NYC TRANSIT COMMITTEE  
NOTIFICATION of SERVICE REVISION  
B15, Q3, Q10 RELOCATION at JFK AIRPORT**

**SERVICE ISSUE:**

The B15 and Q3, operated by NYC Transit, and the Q10, operated by MTA Bus, are local bus routes providing service to the passenger terminals at John F. Kennedy International Airport. The B15 provides service to the west in Brooklyn; the Q3 provides service to the north and east in Jamaica, Queens; and the Q10 provides service to the north in Kew Gardens, Queens.

These routes have been serving the central passenger terminal area at Terminal 4 since 2004; however, the Port Authority of New York and New Jersey (PANYNJ), the airport's operator, has notified the MTA that the B15, Q3 and Q10 must vacate their terminus at Terminal 4 to accommodate new traffic patterns on frontage roads adjacent to the terminal, and new construction at the terminal.

**RECOMMENDED SOLUTION:**

The PANYNJ identified a location within the central passenger terminal area for the B15, Q3 and Q10 terminus at the Terminal 5 AirTrain station. This location is adjacent to the now demolished former Terminal 6 building, and is at the AirTrain station where customers may access all other terminals at no additional fare via AirTrain.

The B15, Q3 and Q10 stops at the central passenger terminal area were relocated to the Terminal 5 AirTrain station on May 30, 2012, and Terminal 4 is no longer served.

**ESTIMATED IMPACT:**

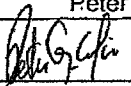
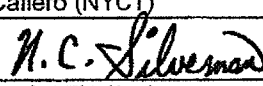
The net result of this revision would be a small increase in operating cost because of the extra travel distance. The increase in operating cost to NYC Transit's B15 and Q3 would be approximately \$60,000 annually, and the increase in operating cost to MTA Bus' Q10 would be approximately \$27,000 annually.

**PLANNED IMPLEMENTATION:**

These revisions were implemented on May 30, 2012 at the direction of the PANYNJ.


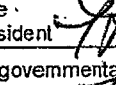
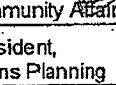
# Staff Summary

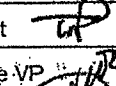
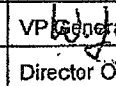
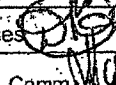
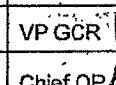
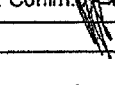
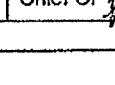


Page 1 of 3

Subject	B15, Q3 and Q10 Relocation at JFK Airport
Department	Operations Planning
Department Head Names	Norman C. Silverman (MTA Bus) Peter Cafiero (NYCT)
Department Head Signatures	 
Project Manager Name	Robert Lai (MTA Bus) Judith McClain (NYCT)

Date	June 6, 2012
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

MTA Bus Internal Approvals			
Order	Approval	Order	Approval
4	President 		
3	Executive Vice President 		
2	VP, Intergovernmental and Community Affairs 		
1	Vice President, Operations Planning	NCS	6/15/12

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

## Narrative

### PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the MTA Bus Operations and the NYC Transit Committees of, a recommendation to revise the terminus in John F. Kennedy International Airport (JFK Airport) of the B15, Q3 and Q10 from Terminal 4 to the AirTrain Terminal 5 Station, which is adjacent to the now demolished former Terminal 6. The B15 and Q3 are operated by New York City Transit, and the Q10 is operated by the MTA Bus.

### DISCUSSION:

The B15 provides local bus service between Bedford-Stuyvesant, Brooklyn and JFK Airport. The Q3 provides local bus service between Jamaica, Queens and JFK Airport. The Q10 provides full-time local and limited-stop bus service between Kew Gardens and JFK Airport via the Lefferts Boulevard Corridor.

The B15, Q3, and Q10 had all served the JFK Airport passenger terminals at a centralized location at Terminal 4, an active passenger terminal, where there is an AirTrain station. Prior to the completion of AirTrain in late 2003/early 2004, all three routes directly served all passenger terminals in JFK Airport.

The legal name of MTA Bus is MTA Bus Company.

The legal name of NYC Transit is New York City Transit Authority

# Staff Summary

In April 2004 following the completion of AirTrain, the B15 and Q3 passenger terminal bus stops were consolidated to Terminal 4 to provide faster service in and out of the central passenger terminal area. At Terminal 4, customers had a free, quick and frequent 24-hour service between passenger terminals via AirTrain. In September 2006, following the merger of the Q10 into MTA Bus, the Q10 was similarly revised and the central passenger terminal area stops were consolidated to Terminal 4. Bus stop areas with bus cut-outs in the curb and bus shelters were provided along the Terminal 4 frontage. The Q10 stopped on the north end of the terminal, and the B15 and Q3 stopped at the south end of the terminal. Currently, together, the three routes have a total weekday ridership of approximately 10,000 airport customers, and a lesser number on weekends; the majority of these bus customers work at the airport.

Following several years of discussion and proposals, the Port Authority of New York and New Jersey (PANYNJ), a bi-state agency which operates JFK Airport, recently notified NYC Transit and MTA Bus that the B15, Q3 and Q10 must vacate their stops at Terminal 4 to accommodate new traffic patterns on the frontage roads adjacent to the terminal, and new construction at the terminal. The PANYNJ provided approximately two weeks notice to NYC Transit and MTA Bus to relocate the B15, Q3 and Q10 from Terminal 4. The three bus routes were relocated on May 30, 2012 to a site near the Terminal 5 AirTrain station adjacent to the former Terminal 6 (the old JetBlue terminal, which has been demolished).

NYC Transit and MTA Bus worked with the PANYNJ to find an alternate location within the central passenger terminal area, and maintain proximity to AirTrain service. The Terminal 6 location was offered where there is an unused frontage roadway for the former terminal. This new location is accessible to the Terminal 5 AirTrain station via high capacity elevators. Customers have access to all passenger terminals using AirTrain, which provides free circulator service within JFK Airport to all passenger terminals, the car rental area and the long term parking lot.

The PANYNJ has provided bus shelters, one for each of the three routes; made a staff restroom available to bus operators; and has provided the ability to install MetroCard vending machines.

As illustrated in the attached Map 1, under this revision, instead of traveling to Terminal 4, the B15 and Q10 follow their regular route along the Van Wyck Expressway Southbound Service Road in JFK Airport then travel directly to the new bus area adjacent to the former Terminal 6 and the Terminal 5 AirTrain station. Similarly, the Q3 follows its regular route along the JFK Expressway, then travels directly to the new bus area adjacent to the former Terminal 6 and the Terminal 5 AirTrain station. The B15 and Q10 then exit directly to the Van Wyck Expressway Northbound Service Road, and the Q3 exits directly to the JFK Expressway. The former bus stop at Terminal 4 is no longer served.

The new bus area at the former Terminal 6 is available for buses and authorized vehicles only (such as service vehicles and permitted shared-ride and off-airport shuttle buses), and not available to general traffic. There is a drop-off area for all three routes, followed by pick-up and layover areas for each of the three routes, as shown in Map 2.

This revision has extended the round trip travel distance of the B15 and Q10 by approximately 0.25 miles, and the Q3 by approximately 0.5 miles. However, because of the limited-access nature of the on-airport circulator roadways and the direct access between each terminal and the access roads, the Van Wyck Expressway and the JFK Expressway, the travel time remains similar to the travel time to Terminal 4.

The legal name of MTA Bus is MTA Bus Company.

The legal name of NYC Transit is New York City Transit Authority

# Staff Summary

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## RECOMMENDATION:

In response to the PANYNJ's requirement that the B15, Q3 and Q10 bus routes be relocated from Terminal 4, the three routes were moved to the Terminal 5 AirTrain station in an unused area provided by the PANYNJ.

## ALTERNATIVES:

Remaining at Terminal 4 is not an alternative, as the PANYNJ has advised that the B15, Q3 and Q10 must vacate the bus stops at Terminal 4 as the areas have been programmed for other uses.

One alternative provided by the PANYNJ was to terminate the routes at the Lefferts Boulevard AirTrain station on the periphery of the airport. However, this location is remote from the main activity areas of the airport, and many of the bus stops that are currently served along the JFK Airport internal roadways, which are primarily used by airport employees, are not accessible by AirTrain. Furthermore, the Lefferts Boulevard AirTrain station is only served by one out of the three AirTrain routes, so the station receives significantly less service. Lefferts Boulevard is only served by the AirTrain route between Howard Beach and the airline terminals, and not by the AirTrain route between Jamaica and the airline terminals, nor by the airline terminals circulator route.


## IMPACT ON FUNDING:

The net result of this revision would be a small increase in operating cost because of the extra travel distance. The increase in operating cost to NYC Transit's B15 and Q3 would be approximately \$60,000 annually, and the increase in operating cost to MTA Bus' Q10 would be approximately \$27,000 annually.

## IMPLEMENTATION:

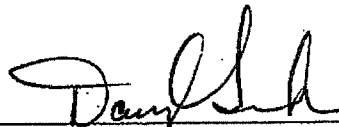
These revisions were implemented on May 30, 2012.

Approved:



Thomas F. Irendergast  
President, NYC Transit

Approved:

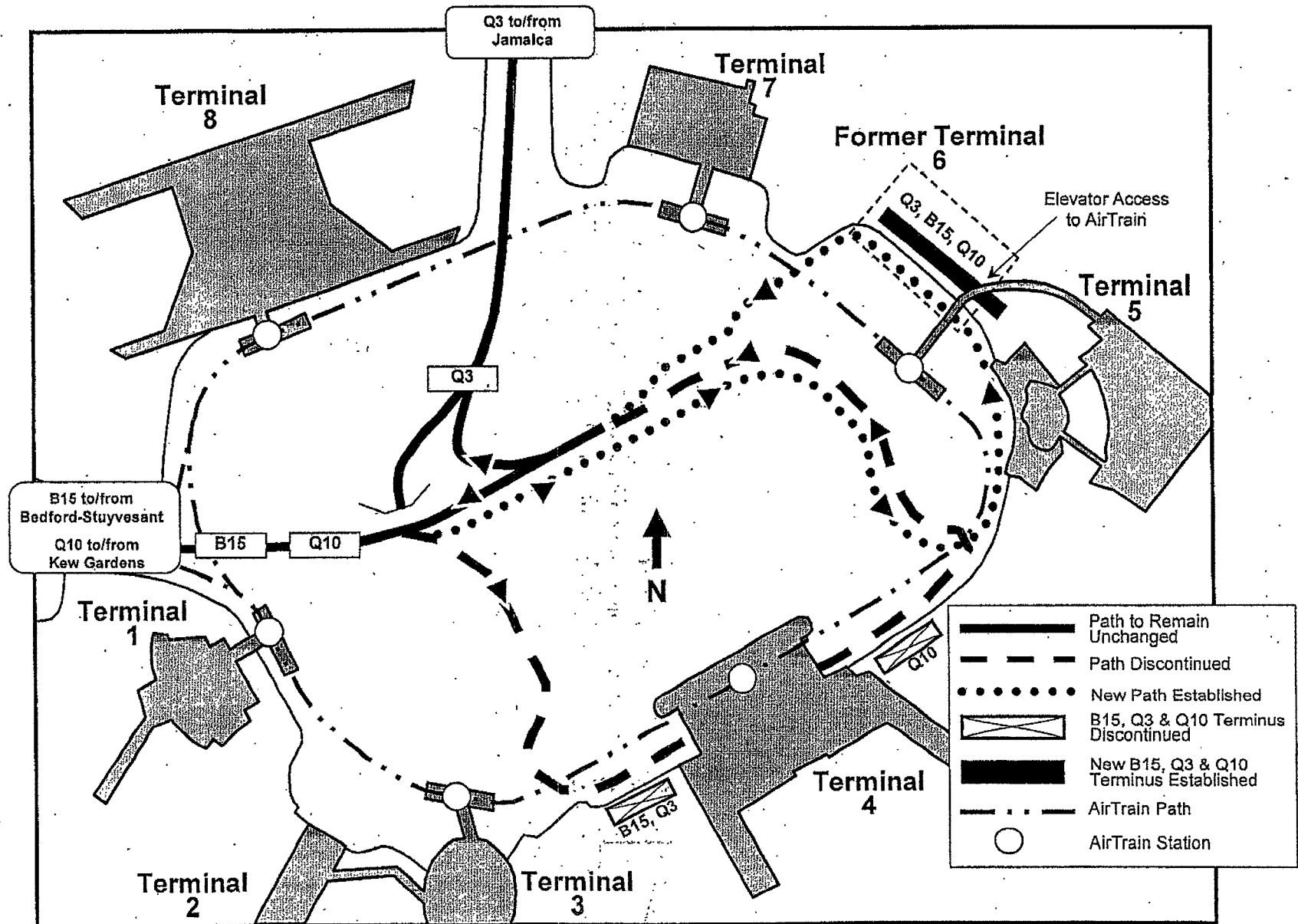


Darryl C. Irick  
President, MTA Bus



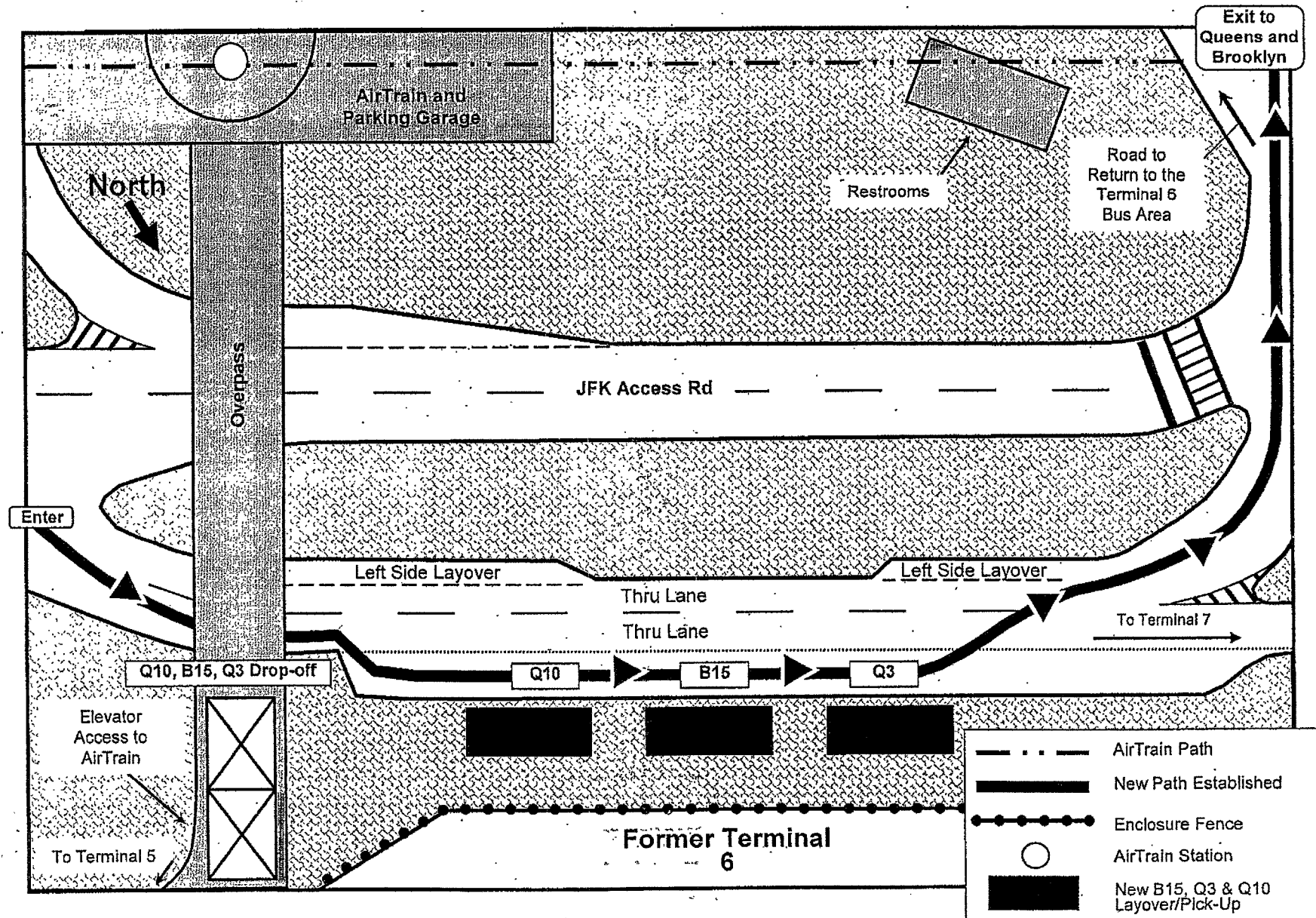
# B15, Q3, Q10 JFK Airport Terminus Relocation – Travel Path

Map 1



# B15, Q3, Q10 JFK Airport Terminus Relocation – Bus Area

Map 2



# Report



**New York City Transit**

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

Seventy-three bus schedule changes (on 59 routes) are proposed for implementation in September 2012.

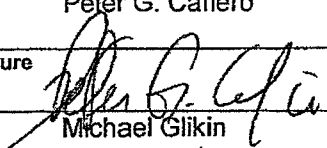
## **Budget Impact**

Implementation of the September 2012 schedule changes is estimated to cost \$1.7 million annually. These costs are incorporated into the 2012 operating budget.

## **Proposed Implementation Date**

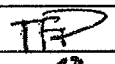
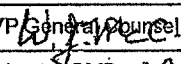

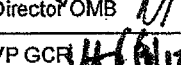
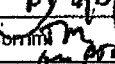
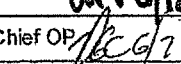

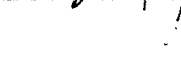
September 2012.

# Staff Summary

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

Date	June 6, 2012
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		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 GCFL 
5	VP Corp. Comm 	1	Chief OP 

## 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 September 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

Seventy-three bus schedule changes (on 59 routes) have been identified for implementation in September 2012 (see Attachment 1). The majority of these actions would result in relatively small increases or decreases in wait time for our customers.

1. Thirty-three of the 73 bus schedule changes contain increases in service frequency and/or include modifications in running time to meet established bus loading guidelines and improve reliability. Thirty of the 33 bus schedule changes would affect less than 10% of the route's revenue seat miles operated.
2. The remaining forty of the 73 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. Thirty-four of the 40 bus schedule changes would affect less than 10% of the route's revenue seat miles operated.

## 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.

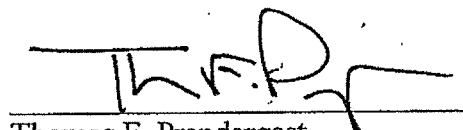
## Budget Impact

Implementation of the September 2012 schedule changes is estimated to cost \$1.7 million annually. These costs are incorporated into the 2012 operating budget.

## Proposed Implementation Date

September 2012.

Approved:



Thomas F. Prendergast  
President

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

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

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B11	7	6	105%	94%	12	10	108%	90%	7	8	74%	83%	15	15	75%	75%	+2.8%
B26	7	6	107%	96%	10	10	98%	98%	8	7	101%	89%	10	9	113%	97%	+3.3%
B35	2	2.5	78%	84%	5	4.5	110%	99%	2.5	3	86%	91%	3.5	4	76%	88%	-0.9%
B36	4	3.5	104%	98%	10	9	100%	86%	7	7	97%	97%	12	15	69%	86%	-2.7%
B38	2	2.5	73%	79%	4	4.5	71%	77%	4	4.5	70%	83%	5.5	8.5	54%	94%	-9.0%
B41	2.5	2.5	91%	91%	3.5	4	73%	80%	3	3	89%	89%	4	4.5	82%	91%	-1.2%
B49	4	4.5	89%	98%	8	8	91%	91%	5.5	5.5	88%	88%	12	12	99%	99%	-3.5%
B65	9	9	81%	81%	20	20	75%	75%	10	12	63%	82%	15	20	58%	78%	-5.3%
B74	9	8	110%	96%	12	12	74%	74%	7	7	95%	95%	15	12	106%	84%	+0.1%
Bx3	5	5	91%	91%	8	8	98%	98%	6	5.5	97%	89%	12	10	115%	96%	+1.7%
Bx5	4	4.5	76%	87%	9	10	61%	72%	5.5	6	76%	85%	10	10	90%	90%	-9.7%
Bx7	10	9	114%	98%	10	10	88%	88%	9	7	111%	86%	20	15	108%	81%	+1.7%
Bx8	10	10	93%	93%	15	15	88%	88%	12	10	102%	80%	30	30	61%	61%	+0.6%
Bx10	5	5.5	85%	92%	15	10	138%	92%	10	9	105%	90%	12	10	119%	99%	+5.4%
Bx12	7	8	68%	77%	10	10	79%	79%	7	7	92%	92%	12	15	41%	81%	-5.8%
SBS 12	4	3.5	107%	94%	8	6	123%	98%	6	5	108%	90%	8	5	141%	92%	+11.9%
Bx16	7	8	71%	80%	20	20	89%	89%	8	8	85%	85%	20	20	94%	94%	-0.5%
Bx22	8	7	103%	90%	10	12	70%	84%	8	7	96%	84%	10	10	77%	77%	+0.4%
M100	10	8	115%	86%	9	9	98%	98%	9	7	118%	92%	12	12	66%	66%	+3.7%
M101	9	9	80%	80%	10	9	109%	93%	7	8	84%	96%	9	10	53%	59%	-0.9%
M102	12	12	77%	77%	12	15	51%	100%	9	10	64%	78%	12	15	46%	90%	-10.3%
M103	12	12	67%	67%	12	15	43%	83%	12	12	75%	75%	12	15	30%	58%	-8.1%
Q46	2	1.5	106%	97%	5	6	83%	99%	2.5	2	106%	96%	4.5	3.5	125%	95%	+0.6%
Q55	7.5	5.5	125%	91%	15	15	84%	84%	7	7	96%	96%	12	12	76%	76%	+2.2%
Q58	3	3	96%	96%	8	7	120%	99%	5	4	106%	85%	5.5	4.5	108%	89%	+8.1%
S62/92	8	8	89%	89%	15	12	109%	87%	8	8	69%	69%	15	20	63%	84%	-4.0%
S89	12	15	62%	89%	-	-	-	-	12	15	53%	77%	30	30	72%	72%	-5.1%
X1	5	5.5	81%	88%	30	20	103%	61%	4.5	4.5	98%	98%	7	9	60%	77%	0.0%
X2	6	5.5	102%	93%	-	-	-	-	10	9	108%	93%	15	15	78%	78%	+8.7%
X3	7	8	73%	83%	-	-	-	-	20	20	72%	72%	-	-	-	-	-8.4%
X5	7	6	102%	92%	-	-	-	-	8	7	103%	92%	20	20	91%	91%	+5.4%
X7	5	5	89%	89%	-	-	-	-	9	8	112%	98%	20	15	113%	57%	+10.0%
X8	8	9	81%	93%	-	-	-	-	10	10	88%	88%	30	30	58%	58%	-2.9%
X9	8	8	95%	95%	-	-	-	-	10	9	102%	88%	15	15	73%	73%	+6.6%
X10	8	8	96%	96%	30	30	65%	65%	15	10	117%	78%	12	15	44%	61%	+0.9%
X11	9	9	82%	82%	-	-	-	-	8	9	82%	94%	-	-	-	-	-3.2%
X12	5	5.5	83%	90%	-	-	-	-	10	9	102%	87%	20	20	71%	71%	+1.8%
X14	9	10	81%	95%	-	-	-	-	10	9	105%	90%	-	-	-	-	0.0%
X17A/C	5	5.5	83%	90%	30	30	70%	70%	7	6	108%	97%	12	10	111%	92%	+1.3%
X17J	4.5	4	104%	90%	-	-	-	-	6	6	98%	98%	-	-	-	-	+3.0%
X22	5.5	6	81%	89%	-	-	-	-	12	10	104%	86%	30	30	95%	95%	+2.1%
X31	12	10	100%	84%	-	-	-	-	15	15	82%	82%	30	30	83%	83%	+4.5%
X42	10	12	72%	87%	-	-	-	-	12	12	94%	94%	-	-	-	-	-6.6%

(\*) Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods. 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 and evening headways and percent of guideline capacity are based on a representative hour during the the time periods described in the headings.

**Attachment 1**  
**September 2012 - Page 2 of 3**

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
B1	12	9	129%	92%	10	8	130%	95%	10	8	118%	86%	10	10	85%	85%	+12.5%
B6	4.5	5	73%	79%	4.5	4.5	79%	79%	4.5	4	99%	92%	4.5	5	75%	81%	-1.4%
B64	15	20	49%	65%	9	12	60%	84%	10	12	71%	85%	15	15	71%	71%	-11.4%
Bx11	12	15	71%	89%	10	10	89%	89%	9	9	88%	88%	10	12	67%	81%	-5.3%
Bx19	10	12	74%	89%	8	9	75%	86%	9	10	74%	87%	10	12	78%	93%	-10.0%
Bx33	20	30	33%	50%	20	30	31%	47%	20	20	83%	83%	30	30	26%	26%	-12.1%
Bx36	9	10	81%	94%	7	8	88%	99%	7	7	93%	93%	10	10	92%	92%	-3.3%
M72	20	20	50%	50%	15	20	72%	95%	15	12	104%	83%	20	20	73%	73%	+4.7%
M101	8	10	35%	46%	10	10	85%	85%	10	12	77%	93%	12	12	60%	60%	-5.1%
M102	15	15	65%	65%	10	12	52%	63%	8	9	69%	79%	12	15	45%	88%	-10.3%
M103	12	15	27%	53%	10	12	52%	63%	9	10	73%	85%	12	15	36%	70%	-15.3%
Q4	12	12	77%	77%	10	12	73%	97%	10	10	80%	80%	12	15	73%	97%	-7.2%
Q5	9	10	71%	83%	9	8	104%	89%	8	7	103%	85%	9	10	76%	88%	+1.5%
Q28	12	10	103%	78%	12	10	101%	76%	12	10	104%	78%	12	12	75%	75%	+4.1%
Q85	10	9	111%	95%	10	9	112%	96%	8	9	84%	99%	12	12	88%	88%	+0.9%
S53	12	10	103%	86%	10	10	99%	99%	10	10	98%	98%	15	20	69%	93%	0.0%

(\*) 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 the time periods described in the headings.

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

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

Sunday	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
B1	20	15	108%	81%	10	10	99%	99%	9	9	93%	93%	12	12	88%	88%	+2.1%
B6	8	9	76%	89%	7	8	76%	92%	8	7	101%	83%	6	7	70%	78%	-5.5%
B38	12	10	101%	84%	8	9	81%	95%	8	8	93%	93%	12	15	56%	69%	-3.5%
B64	20	20	59%	59%	10	15	43%	65%	12	15	64%	80%	15	20	43%	58%	-21.9%
B82	10	12	76%	91%	9	10	72%	84%	9	10	79%	92%	10	12	71%	86%	-8.2%
Bx5	20	20	89%	89%	12	15	47%	91%	10	12	58%	70%	12	15	51%	99%	-5.9%
M11	20	20	33%	33%	12	15	59%	74%	10	10	87%	87%	15	20	39%	52%	-5.3%
M100	15	20	62%	83%	10	12	80%	96%	10	12	79%	94%	12	15	68%	85%	-8.1%
M101	15	15	72%	72%	12	12	80%	80%	12	12	76%	76%	15	20	71%	94%	-3.3%
M102	15	20	54%	72%	15	15	86%	86%	12	12	74%	74%	15	20	62%	83%	-8.6%
M103	15	20	29%	39%	15	15	97%	97%	12	12	88%	88%	12	15	31%	61%	-5.9%
Q54	20	20	68%	68%	20	20	85%	85%	15	20	60%	80%	20	20	55%	55%	-4.1%
Q55	20	20	74%	74%	15	20	66%	88%	15	20	67%	89%	20	20	79%	79%	-6.1%
Q58	7	6	97%	88%	7	5.5	116%	95%	7	5.5	111%	91%	8	8	88%	88%	+11.2%

(\*) 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.