



Metropolitan Transportation Authority

MTA Bus Operations Committee Meeting

March 2012

Committee Members

J. Lhota, Chair

A. Albert

J. Banks III

R. Bickford

A. Cappelli

F. Ferrer

I. Greenberg

J. Kay

M. Lebow

M. Page

M. Pally

A. Saul

E. Watt

C. Wortendyke



MEETING AGENDA

MTA BUS OPERATIONS COMMITTEE

March 26, 2012, 11:30 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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

**Minutes of Regular Meeting
MTA Bus Operations Committee
February 27, 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. Mark D. Lebow
Hon. Andrew Albert
Hon. Robert C. Bickford
Hon. Allen Cappelli
Hon. Fernando Ferrer
Hon. Ira Greenberg
Hon. Jeffrey Kay
Hon. Mark Page
Hon. Mitch Pally
Hon. Carl Wortendyke

Other board members who attended:

Hon. Charles G. Moerdler

The following MTA Bus Operations Committee members did not attend:

Hon. John H. Banks III
Hon. Andrew M. Saul
Hon. Ed Watt

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

* * * * *

Hon. Joseph Lhota, Chairperson, called the MTA Bus Operations Committee to order at 11:30 AM, February 27, 2012.

Public Comments Period

There were comments from one public speaker at the meeting.

Approval of the Minutes

There is one correction to the January Committee minutes under Service Changes on page 4. There were a total of three bus service changes, not three NYCT Bus service changes as reported. Upon motion duly made and seconded, the members of the MTA Bus Operations Committee approved the minutes of the previous meeting held on January 23, 2012.

Work Plan

There are no changes to the work plan.

Opening Remarks

Darryl Irick opened the meeting by welcoming MTA Chairman and Chief Executive Officer Joseph J. Lhota as the new chairman of the Bus Operations Committee. In addition, he also welcomed Andrew Saul as a new member of the Committee.

Operations Report

John Kivlehan reported that for the month of December 2011, combined bus MDBF was 4,010 miles, up 16% compared to December 2010 levels. Combined AM & PM pull-outs, as well as completed trips were 98.3%, 98.8% and 98.0% respectively. Over the 12 month period, combined MDBF was 3,412 miles, down 6.0% compared to the prior period.

The fourth quarter of 2011 showed a 6.5% increase in MDBF compared to the same period in 2010, reversing the downward trend experienced for most of 2011. AM & PM pull-outs, as well as completed trips were 98.4%, 99.0% and 97.9% respectively, all lower by less than half of 1%.

Safety Performance

Steve Vidal reported the 12-month rate for Combined Bus Collisions per Million Miles Traveled across the three bus units was 3.1% higher than it was in the prior 12-month period. Despite this, performance has continued to show an overall positive trend since the adverse impact of last winter's storms decreasing 2.2 percent this month. A preliminary review of year-end data shows this positive trending is continuing. November collision injuries showed a monthly improvement of 28.6% across the three agencies, down 7% over the comparable 12-month average period.

There was an increase in customer accidents and customer accident injuries in November. One contributing factor may be the introduction of new bus models during the second half of 2011. Safety staff is providing supplemental training to all operators and conducting in-service safety campaigns on the new vehicles. A full analysis of this effort will be included in the 2012 safety presentation scheduled for the March meeting.

The 12-month rate for Employee On-Duty Lost-Time Accidents is 5% higher on a regional basis. However, overall performance is trending downward with a 5.7% decrease on a regional basis for November. It is anticipated that this positive trend for MTA Bus will continue and that NYCT's performance will normalize into 2012.

Paratransit

Tom Charles reported that for the month of December 2011, Access-A-Ride Paratransit ridership was up 13.0% compared to December 2010 levels. Able-Ride ridership levels increased by 2.2% from December 2010 while 12-month ridership levels were down by 0.8% in Access-A-Ride and 4.4% in Able-Ride.

Over the 12-month period ending December 2011, there was a 4.3% decrease in Access-A-Ride Requests for Service. Able-Ride experienced a 4.5% decline in Requests for Service over the same 12-month period. Favorable no-show trends continued in the month of December as Access-A-Ride and Able-Ride passenger no-shows declined by 41.9% and 45.5%, respectively.

Expansion of the pre-paid debit card program into Brooklyn, Queens and the Bronx continues. Of the 395 customers identified to participate, 75 have accepted and will begin using pre-paid cards. The pilot program has already established that significant cost reductions can be achieved through greater use of car and taxi service. By continuing the pilot, the program plans to improve how it administers the prepaid cards and design better controls to enforce security and minimize fraudulent activities.

Ridership

Tom Del Sorbo reported for the month of December 2011, average weekday ridership increased at all three agencies when compared to December 2010. MTA Bus average weekday ridership rose by 5.7% in December 2011 as compared to the prior December. LI Bus rose by 2.4%, and NYCT Bus increased by 4.8% during the same period. Average weekend ridership in December was up at NYCT Bus by 0.2% and MTA Bus by 3.0%, while decreasing at LI Bus by 1.4% compared to December 2010. Express bus ridership on weekdays increased at NYCT by 5.4% in December and rose 2.1% at MTA Bus.

The December 2011 increases are primarily due to low weekday ridership in late December 2010, resulting from the blizzard that began on December 26. When adjusted to exclude the blizzard week, average school day ridership data reflects a slight 0.2% gain for MTA Bus in December 2011 over 2010, and decreases of 1.9% for NYCT Bus and 1.4% for LI Bus.

For calendar 2011, total bus ridership was 813.9 million, compared to 848 million in 2010. This represents a 4.0% reduction. Bus farebox revenue increased by 4.0% to \$1.09 billion in 2011. Weekday ridership decreased by 3.8% in 2011, from an average of 2.7 million to 2.6 million daily riders. Combined Saturday and Sunday ridership fell by 5.8% in 2011.

Finance Report

Tom Del Sorbo reported full year preliminary 2011 farebox revenues for fixed route services are slightly better by \$1.0 million or 0.1% than the final estimate. MTA Bus is 0.9% above estimate, LI Bus was 0.6% lower and NYCT Bus was flat when compared to the final estimate.

Full year non-reimbursable accrued expenses were 0.2% or \$6.7 million higher than the final estimate. MTA Bus and LI Bus preliminary actuals were above the final estimate by \$4.6 million and \$3.5 million, respectively. MTA Bus overruns were due to health and welfare, pension and

OPEB timing issues while LI Bus accruals reflected higher pension and claims re-estimates. NYCT Bus was \$1.4 million better than the final estimate.

Procurements

Tom Del Sorbo reported that there are four procurements representing a total expenditure of \$7.6 million this month for the committee's approval. There is one non-competitive procurement, one competitive procurement and two ratifications.

Approval of the Procurements

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

Service Changes

Norman Silverman reported there are two bus service changes included in this month's agenda. Both service changes are for MTA Bus routes.

The first service change is a revision of the BxM3 and BxM4 express routes at Madison Square Park that addresses traffic congestion on East 26th Street. This change is in response to local community requests to move buses from this location. In addition, this change consolidates the layover with other express bus routes along the southernmost portion of Madison Avenue. Implementation is scheduled for March.

The second service change revises the Q35 local bus turnaround path in Midwood, Brooklyn to use Avenue I to avoid congestion. This alteration removes conflicts with the B41 route for limited bus stop space on Flatbush Avenue as well. Plans call for this change to be implemented in April.

Information Items

Included with this agenda are the semi-annual report of bus performance indicators and the Passenger Environment Survey (PES) for the Department of Buses covering the second half of calendar 2011. Of the 38 separate indicators measured in the PES, 32 indicators remained unchanged and 6 indicators declined when compared to the second half of 2010. The next PES report covering the first half of 2012 will be presented to the Committee in September. At that time, the first ever compilation of PES data for MTA Bus will be provided along with the NYCT Bus report.

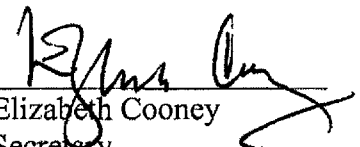
Tom Del Sorbo updated the Committee on the final financial reports prepared in accordance with the MTA's annual budget process. These reports include for MTA Bus the 2011 Final Estimate, the 2012 Adopted Budget, including the monthly allocation of financial and position data and the February Financial Plan for 2012-2015. For LI Bus, only the 2011 Final Estimate is included.

These reports are consistent with the Financial Plan approved by the Board in December. The corresponding financial data for the Department of Buses is presented within the consolidated reports of NYCT during their committee meeting.

Adjournment

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

Respectfully submitted:


Elizabeth Cooney
Secretary



MTA Bus Operations Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

March 2012

2011 Year-End Safety Report and
2012 Safety Agenda

Safety & Training

April 2012

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

Finance

May 2012

Human Resources and EEO Report

Human Resources

June 2012

July 2012

August 2012

No Meeting Held

September 2012

MTA Bus 2013 Preliminary Budget

Finance

MTA Bus 2012 Mid-Year Forecast/Monthly
Allocation

Finance

Service Quality Indicators for NYC Transit-Bus
and MTA Bus

Operations Planning

Human Resources and EEO Report

Human Resources

II. SPECIFIC AGENDA ITEMS (cont'd)

Responsibility

October 2012

Public Comment/2013 Preliminary Budget

Finance

November 2012

Public Comment/2013 Preliminary Budget
Charter for MTA Bus Operations Committee
Human Resources and EEO Report

Finance
General Counsel
Human Resources

December 2012

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

Finance

Finance

January 2013

Approval of 2013 MTA Bus Operations Committee
Work Plan

Committee Chair & Members

February 2013

Preliminary Review of MTA Bus/NYC
Transit-Bus 2012 Actual Results
Adopted Budget/Financial Plan 2013-2016
Service Quality Indicators for NYC Transit-Bus
and MTA Bus

Finance

Finance

Operations Planning



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

March 2012

2011 Year-End Safety Report and 2012 Safety Agenda

New York City Transit Bus and MTA Bus will present their safety goals for 2012 and describe important safety programs that are underway or planned. 2011 year-end figures for customer injuries, collisions and employee lost time restricted duty injuries will also be presented.

April 2012

Final Review of 2011 Actual Results

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

May 2012

Human Resources and EEO Report

A quarterly report will be presented to the Committee on workforce demographics and recruitment efforts.

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.

Human Resources and EEO Report

A quarterly report will be presented to the Committee on workforce demographics and recruitment efforts.

October 2012

2013 Preliminary Budget

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

II. SPECIFIC AGENDA ITEMS

November 2012

2013 Preliminary Budget

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

Charter Review

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

Human Resources and EEO Report

A quarterly report will be presented to the Committee on workforce demographics and recruitment efforts.

December 2012

2013 Final Proposed Budget for MTA Bus

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

2013 Final Proposed Budget for NYC Transit-Bus

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

January 2013

Approval of 2013 MTA Bus Operations Committee Work Plan

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

February 2013

Preliminary Review of 2012 Actual Results

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

Adopted Budget/Financial Plan 2013-2016

The revised 2013-2016 Financial Plans of MTA Bus and NYC Transit-Bus will be presented. This plan will reflect the 2012 Adopted Budget and an updated Financial Plan for 2013-2016 reflecting the out-year impact of any changes incorporated into the 2013 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2013 by category.

Service Quality Indicators (including PES)

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

MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE

NYCT Bus, MTA Bus

Statistical results for the month of January 2012 are shown below

Reliability	MDBF	Jan-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	4,131	3,358	23.0%	3,415	3,557	-4.0%
	NYCT Bus	3,992	3,421	16.7%	3,380	3,607	-6.3%
	MTA Bus	4,663	3,162	47.5%	3,531	3,403	3.8%
	MDBSI	Jan-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	2,419	2,047	18.1%	2,167	2,266	-4.3%
	NYCT Bus	2,387	1,982	20.4%	2,076	2,151	-3.5%
	MTA Bus	2,528	2,299	9.9%	2,521	2,743	-8.1%
	Buses <= 2 years	January % 2 Years or Newer			January # of Buses 2 Years or Newer		
		This Year	Last Year		This Year	Last Year	
	Regional	10%	15%		533	850	
	NYCT Bus	11%	17%		489	723	
	MTA Bus	3%	10%		44	127	
Buses >= 12 years	January % 12 years or Older			January # of Buses 12 Years or Older			
	This Year	Last Year		This Year	Last Year		
Regional	31%	23%		1,737	1,299		
NYCT Bus	33%	23%		1,416	999		
MTA Bus	26%	24%		321	300		
Fleet age	January - Avg Fleet Age						
	This Year	Last Year					
Regional	8.07	8.03					
NYCT Bus	8.26	8.39					
MTA Bus	7.40	6.76					
MDBF by Fleet Age	Jan-12			12-Mon Avg			
	This Year	Last Year	% Change	This Year			
12 Years or Older	3,094	2,789	10.9%	2,558			
3 to 11 Years Old	4,837	3,122	54.9%	4,077			
2 Years or Newer	7,259	9,149	-20.7%	8,844			

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 January 2012 are shown below

Service	AM Pull Out		Jan-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		99.58%	98.17%	1.4%	98.58%	98.77%	-0.2%
		NYCT Bus	99.55%	98.45%	1.1%	98.72%	98.93%	-0.2%
	MTA Bus	99.70%	97.13%	2.6%	98.12%	98.22%	-0.1%	
	PM Pull Out		Jan-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		99.76%	99.06%	0.7%	99.18%	99.16%	0.0%
		NYCT Bus	99.76%	99.27%	0.5%	99.34%	99.33%	0.0%
	MTA Bus	99.75%	98.35%	1.4%	98.64%	98.59%	0.0%	
	% of Trips Completed		Jan-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		98.76%	97.45%	1.3%	98.07%	97.93%	0.1%
		NYCT Bus	98.70%	97.67%	1.1%	98.18%	97.97%	0.2%
	MTA Bus	98.98%	96.53%	2.5%	97.62%	97.75%	-0.1%	

Definitions

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

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

Statistical results for the month of December 2011 are shown below

Customer and Employee Safety	Collisions per million miles	Dec-11			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	46.03	57.80	-20.4%	45.65	45.49	0.4%
	NYCT Bus	48.62	57.73	-15.8%	46.77	45.54	2.7%
	MTA Bus	41.09	59.33	-30.7%	45.75	47.57	-3.8%
	Long Island Bus	35.44	54.20	-34.6%	35.13	39.19	-10.4%
	Collision Injuries per million miles	Dec-11			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	8.06	7.64	5.4%	6.47	7.08	-8.6%
	NYCT Bus	9.89	8.88	11.4%	6.92	7.64	-9.4%
	MTA Bus	4.08	3.98	2.4%	4.72	5.96	-20.8%
	Long Island Bus	2.08	6.90	-69.8%	7.29	4.99	46.1%
	Customer Accidents per million Customers	Dec-11			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	1.30	0.85	53.4%	1.22	1.07	13.8%
	NYCT Bus	1.20	0.72	66.7%	1.13	0.99	14.6%
	MTA Bus	1.61	1.48	8.4%	1.52	1.32	15.1%
Long Island Bus	2.44	1.24	97.2%	1.95	1.98	-1.7%	
Customer Accident Injuries per million Customers	Dec-11			12-Mon Avg			
	This Year	Last Year	% Change	This Year	Last Year	% Change	
Regional	1.35	0.80	67.8%	1.25	1.07	16.7%	
NYCT Bus	1.22	0.74	64.9%	1.17	1.00	16.8%	
MTA Bus	1.81	1.17	55.2%	1.54	1.29	19.4%	
Long Island Bus	2.44	0.83	195.8%	1.91	1.82	5.2%	
Lost time Accidents Per 100 Employees	Dec-11			12-Mon Avg			
	This Year	Last Year	% Change	This Year	Last Year	% Change	
Regional	5.06	6.29	-19.5%	6.03	5.80	4.0%	
NYCT Bus	4.69	5.87	-20.0%	5.65	5.16	9.5%	
MTA Bus	7.94	9.01	-11.9%	8.49	9.47	-10.3%	
Long Island Bus	0.00	3.46	N/A	3.04	3.15	-3.5%	

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 January 2012 are shown below

Fixed Route Ridership and Revenue

Total Ridership	Jan-12			12-Mon Total		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	62,820,010	59,683,528	5.3%	786,698,919	812,094,276	-3.1%
NYCT Bus	53,239,455	50,743,111	4.9%	667,777,489	692,117,184	-3.5%
MTA Bus	9,580,555	8,940,417	7.2%	118,921,430	119,977,092	-0.9%
Total Farebox Revenue	Jan-12			12-Mon Total		
Regional	82,575,220	77,280,628	6.9%	1,052,307,723	1,006,272,057	4.6%
NYCT Bus	68,297,226	63,913,246	6.9%	872,518,993	837,577,149	4.2%
MTA Bus	14,277,994	13,367,382	6.8%	179,788,730	168,694,908	6.6%
Average Weekday Ridership	Jan-12			12-Mon Avg		
Regional	2,444,077	2,304,810	6.0%	2,533,798	2,600,186	-2.6%
NYCT Bus	2,064,027	1,951,788	5.8%	2,143,049	2,208,282	-3.0%
MTA Bus	380,050	353,022	7.7%	390,748	391,904	-0.3%
Average Weekend Ridership	Jan-12			12-Mon Avg		
Regional	2,377,513	2,363,529	0.6%	2,607,334	2,765,282	-5.7%
NYCT Bus	2,048,909	2,042,436	0.3%	2,250,206	2,396,379	-6.1%
MTA Bus	328,604	321,094	2.3%	357,128	368,903	-3.2%
Average Weekday Local Ridership	Jan-12			12-Mon Avg		
Regional	2,369,224	2,234,417	6.0%	2,458,438	2,523,546	-2.6%
NYCT Bus	2,022,326	1,912,806	5.7%	2,101,553	2,166,382	-3.0%
MTA Bus	346,898	321,611	7.9%	356,885	357,164	-0.1%
Average Weekday Express Ridership	Jan-12			12-Mon Avg		
Regional	74,853	70,394	6.3%	75,360	76,640	-1.7%
NYCT Bus	41,701	38,983	7.0%	41,497	41,900	-1.0%
MTA Bus	33,152	31,411	5.5%	33,863	34,740	-2.5%
Average Fare	Local Bus Jan-12			Express Bus Jan-12		
Regional	\$1.38	\$1.37	1.3%	\$4.64	\$4.51	2.8%
NYCT Bus	\$1.38	\$1.36	1.3%	\$4.65	\$4.50	3.3%
MTA Bus	\$1.39	\$1.37	1.4%	\$4.62	\$4.53	2.1%

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 January 2012 are shown below

Paratransit Ridership, Revenue and Service	Paratransit Ridership	Jan-12			12-Mon Total		
		This Year	Last Year	% Change	This Year*	Last Year	% Change
	Access-A-Ride (NYCT)	757,311	615,733	23.0%	9,088,769	8,922,348	1.9%
	Paratransit Revenue	Jan-12			12-Mon Total		
		This Year	Last Year	% Change	This Year*	Last Year	% Change
	Access-A-Ride (NYCT)	1,221,166	1,063,028	14.9%	14,676,642	15,294,605	-4.0%
	Access-A-Ride (NYCT)	Jan-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year*	Last Year	% Change
	% of Trips Completed	94.28%	90.92%	3.7%	94.02%	92.25%	1.9%
	Trips Requested	653,487	597,009	9.5%	656,618	676,598	-3.0%
	Trips Scheduled	589,799	508,336	16.0%	589,754	600,895	-1.9%
	Trips Completed	556,062	462,156	20.3%	554,516	554,341	0.0%
	Early Cancellations as a Percentage of Trips Requested	9.05%	12.00%	-24.6%	9.26%	10.49%	-11.7%
	Late Cancellations as a Percentage of Trips Scheduled	3.84%	4.94%	0.0%	3.53%	4.06%	0.0%
	No-Shows (Customer) as a Percentage of Trips Scheduled	1.68%	3.11%	-46.1%	2.06%	2.92%	-29.4%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.21%	1.03%	-80.1%	0.38%	0.76%	-49.6%	
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	0.70%	0.39%	77.9%	0.85%	0.52%	63.8%	
New Applications Received	2,188	1,696	29.0%	2,664	2,871	-7.2%	

* 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)

	January 2012				January YTD 2012			
	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Budget</u>	<u>Actual</u>	<u>Variance</u>	
			<u>Over/(Under)</u>	<u>(%)</u>			<u>Over/(Under)</u>	<u>(%)</u>
Ridership:								
MTA Bus								
Fixed Route	9.433	9.581	0.147	1.6%	9.433	9.581	0.147	1.6%
NYCT / DOB								
Fixed Route	54.068	53.239	(0.829)	-1.5%	54.068	53.239	(0.829)	-1.5%
Paratransit	0.795	0.757	(0.038)	-4.7%	0.795	0.757	(0.038)	-4.7%
Total NYCT	54.863	53.997	(0.866)	-1.6%	54.863	53.997	(0.866)	-1.6%
Regional Bus Ridership								
Fixed Route	63.501	62.820	(0.681)	-1.1%	63.501	62.820	(0.681)	-1.1%
Paratransit	0.795	0.757	(0.038)	-4.7%	0.795	0.757	(0.038)	-4.7%
	64.296	63.577	(0.719)	-1.1%	64.296	63.577	(0.719)	-1.1%
Farebox:								
MTA Bus								
Fixed Route	\$ 14.156	\$ 14.278	\$ 0.122	0.9%	\$ 14.156	\$ 14.278	\$ 0.122	0.9%
NYCT / DOB								
Fixed Route	\$ 69.629	\$ 68.297	\$ (1.332)	-1.9%	\$ 69.629	\$ 68.297	\$ (1.332)	-1.9%
Paratransit	1.288	1.221	(0.067)	-5.2%	1.288	1.221	(0.067)	-5.2%
Total NYCT	\$ 70.917	\$ 69.518	\$ (1.399)	-2.0%	\$ 70.917	\$ 69.518	\$ (1.399)	-2.0%
Total Regional Bus Farebox								
Fixed Route	\$ 83.785	\$ 82.575	\$ (1.210)	-1.4%	\$ 83.785	\$ 82.575	\$ (1.210)	-1.4%
Paratransit	1.288	1.221	(0.067)	-5.2%	1.288	1.221	(0.067)	-5.2%
	\$ 85.073	\$ 83.796	\$ (1.277)	-1.5%	\$ 85.073	\$ 83.796	\$ (1.277)	-1.5%

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

	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>	
			<u>Over/(Under)</u>	<u>(%)</u>
MTA Bus	\$ 44.181	\$ 46.730	2.549	5.8%
NYCT / DOB	185.971	182.477	(3.494)	-1.9%
	\$ 230.152	\$ 229.207	\$ (0.945)	-0.4%

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 14,156	\$ 14,278	\$ 0.122	0.9	\$ -	\$ -	\$ -	-	\$ 14,156	\$ 14,278	\$ 0.122	0.9
Other Operating Income	1,627	1,883	0.256	15.7	-	-	-	-	1,627	1,883	0.256	15.7
Capital and Other Reimbursements	-	-	-	-	0.644	0.293	(0.351)	(54.6)	0.644	0.293	(0.351)	(54.6)
Total Revenue	\$ 15,783	\$ 16,161	\$ 0.378	2.4	\$ 0.644	\$ 0.293	\$ (0.351)	(54.6)	\$ 16,427	\$ 16,454	\$ 0.027	0.2
Expenses												
Labor:												
Payroll	\$ 18,915	\$ 20,935	\$ (2,020)	(10.7)	\$ 0.477	\$ 0.103	\$ 0.374	78.4	\$ 19,392	\$ 21,038	\$ (1,646)	(8.5)
Overtime	3,217	3,831	(0,614)	(19.1)	-	-	-	-	3,217	3,831	(0,614)	(19.1)
Health and Welfare	3,676	3,908	(0,232)	(6.3)	0.088	0.062	0.026	29.2	3,784	3,970	(0,206)	(5.5)
OPEB Current Payment	1,216	1,100	0.116	9.5	-	-	-	-	1,216	1,100	0.116	9.5
Pensions	3,596	3,580	0.016	0.5	0.041	0.031	0.010	25.5	3,637	3,610	0.027	0.7
Other Fringe Benefits	1,936	1,915	0.021	1.1	0.039	0.008	0.031	79.7	1,975	1,923	0.052	2.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 32,556	\$ 35,268	\$ (2,713)	(8.3)	\$ 0.644	\$ 0.203	\$ 0.441	68.5	\$ 33,200	\$ 35,471	\$ (2,272)	(6.8)
Non-Labor:												
Traction and Propulsion Power												
Fuel for Buses and Trains	\$ 2,795	\$ 2,802	\$ (0,008)	(0.3)	\$ -	\$ -	\$ -	-	\$ 2,795	\$ 2,802	\$ (0,008)	(0.3)
Insurance	1,222	1,125	0,097	7.9	-	-	-	-	1,222	1,125	0,097	7.9
Claims	2,083	2,061	0,022	1.1	-	-	-	-	2,083	2,061	0,022	1.1
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2,370	2,247	0.123	5.2	-	-	-	-	2,370	2,247	0.123	5.2
Professional Service Contracts	0,559	0,605	(0,046)	(8.3)	-	-	-	-	0,559	0,605	(0,046)	(8.3)
Materials & Supplies	2,242	2,275	(0,033)	(1.5)	-	0.089	(0,089)	-	2,242	2,365	(0,123)	(5.5)
Other Business Expense	0,354	0,346	0,008	2.3	-	-	-	-	0,354	0,346	0,008	2.3
Total Non-Labor Expenses	\$ 11,625	\$ 11,462	\$ 0,164	1.4	\$ -	\$ 0,089	\$ (0,089)	-	\$ 11,625	\$ 11,551	\$ 0,075	0.6
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 44,181	\$ 46,730	\$ (2,549)	(5.8)	\$ 0,644	\$ 0,293	\$ 0,351	54.6	\$ 44,825	\$ 47,022	\$ (2,197)	(4.9)
Depreciation	3,520	3,474	0,046	1.3	-	-	-	-	3,520	3,474	0,046	1.3
OPEB Obligation	4,618	4,600	0,018	0.4	-	-	-	-	4,618	4,600	0,018	0.4
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 52,319	\$ 54,804	\$ (2,485)	(4.8)	\$ 0,644	\$ 0,293	\$ 0,351	54.6	\$ 52,963	\$ 55,097	\$ (2,134)	(4.0)
Net Surplus/(Deficit)	\$ (36,536)	\$ (38,643)	\$ (2,107)	(5.8)	\$ -	\$ -	\$ -	-	\$ (36,536)	\$ (38,643)	\$ (2,107)	(5.8)

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 14,156	\$ 14,278	\$ 0,122	0.9	\$ -	\$ -	\$ -	-	\$ 14,156	\$ 14,278	\$ 0,122	0.9
Other Operating Income	1,627	1,883	0,256	15.7	-	-	-	-	1,627	1,883	0,256	15.7
Capital and Other Reimbursements	-	-	-	-	0,844	0,293	(0,351)	(54.6)	0,844	0,293	(0,351)	(54.6)
Total Revenue	\$ 15,783	\$ 16,161	\$ 0,378	2.4	\$ 0,844	\$ 0,293	\$ (0,351)	(54.6)	\$ 16,427	\$ 16,454	\$ 0,027	0.2
Expenses												
Labor:												
Payroll	\$ 18,915	\$ 20,935	\$ (2,020)	(10.7)	\$ 0,477	\$ 0,103	\$ 0,374	78.4	\$ 19,392	\$ 21,038	\$ (1,646)	(8.5)
Overtime	3,217	3,831	(0,614)	(19.1)	-	-	-	-	3,217	3,831	(0,614)	(19.1)
Health and Welfare	3,876	3,908	(0,232)	(6.3)	0,088	0,062	0,026	29.2	3,784	3,970	(0,206)	(5.5)
OPEB Current Payment	1,216	1,100	0,116	9.5	-	-	-	-	1,216	1,100	0,116	9.5
Pensions	3,596	3,580	0,016	0.5	0,041	0,031	0,010	25.5	3,610	3,610	0,027	0.7
Other Fringe Benefits	1,936	1,915	0,021	1.1	0,039	0,008	0,031	79.7	1,975	1,923	0,052	2.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 32,556	\$ 35,268	\$ (2,713)	(8.3)	\$ 0,644	\$ 0,203	\$ 0,441	68.5	\$ 33,200	\$ 35,471	\$ (2,272)	(6.8)
Non-Labor:												
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	\$ 2,795	\$ 2,802	\$ (0,008)	(0.3)	\$ -	\$ -	\$ -	-	\$ 2,795	\$ 2,802	\$ (0,008)	(0.3)
Insurance	1,222	1,125	0,097	7.9	-	-	-	-	1,222	1,125	0,097	7.9
Claims	2,083	2,061	0,022	1.1	-	-	-	-	2,083	2,061	0,022	1.1
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2,370	2,247	0,123	5.2	-	-	-	-	2,370	2,247	0,123	5.2
Professional Service Contracts	0,569	0,605	(0,046)	(8.3)	-	-	-	-	0,569	0,605	(0,046)	(8.3)
Materials & Supplies	2,242	2,275	(0,033)	(1.5)	-	0,089	(0,089)	-	2,242	2,365	(0,123)	(5.5)
Other Business Expense	0,354	0,346	0,008	2.3	-	-	-	-	0,354	0,346	0,008	2.3
Total Non-Labor Expenses	\$ 11,625	\$ 11,462	\$ 0,164	1.4	\$ -	\$ 0,089	\$ (0,089)	-	\$ 11,625	\$ 11,551	\$ 0,075	0.6
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 44,181	\$ 46,730	\$ (2,549)	(5.8)	\$ 0,644	\$ 0,293	\$ 0,351	54.6	\$ 44,825	\$ 47,022	\$ (2,197)	(4.9)
Depreciation	3,520	3,474	0,046	1.3	-	-	-	-	3,520	3,474	0,046	1.3
OPEB Obligation	4,618	4,600	0,018	0.4	-	-	-	-	4,618	4,600	0,018	0.4
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 52,319	\$ 54,804	\$ (2,485)	(4.8)	\$ 0,644	\$ 0,293	\$ 0,351	54.6	\$ 52,963	\$ 55,097	\$ (2,134)	(4.0)
Net Surplus/(Deficit)	\$ (36,536)	\$ (38,643)	\$ (2,107)	(5.8)	\$ -	\$ -	\$ -	-	\$ (36,536)	\$ (38,643)	\$ (2,107)	(5.8)

NOTE: Totals may not add due to rounding

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

Generic Revenue or Expense Category	Nonreimb or Reimb	January 2012				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 0.122	0.9	(a)	\$ 0.122	0.9	(a)		
Other Operating Revenue	NR	0.256	15.7	Greater insurance recoveries and student fare reimbursements	0.256	15.7	Greater insurance recoveries and student fare reimbursements		
Capital and Other Reimbursements	R	(0.351)	(54.6)	Vacancies and delayed charges	(0.351)	(54.6)	Vacancies and delayed charges		
Total Revenue Variance		\$ 0.027	0.2		\$ 0.027	0.2			
Payroll	NR	\$ (2.020)	(10.7)	Greater Extra Holiday pay as well as timing of Calender distribution	\$ (2.020)	(10.7)	Greater Extra Holiday pay as well as timing of Calender distribution		
Overtime	NR	(0.614)	(19.1)	New maintenance initiative	(0.614)	(19.1)	New maintenance initiative		
Health and Welfare	NR	(0.232)	(6.3)	Higher claims than expected	(0.232)	(6.3)	Higher claims than expected		
OPEB Current Payment	NR	0.116	9.5	Timing of charges	0.116	9.5	Timing of charges		
Pension	NR	0.016	0.5	(a)	0.016	0.5	(a)		
Other Fringe Benefits	NR	0.021	1.1	(a)	0.021	1.1	(a)		
Reimbursable Overhead	NR	-	*		-	*			
Fuel for Buses and Trains	NR	(0.008)	(0.3)	(a)	(0.008)	(0.3)	(a)		
Insurance	NR	0.097	7.9	Timing of charges	0.097	7.9	Timing of charges		
Claims	NR	0.022	1.1	(a)	0.022	1.1	(a)		
Maintenance and Other Operating Contracts	NR	0.123	5.2	(a)	0.123	5.2	(a)		
Professional Service Contracts	NR	(0.046)	(8.3)	Timing of charges	(0.046)	(8.3)	Timing of charges		
Materials & Supplies	NR	(0.033)	(1.5)	(a)	(0.033)	(1.5)	(a)		
Other Business Expense	NR	0.008	2.3	(a)	0.008	2.3	(a)		
Depreciation	NR	0.046	1.3	(a)	0.046	1.3	(a)		
Other Post Employment Benefits	NR	0.018	0.4	(a)	0.018	0.4	(a)		
Payroll	R	0.374	78.4	Timing of charges	0.374	78.4	Timing of charges		
Health and Welfare	R	0.026	29.2	Timing of charges	0.026	29.2	Timing of charges		
Pension	R	0.010	25.5	Timing of charges	0.010	25.5	Timing of charges		
Other Fringe Benefits	R	0.031	79.7	Timing of charges	0.031	79.7	Timing of charges		
Reimbursable Overhead	R	0.000	*		0.000	*			
Maintenance and Other Operating Contracts	R	0.000	*		0.000	*			
Materials & Supplies	R	(0.089)	*		(0.089)	*			
Total Expense Variance		\$ (2.134)	(4.0)		\$ (2.134)	(4.0)			
Net Variance		\$ (2.107)	(5.8)		\$ (2.107)	(5.8)			

(a) - Variance less than 5%

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

	January 2012				Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ 14.156	\$ 15.161	\$ 1.005	7.1	\$ 14.156	\$ 15.161	\$ 1.005	7.1	
Other Operating Revenue	1.627	1.535	(0.092)	(5.7)	1.627	1.535	(0.092)	(5.7)	
Capital and Other Reimbursements	0.987	0.217	(0.770)	(78.0)	0.987	0.217	(0.770)	(78.0)	
Total Receipts	\$ 16.769	\$ 16.913	\$ 0.143	0.9	\$ 16.769	\$ 16.913	\$ 0.143	0.9	
Expenditures									
<i>Labor:</i>									
Payroll	\$ 18.587	\$ 19.680	\$ (1.094)	(5.9)	\$ 18.587	\$ 19.680	\$ (1.094)	(5.9)	
Overtime	3.137	3.831	(0.694)	(22.1)	3.137	3.831	(0.694)	(22.1)	
Health and Welfare	3.731	1.674	2.057	55.1	3.731	1.674	2.057	55.1	
OPEB Current Payment	1.216	-	1.216	0.5	1.216	-	1.216	100.0	
Pensions	3.622	3.257	0.365	10.1	3.622	3.257	0.365	10.1	
Other Fringe Benefits	1.777	1.796	(0.019)	(1.1)	1.777	1.796	(0.019)	(1.1)	
GASB Account	0.360	-	0.360	100.0	0.360	-	0.360	100.0	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
Total Labor Expenditures	\$ 32.429	\$ 30.238	\$ 2.191	6.8	\$ 32.429	\$ 30.238	\$ 2.191	6.8	
<i>Non-Labor:</i>									
Traction and Propulsion Power									
Fuel for Buses and Trains	\$ 2.795	\$ 0.532	\$ 2.263	81.0	\$ 2.795	\$ 0.532	\$ 2.263	81.0	
Insurance	1.222	0.829	0.393	32.1	1.222	0.829	0.393	32.1	
Claims	1.425	0.279	1.146	80.4	1.425	0.279	1.146	80.4	
Maintenance and Other Operating Contracts	2.370	2.008	0.363	15.3	2.370	2.008	0.363	15.3	
Professional Service Contracts	0.559	0.182	0.377	67.4	0.559	0.182	0.377	67.4	
Materials & Supplies	2.242	4.187	(1.945)	(86.8)	2.242	4.187	(1.945)	(86.8)	
Other Business Expenses	0.354	0.295	0.059	16.7	0.354	0.295	0.059	16.7	
Total Non-Labor Expenditures	\$ 10.967	\$ 8.313	\$ 2.655	24.2	\$ 10.967	\$ 8.313	\$ 2.655	24.2	
Other Expenditure Adjustments :									
Other	-	-	-	-	-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 43.396	\$ 38.550	\$ 4.846	11.2	\$ 43.396	\$ 38.550	\$ 4.846	11.2	
Operating Cash Surplus/(Deficit)	\$ (26.627)	\$ (21.638)	\$ 4.989	18.7	\$ (26.627)	\$ (21.638)	\$ 4.989	18.7	

NOTE. Totals may not add due to rounding

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

Operating Receipts or Disbursements	January 2012			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 1,005	7.1	Timing of receipts	\$ 1,005	7.1	Timing of receipts
Other Operating Revenue	(0,092)	(5.7)	Timing of student reimbursement receipts	(0,092)	(5.7)	Timing of student reimbursement receipts
Capital and Other Reimbursements	(0,770)	(78.0)	Vacancies and delayed charges	(0,770)	(78.0)	Vacancies and delayed charges
Total Receipts	\$ 0.143	0.9		\$ 0.143	0.9	
Payroll	\$ (1,094)	(5.9)	Timing of payments	\$ (1,094)	(5.9)	Timing of payments
Overtime	(0,694)	(22.1)	Timing of payments	(0,694)	(22.1)	Timing of payments
Health and Welfare	2,057	55.1	Timing of payments	2,057	55.1	Timing of payments
OPEB Current Payment	1,216	0.5	Timing of payments	1,216	100.0	Timing of payments
Pension	0,365	10.1	Timing of payments	0,365	10.1	Timing of payments
Other Fringe Benefits	(0,019)	(1.1)	(a)	(0,019)	(1.1)	(a)
Fuel for Buses and Trains	2,263	81.0	Prior period charges	2,263	81.0	Timing of payments
Insurance	0,393	32.1	Timing of payments	0,393	32.1	Timing of payments
Claims	1,146	80.4	Timing of payments	1,146	80.4	Timing of payments
Maintenance and Other Operating Contracts	0,363	15.3	Timing of payments	0,363	15.3	Timing of payments
Professional Service Contracts	0,377	67.4	Timing of payments	0,377	67.4	Timing of payments
Materials & Supplies	(1,945)	(86.8)	Timing of payments	(1,945)	(86.8)	Timing of payments
Other Business Expenditure	0,059	16.7	Timing of payments	0,059	16.7	Timing of payments
Total Expenditures	\$ 4,846	11.2		\$ 4,846	11.2	
Net Cash Variance	\$ 4,989	18.7		\$ 4,989	18.7	

(a) - Variance less than 5%

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

	January 2012				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$ -	\$ 0.883	\$ 0.883	-	\$ -	\$ 0.883	\$ 0.883	-
Other Operating Revenue	-	(0.348)	(0.348)	-	-	(0.348)	(0.348)	-
Capital and Other Reimbursements	0.343	(0.076)	(0.418)	-	0.343	(0.076)	(0.418)	-
Total Receipts	\$ 0.343	\$ 0.459	\$ 0.116	34.0	\$ 0.343	\$ 0.459	\$ 0.116	34.0
Expenditures								
<i>Labor:</i>								
Payroll	\$ 0.805	\$ 1.357	\$ (0.552)	(68.6)	\$ 0.805	\$ 1.357	\$ (0.552)	(68.6)
Overtime	0.080	-	0.080	100.0	0.080	-	0.080	100.0
Health and Welfare	0.034	2.296	(2.263)	*	0.034	2.296	(2.263)	*
OPEB Current Payment	-	1.100	(1.100)	-	-	1.100	(1.100)	-
Pensions	0.015	0.353	(0.339)	*	0.015	0.353	(0.339)	*
Other Fringe Benefits	0.198	0.127	0.070	35.6	0.198	0.127	0.070	35.6
GASB Account	(0.360)	-	(0.360)	(100.0)	(0.360)	-	(0.360)	(100.0)
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 0.771	\$ 5.234	\$ (4.463)	*	\$ 0.771	\$ 5.234	\$ (4.463)	*
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	-	2.270	(2.270)	-	-	2.270	(2.270)	-
Insurance	-	0.296	(0.296)	-	-	0.296	(0.296)	-
Claims	0.658	1.782	(1.124)	*	0.658	1.782	(1.124)	*
Maintenance and Other Operating Contracts	-	0.239	(0.239)	-	-	0.239	(0.239)	-
Professional Service Contracts	-	0.423	(0.423)	-	-	0.423	(0.423)	-
Materials & Supplies	-	(1.823)	1.823	-	-	(1.823)	1.823	-
Other Business Expenditures	-	0.051	(0.051)	-	-	0.051	(0.051)	-
Total Non-Labor Expenditures	\$ 0.658	\$ 3.238	\$ (2.580)	*	\$ 0.658	\$ 3.238	\$ (2.580)	*
<i>Other Expenditure Adjustments:</i>								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
<i>Gap Closing Expenditures:</i>								
'Additional Actions for Budget Balance' Expenditure	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ 1.429	\$ 8.472	\$ (7.043)	*	\$ 1.429	\$ 8.472	\$ (7.043)	*
Depreciation Adjustment	3.520	3.474	0.046	1.3	3.520	3.474	0.046	1.3
Other Post Employment Benefits	4.618	4.600	0.018	0.4	4.618	4.600	0.018	0.4
Environmental Remediation	-	-	-	-	-	-	-	-
Total Expenses/Expenditures	\$ 9.567	\$ 16.546	\$ (6.980)	(73.0)	\$ 9.567	\$ 16.546	\$ (6.980)	(73.0)
Total Cash Conversion Adjustments	\$ 9.909	\$ 17.006	\$ 7.096	71.6	\$ 9.909	\$ 17.006	\$ 7.096	71.6

NOTE: Totals may not add due to rounding

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

	Monthly						Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
SCHEDULED:												
Direct Service	46,067	\$1,920	41,855	\$1,772	4,212	\$0.148	46,067	\$1,920	41,855	\$1,772	4,212	\$0.148
					9.1%	7.7%					9.1%	7.7%
Programmed Maintenance	-	\$0.000	0	-	0	-	-	\$0.000	-	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
Total Scheduled	46,067	\$1,920	41,855	\$1,772	4,212	\$0.148	46,067	\$1.9	41,855	\$1,772	4,212	\$0.148
					9.1%	7.7%					9.1%	7.7%
UNSCHEDULED:												
Vacancy/Absentee Coverage	9,824	\$0.477	16,942	\$0.900	(7,118)	(\$0.423)	9,824	\$0.477	16,942	\$0.900	(7,118)	(\$0.423)
					*	*					-72.5%	-88.6%
Weather Emergencies	105	\$0.006	572	\$0.043	(467)	(\$0.037)	105	\$0.006	572	\$0.043	(467)	(\$0.037)
					*	*					*	*
Maintenance	14,506	\$0.578	18,445	\$0.874	(3,939)	(\$0.296)	14,506	\$0.578	18,445	\$0.874	(3,939)	(\$0.296)
					-27.2%	-51.3%					-27.2%	-51.3%
Service Delays	2,586	\$0.145	2,514	\$0.174	72	(\$0.029)	2,586	\$0.145	2,514	\$0.174	72	(\$0.029)
					2.8%	-20.1%					2.8%	-20.1%
Emergencies	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
					0.0%	0.0%					0.0%	0.0%
Tour Length	1,029	\$0.057	136	\$0.006	893	\$0.052	1,029	\$0.057	136	\$0.006	893	\$0.052
					86.8%	90.4%					86.8%	90.4%
Safety/Security/Law Enforcement	137	\$0.006	-	\$0.000	137	\$0.006	137	\$0.006	-	\$0.000	137	\$0.006
					100.0%	100.0%					100.0%	100.0%
All Other	626	\$0.027	1,420	\$0.061	(794)	(\$0.034)	626	\$0.027	1,420	\$0.061	(794)	(\$0.034)
					-126.8%	-125.9%					-126.8%	-125.9%
Total Unscheduled	28,812	\$1.297	40,028	\$2.059	(11,217)	(\$0.762)	28,812	1.297	40,028	\$2.059	(11,217)	(\$0.762)
					-38.9%	-58.8%					-38.9%	-58.8%
TOTAL NON-REIMBURSABLE OVERTIME:	74,879	\$3.217	81,883	\$3.831	(7,004)	(\$0.614)	74,879	3.217	81,883	\$3.831	(7,004)	(\$0.614)
					-9.4%	-19.1%					-9.4%	-19.1%
REIMBURSABLE OVERTIME	-	\$0.000	-	\$0.000	-	-	-	\$0.000	-	\$0.000	-	-
					*	*					*	*
TOTAL OVERTIME	74,879	\$3.217	81,883	\$3.831	(7,004)	(\$0.614)	74,879	3.217	81,883	\$3.831	(7,004)	(\$0.614)
					-9.4%	-19.1%					-9.4%	-19.1%
						(\$0.950)						

Use a "*" and at the bottom of the page footnote this:
* - Variance hours and / or dollars exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
SCHEDULED:						
<u>Direct Service</u>	4,212	\$0.148	98.50 % of service was operated in January	4,212	\$0.148	98.50 % of service was operated in January
	9.1%	7.7%		9.1%	7.7%	
Programmed Maintenance	0	\$0.000		0	\$0.000	
	0.0%	0.0%		0.0%	0.0%	
Total Scheduled	4,212	\$0.148		4,212	\$0.148	
	9.1%	7.7%		9.1%	7.7%	
UNSCHEDULED:						
<u>Vacancy/Absentee Coverage</u>	(7,118)	(\$0.423)	Vacancy Coverage	(7,118)	(\$0.423)	Vacancy Coverage
				-72.5%	-88.6%	
<u>Weather Emergencies</u>	(467)	(\$0.037)	Snow Storm Prep	(467)	(\$0.037)	Snow Storm Prep
<u>Maintenance</u>	(3,939)	(\$0.296)	Maintenance campaign initiated with enhanced inspection process to increase bus reliability and performance.	(3,939)	(\$0.296)	Maintenance campaign initiated with enhanced inspection process to increase bus reliability and performance.
	-27.2%	-51.3%		-27.2%	-51.3%	
<u>Service Delays</u>	72	(\$0.029)		72	(\$0.029)	
	2.8%	-20.1%		2.8%	-20.1%	
<u>Emergencies</u>	-	\$0.000		-	\$0.000	
	0.0%	0.0%		0.0%	0.0%	
<u>Tour Length</u>	893	\$0.052		893	\$0.052	
	86.8%	90.4%		86.8%	90.4%	
<u>Safety/Security/Law Enforcement</u>	137	\$0.006		137	\$0.006	
	100.0%	100.0%		100.0%	100.0%	
<u>All Other</u>	(794)	(\$0.034)	Unplanned Administrative Work.	(794)	(\$0.034)	Unplanned Administrative Work.
	-126.8%	-125.9%		-126.8%	-125.9%	
Total Unscheduled	(11,217)	(\$0.762)		(11,217)	(\$0.762)	
	-38.9%	-58.8%		-38.9%	-58.8%	
TOTAL NON-REIMBURSABLE OVERTIME:	(7,004)	(\$0.614)		(7,004)	(\$0.614)	
	-9.4%	-19.1%		-9.4%	-19.1%	
REIMBURSABLE OVERTIME						
TOTAL OVERTIME	(7,004)	(\$0.614)		(7,004)	(\$0.614)	
	-9.4%	-19.1%		-9.4%	-19.1%	

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

	<u>January 2012</u>			<u>Year-to-date as of January 2012</u>		
	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$ 14.156	\$ 14.278	\$ 0.122	\$ 14.156	\$ 14.278	\$ 0.122
Total Farebox Revenue	\$ 14.156	\$ 14.278	\$ 0.122	\$ 14.156	\$ 14.278	\$ 0.122
Other Revenue	\$ 1.627	\$ 1.883	\$ 0.256	\$ 1.627	\$ 1.883	\$ 0.256
Capital & Other	0.644	0.293	(0.351)	0.644	0.293	(0.351)
Total Revenue	\$ 16.427	\$ 16.454	\$ 0.027	\$ 16.427	\$ 16.454	\$ 0.027
<u>Ridership</u>						
Fixed Route	9.433	9.581	0.147	9.433	9.581	0.147
Total Ridership	9.433	9.581	0.147	9.433	9.581	0.147

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

FUNCTION / DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Office of the EVP	4	4	-	
Human Resources	6	8	(2)	
Office of Management and Budget	14	14	-	
Technology & Information Services	17	18	(1)	
Material	18	18	-	
Controller	19	35	(16)	
Office of the President	5	4	1	
System Safety Administration	5	2	3	
Law	21	23	(2)	
Corporate Communications	2	2	-	
Labor Relations	4	-	4	
Strategic Office	8	9	(1)	
Non-Departmental	57	-	57	Pending Programs / Training
Total Administration	180	137	43	
Buses	2,056	2,088	(32)	
Office of the Executive VP	1	1	-	
Safety & Training	21	27	(6)	
Road Operations	119	118	1	
Transportation Support	20	20	-	
Operations Planning	30	28	2	
Revenue Control	21	21	-	
Total Operations	2,268	2,303	(35)	Timing Requirements for Maintenance and Operations
Buses	730	721	9	
Maintenance Support/CMF	152	152	-	
Facilities	72	38	34	Vacancies Replaced by MOU
Supply Logistics	83	82	1	
System Safety	-	-	-	
Total Maintenance	1,037	993	44	Timing Requirements for Training
Capital Program Management	38	34	4	
Total Engineering/Capital	38	34	4	
Senior VP	-	-	-	
Security	12	12	-	
Total Public Safety	12	12	-	
	3,535	3,479	56	
Non-Reimbursable	3,468	3,417	51	
Reimbursable	67	62	5	
	3,535	3,479	56	
Total Full-Time	3,520	3,467	53	
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
January 2012

FUNCTION / OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	47	45	2	
Professional, Technical, Clerical	76	92	(16)	
Operational Hourlies	57	-	57	
Total Administration	180	137	43	Pending Programs / Training
Operations				
Managers/Supervisors	300	297	3	
Professional, Technical, Clerical	50	52	(2)	
Operational Hourlies	1,918	1,954	(36)	
Total Operations	2,268	2,303	(35)	Training Requirements for Maintenance and Operations
Maintenance				
Managers/Supervisors	195	190	5	
Professional, Technical, Clerical	12	12	-	
Operational Hourlies	830	791	39	
Total Maintenance	1,037	993	44	Timing of Training Requirements
Engineering/Capital				
Managers/Supervisors	22	19	3	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
Total Engineering/Capital	38	34	4	
Public Safety				
Managers/Supervisors	9	6	3	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	1	(1)	
Total Public Safety	12	12	-	
Total Baseline Positions				
Managers/Supervisors	573	557	16	
Professional, Technical, Clerical	157	176	(19)	
Operational Hourlies	2,805	2,746	59	
Total Baseline Positions	3,535	3,479	56	

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 69.629	\$ 68.297	\$ (1.332)	(1.9)	\$ -	\$ -	\$ -	-	\$ 69.629	\$ 68.297	\$ (1.332)	(1.9)
Paratransit	1.288	1.221	(0.067)	(5.2)	-	-	-	-	1.288	1.221	(0.067)	(5.2)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Income	16.294	16.321	0.027	0.2	-	-	-	-	16.294	16.321	0.027	0.2
Capital and Other Reimbursements	-	-	-	-	2.130	2.189	0.059	2.8	2.130	2.189	0.059	2.8
Total Revenue	\$ 87.211	\$ 85.839	\$ (1.372)	(1.6)	\$ 2.130	\$ 2.189	\$ 0.059	2.8	\$ 89.341	\$ 88.028	\$ (1.313)	(1.5)
Expenses												
Labor												
Payroll	\$ 81.651	\$ 78.637	\$ 3.014	3.7	\$ 0.682	\$ 0.775	\$ (0.093)	(13.6)	\$ 82.333	\$ 79.412	\$ 2.921	3.5
Overtime	11.692	13.671	(1,979)	(16.9)	0.387	0.398	(0.011)	(2.8)	12.079	14.069	(1,990)	(16.5)
Health and Welfare	15.899	15.360	0.539	3.4	-	-	-	-	15.899	15.360	0.539	3.4
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	7.411	7.251	0.160	2.2	-	-	-	-	7.411	7.251	0.160	2.2
Other Fringe Benefits	6.917	6.686	0.230	3.3	0.276	0.312	(0.035)	(12.8)	7.193	6.998	0.195	2.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.580)	(0.640)	0.060	10.3	0.580	0.640	(0.060)	(10.3)	-	-	-	-
Total Labor Expenses	\$ 122.989	\$ 120.965	\$ 2.024	1.6	\$ 1.926	\$ 2.125	\$ (0.199)	(10.3)	\$ 124.915	\$ 123.090	\$ 1.825	1.5
Non-Labor												
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	14.455	14.844	(0.389)	(2.7)	-	-	-	-	14.455	14.844	(0.389)	(2.7)
Insurance	4.128	3.610	0.519	12.6	-	-	-	-	4.128	3.610	0.519	12.6
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	31,108	32,501	(1,393)	(4.5)	-	-	-	-	31,108	32,501	(1,393)	(4.5)
Maintenance and Other Operating Contracts	4.588	2,434	2,154	46.9	(0.000)	0.001	(0.001)	*	4.588	2,435	2,153	46.9
Professional Service Contracts	0.332	0.091	0.241	72.7	-	-	-	-	0.332	0.091	0.241	72.7
Materials & Supplies	8.368	7,989	0.379	4.5	-	0.000	(0.000)	-	8.368	7,989	0.379	4.5
Other Business Expense	0.003	0.043	(0.040)	*	0.204	0.063	0.141	69.2	0.207	0.106	0.101	48.8
Total Non-Labor Expenses	\$ 62.982	\$ 61.512	\$ 1.470	2.3	\$ 0.204	\$ 0.064	\$ 0.140	68.6	\$ 63.186	\$ 61.576	\$ 1.610	2.5
Other Expense Adjustments :												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 185.971	\$ 182.477	\$ 3.494	1.9	\$ 2.130	\$ 2.189	\$ (0.059)	(2.8)	\$ 188.101	\$ 184.666	\$ 3.435	1.8
Depreciation	-	0.025	(0.025)	-	-	-	-	-	-	0.025	(0.025)	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 185.971	\$ 182.502	\$ 3.469	1.9	\$ 2.130	\$ 2.189	\$ (0.059)	(2.8)	\$ 188.101	\$ 184.691	\$ 3.410	1.8
Net Surplus/(Deficit)	\$ (98.760)	\$ (96.663)	\$ 2.097	2.1	\$ -	\$ -	\$ -	-	\$ (98.760)	\$ (96.663)	\$ 2.097	2.1

NOTE. Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 69,629	\$ 68,297	\$ (1,332)	(1.9)	\$ -	\$ -	\$ -	-	\$ 69,629	\$ 68,297	\$ (1,332)	(1.9)
Paratransit	1,288	1,221	(0,067)	(5.2)	-	-	-	-	1,288	1,221	(0,067)	(5.2)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	16,294	16,321	0,027	0.2	-	-	-	-	16,294	16,321	0,027	0.2
Capital & Other Reimbursements	-	-	-	-	2,130	2,189	0,059	2.8	2,130	2,189	0,059	2.8
Total Revenue	\$ 87,211	\$ 85,839	\$ (1,372)	(1.6)	\$ 2,130	\$ 2,189	\$ 0,059	2.8	\$ 89,341	\$ 88,028	\$ (1,313)	(1.5)
Expenses												
Labor:												
Payroll	\$ 81,651	\$ 78,637	\$ 3,014	3.7	\$ 0,682	\$ 0,775	\$ (0,093)	(13.6)	\$ 82,333	\$ 79,412	\$ 2,921	3.5
Overtime	11,692	13,671	(1,979)	(16.9)	0,387	0,398	(0,011)	(2.8)	12,079	14,069	(1,990)	(16.5)
Health and Welfare	15,899	15,360	0,539	3.4	-	-	-	-	15,899	15,360	0,539	3.4
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	7,411	7,251	0,160	2.2	-	-	-	-	7,411	7,251	0,160	2.2
Other Fringe Benefits	6,917	6,686	0,230	3.3	0,276	0,312	(0,035)	(12.8)	7,193	6,998	0,195	2.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,580)	(0,640)	0,060	10.3	0,580	0,640	(0,060)	(10.3)	-	-	-	-
Total Labor Expenses	\$ 122,989	\$ 120,965	\$ 2,024	1.6	\$ 1,926	\$ 2,125	\$ (0,199)	(10.3)	\$ 124,915	\$ 123,090	\$ 1,825	1.5
Non-Labor:												
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	14,455	14,844	(0,389)	(2.7)	-	-	-	-	14,455	14,844	(0,389)	(2.7)
Insurance	4,128	3,610	0,519	12.6	-	-	-	-	4,128	3,610	0,519	12.6
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	31,108	32,501	(1,393)	(4.5)	-	-	-	-	31,108	32,501	(1,393)	(4.5)
Maintenance and Other Operating Contracts	4,588	2,434	2,154	46.9	(0,000)	0,001	(0,001)	-	4,588	2,435	2,153	46.9
Professional Service Contracts	0,332	0,091	0,241	72.7	-	-	-	-	0,332	0,091	0,241	72.7
Materials & Supplies	8,368	7,989	0,379	4.5	-	0,000	(0,000)	-	8,368	7,989	0,379	4.5
Other Business Expense	0,003	0,043	(0,040)	-	0,204	0,063	0,141	69.2	0,207	0,106	0,101	48.8
Total Non-Labor Expenses	\$ 62,982	\$ 61,512	\$ 1,470	2.3	\$ 0,204	\$ 0,064	\$ 0,140	68.6	\$ 63,186	\$ 61,576	\$ 1,610	2.5
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 185,971	\$ 182,477	\$ 3,494	1.9	\$ 2,130	\$ 2,189	\$ (0,059)	(2.8)	\$ 188,101	\$ 184,666	\$ 3,435	1.8
Depreciation	-	0,025	(0,025)	-	-	-	-	-	-	0,025	(0,025)	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 185,971	\$ 182,502	\$ 3,469	1.9	\$ 2,130	\$ 2,189	\$ (0,059)	(2.8)	\$ 188,101	\$ 184,691	\$ 3,410	1.8
Net Surplus/(Deficit)	\$ (98,760)	\$ (96,663)	\$ 2,097	2.1	\$ -	\$ -	\$ -	-	\$ (98,760)	\$ (96,663)	\$ 2,097	2.1

NOTE: Totals may not add due to rounding

**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	January 2012			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (1.332)	(1.9)		\$ (1.332)	(1.9)	
Paratransit	NR	(0.067)	(5.2)	Mainly due to lower than budgeted trips	(0.067)	(5.2)	Mainly due to lower than budgeted trips
Other Operating Revenue	NR	0.027	0.2	(a)	0.027	0.2	(a)
Capital and Other Reimbursements	R	0.059	2.8	(a)	0.059	2.8	(a)
Total Revenue Variance		\$ (1.313)	(1.5)		\$ (1.313)	(1.5)	
Payroll	NR	\$ 3.014	3.7	(a)	\$ 3.014	3.7	(a)
Overtime	NR	(1.979)	(16.5)	Primarily due to the bus maintenance program aimed at reversing the negative trend in MDBF along with bus operator vacancies and traffic delays	(1.979)	(16.5)	Primarily due to the bus maintenance program aimed at reversing the negative trend in MDBF along with bus operator vacancies and traffic delays
Health and Welfare	NR	0.539	3.4	(a)	0.539	3.4	(a)
OPEB Current Payment	NR	-	-		-	-	
Pension	NR	0.160	2.2	Timing	0.160	2.2	Timing
Other Fringe Benefits	NR	0.230	2.7	Lower payroll expense	0.230	2.7	Lower payroll expense
Reimbursable Overhead	NR	0.060	-	(a)	0.060	-	(a)
Payroll	R	(0.093)	(13.6)	Due to greater than budgeted shuttles and NYCT support service for MTA Bus	(0.093)	(13.6)	Due to greater than budgeted shuttles and NYCT support service for MTA Bus
Overtime	R	(0.011)	(2.6)	Due to greater than budgeted shuttle services & Facility Maintenance work (MOU)	(0.011)	(2.6)	Due to greater than budgeted shuttle services & Facility Maintenance work (MOU)
Other Fringe Benefits	R	(0.035)	(12.8)	Due to greater than budgeted shuttles and NYCT support service for MTA Bus	(0.035)	(12.8)	Due to greater than budgeted shuttles and NYCT support service for MTA Bus
Reimbursable Overhead	R	(0.060)	(10.3)	Due to greater than budgeted shuttle services and Facility projects	(0.060)	(10.3)	Due to greater than budgeted shuttle services and Facility projects
Total Labor Variance		\$ 1.825	1.5		\$ 1.825	1.5	
Fuel for Buses and Trains	NR	(0.389)	(2.7)	(a)	(0.389)	(2.7)	(a)
Insurance	NR	0.519	12.6	Timing	0.519	12.6	Timing
Claims	NR	-	-		-	-	
Paratransit Service Contracts	NR	(1.393)	(4.5)	Pending service contract adjustment; actual expenses lower by \$1.4M	(1.393)	(4.5)	Pending service contract adjustment; actual expenses lower by \$1.4M
Maintenance and Other Operating Contracts	NR	2.154	46.9	Timing	2.154	46.9	Timing
Professional Service Contracts	NR	0.241	72.7	Timing	0.241	72.7	Timing
Materials & Supplies	NR	0.379	4.5	Timing	0.379	4.5	Timing
Other Business Expense	NR	(0.040)	*	(a)	(0.040)	*	(a)
Maintenance and Other Operating Contracts	R	(0.001)	*	(a)	(0.001)	*	(a)
Professional Service Contracts	R	-	-	(a)	-	-	(a)
Materials & Supplies	R	(0.000)	-	(a)	(0.000)	-	(a)
Other Business Expense	R	0.141	69.2	Due to fewer warranty claims and travel expense	0.141	69.2	Due to fewer warranty claims and travel expense
Total Expense Variance		\$ 1.610	2.5		\$ 1.610	2.5	
Net Variance		\$ 2.097	2.1		\$ 2.097	2.1	

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

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

	January 2012						January YTD 2012					
	Adopted Budget		Actuals		Variance		Adopted Budget		Actuals		Variance	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON - REIMBURSABLE												
SCHEDULED OVERTIME												
Subways	87,598	\$2.65	85,238	\$2.54	(2,360)	(\$0.10)	87,598	\$2.65	85,238	\$2.54	(2,360)	(\$0.10)
Buses	253,683	\$7.41	240,009	\$6.87	(13,674)	(\$0.54)	253,683	\$7.41	240,009	\$6.87	(13,674)	(\$0.54)
All Other	2,152	\$0.05	898	\$0.02	(1,254)	(\$0.02)	2,152	\$0.05	898	\$0.02	(1,254)	(\$0.02)
Total Scheduled	343,433	\$10.11	326,145	\$9.44	(17,288)	(\$0.67)	343,433	\$10.11	326,145	\$9.44	(17,288)	(\$0.67)
UNSCHEDULED OVERTIME												
Subways	210,235	\$6.98	346,690	\$11.07	136,456	\$4.08	210,235	\$6.98	346,690	\$11.07	136,456	\$4.08
Buses	135,838	\$4.28	236,083	\$6.80	100,245	\$2.52	135,838	\$4.28	236,083	\$6.80	100,245	\$2.52
All Other	25,201	\$0.73	26,551	\$0.87	1,350	\$0.14	25,201	\$0.73	26,551	\$0.87	1,350	\$0.14
Total Unscheduled	371,274	\$11.99	609,324	\$18.73	238,051	\$6.74	371,274	\$11.99	609,324	\$18.73	238,051	\$6.74
TOTAL NON-REIMBURSABLE OVERTIME	714,707	\$22.1	935,469	\$28.2	220,763	\$6.08	714,707	\$22.1	935,469	\$28.2	220,763	\$6.08
REIMBURSABLE												
SCHEDULED OVERTIME												
Subways	5,163	\$0.16	2,366	\$0.11	(2,797)	(\$0.05)	5,163	\$0.16	2,366	\$0.11	(2,797)	(\$0.05)
Buses	-	\$0.00	550	\$0.01	550	\$0.01	-	\$0.00	550	\$0.01	550	\$0.01
All Other	-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00
Total Scheduled	5,163	\$0.16	2,916	\$0.12	(2,247)	(\$0.04)	5,163	\$0.16	2,916	\$0.12	(2,247)	(\$0.04)
UNSCHEDULED OVERTIME												
Subways	140,330	\$4.04	162,144	\$4.46	21,814	\$0.42	140,330	\$4.04	162,144	\$4.46	21,814	\$0.42
Buses	16,514	\$0.39	14,177	\$0.38	(2,337)	(\$0.00)	16,514	\$0.39	14,177	\$0.38	(2,337)	(\$0.00)
All Other	10,646	\$0.41	566	\$0.36	(10,080)	(\$0.05)	10,646	\$0.41	566	\$0.36	(10,080)	(\$0.05)
Total Unscheduled	167,490	\$4.83	176,887	\$5.20	9,398	\$0.37	167,490	\$4.83	176,887	\$5.20	9,398	\$0.37
TOTAL REIMBURSABLE OVERTIME	172,653	\$4.99	179,803	\$5.32	7,151	\$0.34	172,653	\$4.99	179,803	\$5.32	7,151	\$0.34
TOTAL OVERTIME	887,359	\$27.09	1,115,272	\$33.50	227,913	\$6.41	887,359	\$27.09	1,115,272	\$33.50	227,913	\$6.41

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

**Utilization
(In millions)**

	<u>January, 2012</u>			<u>Year-to-date as of January 2012</u>		
	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$ 69.629	\$ 68.297	\$ (1.332)	\$ 69.629	\$ 68.297	\$ (1.332)
Paratransit	1.288	1.221	(0.067)	1.288	1.221	(0.067)
Total Farebox Revenue	\$ 70.917	\$ 69.518	\$ (1.399)	\$ 70.917	\$ 69.518	\$ (1.399)
Other Revenue	\$ 16.294	\$ 16.321	\$ 0.027	\$ 16.294	\$ 16.321	\$ 0.027
Capital & Other	2.130	2.189	0.059	2.130	2.189	0.059
Total Revenue	\$ 89.341	\$ 88.028	\$ (1.313)	\$ 89.341	\$ 88.028	\$ (1.313)
<u>Ridership</u>						
Fixed Route	54.068	53.239	(0.829)	54.068	53.239	(0.829)
Paratransit	0.795	0.757	(0.038)	0.795	0.757	(0.038)
Total Ridership	54.863	53.997	(0.866)	54.863	53.997	(0.866)

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

FUNCTION / OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Reason For Variance
Total Baseline Positions				
Managers/Supervisors				
- Managers	580	575	5	
- Supervisors	1,154	1,135	19	
Total Managers/Supervisors	1,734	1,710	24	Vacancies due to delayed hiring
Professional/Technical/Clerical				
- Full Time	239	247	(8)	
- Part Time	-	-	-	
Total Professional/Technical/Clerical	239	247	(8)	
Operational Hourlies				
- Bus operators	9,495	9,301	194	
- Maintenance	2,681	2,671	10	
Total Hourlies	12,176	11,972	204	Timing of training requirements
Total Baseline Positions FT	14,149	13,929	220	
Total Baseline Positions PT	-	-	-	
Total Baseline Positions	14,149	13,929	220	

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

NYCT Buses

Awards: Replace chassis wash lift at Castleton Depot for \$0.35 million.

Completions: Purchase fifteen (15) Compressed Natural Gas (CNG) Paratransit vehicles for \$0.93 million.

Designs: None

MTA Bus

Awards: Replace equipment for heating and air conditioning in the Administrative Building at JFK. The bid cost for this project is \$1.03 million.

Completions: None

Designs: None

PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed expenditure of \$34.0M.

Staff Summary

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

Date	March 12, 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	3/26/12	X		
2	Board	3/28/12	X		

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

PURPOSE:

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

DISCUSSION:

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

None

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

<u>Procurements Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$22.6M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Non - Competitive Procurements	1	\$22.6M

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

None

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

<u>Procurements Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule G: Miscellaneous Service Contracts	1	\$ 0.4M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	1	\$ 5.6M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Competitive Procurements	2	\$6.0M

MTA Bus Company seeks Ratifications in the following categories:

<u>Procurements Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K: Ratifications of Completed Procurement Actions (involving Schedules E-J)	1	\$5.4M

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

None

	<u># of Actions</u>	<u>\$ Amount</u>
Total Ratifications	1	\$5.4M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Procurements	4	\$34.0M

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

MARCH 2012

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K.)

- | | | |
|-------------------------------|--------------|-------------------------------|
| 1. UTC Fire and Security | \$22,642,618 | <u>Staff Summary Attached</u> |
| A United Technologies Company | | |
| Contract # C-52097.3 | | |

Modification to the contract for Bus Camera Security Systems, in order to exercise an option to purchase additional Bus Camera Security systems for 1150 buses and 12 depots and purchase three additional servers.

MARCH 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if sealed bid procurement.)

2. **Permatur Industries d/b/a/ Sissco** **\$360,823 (Est.)**
One Bid Only – Four-year contract
RFQ #13742

This contract is for the diagnosis and repair of parallelogram-type vehicle lifts.

The contractor is required to provide all labor, materials, and equipment as required for the repair of parallelogram-type vehicle lifts manufactured by Rotary, Mohawk, Sefac, Dyno and Hunter. These lifts are used at NYC Transit Department of Buses and MTA Bus depots as well as the two Support Fleet Service shops that service non-revenue vehicles. The parallelogram is a surface mounted runway style lift. The vehicle drives onto the lift rather than being supported by fixed posts.

The single bid was submitted by the incumbent, Permatur Industries, Inc. D/B/A Sissco (Sissco). Procurement attempted to obtain competition by reaching out to additional vendors and waiving the fee to purchase the bid package. In addition to Sissco, two other vendors attended the pre-bid conference and expressed interest, but did not submit bids, stating that they are unable to handle additional workload at this time. Procurement contacted additional vendors whose names had been provided by other regional transit properties and large fleet operators, and these vendors advised that they would not have been able to provide lower pricing than that offered by Sissco.

Procurement compared the unit prices of the previous contract awarded May 2008 to this contract. All unit pricing has remained the same, except the hourly labor rate and the round trip flat rate transportation fee for Years 1 and 2. The labor rate decreased by 4.5% from \$83 to \$79 and the transportation fee decreased by 1.9% from \$161 to \$158. The price of \$360,823 is considered fair and reasonable.

MARCH 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

L. Budget Adjustments to Estimated Quantity Contracts

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

3.	Skyline Credit Ride, Inc. Contract # 10E0281E November 14, 2010 – November 13, 2013	Original Amount:	\$	4,077,765
		Prior Modifications:	\$	0
		Prior Budgetary Increases:	\$	0
		Current Amount:	\$	4,077,765
		This Request:	\$	5,620,140
		% of This Request to Current Amount:		137.8%
		% of Mods/Budget Adjustments (including This Request) to Original Amount:		137.8%

Discussion:

This budget adjustment will provide additional funding for increased capacity of voucher based car services.

Voucher based car service plays a major role in Paratransit's overall plan to increase service capacity during peak times for transporting ambulatory customers in a cost efficient manner. This contract provides transportation for Access-A-Ride customers for miscellaneous/recurring citywide trips.

As part of an ongoing cost savings initiative, Paratransit has pursued the goal of increasing the booking of trips utilizing voucher based car service. Skyline Credit Ride, Inc.'s (Skyline) current average cost per voucher trip is \$30.46, as compared to the average cost per trip for Primary Paratransit carriers of approximately \$58.00, all of which include fare revenue. In the past, lack of industry capacity prevented growth in this program. However, current economic conditions have freed up capacity formerly utilized by private industry allowing voucher based car service to provide more trips previously allocated to Primary carriers. As a result, Paratransit has also increased the number of trips allocated to the voucher based car service and taxi providers from approximately 15% in 2010 to 20% in 2011 of the total amount of Paratransit trips. Due to the increased trip volume allocated to this program, some voucher based car service firms have had difficulty meeting the demand. Skyline has the capacity to satisfy a large quantity of trips and thus has been able to take on a larger amount of the work than was originally estimated, which has resulted in a higher draw-down of available contract funds than originally anticipated. Procurement attempted to secure a price concession but Skyline indicated that its rates, which were competitively awarded in November 2010, are as low as it could offer without impacting service. However, Skyline did agree to forego the annual Consumer Price Index adjustment permitted by the contract and hold its pricing firm throughout the remainder of the contract term. This budget adjustment for additional funding is necessary to continue providing voucher based car service to facilitate an increase in the number of trips by approximately 184,000 for the remainder of the contract term.

MARCH 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

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

- | | | |
|---|--------------------|-------------------------------|
| 4. Trillium, USA. | \$5,401,074 (est.) | <u>Staff Summary Attached</u> |
| Contract No. CNG200501 | | |
| Maintenance of MTA Bus Company's Compressed Natural Gas facilities at College Point and Spring Creek depots | | |

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 1

Vendor Name (& Location) UTC Fire & Security, America's Corporation (Salem, OR)	
Description Installation of Bus Camera Security Systems	
Contract Term (Including Options, if any) February 15, 2011 – December 31, 2017	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Buses, Darryl C. Irick	

Contract Number C-52097	AWO/Modification # 3
Original Amount:	\$ 9,748,256
Prior Modifications:	\$ 144,663
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 9,892,919
This Request:	\$ 22,642,618
% of This Request to Current Amount:	228.8%
% of Modifications (including This Request) to Original Amount:	233.8%

Discussion:

This modification will exercise an option for the provision and installation of additional Bus Camera Security Systems (BCSSs) for 1,150 buses and 12 depots and purchase three additional servers. These systems will enhance safety and security for employees and the riding public.

This contract was awarded to UTC Fire & Security (UTCFS) under an Immediate Operating Need for the provision and installation of a BCSS consisting of cameras and digital video recorders on 426 buses as well as software and hardware for nine depots with an option for an additional 1,150 buses and corresponding depots. The decision to select UTCFS was the result of an informal competitive Request For Proposal process which allowed the Authority to evaluate technical performance, price and warranty provisions and ultimately select a superior product at a competitive price. The BCSS allows video images to be captured on buses and then wirelessly uploaded along with a system health report from buses to depot servers during the refueling process. As of March 1, 2012, BCSS have been installed on 297 buses and five depots.

Modification #1 incorporated the provision, installation and integration of a central server into the BCSS to enable NYC Transit's Department of Buses (DOB) to conduct system-wide searches for video data without the need to physically access each depot's local server. Modification #2 is for the provision of Data Management Services (DMS). The UTCFS provided data manager will process video requests, retrieve video data, package the video data for distribution, and ensure the integrity of the video data collection and the retention process. These DMS are required due to the increase in the number of buses and depots with BCSS equipment being installed.

This modification will exercise an option for the provision and installation of additional BCSSs for 1,150 buses and 12 depots and purchase three additional servers. The 1,150 BCSS will be installed on new bus fleets that are being delivered pre-wired by the bus manufacturers. The depot equipment is required to accommodate BCSS installations on these new fleets. The three additional servers are required to replace aging servers that were provided under a previous contract and are approaching the end of their useful life.

The pricing for this option was included in the base contract. The contract contains three pricing Tiers (Tier 1: 1-1000, Tier 2: 1001-2000, Tier 3: 2000+). In the event that the total quantity of BCSSs installed and accepted on buses (base plus option[s]) crosses into the next pricing Tier, the Authority is entitled to receive a credit equal to the difference between the pricing Tier previously paid and the pricing associated with the Tier achieved. UTCFS has agreed to provide all of the 1,150 BCSSs for buses which are the subject of this modification #3 at the Tier 2 prices and will provide the NYC Transit a credit in the amount of \$72,607 for the first 426 buses once Tier 2 has officially been achieved.

The total option award of \$22,642,618 will consist of BCSSs on 1,150 buses at an average price of approximately \$17,524/bus (\$20,153,060), 12 depots at a price of \$208,573/depot (\$2,502,876), three server systems at a price of \$19,763/server (\$59,289) and a credit in the amount of approximately \$72,607. The credit for the original 426 buses will be triggered once more than 1,000 total buses (base and option) have been outfitted with BCSSs and accepted by DOB. The final price of \$22,642,618 was found to be fair and reasonable.

A background check and review of information submitted by UTCFS revealed significant adverse information (SAI) within the meaning of the All Agency Responsibility Guidelines concerning its parent, United Technologies Corporation (UTC) and its affiliates. Following review by Senior Management, UTCFS has been found to be a responsible contractor for award of this option.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 4
Vendor Name (& Location) Trillium USA.
Description Maintenance and repair services for the CNG Fueling Facilities at the College Point and Spring Creek Depots
Contract Term (including Options, if any) March 1, 2006 through December 31, 2014
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Facilities/ George Menduina

Contract Number CNG200501	AWO/Modification # 8
Original Amount including options:	\$2,062,900
Prior Modifications (including options):	\$6,539,039
Prior Budgetary Increases:	\$445,000
Current Amount:	\$9,046,939
This Request:	\$5,401,074
% of This Request to Current Amount:	60%
% of Modifications (including This Request) to Original Amount:	262%

Discussion:

It is requested that the Board formally ratify this modification to extend the contract for the maintenance of Compressed Natural Gas (CNG) facilities at MTA Bus Company's (MTABC) College Point (CP) and Spring Creek (SC) depots for 3 years utilizing the per therm pricing contained in NYC Transit (NYCT) Contract No. 06A9336 for the operation and maintenance of the CNG facility at the Jackie Gleason depot. The term of this contract will be co-terminous with the NYCT contract base term ending December 31, 2014.

MTABC and NYCT have 4 fast-fill compressed natural gas (CNG) facilities operated and maintained by Trillium USA (Trillium) under two contracts at NYCT and one at MTABC, all competitively negotiated. The three contracts provide for operation, maintenance, and equipment replacement. Pricing for the NYCT contracts is calculated based on the number of CNG therms used at each facility per month for regular maintenance and contains separate pricing for equipment replacement or overhaul, i.e. compressor engines are overhauled after 25,000 hours of service – typically 6-7 years. Pricing for the original MTABC contract was based on actual time and materials (T&M) cost, which is not as advantageous as per therm pricing.

The CP and SC Depots are responsible for operating and fueling 153 and 50 CNG buses respectively, approximately 16% of MTABC's fleet. The unique technical nature of the facilities as well as the need to safely manage the high pressure in the fueling facilities requires an experienced, technically qualified contractor to operate and maintain the facilities, ensuring safe and continuous operation so MTABC as well as NYCT can provide the high standard of service on which its customers depend.

The February 2006 Board approved the award of an 18 month competitively negotiated MTABC contract to Trillium USA (Trillium) for the design, construction and installation of a compressed natural gas (CNG) compressor skid and for the operation and maintenance of the existing CNG fueling facility at the CP depot through August 31, 2007. The contract contained two options, each to extend the contract for 1 year and a clause which permitted MTABC to add the same or similar services at other MTABC facilities. Pursuant to this clause, when KeySpan terminated its operator/maintainer agreement in 2007, MTA Bus added SC to the contract. In addition, six other modifications have been issued to date exercising both extension options, for upgrades and replacement of equipment beyond its useful life, and further extending the term through February 2012.

In 2009, a plan was developed to conduct a joint procurement with Long Island Bus (LIB) when its CNG maintenance contract under a different vendor expired. However, that plan was first delayed due to funding source issues between the agencies and then halted in 2011 due to the termination of the Lease and Operating Agreement with Nassau County for the operation of LIB.

MTABC determined the most advantageous method to continue these required services was to extend its current contract with Trillium converting the current payment terms from T&M to per therm of CNG used, utilizing the terms and conditions of NYCT's existing Contract No. 06A9336 with Trillium for the operation and maintenance of the CNG facility Jackie Gleason Depot. Of the two NYCT contracts, Trillium's contract for the Jackie Gleason depot provided more favorable tier pricing for MTABC's CNG volume than the West Farms contract.

This Modification No. 8 provides for (i) 3 years of labor and materials for standard maintenance of the CNG facilities at per therm pricing, estimated at \$3,223,930, a \$534,339 (14.2%) savings over the estimated expenditures utilizing T&M pricing (\$3,758,269) for the same period; (ii) \$1,861,784 for replacement of 2 compressors (SC/CP) and 1 gas dryer at SC which are over 15 years old; and (iii) \$315,359 for the balance of the unanticipated work in 2011 including the full redesign, relocation, and replacement of the CNG muffler system at College Point, compressor overhaul and gas dryer rebuild at Spring Creek, all for a total estimated amount of \$5,401,074. Although the 3 year term begins in 2012, Trillium also conceded to a retroactive savings of \$136,322 for per therm pricing for calendar year 2011, which is captured in this modification. Both the MTABC and NYCT contract terms include an annual escalation factor tied to a CPI index. All estimated amounts include 2.5% annual escalation to account for fluctuations in CNG volume and increases to the CPI, and the estimated T&M amount was calculated based on 2011 T&M actuals with the 2.5% annual escalation. Actual amounts may increase or decrease based on the CNG volume and the annual CPI adjustment. Total estimated savings are \$670,661 (retroactive actual and projected).

Based on the above, this modification is considered fair and reasonable and was issued in March 2012 to take advantage of the significant savings retro and proactively. MTABC will participate in a follow-on joint procurement with NYCT for future CNG operations and maintenance. NYCT's contract contains an option for 3 additional years of maintenance. Should NYCT determine that due to market conditions it is in its best interest to exercise the option, MTABC will seek Board approval at that time for the option period.



**SERVICE CHANGES: MTA BUS OPERATIONS COMMITTEE
NOTIFICATION SERVICE REVISION
Q21 RESTRUCTURING to the
Q21 LOCAL and Q52 LIMITED**

SERVICE ISSUE:

The Q21 provides full-time local, and weekday peak period, peak direction limited-stop service between Elmhurst and Arverne via the intermediate neighborhoods of Rego Park, Forest Hills, Ozone Park, Lindenwood, Howard Beach, Broad Channel and Hammels.

Experience has shown that, because of the long travel distances required to access the Rockaway peninsula, bus service between the peninsula and central Queens is best provided with full-time limited-stop service. Full-time limited-stop service is currently provided to most of the other areas of the Rockaway peninsula (western, western-central and eastern), but not to the eastern-central areas in the growing community of Arverne.

RECOMMENDED SOLUTION:

Provide full-time limited-stop service between the eastern-central portion of the Rockaway peninsula and the Woodhaven/Cross Bay Boulevard corridor by operating the current Q21 Limited full-time and relabeling it to Q52 Limited. This is the most effective and efficient means to serve growing ridership on the Woodhaven/Cross Bay Boulevard corridor and the new longer distance demand due to the development in Arverne. The Q21 local service would be shortened to operate only between Elmhurst and Lindenwood/Howard Beach to avoid unneeded redundancy and provide resources for this full-time service. Further, there would be minor adjustments to the schedules of the Q11 and Q53 Woodhaven/Cross Bay Boulevard corridor routes to provide even service intervals.

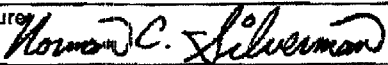
ESTIMATED IMPACT:

The net result of these revisions would be an increase in annual operating cost of approximately \$120,000. Over time, the provision of full-time limited-stop service to Arverne and the eastern-central portion of the Rockaway peninsula connecting to central Queens should encourage additional ridership and revenue. If, over time, only 250 new daily trips are generated (125 individual customers each making a round trip), the associated added revenue would be approximately \$125,000 annually, covering the added cost. This ridership growth level represents less than 2% of the current combined Q21 and Q53 route ridership on the Woodhaven/Cross Bay Boulevard corridor, a very modest growth.

PLANNED IMPLEMENTATION:

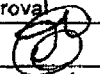


June 2012.

Staff Summary

Subject	Q21 Restructuring to the Q21 Local and Q52 Limited-Stop Service
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	Robert Lai

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

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

Internal Approvals			
Order	Approval	Order	Approval
4	President 		
3	Executive Vice President 		
2	VP, Intergovernmental and Community Affairs 		
1	Vice President, Operations Planning		NCS 3/9/12

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the MTA Bus Operations Committee of, a recommendation to restructure the Q21 local and limited-stop service to the Q21 local and Q52 limited-stop services.

DISCUSSION:

The Q21 provides full-time local, and weekday peak period, peak direction limited-stop service between Elmhurst and Arverne via the intermediate neighborhoods of Rego Park, Forest Hills, Ozone Park, Lindenwood, Howard Beach, Broad Channel and Hammels, a one-way distance of approximately 13.7 miles. This route currently transports approximately 3,300 passengers on weekdays, approximately 3,050 passengers on Saturdays, and approximately 2,400 passengers on Sundays.

This route was formerly operated by Green Bus Lines, Inc. and transitioned into MTA Bus service on January 9, 2006. At the time of the transition, the Q21 operated only local service between Rockaway Park and Ozone Park (Cross Bay Boulevard at Liberty Avenue). In 2008, MTA Bus extended the Q21 north to Elmhurst to efficiently provide additional local bus travel opportunities along the Woodhaven Boulevard/Cross Bay Boulevard corridor including servicing the Queens Boulevard commercial area. In January 2012, the Q21 travel path on the Rockaway peninsula was revised to serve the growing community in Arverne on the eastern portion of the peninsula, instead of Rockaway Park on the western portion of the peninsula where service was redundant with the full-time limited-stop Q53 (Woodside -- Rockaway Park via Woodhaven Boulevard and Cross Bay Boulevard); and weekday peak period, peak direction (northbound in AM and southbound in PM) limited-stop service was introduced. In addition to these and other service improvements along the Woodhaven Boulevard/Cross Bay Boulevard corridor in recent years, ridership has grown significantly on the corridor and continues to grow.

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

The Rockaway peninsula is located a significant distance from the commercial and transportation hubs of central Queens. For example, it is over a 7-mile bus ride to subways in central Queens such as the **J** and **Z** subways on Jamaica Avenue and over a 10-mile bus ride to the **M** and **R** subways on Queens Boulevard; and while the **A** train from the Rockaway peninsula provides good connectivity to Brooklyn and Lower Manhattan, it is a circuitous trip to destinations in central Queens, whereas the **J M R** and **Z** provide more direct service.

Experience has shown that, because of the long travel distances, bus service between the Rockaway peninsula and central Queens and Brooklyn is best provided with full-time, limited-stop service; which provides faster trips over the long distances required to access the peninsula. Limited-stop service is currently provided between most areas of the Rockaway peninsula and central Queens and Brooklyn. On the eastern portion of the peninsula in Far Rockaway, the Q113 provides limited-stop service to Jamaica. From the western-central portion of the peninsula in Rockaway Park, the Q53 provides full-time limited-stop service to the Woodhaven Boulevard/Cross Bay Boulevard corridor and Elmhurst, Jackson Heights and Woodside. From the western portion of the peninsula in Rockaway Park, Belle Harbor, Neponsit and Roxbury, the Q35 provides service to Midwood, Brooklyn. And, it should be noted that the Q35 bus stops along Flatbush Avenue in Brooklyn are spaced at limited-stop distances.

A full-time limited-stop service to and from the eastern-central portion of the peninsula in Arverne would improve service to this growing section of the peninsula by providing faster longer distance service, and this service can be provided by converting the current weekday peak period, peak direction Q21 Limited between Arverne and Elmhurst to full-time limited-stop service on weekdays, Saturdays and Sundays. To avoid unneeded redundancy and help provide the resources for this full-time limited-stop service, the Q21 local service would be shortened to 164th Avenue at 92nd Street (Cross Bay Boulevard) in Howard Beach. Local bus service within the peninsula is provided by the Q22, which travels the entire length of the peninsula.

To improve customer identification, the full-time Q21 limited-stop service would be re-labeled the Q52 Limited, and the label of the shortened Q21 local would remain Q21. The attached Map 1 illustrates the resulting local and limited-stop bus service on the Woodhaven Boulevard/Cross Bay Boulevard corridor, and Map 2 illustrates the details of the revisions to Q21 and Q52 service.

Q52 Elmhurst-Arverne Full-Time Limited-Stop Service

The Q52 would serve all of the same bus stops as the current Q21 Limited. However, under these revisions, direct service between the Woodhaven Boulevard/Cross Bay Boulevard corridor and the Rockaway peninsula would be provided only by the limited-stop Q52 and Q53. With the shortening of the Q21 local, Broad Channel would also only be served by the limited-stop Q52 and Q53.

To provide service to sections of Howard Beach and Broad Channel where shortening of the local service would leave lengthy distances between bus stops, two Q52 and Q53 limited-stop bus stops in each direction would be added. In Howard Beach, one limited-stop bus stop in each direction would be added on Cross Bay Boulevard at 163rd Avenue; this bus stop is currently also served by the weekday peak period peak direction QM16 and QM17 express bus routes. In Broad Channel, one limited-stop bus stop would be added on Cross Bay Boulevard at 5th Road in each direction, current Q21 local-only bus stops.

Staff Summary

Q21 Elmhurst-Lindenwood/Howard Beach Full-Time Local Service

To avoid unneeded redundancy and help provide resources for the Q52 full-time Limited, Q21 local service would be shortened to operate only between Elmhurst and Howard Beach, and not continue to Broad Channel or the Rockaway peninsula. The Q21 currently transports relatively few passengers to Broad Channel and the Rockaway peninsula, transporting approximately 400 passengers per weekday, and a lesser number on weekends, compared to the Q53, which transports approximately 4,000 passengers per weekday and a lesser number on weekends. This is due to the faster service provided by the Q53 Limited in comparison to the current Q21 local.

The Q21 local would be shortened to operate only as far south as 164th Avenue at 92nd Street (Cross Bay Boulevard) in Howard Beach and turnaround using the same travel path as is currently used by the Q41, via westbound 164th Avenue, north on 84th Street, east on 160th Avenue and north on Cross Bay Boulevard. The Q21 local would continue to serve all of its current local stops north of 160th Avenue including operation through Lindenwood.

Woodhaven Boulevard/Cross Bay Boulevard Corridor Service (Q11, Q21, Q52, Q53)

The busiest section of the Woodhaven Boulevard/Cross Bay Boulevard corridor is between Queens Boulevard in Elmhurst and Pitkin Avenue in Ozone Park. Within this corridor, bus service is currently provided by the Q11 (local), Q21 (local and weekday peak period, peak direction limited-stop service) and Q53 (full-time limited-stop service), in addition to Midtown Manhattan express bus service (QM15, QM16, QM17, BM5). Ridership on the Woodhaven Boulevard/Cross Bay Boulevard corridor continues to grow as MTA Bus has significantly refined and improved local and limited-stop bus service along this corridor over the past five years.

With the revisions to shorten the Q21 local service and institute full-time limited-stop Q52 service, there would be minor schedule adjustments to the Q11 and Q53 to provide even service intervals on the corridor.

Current Passengers Affected

These revisions would affect approximately 225 current Q21 local passengers per weekday and a lesser number on weekends. In each case, passengers may walk to a nearby alternative stop and/or transfer to reach their destination, as described below for each of the different areas affected.

Broad Channel and on the Rockaway Peninsula

As all bus service in Broad Channel would be limited-stop only, and all bus service on Rockaway Beach Boulevard between Beach 92nd Street and Beach 67th Street on the Rockaway peninsula to and from the Woodhaven Boulevard/Cross Bay Boulevard corridor would be limited-stop only, these passengers would be required to use a limited-stop bus stop.

On Broad Channel, because of the lengthy distances between current limited-stop bus stops, the Q52 and Q53 limited-stop bus routes would serve a current Q21 local-only bus stop on Cross Bay Boulevard at 5th Road in both directions. The remaining current Q21 local-only bus stops are used by a total of

Staff Summary

approximately 30 passengers per weekday and a lesser number on weekends. Passengers would have a walk of approximately 500-1,200 feet to an alternate Q52 Limited or Q53 Limited bus stop.

On the Rockaway peninsula, the current Q21 local-only bus stops, which were recently established in January 2012 with the revision to Arverne, would be discontinued for the Q21 and new Q52, but retained for the intra-peninsula Q22. These bus stops are used by less than 50 local passengers per weekday and a lesser number on weekends. Passengers would have a walk of approximately 350-720 feet to an alternate Q52 Limited bus stop. Passengers may alternatively access the Q22 local bus route and transfer to the Q52 Limited.

Howard Beach (Cross Bay Boulevard)

Due to the shortening of the Q21 local service, in Howard Beach along Cross Bay Boulevard between 159th Avenue and 165th Avenue, direct northbound Q21 local service would be discontinued. Southbound service would be discontinued at current Q21 local-only bus stops (direct Q21 local service from the north would continue to be provided). However, to provide alternative access for passengers currently using the Q21 local stops in Howard Beach, one bus stop would be added to the Q52 and Q53 limited-stop routes in each direction at Cross Bay Boulevard at 163rd Avenue, a bus stop that is currently also served by the weekday only peak period, peak direction QM16 and QM17 Midtown express bus routes.

Approximately 75 passengers per weekday, and a lesser number on weekends, would have a walk of approximately 600-1,250 feet to a remaining alternate bus stop. Northbound passengers may choose to alternatively board a southbound Q21 local at an adjacent stop and ride around the turnaround loop as it travels back north; however, these passengers must wait through a layover at the southern terminus on 164th Avenue at 92nd Street.

Lindenwood

The majority of current Q21 local passengers in Lindenwood travel to and from the north (approximately 510 per weekday and a lesser number on weekends), and there would be no change. For the lesser number of current Q21 local passengers traveling to and from the south to Broad Channel and the Rockaway peninsula (approximately 70 passengers per weekday and a lesser number on weekends), direct service would be discontinued due to the shortening of the Q21 local to 164th Avenue in Howard Beach. These customers would have to transfer at Cross Bay Boulevard and 157th Avenue to or from the Q52 or Q53.

Summary

To provide full-time limited-stop service between central Queens and the eastern-central section of the Rockaway peninsula in Arverne, the current Q21 Limited would operate full-time and be relabeled Q52 Limited. This limited-stop service would be similar to the full-time limited-stop service currently provided to the other sections of the peninsula (eastern, western and western-central) to central Queens and Brooklyn. This experience has shown that, because of the distances traveled, bus service between the Rockaway peninsula and central Queens and Brooklyn is best provided with full-time, limited-stop service.

Staff Summary

The current Q21 local service would be shortened to operate between Elmhurst and Lindenwood/Howard Beach. Q52 and Q53 limited-stop bus stops would be added in both directions to reduce the bus stop spacing along the portions of the travel path where there would be no local alternative. One stop would be added in each direction Broad Channel, and on Cross Bay Boulevard in Howard Beach

There would be minor schedule adjustments to other Woodhaven Boulevard/Cross Bay Boulevard corridor services (Q11 and Q53) to provide even service intervals.

RECOMMENDATION:

Provide full-time limited-stop service between the eastern-central portion of the Rockaway peninsula and the Woodhaven Boulevard/Cross Bay Boulevard corridor to complement the current full-time limited-stop services from the other areas of the Rockaway peninsula. This is the most efficient and effective way to both serve the growing limited-stop ridership on the Woodhaven Boulevard/Cross Bay Boulevard corridor and the new longer distance demand created by the residential and commercial development in Arverne. This full-time service would be provided by operating the current Q21 Limited full-time and relabeling it to the Q52 Limited. Q21 local service would be shortened to operate only between Elmhurst and Lindenwood/Howard Beach to avoid unneeded redundancy and provide resources for this full-time service. There would also be minor schedule adjustments to Q11 and Q53 to provide even service intervals.

Current Q21 local passengers affected by these revisions may walk to a nearby alternative stop and/or transfer to reach their destination.

ALTERNATIVES:

One alternative would be to leave the current Q21 local and weekday peak-period, peak-direction limited-stop service between Elmhurst and Arverne unchanged. This would forego the opportunity to provide full-time, limited-stop service between central Queens and the eastern-central portion of the Rockaway peninsula (Arverne), as is provided to the other areas of the peninsula.

A second alternative would be to maintain Q21 local service to and from Arverne, and establish a full-time limited-stop service to Arverne. However, it would be very costly to provide Arverne with a full-time limited-stop service while maintaining the slower and much less popular local service to and from Arverne. This redundancy cannot be justified.

IMPACT ON FUNDING:

The net result of these revisions would be an increase in annual operating cost of approximately \$120,000. Over time, the provision of full-time limited-stop service to Arverne and the eastern-central portion of the Rockaway peninsula connecting to central Queens should encourage additional ridership and revenue.

If, over time, only 250 new daily trips are generated (125 individual customers each making a round trip), the associated added revenue would be approximately \$125,000 annually, covering the added cost. Given the continued growth on the corridor and the evolving demand from the Arverne development,

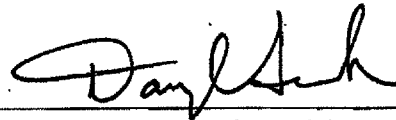
Staff Summary

this ridership level is deemed to be very achievable. As the new Q52 would serve both the length of the growing Woodhaven Boulevard/Cross Bay Boulevard limited-stop corridor and the new development on the Rockaway peninsula in Arverne, this ridership growth level, which is less than 2% of the current combined Q53 (Woodhaven – Cross Bay Boulevard Limited) and Q21 (Elmhurst – Arverne) route ridership, a very modest growth.

IMPLEMENTATION:

June 2012.

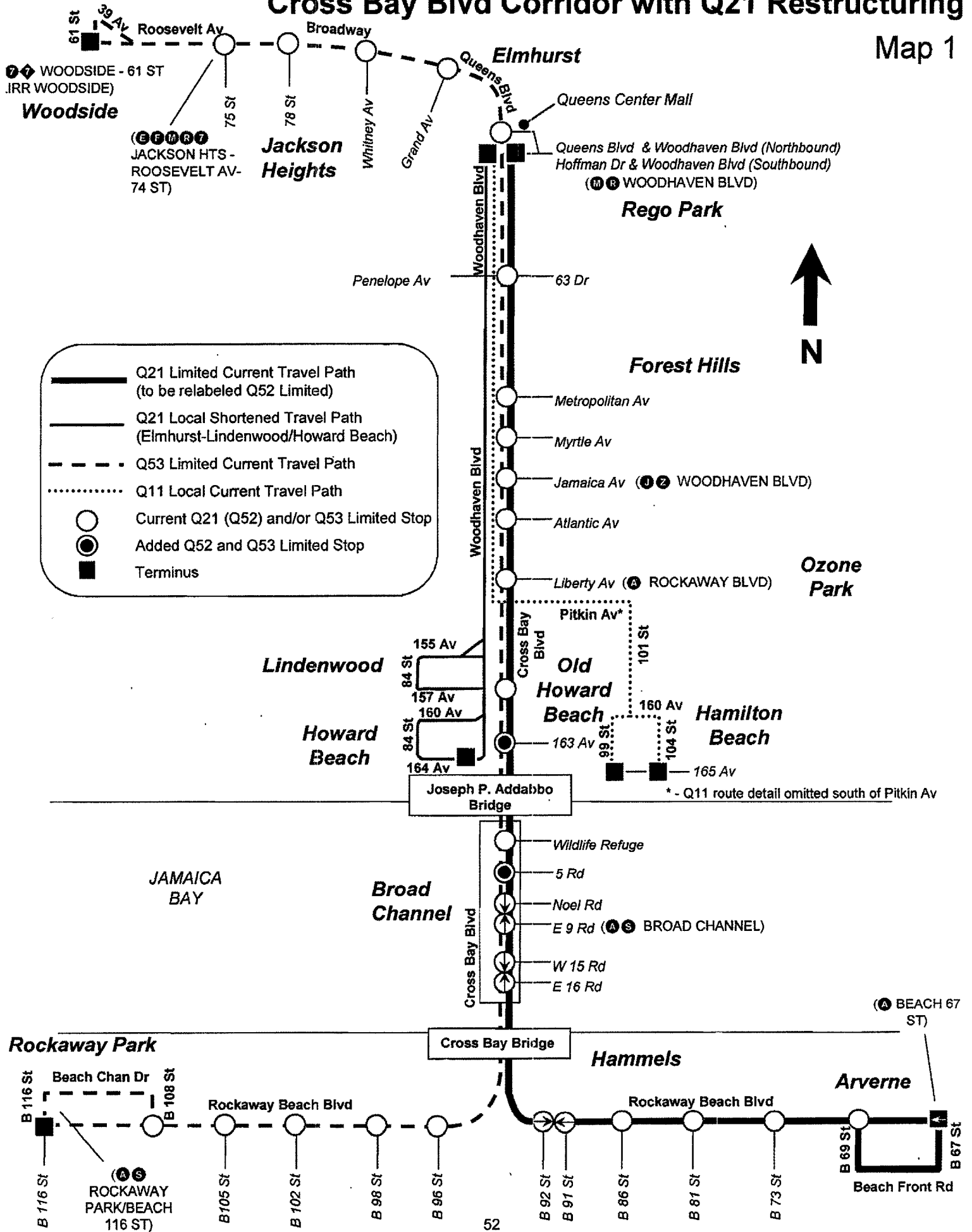
Approved:



Darryl C. Irick
President

Local and Limited-Stop Service on the Woodhaven Blvd/ Cross Bay Blvd Corridor with Q21 Restructuring

Map 1





**SPECIAL REPORTS AND PRESENTATIONS: 2011 YEAR-END SAFETY REPORT
AND 2012 SAFETY INITIATIVES**

2011 Year-End safety results and 2012 goals, as well as multi-year performance trends on customer accidents, collisions and employee accidents, are included. A separate presentation outlining specific employee and customer safety programs underway in the bus units will be made to the Committee.

2007-2011 Safety Results and 2012 Goals

Buses

Customer Accident Rate	2007	2008	2009	2010	2011	2012 Goal
NYCT Bus	0.96	0.98	1.10	0.99	1.13	1.11
MTA Bus	1.21	1.51	1.33	1.32	1.52	1.30
Buses	0.99	1.05	1.13	1.04	1.19	1.16

Customer Acc Inj Rate

NYCT Bus	0.99	1.03	1.09	1.00	1.17	1.14
MTA Bus	1.74	1.41	1.33	1.29	1.54	1.31
Buses	1.08	1.09	1.13	1.04	1.22	1.19

Collision Rate

NYCT Bus	45.36	44.50	43.05	45.54	46.77	45.48
MTA Bus	60.20	54.86	47.27	47.57	45.75	44.38
Buses	48.75	46.92	44.03	46.01	46.53	45.17

Collision Injury Rate

NYCT Bus	5.57	5.88	6.09	7.64	6.92	6.73
MTA Bus	5.02	5.49	4.38	5.96	4.72	4.58
Buses	5.44	5.79	5.69	7.61	6.40	6.21

Employee Lost Time Accident Rate

NYCT Bus	4.64	4.14	5.13	5.17	5.65	5.37
MTA Bus	6.69	6.20	10.55	9.47	8.49	5.37
Buses	4.96	4.50	6.05	5.95	6.19	5.37