



**Metropolitan Transportation Authority**

# **MTA Bus Operations Committee Meeting**

## **October 2010**

---

### **Committee Members**

N. Shevell, Chair

A. Albert

J. Banks III

R. Bickford

A. Cappelli

P. Foye

D. Frasca

I. Greenberg

J. Kay

M. Lebow

M. Page

M. Pally

E. Watt

C. Wortendyke



## MEETING AGENDA

### MTA BUS OPERATIONS COMMITTEE

October 25, 2010, 10:45 AM

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

---

<u>AGENDA ITEMS</u>	<u>Page</u>
1. PUBLIC COMMENTS PERIOD	
2. APPROVAL OF MINUTES – SEPTEMBER 27, 2010	1
3. COMMITTEE WORK PLAN	5
4. OPERATIONS PERFORMANCE SUMMARY	
Fixed Route	10
Paratransit	14
5. FINANCIAL REPORT	
Summary of Ridership, Revenue and Expenses	15
MTA Bus Company	16
Long Island Bus	25
NYCT Department of Buses	34
Capital Program Status	39
6. PROCUREMENTS	40
Non-Competitive	44
Competitive	45
Ratifications	47
7. SERVICE CHANGES	
Q101 Terminus and Travel Path Revision (MTA Bus)	52
B54 Reroute via Metrotech Center (NYCT/DOB)	58
Revise Bus Service in the Eastern Bronx (NYCT/DOB)	63
Surface Schedule Changes Effective January 2011 (NYCT/DOB)	71
8. INFORMATION ITEM	
2011 Preliminary Budgets (Materials Previously Distributed)	

Date of next meeting: Monday, November 15, 2010 at 10:45 a.m.

**Minutes of Regular Meeting  
MTA Bus Operations Committee  
September 27, 2010  
347 Madison Avenue  
New York, New York 10017  
10:45 AM**

The following MTA Bus Operations Committee members attended:

Hon. Nancy Shevell, Chair  
Hon. Andrew Albert  
Hon. John H. Banks II  
Hon. Allen Cappelli  
Hon. Pat Foye  
Hon. Doreen Frasca  
Hon. Ira Greenberg  
Hon. Jeffrey Kay  
Hon. Mark D. Lebow  
Hon. Mark Page  
Hon. Mitch Pally

Other board members who attended: Hon. James Sedore

The following MTA Bus Operations Committee members did not attend:

Hon. Robert Bickford  
Hon. Ed Watt  
Hon. Carl Wortendyke

Also present, Joseph Smith, Thomas Del Sorbo, John Hein, Stephen Vidal, Norman Silverman, Steve LoPiano, and Stephen Plochochi.

\* \* \* \*

Ms. Shevell called the MTA Bus Operations Committee to order at 10:45 AM, September 27, 2010.

Public Comments Period

There were no speakers in the public comments portion of the meeting:

Approval of the Minutes

Upon motion duly made and seconded, the members of the MTA Bus Operations Committee approved the minutes to the previous meeting held on July 26, 2010.

Work Plan

There were no changes to the Work Plan for this month.

Operations Report

Mr. Hein reported July 2010 performance highlights. For the month of July Combined Bus MDBF was down 9.3% compared to last July, a decrease attributed to July 2010 having 16 days with temperatures over 90 degrees. Despite the decrease in July 2010, the combined 12-month average MDBF through July 2010 was up by 2.6 % compared to the prior 12-month average. July bus service performance measures declined slightly. Combined AM Weekday Pullouts were 99.10% and Combined PM Weekday Pullouts were 99.40% for the month of July. For the previous 12 months, Combined AM Weekday Pullouts were

99.14% and Combined PM Weekday Pullouts were 99.37%. Completed Trips were 98.40% for the month of July and 98.47% for the previous 12 months.

### Safety Performance

Mr. Vidal updated the Committee on the initiatives impacting customer accidents and injuries, in addition to Lost Time Accident performance. As noted earlier this year, there were significant increases in Lost Time Accidents across the 3 bus companies, as well as a rise in both customer accidents and customer accident injuries at NYCT. In May, corrective actions were announced. Mr. Vidal noted that these measures have been successful and efforts will continue to sustain the improved performance in Lost Time Accidents, as well as in customer accidents and customer accident injuries.

June 2010 performance showed that the 12-month rate for Combined Bus Collisions per Million Miles Traveled across the three bus units was up by 2.1% from last year. Most notable was an increase in February, March and April 2010 that was addressed through a series of initiatives that included safety blitzes, shop gates and increased on-board observations. Improved performance was then observed over the following four months.

The 12-month rate for Bus Collision Injuries per million miles rose by 13.5%. Currently, thirteen accidents involving 5 or more injuries are under investigation by the Public Transportation Safety Board. There appears to be a number of accidents involving minimal, if any, property damage in which the number of injuries being claimed is not consistent with the circumstances of the accident. Information about these accidents has been shared with Transit's Law Department to flag claims that might arise from these incidents. Further, as the PTSB investigations are finalized, we will make every effort to incorporate related findings into our safety and training initiatives.

The 12-month rate for customer accidents rose 4.0 % over the prior 12-month period, and the rate for customer accident injuries was also up slightly by 1.0 % over that period. However, the customer accident rate for the month of June 2010 was 19.3% better than June 2009 levels, and the customer accident injury rate was 12.9% better in June 2010 as compared to June 2009. Continued improvement in this key area is expected.

Employee On-Duty Lost-Time Accidents were up 8.6% compared to the 2009 level. However, the lost-time accident level for the month of June 2010 was 14.0% better than June 2009, marking the fifth consecutive month of improvement.

Changes were made to Long Island Bus safety reporting to standardize measurement of data, and year-over-year comparisons will not accurately reflect trends until the full reporting period is integrated into the data. As a result, Long Island Bus data reflects a negative trend in all five safety categories.

### Paratransit

Steve LoPiano reported that Access-A Ride paratransit ridership increased by 3.3% for the month of July. Able-Ride was down 17.0%, compared to the same period last year. The Able-Ride decrease reflects the elimination of non-ADA trips implemented at the end of May as part of the 2010 Budget Reduction plan. Year-to-date through July, Access-A-Ride ridership was up 11.0% and Able-Ride was down 2.5% compared to the prior 12-month period. And, when compared to the 2010 mid-year forecast, Access-A-Ride ridership was lower than forecast by 1.7% and Able-Ride ridership was equal to forecast for the year to date through July. Farebox revenue for Access-A-Ride was 3.6% lower than the mid-year forecast for the year to date through July, while Able-Ride farebox revenue was 0.4% better than mid-year forecast levels for the same period.

Requests for service in July increased by 3.2% for Access-A-Ride, and decreased 18.1% for Able-Ride, for the same period. For the 12-month period, requests for service increased 10.8% for Access-A-Ride while Able-Ride was down 2.3%.

Trips completed were up by 3.2% for Access-A-Ride and down by 18.2% for Able-Ride in July 2010, when compared to July 2009. For the last 12 months, completed trips were up 10.8% for Access-A-Ride and down 2.2% for Able-Ride for the same period.

The favorable trend regarding passenger no-shows as a percentage of scheduled trips continued for Access-A-Ride in July, as there were 13.9% fewer no-shows compared to last year. However, Able-Ride passenger no-shows increased by 20.3% in July 2010, compared to July 2009. Mr. LoPiano attributed the increase in no-shows to customer confusion over the elimination of non-ADA trips, and added that next month figures should show an improvement.

### Ridership

Mr. Del Sorbo reported that Total Fixed-Route Ridership decreased by 3.3% for the month of July, in comparison to July 2009. For the 12-month period, total ridership was down by 3.2% compared to the previous 12 months. Year-to-date, MTA Bus ridership exceeds mid-year forecast levels by 2.0%, Long Island Bus is 0.1% better than mid-year forecast for ridership, and ridership for Transit's Department of Buses is 0.5% lower than forecast. Combined average weekday ridership was down 0.2% for the month of July, and down 2.4% for the 12-month period. Combined average weekend ridership was down 1.7% for the month of July, and down 4.0% for the 12-month period.

Mr. Del Sorbo addressed the impact of the bus service reductions implemented in June. He reported that MTA Bus actually recorded a 3.0% increase in average weekday ridership and a 1.8% increase in average weekend ridership in July 2010, over July 2009 levels. This increase was in local ridership only, as average express bus ridership fell by 0.3%. For Long Island Bus in July, average weekday ridership dropped by 0.2% compared to July 2009 levels, and average weekend ridership fell by 1.0%. This slight decrease reflects the elimination of very low volume routes in the June 27<sup>th</sup> service reductions. For NYCT Bus, average weekday ridership fell in July by 0.7%, and average weekend ridership by 2.2%, reflecting the substantial service reductions implemented at the end of June. Weekday local bus ridership decreased by 0.7% from July 2009, and weekday express bus ridership decreased by 4.0%.

Preliminary ridership data for August 2010 generally indicates similar trends as we see in the July 2010 results. MTA Bus average weekday ridership rose 2.8% in August 2010 over August 2009 levels. Mr. Del Sorbo noted that the increase was in local ridership only, as local bus ridership was up 3.1% and express bus ridership is down 1.2% from August 2009. Average MTA Bus weekend ridership rose 4.4%, with gains seen in both local and express service. Long Island Bus, August weekday ridership increased by 0.4% compared to August 2009 levels, and average weekend ridership increased by 3.6% as compared to August 2009 levels. This represented a reversal of the July 2010 trend that followed the service reductions. For NYCT Bus, average weekday ridership in August 2010 fell by 1.4% from August 2009, and weekend ridership fell by 1.6% as compared to August 2009 levels. Weekday local bus ridership fell by 1.4%, and weekday express ridership decreased by 3.6% in August 2010 from prior year levels.

### Finance Report

Mr. Del Sorbo presented the finance report for July. Preliminary financial results show fixed-route farebox revenue for July 2010 was 7.6% better than the mid-year forecast for MTA Bus, 1.9% worse than the forecast for NYC Transit Bus, and 0.9% better than the mid-year forecast for Long Island Bus. Year-to-date, MTA Bus is 1.0% better than forecast for farebox revenue, while Long Island Bus is 0.6% above budget and the Department of Buses is 0.8% below budget through July.

For the year to date through July, accrued Actual Non-Reimbursable Expenses before non-cash adjustments for MTA Bus were \$18.1 million worse than mid-year forecast levels. Mr. Del Sorbo noted that the entire overrun is attributable to a substantial revision in the accrued amount of public liability claims, issued in a third party actuarial estimate after the mid-year forecast was finalized. Milliman, the actuary, revised the reserve amount to more accurately reflect MTA Bus's liability exposure, now that they have more data specific to MTA Bus. Actual Non-Reimbursable Expenses before non-cash adjustments for Long Island Bus were \$1.4 million better than mid-year forecast levels for the year to date. For NYC Transit Bus, non-reimbursable expenses were \$35.2 million better than forecast for the year to date. In total, through July, the combined budget underrun for the three bus units, inclusive of the paratransit operations, is \$18.5 million dollars favorable to mid-year forecast levels.

### Procurements

Mr. Del Sorbo presented two procurement actions, totaling \$385,012 in proposed expenditures, for approval this month.

The committee approved both procurements.

#### Service Changes

Mr. Silverman presented a total of five service changes are included in the committee book as information items: one service change for MTA Bus, one for Long Island Bus, and three for the Department of Buses. These service changes included: A revision of the last westbound stop in Manhattan for the BM1, BM2, BM3, BM4 and BM5 routes; northbound travel path revisions for the N31 and N32 routes in Queens; A restructuring of peak period service for the X27 and X28 routes; changes to the M3 and M100 routes at St. Nicholas Avenue and Amsterdam Avenue; and rerouting of the M9 at the Northern Terminal, adjacent to the VA Hospital.

#### Information Items

Mr. Silverman pointed out that details of all service changes were contained in the staff summaries submitted to the Committee; and added that the semi-annual report on service quality indicators and the Passenger Environment survey for the first half of 2010, for New York City Transit Department of Buses was also presented as information.

Mr. Del Sorbo noted as an information item the monthly allocation of the 2010 mid-year forecast for both MTA Bus and Long Island Bus. The Department of Buses mid-year forecast allocation data is part of New York City's Transit's consolidated mid-year forecast.

#### Presentation on Overtime

Mr. Smith presented a progress update to the Committee. He noted that we are on track to *exceed* by \$30 million MTA's 2010 Adopted Budget target of a \$24 million reduction in overtime costs for all the agencies combined. He noted that the \$54 million savings projection represents an 11% decrease from 2009 overtime levels.

The three bus agencies account for \$24 million, or 44%, of the projected MTA-wide overtime savings. Forty percent, or \$63 million of the \$159 million projected for 2010 overtime spending in Bus represents scheduled transportation overtime, designed to optimize reliable bus service.

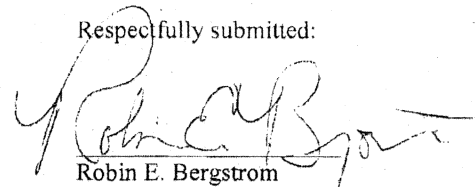
There are three main areas of focus for controlling overtime spending in Buses and thereby ensuring sustainable reductions in spending for the future: 1) limiting overtime to service critical needs only; 2) improving employee availability; and 3) focusing on reducing high-earner overtime.

The net result of these initial efforts will be: \$24 million in 2010 estimated savings compared to 2009 actual overtime spending in Buses; overtime in targeted hotspots will be reduced by 18% ; and reduction of the earnings of the top 60 Bus overtime earners by \$270,000 (or, 10% compared to 2009)

#### Adjournment

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

Respectfully submitted:

  
Robin E. Bergstrom  
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

#### October 2010

Public Comment/2011 Preliminary Budget	Finance
--	---------

#### November 2010

Public Comment/2011 Preliminary Budget	Finance
Charter for MTA Bus Operations Committee	General Counsel

#### December 2010

2011 Proposed Final MTA Bus/LI Bus Budgets	Finance
2011 Proposed Final NYC Transit-Bus Budget (information only)	Finance

#### January 2011

Approval of 2011 MTA Bus Operations Committee Work Plan	Committee Chair & Members
--	---------------------------

#### February 2011

Preliminary Review of MTA Bus/LI Bus/NYC Transit-Bus 2010 Actual Results	Finance
Adopted Budget/Financial Plan 2011-2014	Finance
Service Quality Indicators for NYC Transit-Bus (including PES)	Operations Planning

#### March 2011

#### April 2011

Final Review of MTA Bus /LI Bus/NYC Transit-Bus 2010 Actual Results	Finance
--	---------

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

Responsibility

May 2011

June 2011

July 2011

August 2011

No Meeting Held

September 2011

MTA Bus /LI Bus 2012

Preliminary Budgets

Finance

MTA Bus /LI Bus 2011 Mid-Year

Forecast/Monthly Allocation

Finance

Service Quality Indicators for NYC Transit-Bus  
(including PES)

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**

### **October 2010**

#### 2011 Preliminary Budget

Public comments will be accepted on the 2011 Preliminary Budgets of MTA Bus, Long Island Bus and NYC Transit-Bus.

### **November 2010**

#### 2011 Preliminary Budget

Public comments will be accepted on the 2011 Preliminary Budgets for MTA Bus, Long Island 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.

### **December 2010**

#### 2011 Final Proposed Budgets for MTA Bus and Long Island Bus

The Committee will recommend action to the Board on the Final Proposed Budgets for MTA Bus and Long Island Bus for 2011.

#### 2011 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 2011 Final Proposed Budget for NYC Transit, including the Department of Buses.

### **January 2011**

#### Approval of 2011 MTA Bus Operations Committee Work Plan

The Committee will be provided with the work plan for 2011 and will be asked to approve its use for the year.

### **February 2011**

#### Preliminary Review of 2010 Actual Results

A brief review of MTA Bus, Long Island Bus and NYC Transit-Bus 2010 Budget results will be presented.

#### Adopted Budget/Financial Plan 2011-2014

The revised 2011-2014 Financial Plans of MTA Bus, Long Island Bus and NYC Transit-Bus will be presented. This plan will reflect the 2011 Adopted Budget and an updated Financial Plan for 2011-2014 reflecting the out-year impact of any changes incorporated into the 2011 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2011 by category.

## II. SPECIFIC AGENDA ITEMS

### 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 the Department of Buses.

### **March 2011**

### **April 2011**

### Final Review of 2010 Actual Results

MTA Bus, Long Island Bus and NYC Transit-Bus will review the prior year's actual budget results.

### **May 2011**

### **June 2011**

### **July 2011**

### **August 2011**

No Meeting Held

### **September 2011**

### 2012 Preliminary Budget

MTA Bus and Long Island Bus 2012 Preliminary Budgets will be presented to the Committee. Public comments will be accepted.

### 2011 Mid-Year Forecast/Monthly Allocation

The monthly allocation of 2011 Mid-Year Forecast for MTA Bus and Long Island 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.

**MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE**

**NYCT Bus, MTA Bus, Long Island Bus**

Statistical results for the month of August 2010 are shown below

<b>Reliability</b>	<b>MDBF</b>	<b>Aug-10</b>			<b>12-Mon Avg</b>		
		<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	Regional	<b>3,326</b>	<b>3,270</b>	<b>1.7%</b>	<b>3,758</b>	<b>3,611</b>	<b>4.1%</b>
	NYCT Bus	3,410	3,476	-1.9%	3,869	3,860	0.2%
	MTA Bus	3,119	2,815	10.8%	3,426	3,660	-6.4%
	Long Island Bus	3,220	2,974	8.2%	3,778	2,138	76.7%
	<b>MDBSI</b>	<b>Aug-10</b>			<b>12-Mon Avg</b>		
		<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	Regional	<b>2,165</b>	<b>2,371</b>	<b>-8.7%</b>	<b>2,476</b>	<b>2,641</b>	<b>-6.2%</b>
	NYCT Bus	2,096	2,372	-11.6%	2,385	2,513	-5.1%
	MTA Bus	2,553	2,612	-2.3%	2,987	3,132	-4.6%
	Long Island Bus	1,910	1,860	2.7%	2,196	1,943	13.0%
	<b>Buses &lt;= 2 years</b>	<b>Aug % 2 Years or Newer</b>			<b>Aug # of Buses 2 Years or Newer</b>		
		<b>This Year</b>	<b>Last Year</b>		<b>This Year</b>	<b>Last Year</b>	
	Regional	<b>19%</b>	<b>8%</b>		<b>1,078</b>	<b>510</b>	
NYCT Bus	21%	7%		851	333		
MTA Bus	10%	6%		127	77		
Long Island Bus	33%	30%		100	100		
<b>Buses &gt;= 12 years</b>	<b>Aug % 12 years or Older</b>			<b>Aug # of Buses 12 Years or Older</b>			
	<b>This Year</b>	<b>Last Year</b>		<b>This Year</b>	<b>Last Year</b>		
Regional	<b>16%</b>	<b>21%</b>		<b>921</b>	<b>1,296</b>		
NYCT Bus	16%	23%		630	1,031		
MTA Bus	22%	16%		281	221		
Long Island Bus	3%	13%		10	44		
<b>Fleet age</b>	<b>Aug - Avg Fleet Age</b>						
	<b>This Year</b>	<b>Last Year</b>					
Regional	<b>7.27</b>	<b>8.22</b>					
NYCT Bus	7.62	8.82					
MTA Bus	6.39	6.77					
Long Island Bus	6.29	5.95					
<b>MDBF by Fleet Age</b>	<b>Aug-10</b>			<b>12-Mon Avg</b>			
	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>			
12 Years or Older	2,313	2,124	8.9%	2,683			
3 to 11 Years Old	3,118	3,254	-4.2%	3,623			
2 Years or Newer	7,594	6,562	15.7%	9,171			

1- LI Bus, 12-Month Average Represents April thru December 2009. In April 2009, reporting for this indicator was standardized with bus operations of New York City Transit and MTA Bus

**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, Long Island Bus**

Statistical results for the month of August 2010 are shown below

<b>Service</b>	<b>AM Pull Out</b>		<b>Aug-10</b>			<b>12-Mon Avg</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>	<b>99.15%</b>	<b>99.55%</b>	<b>-0.4%</b>	<b>99.11%</b>	<b>99.68%</b>	<b>-0.6%</b>	
	NYCT Bus	99.38%	99.64%	-0.3%	99.18%	99.70%	-0.5%	
	MTA Bus	98.18%	99.15%	-1.0%	98.76%	99.56%	-0.8%	
	Long Island Bus	99.95%	99.98%	0.0%	99.43%	99.92%	-0.5%	
	<b>PM Pull Out</b>		<b>Aug-10</b>			<b>12-Mon Avg</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>	<b>99.41%</b>	<b>99.59%</b>	<b>-0.2%</b>	<b>99.36%</b>	<b>99.81%</b>	<b>-0.5%</b>	
	NYCT Bus	99.67%	99.81%	-0.1%	99.45%	99.82%	-0.4%	
MTA Bus	98.44%	98.78%	-0.3%	98.97%	99.74%	-0.8%		
Long Island Bus	99.87%	100.00%	-0.1%	99.59%	99.99%	-0.4%		
<b>% of Trips Completed</b>		<b>Aug-10</b>			<b>12-Mon Avg</b>			
		<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	
<b>Regional</b>	<b>98.44%</b>	<b>98.91%</b>	<b>-0.5%</b>	<b>98.43%</b>	<b>99.16%</b>	<b>-0.7%</b>		
NYCT Bus	98.48%	99.03%	-0.6%	98.40%	99.16%	-0.8%		
MTA Bus	98.07%	98.17%	-0.1%	98.35%	99.08%	-0.7%		
Long Island Bus	99.19%	99.65%	-0.5%	99.27%	99.55%	-0.3%		

**Definitions**

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

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

Statistical results for the month of July 2010 are shown below

<b>Customer and Employee Safety</b>	<b>Collisions per million miles</b>	<b>Jul-10</b>			<b>12-Mon Avg</b>		
		<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	Regional	<b>43.43</b>	<b>43.70</b>	<b>-0.6%</b>	<b>44.57</b>	<b>44.02</b>	<b>1.2%</b>
	NYCT Bus	43.24	41.60	4.0%	44.50	43.00	3.5%
	MTA Bus	46.21	50.55	-8.6%	46.39	50.20	-7.6%
	Long Island Bus	37.21	43.40	-14.3%	40.04	35.28	13.5%
	<i>*Hit and run Collisions are now included for LIB as of January 2009</i>						
	<b>Collision Injuries per million miles</b>	<b>Jul-10</b>			<b>12-Mon Avg</b>		
		<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	Regional	<b>7.75</b>	<b>7.14</b>	<b>8.4%</b>	<b>6.15</b>	<b>5.58</b>	<b>10.3%</b>
	NYCT Bus	8.50	7.98	6.5%	6.67	5.97	11.7%
	MTA Bus	7.08	6.00	18.0%	5.31	5.46	-2.7%
	Long Island Bus *	2.86	2.71	5.5%	3.59	2.35	52.7%
	<i>*12-Month Average for Last year represents 2009 Calendar year result</i>						
	<b>Customer Accidents per million Customers</b>	<b>Jul-10</b>			<b>12-Mon Avg</b>		
		<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	Regional	<b>1.28</b>	<b>1.14</b>	<b>12.4%</b>	<b>1.13</b>	<b>1.08</b>	<b>4.6%</b>
	NYCT Bus	1.03	1.19	-13.7%	1.07	1.01	6.2%
MTA Bus	2.06	0.62	231.9%	1.28	1.48	-13.6%	
Long Island Bus *	3.80	1.85	105.1%	1.89	1.20	57.2%	
<i>*12-Month Average for Last year represents 2009 Calendar year result</i>							
<b>Customer Accident Injuries per million Customers</b>	<b>Jul-10</b>			<b>12-Mon Avg</b>			
	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	
Regional	<b>1.25</b>	<b>1.17</b>	<b>7.2%</b>	<b>1.12</b>	<b>1.09</b>	<b>2.2%</b>	
NYCT Bus	1.01	1.26	-19.8%	1.07	1.03	4.2%	
MTA Bus	1.96	0.62	215.3%	1.24	1.51	-17.8%	
Long Island Bus *	3.80	1.11	241.8%	1.82	1.10	65.6%	
<i>*12-Month Average for Last year represents 2009 Calendar year result</i>							
<b>Lost time Accidents Per 100 Employees</b>	<b>Jul-10</b>			<b>12-Mon Avg</b>			
	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	
Regional	<b>4.62</b>	<b>7.50</b>	<b>-38.4%</b>	<b>5.46</b>	<b>5.43</b>	<b>0.5%</b>	
NYCT Bus	4.02	6.22	-35.3%	4.64	4.75	-2.2%	
MTA Bus	7.66	15.78	-51.5%	9.56	9.62	-0.7%	
Long Island Bus	3.34	1.04	222.0%	3.99	2.31	72.6%	

**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, Long Island Bus**

Statistical results for the month of August 2010 are shown below

<b>Ridership and Revenue</b>	<b>Total Ridership</b>	<b>Aug-10</b>			<b>12-Mon Total</b>		
		<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>	<b>67,147,183</b>	<b>67,626,820</b>	<b>-0.7%</b>	<b>860,716,145</b>	<b>886,432,842</b>	<b>-2.9%</b>
	NYCT Bus	54,888,218	55,813,560	-1.7%	709,156,695	734,607,320	-3.5%
	MTA Bus	9,597,962	9,220,512	4.1%	120,752,078	120,564,262	0.2%
	Long Island Bus	2,661,003	2,592,748	2.6%	30,807,372	31,261,260	-1.5%
	<b>Total Farebox Revenue</b>	<b>Aug-10</b>			<b>12-Mon Total</b>		
		<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>	<b>89,739,827</b>	<b>89,769,619</b>	<b>0.0%</b>	<b>1,057,987,690</b>	<b>1,002,518,506</b>	<b>5.5%</b>
	NYCT Bus	71,324,226	72,163,922	-1.2%	847,274,879	805,875,670	5.1%
	MTA Bus	14,732,143	14,017,122	5.1%	168,178,635	156,430,256	7.5%
	Long Island Bus	3,683,459	3,588,575	2.6%	42,534,175	40,212,580	5.8%
	<b>Average Weekday Ridership</b>	<b>Aug-10</b>			<b>12-Mon Avg</b>		
		<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>	<b>2,473,180</b>	<b>2,491,293</b>	<b>-0.7%</b>	<b>2,756,431</b>	<b>2,815,144</b>	<b>-2.1%</b>
	NYCT Bus	2,010,200	2,038,545	-1.4%	2,257,789	2,315,032	-2.5%
	MTA Bus	360,347	350,475	2.8%	395,885	395,844	0.0%
	Long Island Bus	102,633	102,272	0.4%	102,756	104,268	-1.4%
	<b>Average Weekend Ridership</b>	<b>Aug-10</b>			<b>12-Mon Avg</b>		
		<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>	<b>2,873,167</b>	<b>2,894,107</b>	<b>-0.7%</b>	<b>2,855,725</b>	<b>2,957,514</b>	<b>-3.4%</b>
	NYCT Bus	2,403,215	2,443,202	-1.6%	2,406,006	2,508,082	-4.1%
MTA Bus	377,759	361,899	4.4%	364,027	362,743	0.4%	
Long Island Bus	92,193	89,005	3.6%	85,692	86,688	-1.1%	
<b>Average Weekday Local Ridership</b>	<b>Aug-10</b>			<b>12-Mon Avg</b>			
	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	
<b>Regional</b>	<b>2,398,271</b>	<b>2,414,687</b>	<b>-0.7%</b>	<b>2,678,192</b>	<b>2,732,488</b>	<b>-2.0%</b>	
NYCT Bus	1,970,219	1,997,290	-1.4%	2,214,882	2,270,186	-2.4%	
MTA Bus	325,418	315,124	3.3%	360,553	358,034	0.7%	
Long Island Bus	102,633	102,272	0.4%	102,756	104,268	-1.4%	
<i>*Long Island Bus only operates local service</i>							
<b>Average Weekday Express Ridership</b>	<b>Aug-10</b>			<b>12-Mon Avg</b>			
	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	
<b>Regional</b>	<b>74,910</b>	<b>76,606</b>	<b>-2.2%</b>	<b>78,239</b>	<b>82,656</b>	<b>-5.3%</b>	
NYCT Bus	39,981	41,255	-3.1%	42,907	44,846	-4.3%	
MTA Bus	34,929	35,351	-1.2%	35,333	37,810	-6.6%	
Long Island Bus	N/A	N/A		N/A	N/A		
<b>Average Fare</b>	<b>Local Bus Aug-10</b>			<b>Express Bus Aug-10</b>			
	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	
<b>Regional</b>	<b>\$1.27</b>	<b>\$1.27</b>	<b>0.1%</b>	<b>\$4.21</b>	<b>\$4.22</b>	<b>-0.3%</b>	
NYCT Bus	\$1.27	\$1.27	0.0%	\$4.22	\$4.24	-0.6%	
MTA Bus	\$1.28	\$1.27	0.5%	\$4.20	\$4.20	-0.1%	
Long Island Bus	\$1.37	\$1.37	-0.2%	N/A	N/A		

*\*Long Island Bus only operates local service*

**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) and Able-Ride (Long Island Bus)**

Statistical results for the month of August 2010 are shown below

	Aug-10			12-Mon Total		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>Paratransit Ridership</b>						
Access-A-Ride (NYCT)	773,265	713,008	8.5%	8,957,343	8,109,038	10.5%
Able Ride (LI Bus)	28,235	32,218	-12.4%	376,398	390,716	-3.7%
	Aug-10			12-Mon Total		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>Paratransit Revenue</b>						
Access-A-Ride (NYCT)	1,297,876	1,262,932	2.8%	15,451,947	13,144,365	17.6%
Able Ride (LI Bus)	94,278	109,270	-13.7%	1,274,692	1,250,932	1.9%
	Aug-10			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>Access-A-Ride (NYCT)</b>						
<b>% of Trips Completed</b>	<b>93.15%</b>	<b>92.32%</b>	<b>0.9%</b>	<b>92.10%</b>	<b>90.74%</b>	<b>1.5%</b>
Trips Requested	680,829	632,364	7.7%	677,725	615,048	10.2%
Trips Scheduled	612,464	568,896	7.7%	604,970	556,652	8.7%
Trips Completed	570,503	525,229	8.6%	557,166	505,133	10.3%
Early Cancellations as a Percentage of Trips Requested	9.51%	9.43%	0.9%	10.17%	8.89%	14.3%
Late Cancellations as a Percentage of Trips Scheduled	3.69%	3.82%	-3.5%	3.96%	4.29%	-7.8%
No-Shows (Customer) as a Percentage of Trips Scheduled	2.70%	3.35%	-19.2%	3.21%	4.14%	-22.4%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.46%	0.51%	-9.6%	0.73%	0.82%	-11.1%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%		0.00%	0.00%	
Customer Refusals as a Percentage of Trips Requested	0.53%	0.61%	-12.9%	0.57%	0.60%	-5.5%
New Applications Received	3,064	3,608	-15.1%	3,339	3,701	-9.8%
	Aug-10			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>Able Ride (LI Bus)</b>						
<b>% of Trips Completed</b>	<b>97.12%</b>	<b>96.25%</b>	<b>0.9%</b>	<b>95.24%</b>	<b>94.71%</b>	<b>0.6%</b>
Trips Requested	26,512	30,651	-13.5%	30,182	31,305	-3.6%
Trips Scheduled	26,012	30,339	-14.3%	29,932	31,209	-4.1%
Trips Completed	25,262	29,201	-13.5%	28,508	29,558	-3.6%
Passenger Cancellations as a Percentage of Trips Requested	1.88%	1.58%	19.4%	1.89%	2.01%	-6.2%
No-Shows (Passenger) as a Percentage of Trips Requested	2.41%	2.38%	1.2%	2.72%	2.57%	5.8%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Requested	N/A	N/A		N/A	N/A	
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%		0.00%	0.01%	-65.4%
Customer Refusals as a Percentage of Trips Requested	0.42%	0.77%	-45.6%	0.94%	1.00%	-5.6%
New Applications Received	290	283	2.5%	255	240	6.3%

Ridership, Revenue and Service

**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)

	August 2010				August YTD 2010			
	Forecast	Actual	Variance		Forecast	Actual	Variance	
			Over/(Under)	(%)			Over/(Under)	(%)
<b>Ridership:</b>								
<b>MTA Bus</b>								
Fixed Route	9,366	9,598	0,232	2.5%	77,997	79,596	1,599	2.1%
<b>LIB</b>								
Fixed Route	2,605	2,661	0,056	2.1%	20,227	20,304	0,077	0.4%
Paratransit & Other	0,029	0,035	0,006	20.7%	0,291	0,299	0,008	2.7%
<b>Total LIB</b>	<b>2,634</b>	<b>2,696</b>	<b>0,062</b>	<b>2.4%</b>	<b>20,518</b>	<b>20,603</b>	<b>0,085</b>	<b>0.4%</b>
<b>NYCT / DOB</b>								
Fixed Route	56,024	54,888	(1,136)	-2.0%	468,317	465,222	(3,095)	-0.7%
Paratransit	0,811	0,773	(0,038)	-4.7%	6,145	6,016	(0,129)	-2.1%
<b>Total NYCT</b>	<b>56,835</b>	<b>55,661</b>	<b>(1,174)</b>	<b>-2.1%</b>	<b>474,462</b>	<b>471,238</b>	<b>(3,224)</b>	<b>-0.7%</b>
<b>Regional Bus Ridership</b>								
Fixed Route	67,995	67,147	(0,848)	-1.2%	566,541	565,122	(1,419)	-0.3%
Paratransit	0,840	0,808	(0,032)	-3.8%	6,436	6,315	(0,121)	-1.9%
	<b>68,835</b>	<b>67,955</b>	<b>(0,880)</b>	<b>-1.3%</b>	<b>572,977</b>	<b>571,437</b>	<b>(1,540)</b>	<b>-0.3%</b>
<b>Farebox:</b>								
<b>MTA Bus</b>								
Fixed Route	12,997	14,732	\$ 1,735	13.3%	\$ 109,443	\$ 112,149	\$ 2,706	2.5%
<b>LIB</b>								
Fixed Route	\$ 3,543	\$ 3,684	\$ 0,141	4.0%	\$ 27,798	\$ 28,094	\$ 0,296	1.1%
Paratransit	0,095	0,094	(0,001)	-1.1%	0,819	0,821	0,002	0.2%
<b>Total LIB</b>	<b>\$ 3,638</b>	<b>\$ 3,778</b>	<b>\$ 0,140</b>	<b>3.8%</b>	<b>\$ 28,617</b>	<b>\$ 28,915</b>	<b>\$ 0,298</b>	<b>1.0%</b>
<b>NYCT / DOB</b>								
Fixed Route	\$ 73,452	\$ 71,324	\$ (2,128)	-2.9%	\$ 569,265	\$ 563,265	\$ (6,000)	-1.1%
Paratransit	1,471	1,298	(0,173)	-11.8%	11,073	10,554	(0,519)	-4.7%
<b>Total NYCT</b>	<b>\$ 74,923</b>	<b>\$ 72,622</b>	<b>\$ (2,301)</b>	<b>-3.1%</b>	<b>\$ 580,338</b>	<b>\$ 573,820</b>	<b>\$ (6,518)</b>	<b>-1.1%</b>
<b>Total Regional Bus Farebox</b>								
Fixed Route	\$ 89,992	\$ 89,740	\$ (0,252)	-0.3%	\$ 706,506	\$ 703,508	\$ (2,998)	-0.4%
Paratransit	1,566	1,392	(0,174)	-11.1%	11,892	11,375	(0,517)	-4.3%
	<b>\$ 91,558</b>	<b>\$ 91,132</b>	<b>\$ (0,426)</b>	<b>-0.5%</b>	<b>\$ 718,398</b>	<b>\$ 714,884</b>	<b>\$ (3,514)</b>	<b>-0.5%</b>

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

	Forecast	Actual	Variance	
			Over/(Under)	(%)
<b>MTA Bus</b>	\$ 312,818	\$ 329,652	\$ 16,834	5.4%
<b>LIB</b>	87,136	84,290	(2,846)	-3.3%
<b>NYCT / DOB</b>	1,418,029	1,377,002	(41,027)	-2.9%
	<b>\$ 1,817,983</b>	<b>\$ 1,790,944</b>	<b>\$ (27,039)</b>	<b>-1.5%</b>

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2010 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**August 2010**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$12.997	\$14.732	\$1.735	13.4	\$0.000	\$0.000	\$0.000	-	\$12.997	\$14.732	\$1.735	13.4
Other Operating Income	0.675	0.807	0.132	19.6	-	-	-	-	0.675	0.807	0.132	19.6
Capital and Other Reimbursements	-	-	-	-	0.679	-	(0.679)	(100.0)	0.679	-	(0.679)	(100.0)
<b>Total Revenue</b>	<b>\$13.672</b>	<b>\$15.540</b>	<b>\$1.867</b>	<b>13.7</b>	<b>\$0.679</b>	<b>\$0.000</b>	<b>(\$0.679)</b>	<b>(100.0)</b>	<b>\$14.351</b>	<b>\$15.540</b>	<b>\$1.189</b>	<b>8.3</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$18.934	\$18.132	\$0.802	4.2	\$0.516	\$0.000	\$0.516	100.0	\$19.450	\$18.132	\$1.318	6.8
Overtime	3.399	4.144	(0.744)	(21.9)	-	-	-	-	3.399	4.144	(0.744)	(21.9)
Health and Welfare	3.039	3.086	(0.047)	(1.6)	0.082	-	0.082	100.0	3.121	3.086	0.035	1.1
OPEB Current Payment	1.177	1.176	0.001	0.1	-	-	-	-	1.177	1.176	0.001	0.1
Pensions	2.389	2.772	(0.383)	(16.1)	0.039	-	0.039	100.0	2.427	2.772	(0.345)	(14.2)
Other Fringe Benefits	1.982	2.089	(0.107)	(5.4)	0.042	-	0.042	100.0	2.023	2.089	(0.066)	(3.2)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$30.919</b>	<b>\$31.399</b>	<b>(\$0.479)</b>	<b>(1.6)</b>	<b>\$0.679</b>	<b>\$0.000</b>	<b>\$0.679</b>	<b>100.0</b>	<b>\$31.598</b>	<b>\$31.399</b>	<b>\$0.199</b>	<b>0.6</b>
<i>Non-Labor:</i>												
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	\$2.875	\$1.515	\$1.360	47.3	\$0.000	\$0.000	\$0.000	-	\$2.875	\$1.515	\$1.360	47.3
Insurance	1.509	1.078	0.431	28.6	-	-	-	-	1.509	1.078	0.431	28.6
Claims	2.086	3.187	(1.100)	(52.7)	-	-	-	-	2.086	3.187	(1.100)	(52.7)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.088	1.994	0.094	4.5	-	-	-	-	2.088	1.994	0.094	4.5
Professional Service Contracts	0.638	0.202	0.436	68.3	-	-	-	-	0.638	0.202	0.436	68.3
Materials & Supplies	2.500	2.053	0.447	17.9	-	-	-	-	2.500	2.053	0.447	17.9
Other Business Expense	0.377	0.287	0.090	23.8	-	-	-	-	0.377	0.287	0.090	23.8
<b>Total Non-Labor Expenses</b>	<b>\$12.072</b>	<b>\$10.315</b>	<b>\$1.757</b>	<b>14.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$12.072</b>	<b>\$10.315</b>	<b>\$1.757</b>	<b>14.6</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	-	-	\$0.000	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$42.992</b>	<b>\$41.714</b>	<b>\$1.278</b>	<b>3.0</b>	<b>\$0.679</b>	<b>\$0.000</b>	<b>\$0.679</b>	<b>100.0</b>	<b>\$43.670</b>	<b>\$41.714</b>	<b>\$1.956</b>	<b>4.5</b>
Depreciation	\$3.343	\$3.378	(\$0.034)	(1.0)	\$0.000	\$0.000	\$0.000	-	\$3.343	\$3.378	(\$0.034)	(1.0)
OPEB Obligation	6.578	5.680	0.898	13.7	-	-	-	-	6.578	5.680	0.898	13.7
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$52.913</b>	<b>\$50.772</b>	<b>\$2.141</b>	<b>4.0</b>	<b>\$0.679</b>	<b>\$0.000</b>	<b>\$0.679</b>	<b>100.0</b>	<b>\$53.591</b>	<b>\$50.772</b>	<b>\$2.820</b>	<b>5.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$39.241)</b>	<b>(\$35.232)</b>	<b>\$4.009</b>	<b>10.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$39.241)</b>	<b>(\$35.232)</b>	<b>\$4.009</b>	<b>10.2</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2010 MID-YEAR FORECAST**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**August 2010 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$109,443	\$112,149	2,706	2.5	\$0,000	\$0,000	\$0,000	-	\$109,443	\$112,149	\$2,706	2.5
Other Operating Income	12,986	13,839	0,853	6.6	-	-	-	-	12,986	13,839	0,853	6.6
Capital and Other Reimbursements	-	-	-	-	2,284	0,879	(1,404)	(61.5)	2,284	0,879	(1,404)	(61.5)
<b>Total Revenue</b>	<b>\$122,429</b>	<b>\$125,988</b>	<b>\$3,559</b>	<b>2.9</b>	<b>\$2,284</b>	<b>\$0,879</b>	<b>(\$1,404)</b>	<b>(61.5)</b>	<b>\$124,712</b>	<b>\$126,868</b>	<b>\$2,155</b>	<b>1.7</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$137,066	\$133,316	\$3,750	2.7	\$1,674	\$0,440	\$1,235	73.7	\$138,740	\$133,755	\$4,985	3.6
Overtime	30,775	32,770	(1,994)	(6.5)	-	-	-	-	30,775	32,770	(1,994)	(6.5)
Health and Welfare	24,447	23,905	0,542	2.2	0,321	0,213	0,108	33.7	24,768	24,118	0,650	2.6
OPEB Current Payment	8,538	8,528	0,010	0.1	-	-	-	-	8,538	8,528	0,010	0.1
Pensions	19,960	20,753	(0,793)	(4.0)	0,154	0,105	0,049	31.6	20,114	20,858	(0,744)	(3.7)
Other Fringe Benefits	13,964	13,589	0,375	2.7	0,134	0,034	0,101	74.9	14,098	13,623	0,476	3.4
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0,088)	0,088	-	-	0,088	(0,088)	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$234,750</b>	<b>\$232,772</b>	<b>\$1,977</b>	<b>0.8</b>	<b>\$2,284</b>	<b>\$0,879</b>	<b>\$1,404</b>	<b>61.5</b>	<b>\$237,033</b>	<b>\$233,652</b>	<b>\$3,381</b>	<b>1.4</b>
<b>Non-Labor</b>												
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	\$19,515	\$18,463	\$1,052	5.4	\$0,000	\$0,000	\$0,000	-	\$19,515	\$18,463	\$1,052	5.4
Insurance	6,003	7,163	(1,159)	(19.3)	-	-	-	-	6,003	7,163	(1,159)	(19.3)
Claims	14,681	37,900	(23,218)	-	-	-	-	-	14,681	37,900	(23,218)	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	15,228	13,776	1,452	9.5	-	-	-	-	15,228	13,776	1,452	9.5
Professional Service Contracts	3,090	1,876	1,214	39.3	-	-	-	-	3,090	1,876	1,214	39.3
Materials & Supplies	17,257	16,014	1,243	7.2	-	-	-	-	17,257	16,014	1,243	7.2
Other Business Expense	2,293	1,689	0,604	26.4	-	-	-	-	2,293	1,689	0,604	26.4
<b>Total Non-Labor Expenses</b>	<b>\$78,068</b>	<b>\$96,880</b>	<b>(\$18,812)</b>	<b>(24.1)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$78,068</b>	<b>\$96,880</b>	<b>(\$18,812)</b>	<b>(24.1)</b>
<b>Other Expense Adjustments:</b>												
Other	\$0,000	-	-	-	\$0,000	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$312,818</b>	<b>\$329,652</b>	<b>(\$16,835)</b>	<b>(5.4)</b>	<b>\$2,284</b>	<b>\$0,879</b>	<b>\$1,404</b>	<b>61.5</b>	<b>\$315,101</b>	<b>\$330,532</b>	<b>(\$15,431)</b>	<b>(4.9)</b>
Depreciation	\$26,855	\$26,924	(\$0,069)	(0.3)	\$0,000	\$0,000	\$0,000	-	\$26,855	\$26,924	(\$0,069)	(0.3)
OPEB Obligation	41,374	35,280	6,094	14.7	-	-	-	-	41,374	35,280	6,094	14.7
Environmental Remediation	-	0,001	(0,001)	-	-	-	-	-	-	0,001	(0,001)	-
<b>Total Expenses</b>	<b>\$381,046</b>	<b>\$391,858</b>	<b>(\$10,811)</b>	<b>(2.8)</b>	<b>\$2,284</b>	<b>\$0,879</b>	<b>\$1,404</b>	<b>61.5</b>	<b>\$383,330</b>	<b>\$392,737</b>	<b>(\$9,407)</b>	<b>(2.5)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$258,618)</b>	<b>(\$265,870)</b>	<b>(\$7,252)</b>	<b>(2.8)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$258,618)</b>	<b>(\$265,870)</b>	<b>(\$7,252)</b>	<b>(2.8)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2010 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	August 2010		Reason for Variance	Year-To-Date		Reason for Variance
		Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance		
		\$	%		\$	%	
Farebox Revenue	NR	1,735	13.4	Higher revenue and ridership	2,706	2.5	(a)
Other Operating Revenue	NR	0.132	19.6	Insurance recovery and TA miscellaneous income	0.853	6.6	Insurance recovery and TA miscellaneous income
Capital and Other Reimbursements	R	(\$0.679)	(100.0)	Pending issuance of WAR certificate	(\$1,404)	(61.5)	Pending issuance of WAR certificate
<b>Total Revenue Variance</b>		<b>\$1,189</b>	<b>8.3</b>		<b>\$2,155</b>	<b>1.7</b>	
Payroll	NR	0.802	4.2	(a)	3,750	2.7	(a)
Overtime	NR	(0.744)	(21.9)	Vacancy coverage	(1,994)	(6.5)	Vacancy coverage
Health and Welfare	NR	(0.047)	(1.6)	(a)	0.542	2.2	(a)
OPEB Current Payment	NR	0.001	0.1	(a)	0.010	0.1	(a)
Pension	NR	(0.383)	(16.1)	Interagency and deferred comp charges	(0.793)	(4.0)	(a)
Other Fringe Benefits	NR	(0.107)	(3.2)	(a)	0.375	2.7	(a)
Fuel for Buses and Trains	NR	1,360	47.3	Timing of interagency charges	1,052	5.4	(a)
Insurance	NR	0.431	28.6	New actuarial third party estimate issued after the mid-year forecast was developed	(1,159)	(19.3)	New actuarial third party estimate issued after the mid-year forecast was developed
Claims	NR	(1,100)	(52.7)	New actuarial third party estimate issued after the mid-year forecast was developed	(23,218)	*	New actuarial third party estimate issued after the mid-year forecast was developed
Maintenance and Other Operating Contracts	NR	0.094	4.5	(a)	1,452	9.5	Delayed expenses
Professional Service Contracts	NR	0.436	68.3	Delayed expenses	1,214	39.3	Delayed expenses
Materials & Supplies	NR	0.447	17.9	Delayed expenses	1,243	7.2	Delayed expenses
Other Business Expense	NR	0.090	23.8	Delayed expenses	0,604	26.4	Delayed expenses
Depreciation	NR	(0.034)	(1.0)	(a)	(0,069)	(0.3)	(a)
Other Post Employment Benefits	NR	0.898	13.7	New actuarial third party estimate issued after the mid-year forecast was developed	6,094	14.7	New actuarial third party estimate issued after the mid-year forecast was developed
Payroll	R	\$0.516	100.0	Charges in WIP acct, pending issuance of WAR certificate	\$1,235	73.7	Charges in WIP acct, pending issuance of WAR certificate
Health and Welfare	R	\$0.082	100.0	Charges in WIP acct, pending issuance of WAR certificate	\$0,108	33.7	Charges in WIP acct, pending issuance of WAR certificate
Pension	R	\$0.039	100.0	Charges in WIP acct, pending issuance of WAR certificate	\$0,049	31.6	Charges in WIP acct, pending issuance of WAR certificate
Other Fringe Benefits	R	\$0.042	100.0	Charges in WIP acct, pending issuance of WAR certificate	\$0,101	74.9	Charges in WIP acct, pending issuance of WAR certificate
<b>Total Expense Variance</b>		<b>\$2,820</b>	<b>5.3</b>		<b>(\$9,407)</b>	<b>(2.5)</b>	
<b>Net Variance</b>		<b>\$4,009</b>	<b>10.2</b>		<b>(\$7,252)</b>	<b>(2.8)</b>	

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

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2010 MID-YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**

(\$ in millions)

	August 2010				Year-To-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$14,223	\$16,206	1,983	13.9	\$108,788	\$111,223	2,435	2.2
Other Operating Revenue	0,877	0,100	(0,777)	(88.6)	15,356	16,696	1,340	8.7
Capital and Other Reimbursements	1,507	-	(1,507)	(100.0)	4,530	-	(4,530)	(100.0)
<b>Total Receipts</b>	<b>\$16,606</b>	<b>\$16,306</b>	<b>(\$0,300)</b>	<b>(1.8)</b>	<b>\$128,674</b>	<b>\$127,919</b>	<b>(\$0,754)</b>	<b>(0.6)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$21,101	\$16,842	4,259	20.2	\$145,844	\$135,980	9,864	6.8
Overtime	3,196	4,144	(0,948)	(29.7)	31,741	32,770	(1,028)	(3.2)
Health and Welfare	3,316	0,443	2,873	86.6	23,904	20,986	2,918	12.2
OPEB Current Payment	1,319	-	1,319	100.0	7,956	7,300	0,656	8.2
Pensions	2,609	2,232	0,376	14.4	20,331	19,836	0,496	2.4
Other Fringe Benefits	2,713	1,601	1,112	41.0	15,514	13,184	2,329	15.0
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$34,253</b>	<b>\$25,262</b>	<b>\$8,991</b>	<b>26.2</b>	<b>\$245,290</b>	<b>\$230,055</b>	<b>\$15,235</b>	<b>6.2</b>
<i>Non-Labor:</i>								
Traction and Propulsion Power	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	\$3,165	\$0,108	3,057	96.6	\$18,359	\$14,156	4,203	22.9
Insurance	2,888	0,363	2,525	87.4	9,846	2,471	7,376	74.9
Claims	0,623	1,643	(1,021)	*	10,563	15,820	(5,257)	(49.8)
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2,509	0,164	2,344	93.4	16,594	12,392	4,202	25.3
Professional Service Contracts	0,577	0,261	0,316	54.7	4,439	3,479	0,960	21.6
Materials & Supplies	2,284	1,583	0,701	30.7	18,117	15,799	2,318	12.8
Other Business Expenses	0,785	0,039	0,746	95.0	2,634	0,375	2,259	85.8
<b>Total Non-Labor Expenditures</b>	<b>\$12,830</b>	<b>\$4,162</b>	<b>\$8,668</b>	<b>67.6</b>	<b>\$80,552</b>	<b>\$64,491</b>	<b>\$16,061</b>	<b>19.9</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	-	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	-
<b>Gap Closing Expenditures:</b>								
Additional Actions for Budget Balance: Expenditu	-	-	-	-	-	-	-	-
<b>Total Gap Closing Expenditures</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	-	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	-
<b>Total Expenditures</b>	<b>\$47,083</b>	<b>\$29,424</b>	<b>\$17,659</b>	<b>37.5</b>	<b>\$325,842</b>	<b>\$294,546</b>	<b>\$31,296</b>	<b>9.6</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>(\$30,477)</b>	<b>(\$13,117)</b>	<b>\$17,359</b>	<b>57.0</b>	<b>(\$197,169)</b>	<b>(\$166,627)</b>	<b>\$30,542</b>	<b>15.5</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2010 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

	August 2010			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
Operating Receipts or Disbursements	\$	%		\$	%	
Farebox Revenue	1,983	13.9	Timing of receipts	2,435	2.2 (a)	
Other Operating Revenue	(0,777)	(88.6)	Timing of receipts	1,340	8.7 Final settlement from Titan for 2009 contract and misc income	
Capital and Other Reimbursements	(1,507)	(100.0)	Pending issuance of WAR certificate	(4,530)	(100.0) Pending issuance of WAR certificate	
<b>Total Receipts</b>	<b>(\$0,300)</b>	<b>(1.8)</b>		<b>(\$0,754)</b>	<b>(0.6)</b>	
Payroll	4,259	20.2	Timing of payments	9,864	6.8 Timing of payments	
Overtime	(0,948)	(29.7)	Vacancy coverage	(1,028)	(3.2) (a)	
Health and Welfare	2,873	86.6	Timing of payments	2,918	12.2 Timing of payments	
OPEB Current Payment	1,319	100.0	Timing of payments	0,656	8.2 Timing of payments	
Pension	0,376	14.4	Timing of payments	0,496	2.4 (a)	
Other Fringe Benefits	1,112	41.0	Timing of payments	2,329	15.0 Timing of payments	
Fuel for Buses and Trains	3,057	96.6	Timing of payments	4,203	22.9 Timing of payments	
Insurance	2,525	87.4	Timing of payments	7,376	74.9 Timing of payments	
Claims	(1,021)	*	Unfavorable case resolution	(5,257)	(49.8) Unfavorable case resolution	
Maintenance and Other Operating Contracts	2,344	93.4	Timing of payments	4,202	25.3 Timing of payments	
Professional Service Contracts	0,316	54.7	Timing of payments	0,960	21.6 Timing of payments	
Materials & Supplies	0,701	30.7	Timing of payments	2,318	12.8 Timing of payments	
Other Business Expenditure	0,746	95.0	Timing of payments	2,259	85.8 Timing of payments	
<b>Total Expenditures</b>	<b>\$17,659</b>	<b>37.5</b>		<b>\$31,296</b>	<b>9.6</b>	
<b>Net Cash Variance</b>	<b>\$17,359</b>	<b>57.0</b>		<b>\$30,542</b>	<b>15.5</b>	

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

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2010 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	August 2010				Year-To-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1,226	\$1,474	\$0,248	20.3	(\$0,655)	(\$0,926)	(\$0,271)	(41.4)
Other Operating Revenue	0.202	(0,708)	(0,909)	*	2,370	2,857	0,487	20.6
Capital and Other Reimbursements	0.828	-	(0,828)	(100.0)	2,246	(0,879)	(3,126)	*
<b>Total Receipts</b>	<b>\$2,256</b>	<b>\$0,767</b>	<b>(\$1,489)</b>	<b>(66.0)</b>	<b>\$3,961</b>	<b>\$1,052</b>	<b>(\$2,909)</b>	<b>(73.5)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$1,651)	\$1,290	(\$2,941)	*	(\$7,104)	(\$2,224)	(\$4,879)	(68.7)
Overtime	0.204	-	0,204	100.0	(0,966)	-	(0,966)	(100.0)
Health and Welfare	(0,195)	2,643	(2,838)	*	0,864	3,132	(2,268)	*
OPEB Current Payment	(0,142)	1,176	(1,318)	*	0,582	1,228	(0,646)	*
Pensions	(0,181)	0,540	(0,721)	*	(0,218)	1,022	(1,240)	*
Other Fringe Benefits	(0,690)	0,488	(1,178)	*	(1,415)	0,438	(1,854)	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$2,655)</b>	<b>\$6,137</b>	<b>(\$8,792)</b>	<b>*</b>	<b>(\$8,257)</b>	<b>\$3,597</b>	<b>(\$11,853)</b>	<b>*</b>
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Fuel for Buses and Trains	(0,290)	1,407	(1,697)	*	1,156	4,307	(3,151)	*
Insurance	(1,379)	0,714	(2,093)	*	(3,843)	4,692	(8,535)	*
Claims	1,464	1,544	(0,080)	(5.4)	4,118	22,080	(17,961)	*
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(0,421)	1,830	(2,250)	*	(1,366)	1,384	(2,750)	*
Professional Service Contracts	0,060	(0,059)	0,120	*	(1,349)	(1,603)	0,254	18.8
Materials & Supplies	0,216	0,470	(0,254)	*	(0,860)	0,215	(1,075)	*
Other Business Expenditures	(0,408)	0,248	(0,656)	*	(0,340)	1,314	(1,654)	*
<b>Total Non-Labor Expenditures</b>	<b>(\$0,758)</b>	<b>\$6,153</b>	<b>(\$6,911)</b>	<b>*</b>	<b>(\$2,484)</b>	<b>\$32,389</b>	<b>(\$34,873)</b>	<b>*</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Gap Closing Expenditures:</b>								
Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-
<b>Total Gap Closing Expenditures</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before</b>								
Non-Cash Liability Adjs.	(\$3,413)	\$12,290	(\$15,703)	*	(\$10,741)	\$35,986	(\$46,727)	*
Depreciation Adjustment	\$3,343	\$3,378	(\$0,034)	(1.0)	\$26,855	\$26,924	(\$0,069)	(0.3)
Other Post Employment Benefits	\$6,578	\$5,680	\$0,898	13.7	\$41,374	\$35,280	\$6,094	14.7
<b>Total Expenses/Expenditures</b>	<b>\$6,508</b>	<b>\$21,348</b>	<b>(\$14,840)</b>	<b>*</b>	<b>\$57,488</b>	<b>\$98,189</b>	<b>(\$40,702)</b>	<b>(70.8)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$8,764</b>	<b>\$22,115</b>	<b>\$13,350</b>	<b>*</b>	<b>\$61,449</b>	<b>\$99,241</b>	<b>\$37,792</b>	<b>61.5</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2010 MID-YEAR FORECAST**  
**Utilization**  
(In millions)

	<u>August 2010</u>			<u>Year-to-date as of August 2010</u>		
	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$12.997	\$14.732	\$1.735	\$109.443	\$112.149	\$2.706
<b>Total Farebox Revenue</b>	<b>\$12.997</b>	<b>\$14.732</b>	<b>\$1.735</b>	<b>\$109.443</b>	<b>\$112.149</b>	<b>\$2.706</b>
Other Revenue	\$0.675	\$0.807	\$0.132	\$12.986	\$13.839	\$0.853
Capital & Other	\$0.679	\$0.000	(\$0.679)	\$2.284	\$0.879	(\$1.404)
<b>Total Revenue</b>	<b>\$14.351</b>	<b>\$15.540</b>	<b>\$1.189</b>	<b>\$124.712</b>	<b>\$126.868</b>	<b>\$2.155</b>
<b><u>Ridership</u></b>						
Fixed Route	9.366	9.598	0.232	77.997	79.596	1.599
<b>Total Ridership</b>	<b>9.366</b>	<b>9.598</b>	<b>0.232</b>	<b>77.997</b>	<b>79.596</b>	<b>1.599</b>



**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2010 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS and FTE's by FUNCTION and DEPARTMENT**  
**August 2010**

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	4	4	-	
Human Resources	6	8	(2)	
Office of Management and Budget	12	12	-	
Technology & Information Services	30	28	2	
Material	17	17	-	
Controller	38	35	3	
Office of the President	7	7	-	
System Safety Administration	5	1	4	
Law	21	19	2	
Corporate Communications	2	2	-	
Labor Relations	4	4	-	
Non-Departmental	26	-	26	
<b>Total Administration</b>	<b>172</b>	<b>137</b>	<b>35</b>	Deferred hiring
<b>Operations</b>				
Buses	2,066	2,040	26	
Office of the Executive VP	1	1	-	
Safety & Training	18	92	(74)	
Road Operations	114	101	13	
Transportation Support	17	17	-	
Operations Planning	23	18	5	
Revenue Control	21	24	(3)	
<b>Total Operations</b>	<b>2,260</b>	<b>2,293</b>	<b>(33)</b>	
<b>Maintenance</b>				
Buses	728	693	35	
Revenue Control	-	-	-	
Maintenance Support/CMF	115	84	31	Deferred hiring and maintenance programs
Facilities	40	27	13	Deferred hiring and facilities projects
Supply Logistics	82	78	4	Deferred hiring
System Safety	-	-	-	
<b>Total Maintenance</b>	<b>965</b>	<b>882</b>	<b>83</b>	
<b>Engineering/Capital</b>				
Capital Program Management	26	19	7	Delay in capital projects
<b>Total Engineering/Capital</b>	<b>26</b>	<b>19</b>	<b>7</b>	
<b>Public Safety</b>				
Senior VP	-	-	-	
Security	12	11	1	
<b>Total Public Safety</b>	<b>12</b>	<b>11</b>	<b>1</b>	
<b>Grand Total</b>				
	<b>3,435</b>	<b>3,342</b>	<b>93</b>	
Non-Reimbursable	3,385	3,304	81	
Reimbursable	50	38	12	
<b>Total Full-Time</b>	<b>3,435</b>	<b>3,342</b>	<b>93</b>	
Total Full-Time Equivalents	-	-	-	

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN-2010 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS BY FUNCTION AND OCCUPATIONAL GROUP**  
**August 2010**

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	53	53	-	
Professional, Technical, Clerical	93	84	9	
Operational Hourlies	26	-	26	
<b>Total Administration</b>	<b>172</b>	<b>137</b>	<b>35</b>	Deferred hiring
<b>Operations</b>				
Managers/Supervisors	277	282	(5)	Deferred hiring
Professional, Technical, Clerical	46	46	-	
Operational Hourlies	1,937	1,965	(28)	Turnover
<b>Total Operations</b>	<b>2,260</b>	<b>2,293</b>	<b>(33)</b>	
<b>Maintenance</b>				
Managers/Supervisors	195	167	28	
Professional, Technical, Clerical	12	9	3	
Operational Hourlies	758	706	52	
<b>Total Maintenance</b>	<b>965</b>	<b>882</b>	<b>83</b>	Delay in maintenance projects
<b>Engineering/Capital</b>				
Managers/Supervisors	15	9	6	
Professional, Technical, Clerical	11	10	1	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>26</b>	<b>19</b>	<b>7</b>	Delay in capital projects
<b>Public Safety</b>				
Managers/Supervisors	9	7	2	
Professional, Technical, Clerical	3	4	(1)	
Operational Hourlies	-	-	-	
<b>Total Public Safety</b>	<b>12</b>	<b>11</b>	<b>1</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	549	518	31	
Professional, Technical, Clerical	165	153	12	
Operational Hourlies	2,721	2,671	50	
<b>Total Baseline Positions</b>	<b>3,435</b>	<b>3,342</b>	<b>93</b>	

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN - 2010 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**

August 2010

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$3,638	\$3,778	0.140	3.8	\$0.000	\$0.000	0.000	-	\$3,638	\$3,778	0.140	3.8
Investment Income	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Income	0.187	0.125	(0.062)	(33.2)	0.000	0.000	0.000	-	0.187	0.125	(0.062)	(33.2)
Capital and Other Reimbursements	0.000	0.000	0.000	-	0.652	0.713	0.061	9.4	0.652	0.713	0.061	9.4
<b>Total Revenue</b>	<b>\$3.825</b>	<b>\$3.903</b>	<b>\$0.078</b>	<b>2.0</b>	<b>\$0.652</b>	<b>\$0.713</b>	<b>\$0.061</b>	<b>9.4</b>	<b>\$4.477</b>	<b>\$4.616</b>	<b>\$0.139</b>	<b>3.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$5,785	\$5,168	\$0,617	10.7	\$0,100	\$0,062	\$0,038	38.0	\$5,885	\$5,230	\$0,655	11.1
Overtime	0.352	0.449	(0.097)	(27.6)	0.000	0.120	(0.120)	-	0.352	0.569	(0.217)	(61.6)
Health and Welfare	1.241	0.849	0.392	31.6	0.039	0.020	0.019	48.7	1.280	0.869	0.411	32.1
OPEB Current Payment	0.000	0.060	(0.060)	-	0.153	0.089	0.064	41.8	0.153	0.149	0.004	2.6
Pensions	0.402	0.600	(0.198)	(49.3)	0.005	0.018	(0.013)	*	0.407	0.618	(0.211)	(51.8)
Other Fringe Benefits	0.618	0.331	0.287	46.4	0.007	0.022	(0.015)	-	0.625	0.353	0.272	43.5
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$8.398</b>	<b>\$7.457</b>	<b>\$0.941</b>	<b>11.2</b>	<b>\$0.304</b>	<b>\$0.331</b>	<b>(\$0.027)</b>	<b>(8.9)</b>	<b>\$8.702</b>	<b>\$7.788</b>	<b>\$0.914</b>	<b>10.5</b>
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$0.000	\$0.000	0.000	-	\$0.000	\$0.000	0.000	-	\$0.000	\$0.000	0.000	-
Fuel for Buses and Trains	0.902	1.114	(0.212)	(23.5)	0.000	0.018	(0.018)	-	0.902	1.132	(0.230)	(25.5)
Insurance	0.056	0.050	0.006	10.7	0.000	0.000	0.000	-	0.056	0.050	0.006	10.7
Claims	0.000	0.121	(0.121)	-	0.000	0.000	0.000	-	0.000	0.121	(0.121)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.916	0.505	0.411	44.9	0.000	0.025	(0.025)	-	0.916	0.530	0.386	42.1
Professional Service Contracts	0.229	0.142	0.087	38.0	0.000	0.000	0.000	-	0.229	0.142	0.087	38.0
Materials & Supplies	0.325	0.182	0.143	44.0	0.348	0.339	0.009	2.6	0.673	0.521	0.152	22.6
Other Business Expense	0.165	(0.033)	0.198	*	0.000	0.000	0.000	-	0.165	(0.033)	0.198	*
<b>Total Non-Labor Expenses</b>	<b>\$2.593</b>	<b>\$2.081</b>	<b>\$0.512</b>	<b>19.7</b>	<b>\$0.348</b>	<b>\$0.382</b>	<b>(\$0.034)</b>	<b>(9.8)</b>	<b>\$2.940</b>	<b>\$2.463</b>	<b>\$0.478</b>	<b>16.3</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$10.991</b>	<b>\$9.538</b>	<b>\$1.453</b>	<b>13.2</b>	<b>\$0.652</b>	<b>\$0.713</b>	<b>(\$0.061)</b>	<b>(9.4)</b>	<b>\$11.642</b>	<b>\$10.251</b>	<b>\$1.392</b>	<b>12.0</b>
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Obligation	0.893	0.531	0.362	40.5	0.000	0.000	0.000	-	0.893	0.531	0.362	40.5
Environmental Remediation			0.000	-			0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$11.884</b>	<b>\$10.069</b>	<b>\$1.815</b>	<b>15.3</b>	<b>\$0.652</b>	<b>\$0.713</b>	<b>(\$0.061)</b>	<b>(9.4)</b>	<b>\$12.536</b>	<b>\$10.782</b>	<b>\$1.754</b>	<b>14.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$8.059)</b>	<b>(\$6.166)</b>	<b>\$1.893</b>	<b>23.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$8.059)</b>	<b>(\$6.166)</b>	<b>\$1.893</b>	<b>23.5</b>

NOTE: Totals may not add due to rounding

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN-2010 MID YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**August 2010 Year-To-Date**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Favorable (Unfavorable)			Mid Year Forecast	Favorable (Unfavorable)			Mid Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$28,617	\$28,915	0.298	1.0	\$0.000	\$0.000	0.000	-	\$28,617	\$28,915	0.298	1.0
Investment Income	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1,310	1,151	(0.159)	(12.1)	0.000	0.000	0.000	-	1,310	1,151	(0.159)	(12.1)
Capital & Other Reimbursements	0.000	0.000	0.000	-	6,036	5,917	(0.119)	(2.0)	6,036	5,917	(0.119)	(2.0)
<b>Total Revenue</b>	<b>\$29,927</b>	<b>\$30,066</b>	<b>\$0.139</b>	<b>0.5</b>	<b>\$6,036</b>	<b>\$5,917</b>	<b>(\$0.119)</b>	<b>(2.0)</b>	<b>\$35,963</b>	<b>\$35,983</b>	<b>\$0.020</b>	<b>0.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$44,659	\$43,048	\$1,611	3.6	0,610	0,496	\$0,114	18.7	\$45,269	\$43,544	\$1,725	3.8
Overtime	3,574	4,032	(0,458)	(12.8)	1,005	1,143	(0,138)	(13.7)	4,579	5,175	(0,596)	(13.0)
Health and Welfare	8,645	7,258	1,387	16.0	0,218	0,160	0,058	26.6	8,863	7,418	1,445	16.3
OPEB Current Payment	0,293	0,442	(0,149)	(50.9)	0,938	0,812	0,126	13.4	1,231	1,254	(0,023)	(1.9)
Pensions	2,867	4,002	(1,135)	(39.6)	0,120	0,133	(0,013)	(10.8)	2,987	4,135	(1,148)	(38.4)
Other Fringe Benefits	5,193	4,963	0,230	4.4	0,166	0,192	(0,026)	(15.7)	5,359	5,155	0,204	3.8
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$65,231</b>	<b>\$63,745</b>	<b>\$1,486</b>	<b>2.3</b>	<b>\$3,057</b>	<b>\$2,936</b>	<b>\$0.121</b>	<b>4.0</b>	<b>\$68,288</b>	<b>\$66,681</b>	<b>\$1,607</b>	<b>2.4</b>
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$0.000	\$0.000	0.000	-	0.000	0.000	0.000	-	\$0.000	\$0.000	0.000	-
Fuel for Buses and Trains	6,191	6,165	0,026	0.4	0,000	0,166	(0,166)	-	6,191	6,331	(0,140)	(2.3)
Insurance	0,373	0,305	0,068	18.2	0,000	0,000	0,000	-	0,373	0,305	0,068	18.2
Claims	4,431	5,072	(0,641)	(14.5)	0,000	0,000	0,000	-	4,431	5,072	(0,641)	(14.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6,684	6,082	0,602	9.0	0,000	0,105	(0,105)	-	6,684	6,187	0,497	7.4
Professional Service Contracts	1,578	1,252	0,326	20.7	0,000	0,000	0,000	-	1,578	1,252	0,326	20.7
Materials & Supplies	2,334	1,921	0,413	17.7	2,979	2,710	0,269	9.0	5,313	4,631	0,682	12.8
Other Business Expense	0,314	(0,251)	0,565	*	0,000	0,000	0,000	-	0,314	(0,251)	0,565	*
<b>Total Non-Labor Expenses</b>	<b>\$21,905</b>	<b>\$20,548</b>	<b>\$1,359</b>	<b>6.2</b>	<b>\$2,979</b>	<b>\$2,981</b>	<b>(\$0.002)</b>	<b>(0.1)</b>	<b>\$24,884</b>	<b>\$23,527</b>	<b>\$1,357</b>	<b>5.5</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$87,136</b>	<b>\$84,291</b>	<b>\$2,845</b>	<b>3.3</b>	<b>\$6,036</b>	<b>\$5,917</b>	<b>\$0.119</b>	<b>2.0</b>	<b>\$93,172</b>	<b>\$90,208</b>	<b>\$2,964</b>	<b>3.2</b>
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Obligation	7,146	6,776	0,370	5.2	0.000	0.000	0.000	-	7,146	6,776	0,370	5.2
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$94,282</b>	<b>\$91,067</b>	<b>\$3,215</b>	<b>3.4</b>	<b>\$6,036</b>	<b>\$5,917</b>	<b>\$0.119</b>	<b>2.0</b>	<b>\$100,318</b>	<b>\$96,984</b>	<b>\$3,334</b>	<b>3.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$64,355)</b>	<b>(\$61,001)</b>	<b>\$3,353</b>	<b>5.2</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$64,355)</b>	<b>(\$61,001)</b>	<b>\$3,353</b>	<b>5.2</b>

NOTE: Totals may not add due to rounding

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN - 2010 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	August 2010				YEAR-TO-DATE			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$0.140	3.85	Ridership higher than planned	\$0.298	1.0	Ridership higher than planned		
Other Operating Revenue	NR	(0.062)	(33.16)	(a)	(0.159)	(12.1)	Timing of Reimbursements		
Capital and Other Reimbursements	R	\$0.081	9.36	(a)	(\$0.119)	(2.0)	LIRR Track Work Reimb (Offset to O/T, Oth Frg, Fuel and Material used)		
<b>Total Revenue Variance</b>		<b>\$0.139</b>	<b>3.10</b>		<b>\$0.020</b>	<b>0.1</b>			
Payroll	NR	\$0.617	10.67	Vacancy Savings	\$1.611	3.6	Vacancy Savings		
Overtime	NR	(0.097)	(27.56)	Vacancy Coverage	(0.458)	(12.8)	Vacancy Coverage		
Health and Welfare	NR	0.392	31.59	Vacancies/Lower Rates	1.387	16.0	Vacancies/Lower Rates		
OPEB Current Payment	NR	(0.060)		(a)	(0.149)	(50.9)	Budgeted in Reimbursable for post 1983 retirees, Adjustment in Nov Plan		
Pension	NR	(0.198)		Higher pension rates (From 7% to 11.3%) provided by NY State	(1.135)	(39.6)	Higher pension rates (From 7% to 11.3%) provided by NY State		
Other Fringe Benefits	NR	0.287	46.44	Adjustment in workers comp. for a prior period	0.230	4.4	Adjustment in workers comp. for a prior period		
Fuel for Buses and Trains	NR	(0.212)	(23.50)	Adjustment for prior period	0.026	0.4	(a)		
Insurance	NR	0.006	10.71	(a)	0.068	18.2	(a)		
Claims	NR	(0.121)		Higher case resolution expenses	(0.641)	(14.5)	Higher case resolution expenses		
Maintenance and Other Operating Contracts	NR	0.411	44.87	Timing of Expenses	0.602	9.0	Timing of Expenses		
Professional Service Contracts	NR	0.087	37.99	(a)	0.326	20.7	Timing of Expenses		
Materials & Supplies	NR	0.143	44.00	Timing of Expenses	0.413	17.7	Timing of Expenses		
Other Business Expense	NR	0.198		Lower expenses	0.565		Lower expenses		
Depreciation	NR	0.000			0.000				
Other Post Employment Benefits	NR	0.362	40.54	Lower expenses due to actuarial adjustment	0.370	5.18	Lower expenses due to actuarial adjustment		
Payroll	R	0.038	38.00	(a)	0.114	18.7	Vacancy Savings		
Overtime	R	(0.120)		LIRR Track Work (offset to capital & other reimbursements)	(0.138)	(13.7)	LIRR Track Work (offset to capital & other reimbursements)		
OPEB Current Payment	R	0.064	41.83	(a)	0.126	13.4	Actuals in NR for post 1983 retirees, Adjustment in Nov Plan		
Health and Welfare	R	0.019	48.72	(a)	0.058	26.6	(a)		
Pension	R	(0.013)		(a)	(0.013)	(10.8)	(a)		
Other Fringe Benefits	R	(0.015)		(a)	(0.026)	(15.7)	(a)		
Maintenance and Other Operating Contracts	R	(0.025)		(a)	(0.105)		LIRR Track Work (offset to capital & other reimbursements)		
Fuel for Buses and Trains	R	(0.018)		(a)	(0.166)		LIRR Track Work (offset to capital & other reimbursements)		
Materials & Supplies	R	0.009	2.59	(a)	0.269	9.0	(a)		
<b>Total Expense Variance</b>		<b>\$1.754</b>	<b>13.99</b>		<b>\$3.333</b>	<b>3.3</b>			
<b>Net Variance</b>		<b>\$1.893</b>	<b>23.49</b>		<b>\$3.353</b>	<b>5.2</b>			

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

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN - 2010 MID-YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**

(\$ in millions)

	August 2010				YEAR-TO-DATE			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	3,638	4,108	0,470	12.9	28,436	29,260	0,824	2.9
Other Operating Revenue	0,000	0,526	0,526	-	2,397	3,752	1,355	56.5
Capital and Other Reimbursements	2,350	2,283	(0,067)	(2.9)	4,939	5,455	0,516	10.4
<b>Total Receipts</b>	<b>\$5,988</b>	<b>\$6,917</b>	<b>\$0,929</b>	<b>15.5</b>	<b>\$35,772</b>	<b>\$38,467</b>	<b>\$2,695</b>	<b>7.5</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	5,524	4,420	\$1,104	20.0	44,591	41,459	\$3,132	7.0
Overtime	0,226	0,569	(0,343)	*	3,925	4,788	(0,863)	(22.0)
Health and Welfare	1,268	1,220	0,048	3.8	8,834	8,340	0,494	5.6
OPEB Current Payment	0,117	0,089	0,028	23.9	1,075	1,195	(0,120)	(11.2)
Pensions	0,000	0,000	0,000	-	4,378	4,378	0,000	0.0
Other Fringe Benefits	0,667	0,489	0,178	26.7	5,449	5,013	0,436	8.0
GASB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Reimbursable Overhead	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Labor Expenditures</b>	<b>\$7,802</b>	<b>\$6,787</b>	<b>\$1,015</b>	<b>13.0</b>	<b>\$68,252</b>	<b>\$65,173</b>	<b>\$3,079</b>	<b>4.5</b>
<i>Non-Labor:</i>								
Traction and Propulsion Power	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Fuel for Buses and Trains	0,896	1,378	(0,482)	(53.8)	5,921	6,477	(0,556)	(9.4)
Insurance	0,098	0,000	0,098	100.0	0,321	0,026	0,295	91.9
Claims	0,728	0,271	0,457	62.8	3,002	1,432	1,570	52.3
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	1,318	0,539	0,779	59.1	8,177	6,219	1,958	23.9
Professional Service Contracts	0,197	0,098	0,099	50.3	1,616	1,348	0,268	16.6
Materials & Supplies	0,676	0,449	0,227	33.6	5,079	4,734	0,345	6.8
Other Business Expenditures	0,037	0,053	(0,016)	(43.2)	0,702	0,835	(0,133)	(18.9)
<b>Total Non-Labor Expenditures</b>	<b>\$3,950</b>	<b>\$2,788</b>	<b>\$1,162</b>	<b>29.4</b>	<b>\$24,818</b>	<b>\$21,071</b>	<b>\$3,747</b>	<b>15.1</b>
<b>Other Expenditure Adjustments:</b>								
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Gap Closing Expenditures:</b>								
Additional Actions for Budget Balance: Expenditures	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Gap Closing Expenditures</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$11,752</b>	<b>\$9,575</b>	<b>\$2,177</b>	<b>18.5</b>	<b>\$93,070</b>	<b>\$86,244</b>	<b>\$6,826</b>	<b>7.3</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>(\$5,764)</b>	<b>(\$2,658)</b>	<b>\$3,106</b>	<b>53.9</b>	<b>(\$57,298)</b>	<b>(\$47,777)</b>	<b>\$9,521</b>	<b>16.6</b>

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN - 2010 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

	August 2010			YEAR-TO-DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Operating Receipts or Disbursements</b>						
Farebox Revenue	0.470	12.92	Timing of receipts	0.824	2.90	Ridership higher than planned
Other Operating Revenue	0.526	-	LIRR Track Work (offset to OT used )	1.355	*	LIRR Track Work (offset to OT used )
Capital and Other Reimbursements	(0.067)	(2.85)	(a)	0.516	709.06	Receipt of 401H (retiree health premium)
<b>Total Receipts</b>	<b>\$0.929</b>	<b>15.51</b>		<b>\$2.695</b>	<b>7.53</b>	
Payroll	1.104	19.99	Vacancy Savings targeted for expense reduction	3.132	7.02	Vacancy Savings targeted for expense reduction
Overtime	(0.343)	*	LIRR Track Work (Offset by Other Operating Revenue) and vacancy coverage	(0.863)	(21.99)	LIRR Track Work (Offset by Other Operating Revenue) and vacancy coverage
Health and Welfare	0.048	3.79	(a)	0.494	5.59	(a)
OPEB Current Payment	0.028	23.93	(a)	(0.120)	(11.16)	Timing of payments
Other Fringe Benefits	0.178	26.69	Timing of payments	0.436	8.00	Vacancies/Lower Rates
Fuel for Buses and Trains	(0.482)	(53.79)	Timing of payments	(0.556)	(9.39)	Timing of payments
Insurance	0.098	100.00	(a)	0.295	91.90	Timing of payments
Claims	0.457	62.77	Timing of payments	1.570	52.30	Timing of payments
Maintenance and Other Operating Contracts	0.779	59.10	Timing of payments	1.958	23.95	Timing of payments
Professional Service Contracts	0.099	50.25	(a)	0.268	16.58	Timing of payments
Materials & Supplies	0.227	33.58	Timing of payments	0.345	6.79	Timing of payments
Other Business Expenditure	(0.016)	(43.24)	(a)	(0.133)	(18.95)	Timing of payments
<b>Total Expenditures</b>	<b>\$2.177</b>	<b>18.52</b>		<b>\$6.826</b>	<b>7.33</b>	
<b>Net Cash Variance</b>	<b>\$3.106</b>	<b>53.89</b>		<b>\$9.521</b>	<b>16.62</b>	

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

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN - 2010 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	August 2010				YEAR-TO-DATE			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.000	\$0.330	\$0.330	-	(\$0.181)	\$0.345	\$0.526	*
Other Operating Revenue	(0.187)	0.401	0.588	*	1.087	2.601	1.514	*
Capital and Other Reimbursements	1.698	1.570	(0.128)	(7.5)	(1.097)	(0.462)	0.635	57.9
<b>Total Receipts</b>	<b>\$1.511</b>	<b>\$2.301</b>	<b>\$0.790</b>	<b>52.3</b>	<b>(\$0.191)</b>	<b>\$2.484</b>	<b>\$2.675</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$0.361	\$0.810	(\$0.449)	*	\$0.678	\$2.085	(\$1.407)	*
Overtime	0.126	0.000	0.126	100.0	0.654	0.387	0.267	40.8
Health and Welfare	0.012	(0.351)	0.363	*	0.029	(0.922)	0.951	*
OPEB Current Payment	0.036	0.060	(0.024)	(66.7)	0.156	0.059	0.097	62.2
Pensions	0.407	0.618	(0.211)	(51.8)	(1.391)	(0.243)	(1.148)	(82.5)
Other Fringe Benefits	(0.042)	(0.136)	0.094	*	(0.090)	0.142	(0.232)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$0.900</b>	<b>\$1.001</b>	<b>(\$0.101)</b>	<b>(11.2)</b>	<b>\$0.036</b>	<b>\$1.508</b>	<b>(\$1.472)</b>	<b>*</b>
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Fuel for Buses and Trains	0.006	(0.246)	0.252	*	0.270	(0.146)	0.416	*
Insurance	(0.042)	0.050	(0.092)	*	0.052	0.279	(0.227)	*
Claims	(0.728)	(0.150)	(0.578)	(79.4)	1.429	3.640	(2.211)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.402)	(0.009)	(0.393)	(97.8)	(1.493)	(0.032)	(1.461)	(97.9)
Professional Service Contracts	0.032	0.044	(0.012)	(37.5)	(0.038)	(0.098)	0.058	*
Materials & Supplies	(0.003)	0.072	(0.075)	*	0.234	(0.103)	0.337	*
Other Business Expenditures	0.128	(0.086)	0.214	*	(0.388)	(1.086)	0.698	*
<b>Total Non-Labor Expenditures</b>	<b>(\$1.009)</b>	<b>(\$0.325)</b>	<b>(\$0.684)</b>	<b>(67.8)</b>	<b>\$0.066</b>	<b>\$2.458</b>	<b>(\$2.390)</b>	<b>*</b>
<i>Other Expenditure Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<i>Gap Closing Expenditures:</i>								
*Additional Actions for Budget Balance: Expenditure:	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Gap Closing Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$0.109)</b>	<b>\$0.676</b>	<b>(\$0.785)</b>	<b>*</b>	<b>\$0.102</b>	<b>\$3.964</b>	<b>(\$3.862)</b>	<b>*</b>
Depreciation Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Post Employment Benefits	\$0.893	\$0.531	\$0.362	40.5	\$7.146	\$6.776	\$0.370	5.2
<b>Total Expenses/Expenditures</b>	<b>\$0.784</b>	<b>\$1.207</b>	<b>(\$0.423)</b>	<b>(54.0)</b>	<b>\$7.248</b>	<b>\$10.740</b>	<b>(\$3.492)</b>	<b>(48.2)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$2.295</b>	<b>\$3.508</b>	<b>\$1.213</b>	<b>52.9</b>	<b>\$7.057</b>	<b>\$13.224</b>	<b>\$6.167</b>	<b>87.4</b>

NOTE: Totals may not add due to rounding



**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN - 2010 MID-YEAR FORECAST**  
**Utilization**  
(In millions)

	<u>August 2010</u>			<u>Year-to-date as of August 2010</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$3.543	\$3.684	\$0.141	\$27.798	\$28.094	\$0.296
Paratransit	\$0.095	\$0.094	(\$0.001)	\$0.819	\$0.821	\$0.002
<b>Total Farebox Revenue</b>	<b>\$3.638</b>	<b>\$3.778</b>	<b>\$0.140</b>	<b>\$28.617</b>	<b>\$28.915</b>	<b>\$0.298</b>
Other Revenue	\$0.187	\$0.125	(\$0.062)	\$1.310	\$1.151	(\$0.159)
Capital & Other	\$0.652	\$0.713	\$0.061	\$6.036	\$5.917	(\$0.119)
<b>Total Revenue</b>	<b>\$4.477</b>	<b>\$4.616</b>	<b>\$0.139</b>	<b>\$35.963</b>	<b>\$35.983</b>	<b>\$0.020</b>
<b><u>Ridership</u></b>						
Fixed Route	2.605	2.661	0.056	20.227	20.304	0.077
Paratransit	0.029	0.028	(0.001)	0.243	0.243	0.000
Other	0.000	0.007	0.007	0.048	0.056	0.008
<b>Total Ridership</b>	<b>2.634</b>	<b>2.696</b>	<b>0.062</b>	<b>20.518</b>	<b>20.603</b>	<b>0.085</b>

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN- 2010 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS & FTEs BY FUNCTION AND DEPARTMENT**  
**August 2010**

Function / Department	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Administration</b>				
Office of the EVP	0	0	0	
Human Resources	7	7	0	
Office of Management and Budget	5	5	0	
Technology & Information Services	21	16	5	Held Vacancies
Material	12	12	0	
Controller	15	12	3	Held Vacancies
Office of the President	2	2	0	
System Safety Administration	3	3	0	
Law	9	9	0	
Corporate Communications	3	4	(1)	
Labor Relations	1	1	0	
Non-Departmental	4	0	4	Held Vacancies
<b>Total Administration</b>	<b>82</b>	<b>71</b>	<b>11</b>	
<b>Operations</b>				
Buses (Fixed Route)	555	558	(3)	
Buses (Paratransit)	155	155	0	
Office of the Executive Vice President	4	0	4	
Safety & Training	6	5	1	
Road Operations	19	19	0	
Transportation Support	13	17	(4)	
Operations Planning	6	4	2	
Revenue Control	6	6	0	Delayed Hiring
<b>Total Operations</b>	<b>764</b>	<b>764</b>	<b>0</b>	
<b>Maintenance</b>				
Buses (Fixed Route)	184	177	7	
Buses (Paratransit)	14	9	5	
Maintenance Support/CMF	22	22	0	
Facilities	15	13	2	
Supply Logistics	18	17	1	
<b>Total Maintenance</b>	<b>253</b>	<b>238</b>	<b>15</b>	Targeted for attrition
<b>Engineering/Capital</b>				
Capital Program Management	3	2	1	Variance due to turnover
<b>Public Safety</b>				
Security	2	2	0	
<b>Impact of Gap Closing Actions</b>				
<i>Additional Actions for Budget Balance</i>	0	0	0	
<b>Total Positions</b>	<b>1,104</b>	<b>1,077</b>	<b>27</b>	
Non-Reimbursable	1,134	1,063	71	
Reimbursable	15	14	1	
<b>Total Full-Time</b>	<b>1,004</b>	<b>985</b>	<b>19</b>	
<b>Total Full-Time Equivalents</b>	<b>100</b>	<b>92</b>	<b>8</b>	

**MTA LONG ISLAND BUS**  
**JULY FINANCIAL PLAN- 2010 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS & FTEs BY FUNCTION AND OCCUPATIONAL GROUP**  
**August 2010**

FUNCTION/OCCUPATION	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Administration</b>				
Managers/Supervisors	40	33	7	Held Vacancies
Professional, Technical, Clerical	42	38	4	Held Vacancies
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>82</b>	<b>71</b>	<b>11</b>	
<b>Operations</b>				
Managers/Supervisors	66	69	(3)	
Professional, Technical, Clerical	41	43	(2)	
Operational Hourlies	657	652	5	Delayed Hiring
<b>Total Operations</b>	<b>764</b>	<b>764</b>	<b>-</b>	
<b>Maintenance</b>				
Managers/Supervisors	46	38	8	
Professional, Technical, Clerical	2	2	-	
Operational Hourlies	205	198	7	Targeted for attrition
<b>Total Maintenance</b>	<b>253</b>	<b>238</b>	<b>15</b>	Targeted for attrition
<b>Engineering/Capital</b>				
Managers/Supervisors	2	1	1	
Professional, Technical, Clerical	1	1	-	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>3</b>	<b>2</b>	<b>1</b>	
<b>Public Safety</b>				
Managers/Supervisors	-	-	-	
Professional, Technical, Clerical	-	-	-	
Operational Hourlies	2	2	-	
<b>Total Public Safety</b>	<b>2</b>	<b>2</b>	<b>-</b>	
<b>Impact of GAP closing</b>				
Fare Increase & additional Actions for Budget balance				
Managers/Supervisors	-	-	-	
Professional, Technical, Clerical	-	-	-	
Operational Hourlies	-	-	-	
<b>Total Baseline Positions</b>				
Managers/Supervisors	154	141	13	
Professional, Technical, Clerical	86	84	2	
Operational Hourlies	864	852	12	
<b>Total Baseline Positions</b>	<b>1,104</b>	<b>1,077</b>	<b>27</b>	

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT**  
**JULY FINANCIAL PLAN - 2010 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**August 2010**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 73.452	\$ 71.324	\$ (2.128)	(2.9)	\$ -	\$ -	\$ -	-	\$ 73.452	\$ 71.324	\$ (2.128)	(2.9)
Paratransit	1.471	1.298	(0.173)	(11.8)	-	-	-	-	1.471	1.298	(0.173)	(11.8)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	13.049	12.952	(0.097)	(0.7)	-	-	-	-	13.049	12.952	(0.097)	(0.7)
Capital and Other Reimbursements	-	-	-	-	2.397	3.637	1.240	51.7	2.397	3.637	1.240	51.7
<b>Total Revenue</b>	<b>\$ 87.972</b>	<b>\$ 85.574</b>	<b>\$ (2.398)</b>	<b>(2.7)</b>	<b>\$ 2.397</b>	<b>\$ 3.637</b>	<b>\$ 1.240</b>	<b>51.7</b>	<b>\$ 90.369</b>	<b>\$ 89.211</b>	<b>\$ (1.158)</b>	<b>(1.3)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 77.725	\$ 77.855	\$ (0.130)	(0.2)	\$ 0.857	\$ 0.708	\$ 0.149	17.4	\$ 78.581	\$ 78.563	\$ 0.019	0.0
Overtime	8.835	9.094	(0.459)	(5.3)	0.376	0.923	(0.547)	*	9.011	10.017	(1.006)	(11.2)
Health and Welfare	13.817	13.831	(0.014)	(0.1)	-	-	-	-	13.817	13.831	(0.014)	(0.1)
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	6.876	7.013	(0.137)	(2.0)	-	-	-	-	6.876	7.013	(0.137)	(2.0)
Other Fringe Benefits	6.944	6.390	0.554	8.0	0.319	0.374	(0.055)	(17.2)	7.263	6.764	0.499	6.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.640)	(1.141)	0.501	78.3	0.640	1.141	(0.502)	(78.4)	-	0.001	(0.001)	-
<b>Total Labor Expenses</b>	<b>\$ 113.357</b>	<b>\$ 113.042</b>	<b>\$ 0.315</b>	<b>0.3</b>	<b>\$ 2.191</b>	<b>\$ 3.147</b>	<b>\$ (0.955)</b>	<b>(43.6)</b>	<b>\$ 115.548</b>	<b>\$ 116.188</b>	<b>\$ (0.640)</b>	<b>(0.6)</b>
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	10.623	9.678	0.945	8.9	-	-	-	-	10.623	9.678	0.945	8.9
Insurance	3.706	3.337	0.369	10.0	-	-	-	-	3.706	3.337	0.369	10.0
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	32.050	30.600	1.450	4.5	-	-	-	-	32.050	30.600	1.450	4.5
Maintenance and Other Operating Contracts	3.382	3.390	(0.009)	(0.3)	0.164	0.162	0.002	1.0	3.545	3.552	(0.007)	(0.2)
Professional Service Contracts	0.620	0.093	0.527	85.0	-	-	-	-	0.620	0.093	0.527	85.0
Materials & Supplies	9.921	7.738	2.184	22.0	-	0.309	(0.309)	-	9.921	8.047	1.875	18.9
Other Business Expense	0.041	(0.013)	0.055	*	0.042	0.019	0.023	55.2	0.083	0.005	0.078	93.7
<b>Total Non-Labor Expenses</b>	<b>\$ 60.342</b>	<b>\$ 54.822</b>	<b>\$ 5.520</b>	<b>9.1</b>	<b>\$ 0.205</b>	<b>\$ 0.490</b>	<b>\$ (0.284)</b>	<b>*</b>	<b>\$ 60.548</b>	<b>\$ 55.312</b>	<b>\$ 5.236</b>	<b>8.6</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 173.699</b>	<b>\$ 167.864</b>	<b>\$ 5.835</b>	<b>3.4</b>	<b>\$ 2.397</b>	<b>\$ 3.637</b>	<b>\$ (1.240)</b>	<b>(51.7)</b>	<b>\$ 176.096</b>	<b>\$ 171.500</b>	<b>\$ 4.595</b>	<b>2.6</b>
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 173.699</b>	<b>\$ 167.864</b>	<b>\$ 5.835</b>	<b>3.4</b>	<b>\$ 2.397</b>	<b>\$ 3.637</b>	<b>\$ (1.240)</b>	<b>(51.7)</b>	<b>\$ 176.096</b>	<b>\$ 171.500</b>	<b>\$ 4.595</b>	<b>2.6</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (85.727)</b>	<b>\$ (82.290)</b>	<b>\$ 3.437</b>	<b>4.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (85.727)</b>	<b>\$ (82.290)</b>	<b>\$ 3.437</b>	<b>4.0</b>

NOTE: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT**  
**JULY FINANCIAL PLAN - 2010 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**August 2010 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 569,265	\$ 563,265	\$ (6,000)	(1.1)	\$ -	\$ -	\$ -	-	\$ 569,265	\$ 563,265	\$ (6,000)	(1.1)
Paratransit	11,073	10,554	(0,519)	(4.7)	-	-	-	-	11,073	10,554	(0,519)	(4.7)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	97,076	96,171	(0,905)	(0.9)	-	-	-	-	97,076	96,171	(0,905)	(0.9)
Capital & Other Reimbursements	-	-	-	-	20,435	28,616	8,181	40.0	20,435	28,616	8,181	40.0
<b>Total Revenue</b>	<b>\$ 677,414</b>	<b>\$ 669,991</b>	<b>\$ (7,423)</b>	<b>(1.1)</b>	<b>\$ 20,435</b>	<b>\$ 28,616</b>	<b>\$ 8,181</b>	<b>40.0</b>	<b>\$ 697,849</b>	<b>\$ 698,606</b>	<b>\$ 0,757</b>	<b>0.1</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 637,432	\$ 636,075	\$ 1,357	0.2	\$ 7,357	6,770	0,587	7.986	\$ 644,789	\$ 642,845	\$ 1,945	0.3
Overtime	72,368	67,621	4,747	6.6	3,189	6,944	(3,755)	-	75,557	74,565	0,992	1.3
Health and Welfare	114,534	114,545	(0,011)	(0.0)	-	-	-	-	114,534	114,545	(0,011)	(0.0)
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	56,547	57,779	(1,232)	(2.2)	-	-	-	-	56,547	57,779	(1,232)	(2.2)
Other Fringe Benefits	53,861	53,002	0,858	1.6	2,746	3,219	(0,474)	(17.246)	56,606	56,222	0,385	0.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(5,499)	(8,585)	3,086	56.1	5,499	8,471	(2,973)	(54.058)	-	(0,114)	0,114	-
<b>Total Labor Expenses</b>	<b>\$ 929,243</b>	<b>\$ 920,437</b>	<b>\$ 8,807</b>	<b>0.9</b>	<b>\$ 18,791</b>	<b>25,405</b>	<b>(6,614)</b>	<b>(35.198)</b>	<b>\$ 948,034</b>	<b>\$ 945,841</b>	<b>\$ 2,193</b>	<b>0.2</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel for Buses and Trains	81,450	77,768	3,682	4.5	-	0,123	(0,123)	-	81,450	77,891	3,559	4.4
Insurance	27,604	28,151	(0,547)	(2.0)	-	-	-	-	27,604	28,151	(0,547)	(2.0)
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	260,945	254,472	6,473	2.5	-	0,639	(0,639)	-	260,945	255,111	5,834	2.2
Maintenance and Other Operating Contracts	38,650	33,745	4,905	12.7	1,311	1,233	0,078	5.946	39,961	34,978	4,983	12.5
Professional Service Contracts	2,368	0,945	1,423	60.1	-	0,051	(0,051)	-	2,368	0,996	1,372	57.9
Materials & Supplies	77,484	61,625	15,859	20.5	-	0,996	(0,996)	-	77,484	62,621	14,863	19.2
Other Business Expense	0,285	(0,140)	0,425	-	0,333	0,169	0,164	49.315	0,618	0,028	0,590	95.4
<b>Total Non-Labor Expenses</b>	<b>\$ 488,786</b>	<b>\$ 456,566</b>	<b>\$ 32,220</b>	<b>6.6</b>	<b>\$ 1,644</b>	<b>3,211</b>	<b>(1,567)</b>	<b>(95.320)</b>	<b>\$ 490,430</b>	<b>\$ 459,777</b>	<b>\$ 30,653</b>	<b>6.3</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 1,418,029</b>	<b>\$ 1,377,002</b>	<b>\$ 41,027</b>	<b>2.9</b>	<b>\$ 20,435</b>	<b>\$ 28,616</b>	<b>\$ (8,181)</b>	<b>(40.0)</b>	<b>\$ 1,438,464</b>	<b>\$ 1,405,618</b>	<b>\$ 32,846</b>	<b>2.3</b>
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 1,418,029</b>	<b>\$ 1,377,002</b>	<b>\$ 41,027</b>	<b>2.9</b>	<b>\$ 20,435</b>	<b>\$ 28,616</b>	<b>\$ (8,181)</b>	<b>(40.0)</b>	<b>\$ 1,438,464</b>	<b>\$ 1,405,618</b>	<b>\$ 32,846</b>	<b>2.3</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (740,615)</b>	<b>\$ (707,012)</b>	<b>\$ 33,603</b>	<b>4.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (740,615)</b>	<b>\$ (707,012)</b>	<b>\$ 33,603</b>	<b>4.5</b>

NOTE: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT**  
**JULY FINANCIAL PLAN - 2010 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	August 2010				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ (2.128)	(2.9)	(a)	\$ (6.000)	(1.1)	(a)		
Paratransit	NR	(0.173)	(11.8)	Mainly due to lower than budgeted trips.	(0.519)	(4.7)	(a)		
Other Operating Revenue	NR	(0.097)	(0.7)	(a)	(0.905)	(0.9)	(a)		
Capital and Other Reimbursements	R	1.240	51.7	Timing of reimbursable revenues.	8.181	40.0	Timing of reimbursable revenues.		
<b>Total Revenue Variance</b>		<b>\$ (1.158)</b>	<b>(1.3)</b>		<b>\$ 0.757</b>	<b>0.1</b>			
Payroll	NR	\$ (0.130)	(0.2)	(a)	\$ 1.357	0.2	(a)		
Overtime	NR	(0.459)	(5.3)	Mainly due to absence coverage and vacancies.	4.747	6.6	Primarily due to lower maintenance training requirements, favorable non-absence transportation OT partially offset by unfavorable availability and vacancy.		
Health & Welfare	NR	(0.014)	(0.1)	(a)	(0.011)	(0.0)	(a)		
Pension	NR	(0.137)	(2.0)	(a)	(1.232)	(2.2)	(a)		
Other Fringe Benefits	NR	0.554	8.0	Primarily due to favorable timing of expenses.	0.858	1.6	Primarily due to favorable timing of expenses.		
Reimbursable Overhead	NR	0.501	78.3	Greater than anticipated need for Shuttle service.	3.086	56.1	Operation of more than budgeted Shuttle Service.		
Payroll	R	0.149	17.4	Timing of reimbursement.	0.587	8.0	Timing of reimbursement.		
Overtime	R	(0.547)			(3.755)				
Other Fringe Benefits	R	(0.055)	(17.2)	Timing of reimbursement.	(0.474)	(17.2)	Timing of reimbursement.		
Reimbursable Overhead	R	(0.502)	(78.4)	Greater than anticipated need for Shuttle service.	(2.973)	(54.1)	Operation of more than budgeted Shuttle Service.		
<b>Total Labor Variance</b>		<b>\$ (0.640)</b>	<b>(0.6)</b>		<b>\$ 2.193</b>	<b>0.2</b>			
Fuel for Buses and Trains	NR	\$ 0.945	8.9	Primarily due to lower than budgeted fuel prices and usage.	\$ 3.682	4.5	(a)		
Insurance	NR	0.369	10.0	Primarily due to higher than budgeted insurance premiums	(0.547)	(2.0)	(a)		
Paratransit Service Contracts	NR	1.450	4.5	(a)	6.473	2.5	(a)		
Maintenance and Other Operating Contracts	NR	(0.009)	(0.3)	(a)	4.905	12.7	Mainly due to timing of heating fuel purchase, facility maintenance and lower water & sewer costs.		
Professional Service Contracts	NR	0.527	85.0	Due mainly to timing of expenses	1.423	60.1	Due mainly to timing of expenses		
Materials & Supplies	NR	2.184	22.0	Due mainly to timing of expenses	15.859	20.5	Due mainly to timing of expenses		
Other Business Expense	NR	0.055		(a)	0.425		(a)		
Fuel for Buses and Trains	R	-		(a)	(0.123)		(a)		
Paratransit Service Contracts	R	-		(a)	(0.639)		(a)		
Maintenance and Other Operating Contracts	R	0.002	1.0	(a)	0.078	5.9	Primarily due to timing of the Proceeds from Services.		
Professional Service Contracts	R	-		(a)	(0.051)		(a)		
Materials & Supplies	R	(0.309)		(a)	(0.996)		(a)		
Other Business Expense	R	0.023	55.2	Due to timing of prior period reimbursements for Travel Expenses.	0.164	49.3	Due to timing of prior period reimbursements for Travel Expenses.		
<b>Total Non-Labor Variance</b>		<b>\$ 5.236</b>	<b>8.6</b>		<b>\$ 30.653</b>	<b>6.3</b>			
<b>Net Variance</b>		<b>\$ 3.437</b>	<b>4.0</b>		<b>\$ 33.603</b>	<b>4.5</b>			

(a) - Variance less than 5%.

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT  
JULY FINANCIAL PLAN - 2010 MID-YEAR FORECAST**

TABLE 4

**Utilization  
(In millions)**

	<u>August 2010</u>			<u>Year-to-date as of August 2010</u>		
	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 73.452	\$ 71.324	\$ (2.128)	\$ 569.265	\$ 563.265	\$ (6.000)
Paratransit	1.471	1.298	(0.173)	11.073	10.554	(0.519)
<b>Total Farebox Revenue</b>	<b>\$ 74.923</b>	<b>\$ 72.622</b>	<b>\$ (2.301)</b>	<b>\$ 580.338</b>	<b>\$ 573.820</b>	<b>\$ (6.518)</b>
Other Revenue	\$ 13.049	\$ 12.952	\$ (0.097)	\$ 97.076	\$ 96.171	\$ (0.905)
Capital & Other	2.397	3.637	1.240	20.435	28.616	8.181
<b>Total Revenue</b>	<b>\$ 90.369</b>	<b>\$ 89.211</b>	<b>\$ (1.158)</b>	<b>\$ 697.849</b>	<b>\$ 698.606</b>	<b>\$ 0.757</b>
<b><u>Ridership</u></b>						
Fixed Route	56.024	54.888	(1.136)	468.317	465.222	(3.095)
Paratransit	0.811	0.773	(0.038)	6.145	6.016	(0.129)
<b>Total Ridership</b>	<b>56.835</b>	<b>55.661</b>	<b>(1.174)</b>	<b>474.462</b>	<b>471.238</b>	<b>(3.224)</b>

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT  
 JULY FINANCIAL PLAN - 2010 MID-YEAR FORECAST  
 TOTAL FULL-TIME POSITIONS BY FUNCTION AND OCCUPATIONAL GROUP  
 August 2010

TABLE 5

FUNCTION/OCCUPATION	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Total Baseline Positions</b>				
<b>Managers/Supervisors</b>				
- Managers	593	577	16	Vacancies
- Supervisors	1,153	1,137	16	Vacancies
<b>Total Managers/Supervisors</b>	<b>1,746</b>	<b>1,714</b>	<b>32</b>	
<b>Professional/Technical/Clerical</b>				
- Full Time	241	241	-	
- Part Time	-	1	(1)	
<b>Total Professional/Technical/Clerical</b>	<b>241</b>	<b>242</b>	<b>(1)</b>	
<b>Operational Hourlies</b>				
- Bus operators	9,244	9,223	21	Vacancies
- Maintenance	2,632	2,623	9	Vacancies
<b>Total Hourlies</b>	<b>11,876</b>	<b>11,846</b>	<b>30</b>	
<b>Total Baseline Positions FT</b>	<b>13,863</b>	<b>13,801</b>	<b>62</b>	
<b>Total Baseline Positions PT</b>	<b>-</b>	<b>1</b>	<b>(1)</b>	
<b>Total Baseline Positions</b>	<b>13,863</b>	<b>13,802</b>	<b>61</b>	



**Capital Program Status for all Bus Agencies**  
**Major Milestone Achievements**  
**September 2010**

**NYCT Buses**

**Awards:** None

**Completions:** Expand the parking lots at four depots for \$14.5 million.

**Designs:** Funding was put in place to begin evaluating the operation of fuel cell technology on buses for the potential of zero emissions for \$3.0 million.

**MTA Bus**

**Awards:** None

**Completions:** None

**Design Completion:** None

**Long Island Bus**

**Awards:** None

**Completions:** None

**Design Completion:** None

## PROCUREMENTS

The Procurement Agenda this month includes 27 actions for a proposed expenditure of \$151.5M.

# Staff Summary

Subject	Requests for Authorization to Award Various Procurements
Department	MTA Bus Company/Long Island Bus/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	October 18, 2010
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	10/25/10	X		
2	Board	10/27/10	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

Long Island Bus 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 Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
---	---------------------	------------------

<u>Schedule A:</u>		
<u>Non-Competitive Purchases and Public Work Contracts</u>	1	\$40.5M

	<u># of Actions</u>	<u>\$Amount</u>
Total Non-Competitive Procurements	1	\$40.5M

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

None

**Long Island Bus 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>
<u>Schedule G: Miscellaneous Service Contracts</u>	24	\$102.3M
<u>Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services</u>	1	\$8.5M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Competitive Procurements	25	\$110.8M

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

None

**Long Island Bus proposes to award Ratifications in the following categories:**

None

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

<u>Procurements Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedule K: Ratification of Completed Procurement Actions (Involving Schedule E-J)</u>	1	\$0.2M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Ratifications	1	\$0.2M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Procurements	27	\$151.5M

## 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.

OCTOBER 2010

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

- |   |                               |                                      |
|---|-------------------------------|--------------------------------------|
| <p>1. Nova Bus LFS<br/>a Division of Prevoist Car (US) Inc. (Plattsburgh, NY)<br/>Contract # B-31138<br/>Purchase of 90 low floor 40 foot clean diesel buses.</p> | <p>\$40,454,918.00 (Est.)</p> | <p><u>Staff Summary Attached</u></p> |
|---|-------------------------------|--------------------------------------|

OCTOBER 2010

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.)

		<u>Staff Summary Attached</u>
1. Sunline Transportation	\$6,845,343.68 (Est.)	↓
2. Page-A-Ride	\$6,724,263.20 (Est.)	↓
3. Communicar	\$6,664,576.80 (Est.)	↓
4. All City	\$6,570,218.48 (Est.)	↓
5. Skyline Credit Ride	\$6,144,761.92 (Est.)	↓
6. Lil'D Dispatch d/b/a Strictly	\$6,106,375.51 (Est.)	↓
7. Rainbow Radio Dispatch	\$6,076,481.00 (Est.)	↓
8. Executive Charge	\$6,003,484.36 (Est.)	↓
9. A Plus Worldwide Limo	\$5,961,309.65 (Est.)	↓
10. Sterling Ambulette	\$5,745,312.15 (Est.)	↓
11. A.M.N. Mgmt d/b/a Always Ready	\$5,595,920.52 (Est.)	↓
12. Concord Limo	\$5,464,356.20 (Est.)	↓
13. Kew Gardens Operating Corp.	\$5,362,051.76 (Est.)	↓
14. PF Management	\$5,275,986.12 (Est.)	↓
15. JJS d/b/a Grant City	\$2,797,493.44 (Est.)	↓
16. County Car Service	\$2,686,887.75 (Est.)	↓
17. N.J.M. d/b/a Mid Island Car	\$2,653,343.13 (Est.)	↓
18. Area's Two	\$2,651,460.98 (Est.)	↓
19. My Car Service	\$2,330,837.33 (Est.)	↓
20. Old Town Cars d/b/a Delta Cars	\$2,075,520.24 (Est.)	↓
21. NeIPel d/b/a Newport Car Service	\$877,002.86 (Est.)	↓
22. FJA/Crosstown Livery d/b/a Village	\$767,240.33 (Est.)	↓
23. Let it Ride	\$704,992.17 (Est.)	↓
24. D&J Services	\$173,829.18 (Est.)	↓

Three-year contracts

Contract # 10E0281A-Y

Voucher-based transportation services.

OCTOBER 2010

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

*Procurements Requiring Majority Vote Cont'd:*

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

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

- I. Dedicated Services, Inc.                      \$8,520,333.00 (Est.)                      *Staff Summary Attached***  
**Contract # 06D9374E.4**  
Modification to the contract for regional Access-A-Ride paratransit transportation services in order to extend the term of the contract.



OCTOBER 2010

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board approval.)

- |  |                     |                               |
|--|---------------------|-------------------------------|
| <b>I. Northeastern Bus Rebuilders, Inc.</b>  | <b>\$249,900.00</b> | <u>Staff Summary Attached</u> |
| <b>Contract # 09G0129</b>  |                     |                               |
| <b>Immediate Operating Need</b>  |                     |                               |
| Purchase of a maintenance support program for 125 BAE Propulsion Control System units. |                     |                               |

**Schedule A: Non-Competitive Purchases and Public Work Contracts**

Item Number: **A-1**

<b>Vendor Name (&amp; Location)</b> Nova Bus LFS, a Division of Prevost Car (US) Inc. (Plattsburgh, NY)	<b>Contract Number</b> B-31138	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Purchase of 90 low floor 40-foot clean diesel buses	<b>Total Amount:</b> <b>\$40,454,918.00 (Est.)</b>	
<b>Contract Term (including Options, if any)</b> December 1, 2010-June 30, 2016	<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Buses, Joseph Smith	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Test and Evaluation		

**Discussion:**

The Board is hereby requested to determine that competitive bidding is impractical or inappropriate and approve the purchase of 90 low-floor 40-foot clean diesel buses outfitted with EPA 2010 compliant engines from Nova Bus LFS, a Division of Prevost Car (US) Inc. (Nova Bus) in the total estimated amount of \$40,454,918. New York City Transit (NYCT) wishes to test a new product and technology, as well as to evaluate service and reliability of said product, pursuant to subdivision 9 (d) of Section 1209 of the Public Authorities Law.

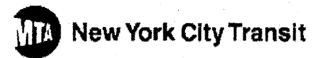
Nova Bus provided a similar 40-foot bus of this type to NYCT on a no charge loan agreement basis during the first quarter of 2010. This bus was operated in Brooklyn, Queens and Manhattan and received favorable results. NYCT now wishes to test a greater number of these buses. The purchase of 90 buses will permit the test and evaluation in revenue service of a new bus type, ensure the manufacturer's ability not only to produce the bus but to provide aftermarket support for service, engineered solutions, and ensure that the bus meets the standards of NYCT's New Bus Qualification program. The purchase of larger test fleets of this size gives a more accurate indication of performance, miles per gallon, and Mean Distance Between Failures (MDBF) and enables more effective evaluations of major subsystems. Nova Bus has already successfully completed structural integrity testing which is a significant element in the qualification process and will provide a 12-year structural warranty. NYCT is presently conducting a similar test program on 90 60-foot low floor Nova articulated buses acquired under a previous procurement.

In early 2009 Nova Bus established a bus manufacturing facility in Plattsburgh, NY for the production of both 40-foot and 60-foot low-floor buses. This order will consist of a total of 90 buses with three different configurations, all of which will be manufactured in Plattsburgh and are scheduled to be delivered commencing in February 2011 and completing in June 2011. Sixty buses will have a standard configuration (\$446,000/bus); 15 buses will substitute an Allison transmission and a Thermo King Athenia HVAC for standard Z-F transmission and Carrier HVAC (\$453,319/per bus); and 15 buses will substitute an electric engine cooling system and LED headlights for the standard hydraulic engine cooling system and standard sealed beam headlights (\$446,809/per bus). These variations within the test fleet will enable NYCT to evaluate their effects on fuel economy and maintainability.

The total Contract award of \$40,454,918 will consist of \$40,261,830 for the 90 buses, \$67,240 for qualification testing, manuals, and diagnostic tools, \$45,000 for tailpipe emission profile testing as well as \$80,848 for an estimated quantity of training. The prices have been deemed fair and reasonable based on comparisons to quotes received from major competitors. Funds are available for this procurement as part of the 2010-2014 Capital Plan. In accordance with Public Authorities Law, Section 1209, paragraph 9, this contract will not be awarded earlier than 30 days from the date on which the Authority declares competitive bidding to be impractical or inappropriate.

There was significant adverse information concerning affiliated companies, Prevost Parts and Volvo Trucks North America within the meaning of the All-Agency Responsibility Guidelines. However, senior management approval was received on September 19, 2006 to continue to do business with Prevost and its affiliates barring any new significant adverse information.

**Schedule G: Miscellaneous Service Contracts**



Item Number: **G 1-24**

<b>Vendor Name (&amp; Location)</b> Various Contractors
<b>Description</b> Voucher-based transportation services
<b>Contract Term (including Options, if any)</b> Three years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

<b>Contract Number</b> 10E0281 A-Y	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Various See Below	
<b>Total Amount:</b>	<b>\$102,259,048.75 (Est.)</b>
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Division of Paratransit, Thomas J. Charles	

**Discussion:**

These contracts provide voucher based car service for Paratransit customers and applicants. Trips may be "Miscellaneous/Recurring" which are trips provided to customers on an as needed or recurring basis throughout New York City and some areas of Nassau and Westchester Counties or "Applicant" trips for individuals applying for Paratransit service going to and from eligibility certifier centers in the applicant's borough. Miscellaneous/Recurring trips represent 94% of the estimated value of these contracts while Applicant trips represent 6%.

Voucher based car service plays a major role in an overall plan by Paratransit to increase service capacity during peak times and utilize a more cost effective approach than the utilization of the primary and regional carriers. It allows contractors to provide service utilizing their own vehicles dispatched from their own facilities. Currently, voucher based car service provides over 58,000 trips per month, or 10.3% of all trips completed. As existing contracts are expiring, award of the contracts that are the subject of this request will permit continued service and expansion of the use of the voucher program.

Procurement and Paratransit collaborated with the Department of Diversity and Civil Rights to conduct a major outreach with the intention of maximizing participation from the minority and women owned business (M/WBE) community. Additionally the scope of work was modified to increase participation by smaller sized companies and to include ambulette and commuter van service providers in addition to traditional black car and livery service firms. Bids were received from 33 vendors. Twenty four companies are being recommended for award, 8 of which (identified with an asterisk below) are M/WBE firms (3 have obtained NYS certification and 5 are currently in the process of applying for certification) totaling an estimated \$34.6M (or 34%) of the total award.

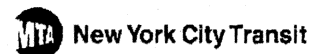
The Office of the Controller performed financial reviews on all 24 companies and found 16 to be financially responsible. Eight of the 24 companies are being recommended based on a business decision in order to meet Paratransit's service demand (6 of which are M/WBE firms). Paratransit monitors and cultivates companies that are new to the Paratransit voucher car service program as well as smaller firms of limited financial strength through incremental work assignments, and has historically been successful in developing these companies through measured growth. On a daily basis Paratransit assigns a specific number of trips to each awardee based on known capacity. Performance is monitored to assess whether the trips were completed successfully, without passenger complaints and within time constraints. If successfully performed and the awardee has the desire, capability and capacity to take on more work, additional trips are offered and are also monitored. If unsuccessful, the trip assignments will be reduced and monitored accordingly.

The final pricing is considered fair and reasonable based on adequate price competition and a favorable comparison to pricing of the existing voucher contracts. The average price for an Applicant trip depending on the borough ranges from \$18.91 to \$25.20. The Miscellaneous/Recurring average price per trip, (citywide excluding Staten Island) is \$34.81. The Miscellaneous/Recurring average price per trip for Staten Island alone is \$20.21.

Price concessions were requested from all 24 recommended awardees (of which 12 offered concessions), resulting in a 1% (or \$1,152,982) overall reduction of the total contract amount. Weighted average pricing achieved as a result of these awards will range from 6.5% to 37% less than the weighted average pricing under the existing voucher contracts.

Awardee	Contract Value	Awardee	Contract Value
1 Sunline Transportation *	\$6,845,343.68	13 Kew Gardens Operating Corp.	\$5,362,051.76
2 Page-A-Ride *	\$6,724,263.20	14 PF Management	\$5,275,986.12
3 Communicar	\$6,664,576.80	15 JJS d/b/a/ Grant City *	\$2,797,493.44
4 All City	\$6,570,218.48	16 County Car Service *	\$2,686,887.75
5 Skyline Credit Ride *	\$6,144,761.92	17 N.J.M. d/b/a/ Mid-Island Car	\$2,653,343.13
6 Lil' D Dispatch, Inc.	\$6,106,375.51	18 Area's Two Transportation *	\$2,651,460.98
7 Rainbow Radio Dispatch *	\$6,076,481.00	19 My Car Service	\$2,330,837.33
8 Executive Charge, Inc.	\$6,003,484.36	20 Old Town Cars d/b/a/ Delta Cars	\$2,075,520.24
9 A Plus Worldwide Limo	\$5,961,309.65	21 NeIPel d/b/a Newport Car Service	\$877,002.86
10 Sterling Ambulette	\$5,745,312.15	22 FJA/Crosstown Livery d/b/a Village *	\$767,240.33
11 A.M.N. Mgmt. d/b/a/ Always Ready	\$5,595,920.52	23 Let it Ride	\$704,992.17
12 Concord Limousine	\$5,464,356.20	24 D&J Services	\$173,829.18

**Schedule H: Modifications to Personal Service & Miscellaneous Contracts**



Item Number: **H-1**

<b>Vendor Name (&amp; Location)</b> Dedicated Services, Inc. (Richmond Hill, NY)	
<b>Description</b> Regional Paratransit Transportation Service (Access-A-Ride)	
<b>Contract Term (including Options, if any)</b> November 30, 2006 – October 31, 2010	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Division of Paratransit – Thomas Charles, VP	

<b>Contract Number</b> 06D9374E	<b>AWO/Modification #</b> 4
<b>Original Amount:</b>	\$ 23,656,391
<b>Prior Modifications:</b>	\$ 5,689,655
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 29,346,046
<b>This Request:</b>	\$ <b>8,520,333</b> (Est.)
<b>% of This Request to Current Amount:</b>	29.0%
<b>% of Modifications (including This Request) to Original Amount:</b>	60.1%

**Discussion:**

This modification will extend the contract for an additional ten months from November 1, 2010 to August 31, 2011 and add funding.

NYC Transit's Division of Paratransit (Paratransit) provides citywide origin-to-destination, shared-ride paratransit transportation services under the name Access-A-Ride (AAR) for disabled individuals who meet the eligibility criteria in accordance with the Americans with Disabilities Act of 1990 (ADA).

In April 2006, Procurement solicited proposals on an expedited basis to provide additional service within specific regions (Bronx/Northern Manhattan, Brooklyn/Queens and Rockaway) in order to meet projected ridership demand. It was determined that the best method would be to utilize a simplified contract based primarily on a guaranteed per-trip basis within specific regions, i.e. Regional service, as opposed to contracts based on vehicle service hours, i.e. citywide Primary service. A total of six Regional contracts were awarded throughout 2006 and 2007, for a contract term of three years. In September 2007, a new Request for Proposal was advertised to solicit proposals for new Primary contracts to provide citywide AAR service.

One of the six Regional contractors, Dedicated Services, Inc. (Dedicated) did not make the transition to a Primary Carrier, due to its lack of submission requirements. Dedicated's Regional contract was due to expire on February 25, 2010, but was subsequently extended through October 31, 2010 due to continued demand in the Brooklyn/Queens region for non-ambulatory customers and the fact that Dedicated's pricing is lower than that of Primary Carriers. As demand continues in this region it is beneficial to continue to utilize Dedicated's services while alternative means of lower cost service provision is explored.

Dedicated's cost per trip is \$35.78 which reflects an 8% discount obtained through the MTA's Rapid Procurement Initiative, implemented in early 2010. Dedicated's price is approximately 25% less per trip than the approximate \$48.00 average cost per trip for a Primary Carrier. An extension of this contract will yield savings of approximately \$2.0M during the ten month extension period, as Dedicated averages 15,610 trips per month. Based upon the aforementioned, the final price was found to be fair and reasonable.

**Schedule K: Ratification of Completed Procurement Actions**



Item Number: **K-1**

<b>Vendor Name (&amp; Location)</b> Northeastern Bus Rebuilders, Inc. (Deer Park, NY)
<b>Description</b> Maintenance support program on 125 BAE Propulsion Control Systems units
<b>Contract Term (including Options, if any)</b> Twelve months
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Immediate Operating Need

<b>Contract Number</b> 09G0129	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	<b>\$249,900</b>
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Buses, Joseph Smith	

**Discussion:**

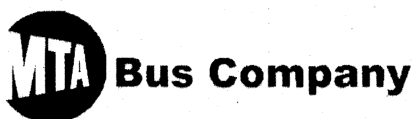
On March 30, 2010 the Acting Vice President, Materiel, declared an Immediate Operating Need (ION) and waived formal competition pursuant to Article XIV, paragraph A, of the All Agency Guidelines for the Procurement of Services. It is requested that the Board ratify the award of a miscellaneous service contract to Northeastern Bus Rebuilders, Inc. (NEBR) for a maintenance support program on 125 British Aerospace Engineering (BAE) Hybrid Drive Propulsion Control System (PCS) units utilized on Orion low-floor hybrid diesel electric buses.

In 1999, Contract B-31169 was executed for the purchase of 125 Low Floor Hybrid diesel electric buses from Orion Bus Industries, Inc., later taken over by Daimler Buses North America (DBNA). The BAE PCS manages the distribution of power between the generator, batteries, engine and traction motors to maximize fuel management, battery life and reduce overall emissions. The original warranty term for the 125 PCS units was two years and expired in 2007; however, BAE extended the warranty period, at no charge, by an additional three years to March 31, 2010.

Subsequent to the original price submission from BAE in connection with a post warranty support contract, BAE designated authorized regional service representatives, NEBR & DBNA, capable of performing this work. On March 30, 2010, the Department of Buses requested that an ION be declared to assure uninterrupted post warranty maintenance support. While quotations were requested from NEBR and DBNA, DBNA was unable to provide pricing in a timely manner. NEBR's offer was \$100 less than BAE's original proposal, and found fair and reasonable.

A purchase order was issued to NEBR for coverage for up to 12 months while a formal solicitation for post warranty maintenance support for the propulsion system components on these and all other Orion Hybrid buses is conducted.

# Report



**SERVICE CHANGES:**            **MTA BUS OPERATIONS COMMITTEE  
NOTIFICATION  
SERVICE REVISION  
Q101 TERMINUS and TRAVEL PATH  
REVISION in EAST MIDTOWN**

**SERVICE ISSUE:**

The Q101 provides local bus service between Steinway, Queens and East Midtown, Manhattan via the intermediate neighborhoods of Astoria and Long Island City. In October 2010, New York City Transit (NYCT) extended their Select Bus Service program (SBS) to include the M15 bus route, which operates along the First and Second Avenue Corridors in Manhattan resulting in all-day bus lanes on these streets.

Because of the implementation of an all-day bus lane on Second Avenue, NYCT requested that the Q101 terminal be relocated from Second Avenue at East 58<sup>th</sup> Street to avoid obstructing the bus lane in support of SBS along this corridor.

**RECOMMENDED SOLUTION:**

Permanently relocate the Q101 terminal in East Midtown, Manhattan. Under this revision, Manhattan-bound Q101 trips will drop-off and layover on the street below the Queensboro Bridge Upper Level exit ramp between East 60<sup>th</sup> Street and East 61<sup>st</sup> Street, and Queens-bound Q101 trips will pick-up on Second Avenue at East 61<sup>st</sup> Street.

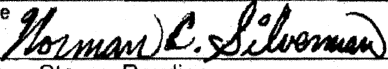
**ESTIMATED IMPACT:**

The net result of this change would be a very small increase in annual operating cost of approximately \$9,500 because of a small increase in travel distance.

**PLANNED IMPLEMENTATION:**

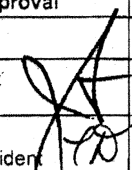

These revisions have been implemented on a temporary basis to accommodate a portion of the M15 SBS on Second Avenue. They will be implemented permanently immediately.

# Staff Summary

Subject	Q101 Terminus and Travel Path Revision in East Midtown
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	Stacey Rawlins

Date	October 4, 2010
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
3	President 		
2	Executive Vice President 		
1	Vice President, Operations Planning		NCS 10/5/10

## 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 permanently relocate the Q101 terminal and revise the travel path in East Midtown. This route was formerly operated by Queens Surface Corporation and transitioned into MTA Bus on February 27, 2005.

### DISCUSSION:

The Q101 provides local bus service between Steinway, Queens and East Midtown Manhattan via the intermediate neighborhoods of Astoria and Long Island City, operating on weekdays, Saturdays, and Sundays. The Q101 travels a one-way distance of approximately 5.7 miles, transporting approximately 3,800 passengers per weekday, approximately 1,740 passengers per Saturday, and approximately 1,370 passengers per Sunday.

On October 10, 2010, New York City Transit (NYCT) extended their Select Bus Service program (SBS) to include the M15 bus route, which operates along the First and Second Avenue Corridors in Manhattan. SBS was initially launched in 2008 on the Bx12 bus route, which operates on the Fordham Road/Pelham Parkway Corridor in the Bronx, and on 207<sup>th</sup> Street in Manhattan. NYCT implemented similar service plan features along First and Second Avenues including all-day bus lanes. In an effort to avoid obstructing the bus lane in support of SBS along these corridors, effective October 10, 2010, the northbound Q101 terminus (last stop/layover/first stop) in East Midtown was temporarily relocated from its location on Second Avenue at East 58<sup>th</sup> Street.

# Staff Summary

Prior to the implementation of SBS after exiting the Queensboro Bridge lower level, Manhattan-bound Q101 trips traveled south on Second Avenue to their terminus and layover on Second Avenue at East 58<sup>th</sup> Street. Queens-bound Q101 trips then started at the layover and returned to Queens via the Queensboro Bridge lower level; traveling south on Second Avenue, west on East 57<sup>th</sup> Street, north on Third Avenue, east on East 59<sup>th</sup> Street, and onto the Queensboro Bridge Lower Level entrance ramp to continue to Queens. (See Map 2).

Because of the implementation of SBS, the Q101 terminus on Second Avenue at East 58<sup>th</sup> Street was discontinued. The Manhattan-bound Q101 drop-off stop and layover were temporarily relocated to the street below the Queensboro Bridge Upper Level exit ramp between East 60<sup>th</sup> Street and East 61<sup>st</sup> Street, approximately 1,200 feet east, and the Queens-bound Q101 pick-up stop was temporarily relocated to Second Avenue at East 61<sup>st</sup> Street, approximately 790 feet north.

To accommodate these revisions the travel path of the Q101 in each direction was detoured. Currently, after exiting Queensboro Bridge Lower Level exit ramp, Manhattan-bound Q101 trips travel north on the Queensboro Bridge roadway to the last stop and layover on the street below the Queensboro Bridge Upper Level exit ramp between East 60<sup>th</sup> Street and East 61<sup>st</sup> Street. Queens-bound Q101 trips (except from 5AM-11AM on weekdays) then start at the layover and make their first stop on Second Avenue at East 61<sup>st</sup> Street and return to Queens via the Queensboro Bridge upper level, traveling south on Second Avenue, east on East 57<sup>th</sup> Street, and north onto the Queensboro Bridge upper level entrance ramp to access the 21<sup>st</sup> Street exit to Queens Plaza South. (See Map 1). However, on weekdays during the AM peak period the Queensboro Bridge upper level Queens-bound lanes to Manhattan are reversed for High Occupancy Vehicles. As a result, Queens-bound Q101 trips during this period (on weekdays from 5AM-11AM) use the Lower Level to access Queens. These trips also start at the new layover area and make their first stop on Second Avenue at East 61<sup>st</sup> Street but then return to Queens using the same path as the prior Queens-bound Q101 trips; traveling south on Second Avenue, west on East 57<sup>th</sup> Street, north on Third Avenue, east on East 59<sup>th</sup> Street to the Queensboro Bridge Lower Level entrance ramp. (See Map 2). Use of the upper level of the Queensboro Bridge, when available, reduces travel distance in Manhattan and delays associated with the frequent traffic congestion.

## **RECOMMENDATION:**

Permanently relocate the Q101 terminus in East Midtown, Manhattan. Under this revision, Manhattan-bound Q101 trips will drop-off and layover on the street below the Queensboro Bridge Upper Level exit ramp between East 60<sup>th</sup> Street and East 61<sup>st</sup> Street, and Queens-bound Q101 trips will pick up on Second Avenue at East 61<sup>st</sup> Street.

## **ALTERNATIVES:**

Use of the former terminus on Second Avenue at East 58<sup>th</sup> Street is not an alternative because it would obstruct the bus lane that will be used by the M15 SBS



# Staff Summary

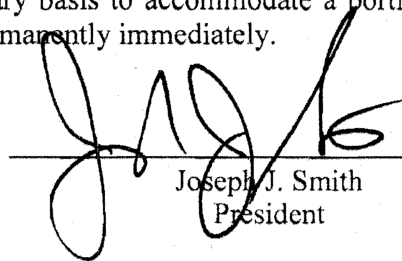
## IMPACT ON FUNDING:

The net result of this change would be a very small increase in annual operating cost of approximately \$9,500 because of a small increase in travel distance.

## IMPLEMENTATION

These revisions have been implemented on a temporary basis to accommodate a portion of the M15 SBS on Second Avenue. They will be implemented permanently immediately.

Approved:



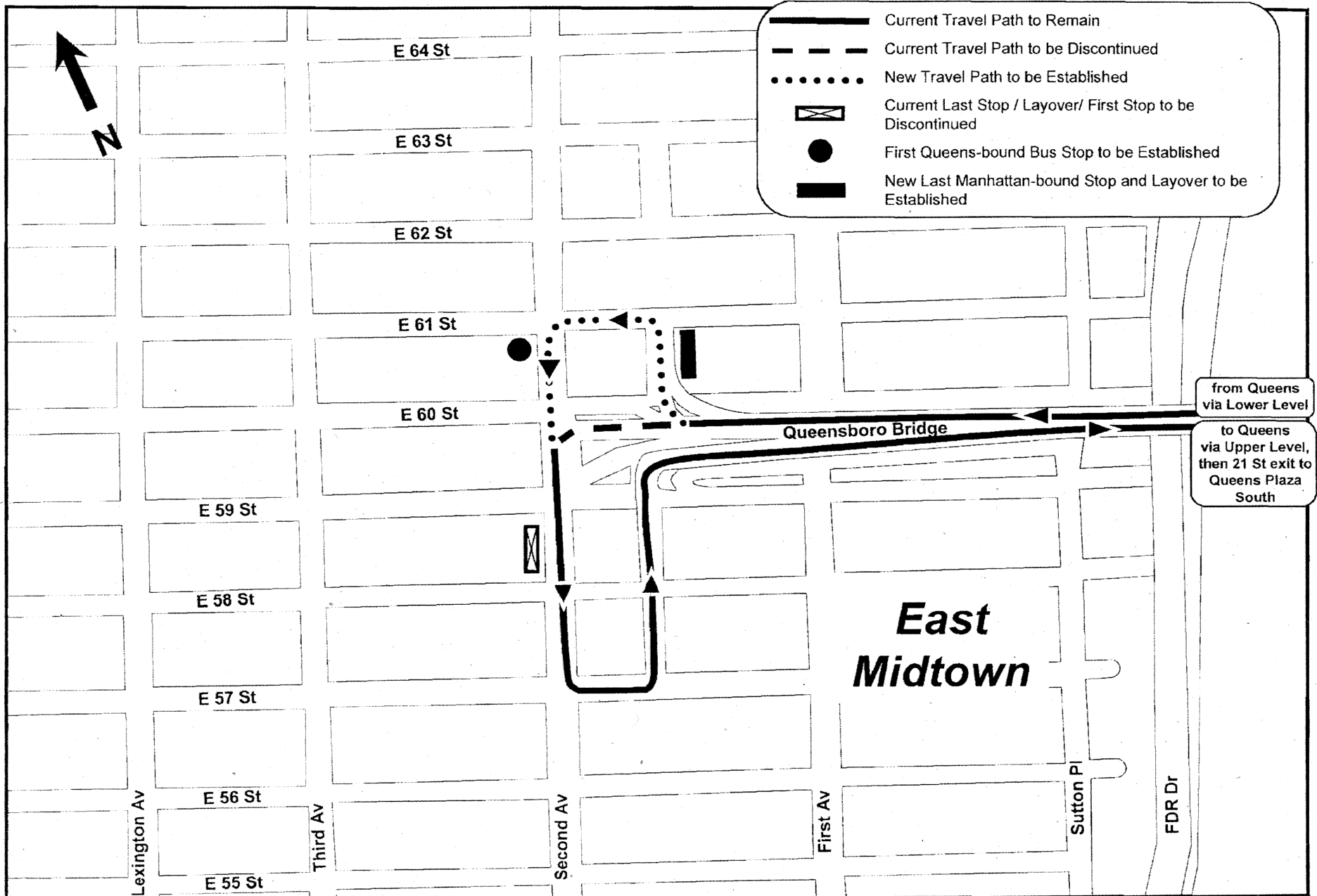
---

Joseph J. Smith  
President

# Q101 Terminus and Travel Path Revision in East Midtown

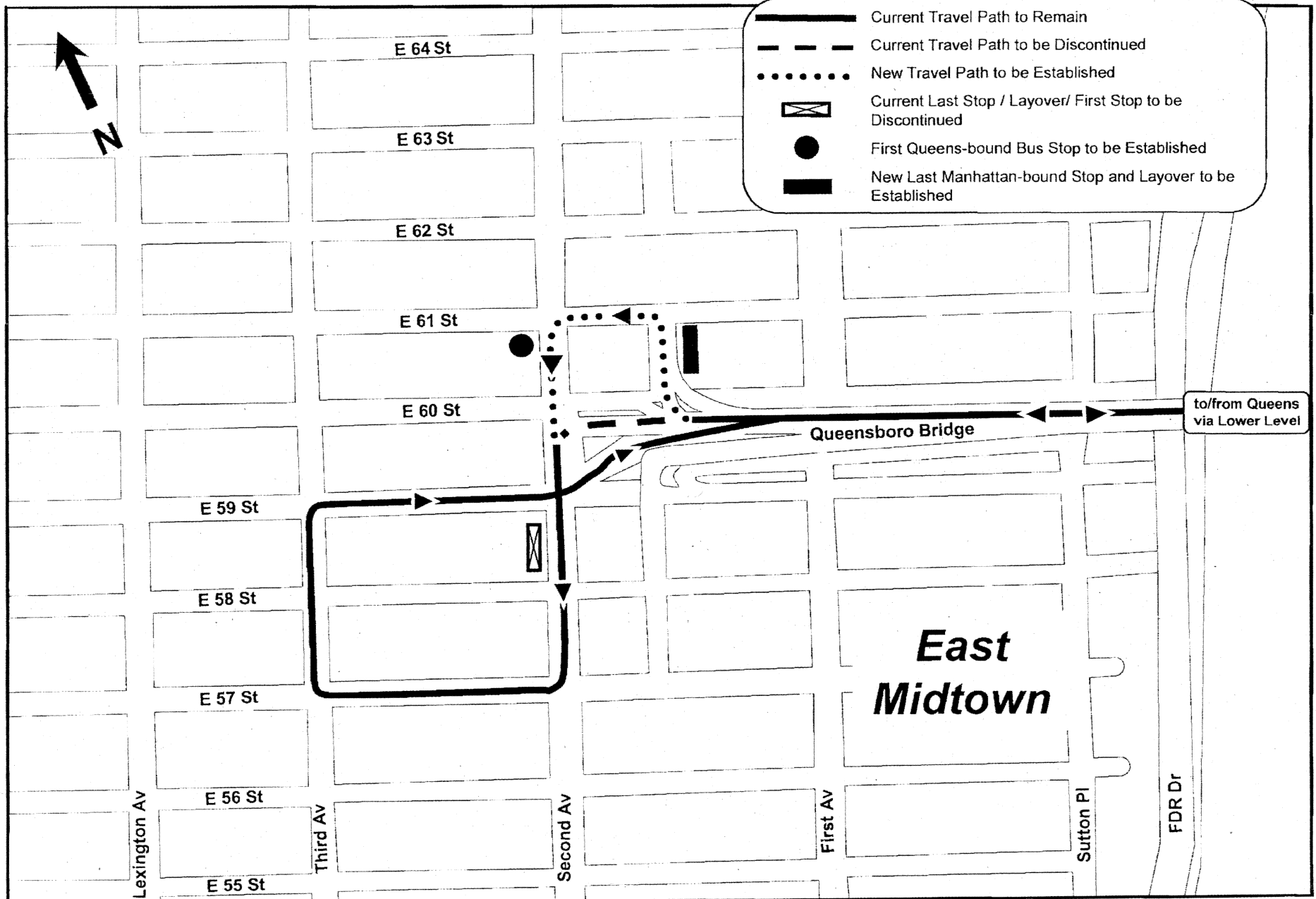
(All times Except 5 AM-11 AM Weekdays)

Map 1

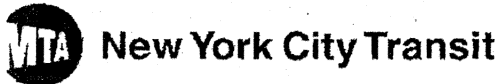


# Q101 Terminus and Travel Path Revision in East Midtown (5 AM-11 AM Weekdays Only)

Map 2



# Report



**SERVICE CHANGES:** NYC TRANSIT COMMITTEE NOTIFICATION  
MTA BUS OPERATIONS COMMITTEE NOTIFICATION  
**SERVICE REVISION:**  
**B54 REROUTE VIA METROTECH CENTER**

## **Service Issue**

The B54 has been prevented from traveling through MetroTech because of security measures adopted by NYPD and the MetroTech Business Improvement District (BID) after September 11, 2001. However, the tenant that required these security measures is leaving MetroTech; therefore the B54 can once again travel through MetroTech as it did prior to September 11, 2001.

## **Recommendation**

Reroute the B54 via the MetroTech internal roadway between the Flatbush Avenue Extension and Jay Street. This routing will remove B54 buses from Flatbush Avenue Extension and Tillary Street which are highly congested areas, thus improving reliability on the route and providing a more direct route for customers to Jay Street and the **A C F** trains.

## **Budget Impact**

There would be a nominal cost savings in the 2011 Platform Budget from the proposed shorter route path.

## **Implementation Date**

End of 2010.

# Staff Summary



Subject	B54 Reroute via MetroTech Center
Department	Operations Planning
Department Head Name	Peter Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	October 6, 2010
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 Cmte			X	
3	NYCT Cmte			X	

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

## Purpose

To obtain Presidential approval for and to inform the NYC Transit Committee and the MTA Bus Operations Committee of a recommendation to reroute the B54 via the MetroTech internal roadway between the Flatbush Avenue Extension and Jay Street.

## Discussion

The B54 is a 4.1 mile-long route that travels between Downtown Brooklyn and Ridgewood via Myrtle Avenue. The route serves Ridgewood, Bushwick, Clinton Hill, Fort Greene and Downtown Brooklyn. Traffic generators include the Ridgewood Intermodal Terminal served by six bus routes, the Myrtle Wyckoff Av **L M** Station, the Myrtle Avenue and Broadway shopping districts, the Myrtle Av **J M Z** Station, Brooklyn Hospital, the Downtown Brooklyn business district, the Jay St Borough Hall **A C F** Station and the MetroTech Center.

Prior to September 11, 2001 the B54 traveled via Myrtle Avenue and the MetroTech internal roadway, which passes under several buildings in MetroTech, to reach its former terminal at Jay Street/MetroTech Plaza. The B54 transported an average of 3,000 weekday customers to the segment between Jay Street and the Flatbush Avenue Extension. When MetroTech was built, NYCT retained the right to operate the B54 via a tunnel underneath MetroTech indefinitely. However, after September 11, 2001 a MetroTech tenant requested that NYCT buses cease operating through MetroTech, citing security concerns. NYPD and the MetroTech Business Improvement District (BID) agreed and since then the B54 has been prohibited from traveling through MetroTech to Jay Street. The B54 has been rerouted via the Fulton Mall to provide access to the Jay St Borough Hall **A C F** Station, the Downtown Brooklyn Central Business District, Long Island University and the Fulton Mall as well as transfers to several bus routes on Jay Street.

B54 buses now travel from the intersection of Myrtle Avenue and Flatbush Avenue via Flatbush Avenue, Tillary Street and Jay Street to terminate on Jay Street between Willoughby Street and the Fulton Mall. The return route is via Jay Street, the Fulton Mall, Flatbush Avenue Extension, Myrtle Avenue, and then via Myrtle Avenue to Ridgewood (see attached map). The B54 currently serves Jay Street, Long Island University and the Fulton Mall, and provides direct transfers to the B57, B62, and B67 on Jay Street and the B61 and B65 on Smith Street (one block away).

The MetroTech tenant that prompted the security measures preventing the B54 from traveling through MetroTech has vacated the complex as of October 1, 2010. As a result the B54 can resume traveling through MetroTech as it did prior to September 11, 2001. However, rather than return to the B54 routing used prior to September 11, 2001, it is proposed that the southern half of the existing loop be retained, to continue to provide connections to multiple subway lines and bus routes along Jay Street and the Fulton Mall, and due to the heavy passenger activity at stops in the southern portion of the loop. The stops between Jay Street at Willoughby Street and the Fulton Mall at Flatbush Avenue Extension together have over 3,800 boardings and alightings. In addition, the stop on Jay Street at Myrtle Avenue has over 2,200 boardings and alightings, and although it is north of Myrtle Avenue it will be relocated to the MetroTech tunnel (one block away). In contrast the only other stop north of Myrtle Avenue has 230 boardings and alightings. In addition there were several issues with the former terminal on Jay Street at MetroTech Plaza such that returning to that terminal could pose problems.

The new routing from the intersection of Myrtle Avenue and Flatbush Avenue Extension will be via the MetroTech internal roadway and terminate on Jay Street between Willoughby Street and the Fulton Mall. The return route will be the same as the current route via Jay Street, the Fulton Mall, Flatbush Avenue Extension, Myrtle Avenue, and then via Myrtle Avenue to Ridgewood (see attached map). The B54 would no longer travel via Flatbush Avenue Extension and Tillary Street. The travel time savings as a result of the new routing are not significant enough to reduce the operating cost of the route but avoiding these very congested streets is expected to improve the reliability of the B54 route.

There are two stops in the northern half of the existing loop that would be discontinued or relocated under the new routing. The stop on Jay Street at Myrtle Avenue, which has over 1,500 alightings, would be relocated to the MetroTech tunnel on the MetroTech roadway at Lawrence Street. This will provide access to nearby schools and to the MetroTech Center. The stop on Jay Street at Tillary Street would be discontinued since it has only 230 weekday boardings and alightings, relatively light passenger activity for the route. Passengers currently using this stop could use the new stop on the MetroTech roadway or the stop on Jay Street at Willoughby Street, about 1,200 feet away.

## Recommendation

Reroute the B54 via the MetroTech internal roadway. This routing will remove B54 buses from Flatbush Avenue Extension and Tillary Street, which are highly congested, thus improving reliability on the route and providing a more direct route for customers traveling to the Jay St Borough Hall **A C F** Station.

# Staff Summary

## Alternatives

1. *Retain the current routing:* The current routing, via a highly congested part of Flatbush Avenue Extension and Tillary Street, negatively impacts the reliability of the route and results in extra mileage and travel time to serve an area with low passenger activity.
2. *Revert to the pre September 11, 2001 routing:* Reverting to the pre September 11, 2001 routing would save some mileage and travel time and would reduce the operating cost of the route by an additional nominal amount; however, it would not provide access to the Fulton Mall. In addition, the stops along the southern portion of Jay Street and those along Fulton Street have very high passenger activity. Furthermore, there were significant problems with illegal parking in the former terminal at Jay Street/MetroTech Plaza and returning to that terminal could be problematic.

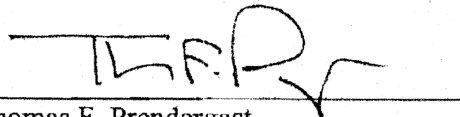
## Budget Impact

There would be a nominal cost savings in the 2011 Platform Budget from the proposed shorter route path.

## Implementation Date

End of 2010.

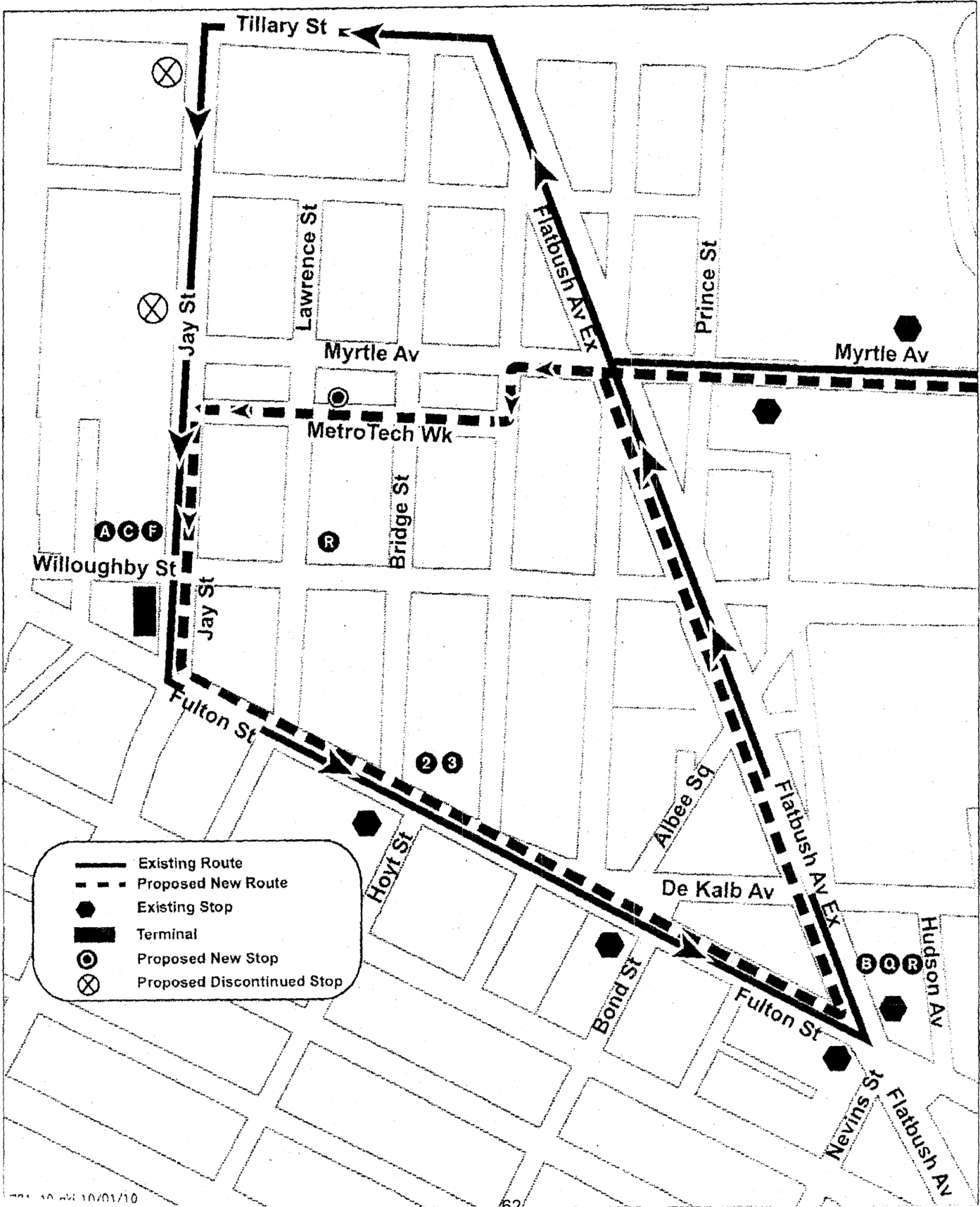
Approved:



Thomas F. Prendergast  
President

# Map 1

## B54 via MetroTech Center





# Report



**New York City Transit**

**SERVICE CHANGES: NYC TRANSIT COMMITTEE NOTIFICATION  
MTA BUS OPERATIONS COMMITTEE NOTIFICATION  
SERVICE REVISION:  
REVISE BUS SERVICE IN THE EASTERN BRONX**

## **Service Issue**

As part of the NYCT's 2010 Service Reduction Package, implemented on June 27, 2010, the Bx14 bus route was discontinued. The Bx8 was rerouted in the Country Club and Spencer Estates neighborhoods of the Bronx to partly replace the Bx14. Parkchester customers lost their bus connection to Hugh Grant Circle and to Westchester Square. Former Bx14 customers have made repeated requests for revisions in bus service.

## **Recommendation**

Reroute Bx8 via Layton Avenue, Bruckner Boulevard, and Crosby Avenue to restore the connection between the southern end of the route and the schools, churches and commercial areas near Layton and Crosby Avenues.

Country Club and Spencer Estates would be served with the Bx24 bus route which would operate using the Bx14's pre-2010 service cut routing in Country Club to the Pelham Bay 6 Station.

Alternate trips of the Bx4 would operate as the Bx4A via Parkchester between Hugh Grant Circle and Westchester Square.

## **Budget Impact**

No impact.

## **Implementation Date**

January 2011.

# Staff Summary



Subject	Revise Bus Service in the Eastern Bronx
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	October 6, 2010
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 Cmte			X	
3	NYCT Cmte			X	

Internal Approvals					
Order	Approval	Order	Approval		
8	President	4	Director OMB		
7	Executive VP	3	General Counsel		
6	SVP Buses	2	VP GCR		
5	VP Corp. Comm	1	Chief OF		10/14/10

## Purpose

To obtain Presidential approval for and to inform the NYC Transit Committee and the MTA Bus Operations Committee of changes to bus service for the Country Club and Parkchester neighborhoods in the eastern Bronx.

## Discussion

As part of the NYCT's 2010 Service Reduction Package implemented on June 27, 2010, the Bx14 was discontinued. Prior to June 27 the Bx14 operated along Metropolitan Avenue and East Tremont Avenue (between Hugh Grant Circle and Westchester Square) in Parkchester and continued to Pelham Bay via Westchester Avenue and terminated in Country Club/Spencer Estates (see map 1). As a result of the June 27 service changes the Bx8 was diverted from Layton Avenue and Crosby Avenue to operate via Stadium Avenue to serve Country Club/Spencer Estates (see map 2).

Residents from the eastern Bronx have expressed strong objections to the restructuring of these two routes, stating that the restructured Bx8 route does not meet their needs. Customers from the Eastchester Bay and Edgewater Park neighborhoods cited the loss of access to schools, churches and the commercial area near Layton and Crosby Avenues. Other residents objected to the bus route operating on segments of Stadium Avenue that did not previously have bus service. They feel that the headways of the Bx8 are excessive as compared to the former Bx14. Customers from the Parkchester neighborhood cited their loss of access to the hospitals along Eastchester Road via the Bx31 transfer in Westchester Square as well as access to Hugh Grant Circle.

# Staff Summary

In response to these complaints, NYCT evaluated a number of alternate routings that would more closely meet the needs of the residents at no additional cost.

## Recommendation

Restore Bx8 to its pre-2010 Service Reduction routing to operate via Layton Avenue and Crosby Avenue (see map 2) to Buhre Av 6 Station instead of to the Pelham Bay 6 Station. This would reestablish the direct connection between the south end of the Bx8 route and the schools, churches and the commercial area near Layton and Crosby Avenues. Although the Bx5 also serves Crosby Avenue, customers of this route do not originate from the same neighborhoods of the Bx8. Crosby Avenue is a highly active commercial and retail corridor which would benefit from the services of two bus routes.

Country Club and Spencer Estates would be served by the Bx24 bus route, which would operate using the Bx14's pre-June 2010 routing in Country Club to the Pelham Bay 6 Station (see map 3). The Bx24 would operate as a loop with a 30-minute headway at all times between 6 a.m. and 10 p.m. A 30-minute headway on the Bx24 is sufficient because peak ridership on the former Bx14 route occurs outside of the Bx24 service area (and will be served by the Bx4A described below). Current service on the Bx8 serving Country Club operates at headways of 9-12 minutes peak hours, 15-24 minutes off-peak and 30 minutes weekends. Prior to the Service Reductions, the Bx14 operated headways at 16-17 minutes peak hours, 20-24 minutes off-peak and 20 minutes weekends between approximately 6 a.m. to 10:45 p.m.

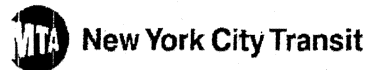
The 2010 cost savings are maintained as a result of the reduced headways of the Bx24 (compared to the current Bx8 headways in Country Club/Spencer Estates) as well as a shortened Bx8 route that would no longer access the Pelham Bay 6 Station.

In Parkchester, alternate trips of the Bx4 would serve Metropolitan Avenue between Hugh Grant Circle and Westchester Square (see map 4). This branch would be called the Bx4A. Between Hugh Grant Circle and the Hub, the Bx4 and Bx4A would operate together along the same route. The Bx4A would provide a new one seat ride to destinations along Westchester Avenue (west of Hugh Grant Circle) to the Hub. It would operate the same span of hours as the former Bx14 and would have weekday headways of 14-20 minutes peak hours and 24 minutes off-peak. Saturday headways would be 16-22 minutes and Sunday headways would be 22-30 minutes.

## Alternatives

1. *Maintain current service.* Does not address the complaints of the residents. The southern neighborhoods of the Bx8 would not be connected to the commercial area, schools and churches on Layton Avenue and Crosby Avenue. There would continue to be no service on Metropolitan Avenue.
2. *Restore Bx14.* The cost savings anticipated with its elimination would be lost.

# Staff Summary



3. Operate two branches of the Bx8, one via Layton Avenue/Crosby Avenue and one via Country Club on a 1:1 or 2:1 service ratio. This would address the concerns of excessive headways in Country Club and would also provide the connection from the southern neighborhoods of the Bx8 to Layton Avenue and Crosby Avenue. However, this service pattern would lead to bus bunching due to the uneven running times for each branch. Additionally, the headways on weekends would be greater than 30 minutes.

4. Operate the pre-Service Reduction routing of the Bx8 via Layton Avenue and Bruckner Boulevard at all times and peak hour-only branch of the Bx8 via Country Club. This option would provide no service in Country Club at off-peak hours and does not address the needs of the customers.

5. Operate two branches of the Bx31 with one branch serving Metropolitan Avenue in Parkchester. This option would add significant additional mileage and operating costs the Bx31, which cannot be supported at this time.

6. Eliminate service to Country Club entirely; operate the Bx8 via Layton Avenue and Crosby Avenue. A similar plan to this was presented at the 2009 Public Hearings. Residents strongly requested that some service be maintained in Country Club.

## Budget Impact

No impact.

## Implementation Date

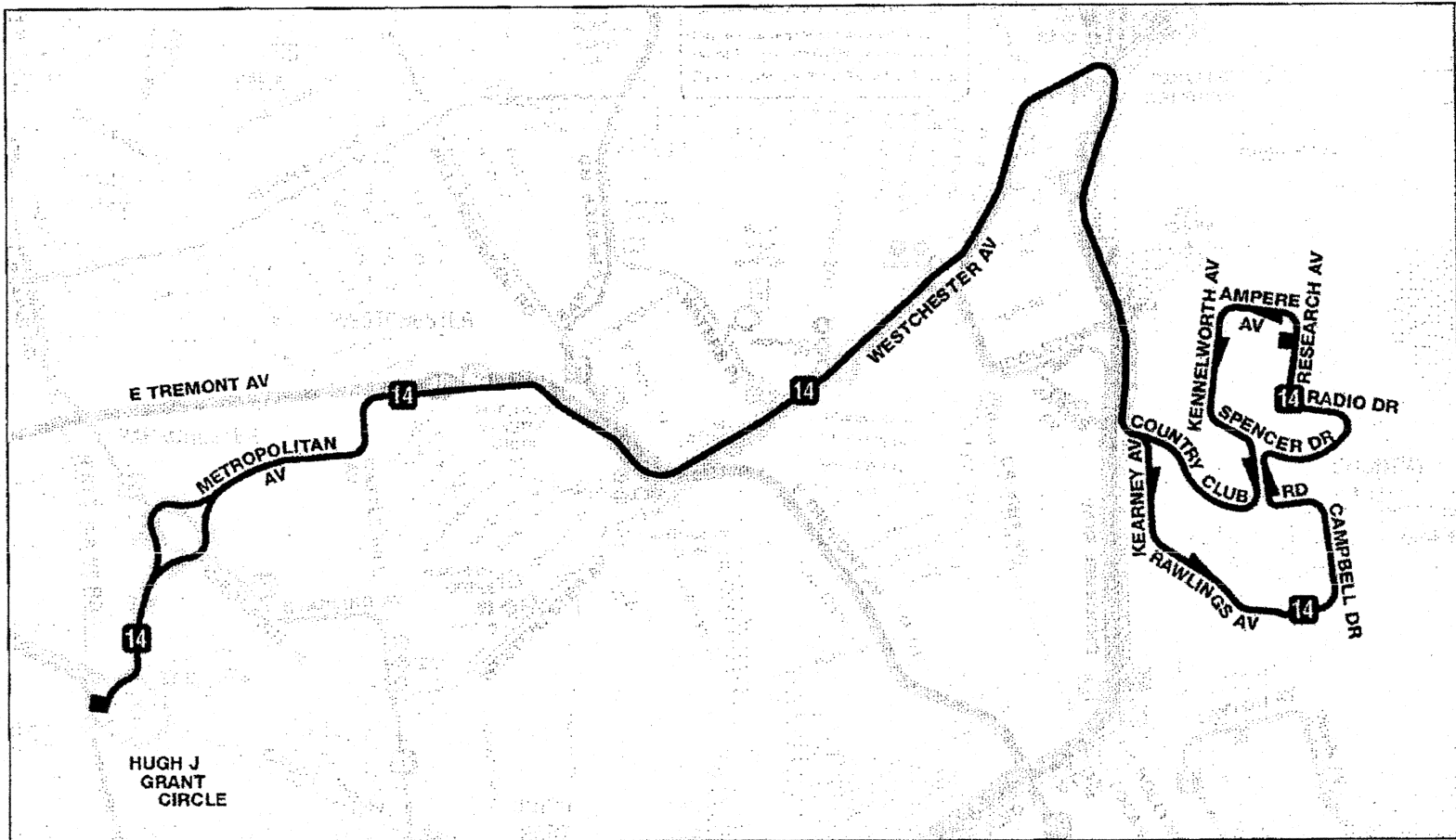
January 2011.

Approved:

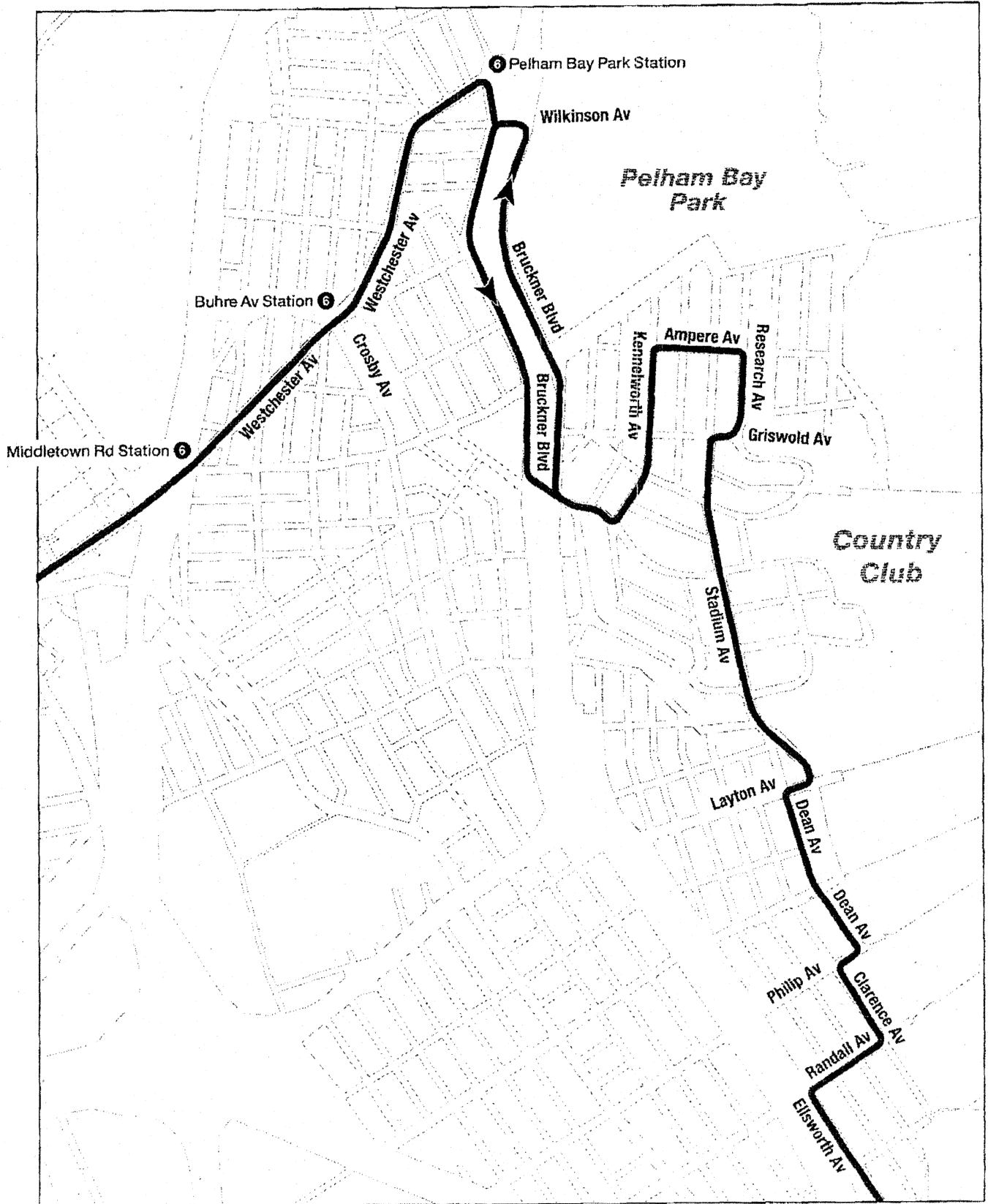
Thomas F. Prendergast  
President

# Map 1

## Bx14 Bus Route pre-June 27, 2010 Service Reduction

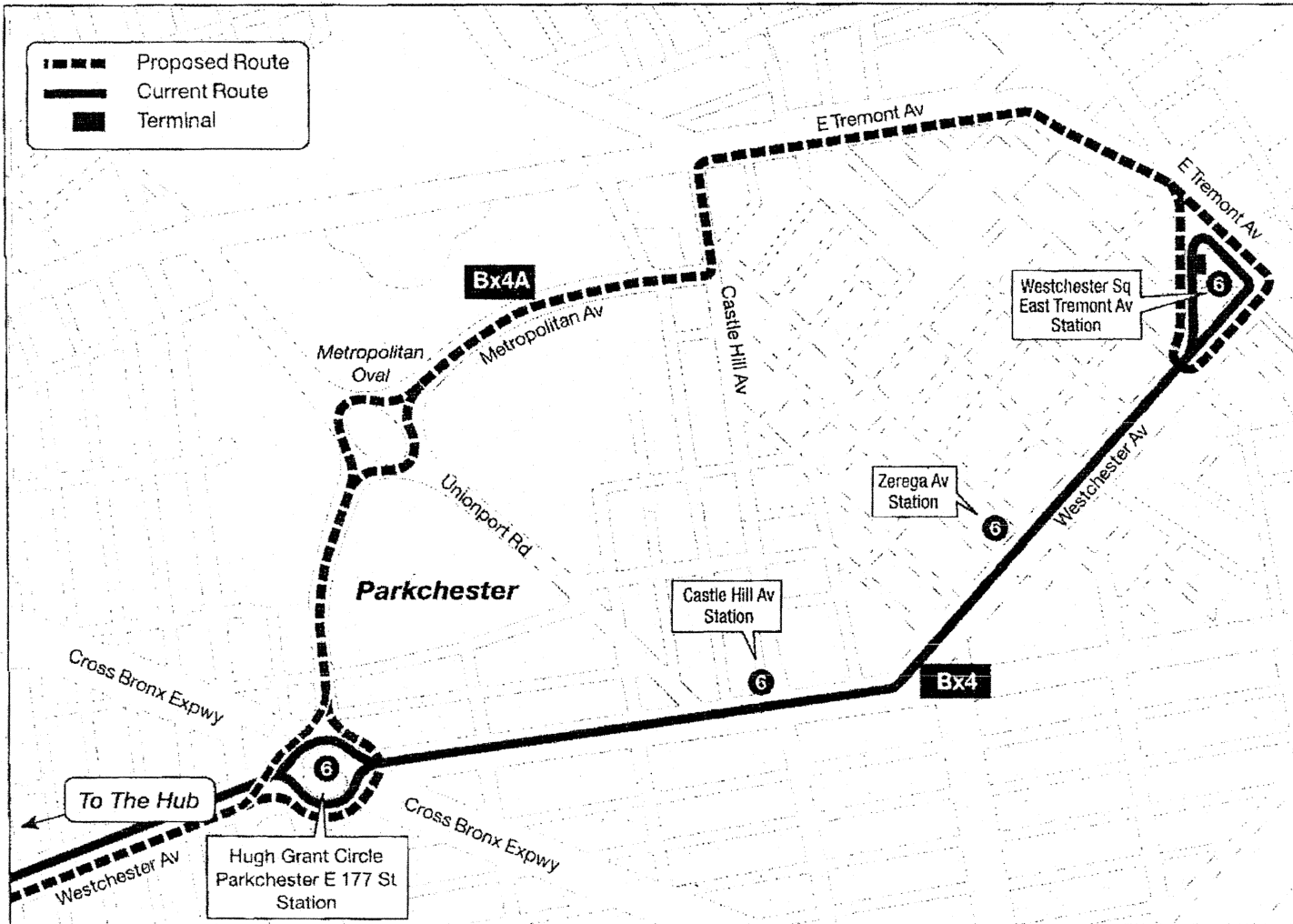


# Map 2 Current Bx8 Service





# Map 4 Proposed Bx4A via Parkchester



696\_10/10\_map 4 tm



# Report



**New York City Transit**

**SERVICE CHANGES: NYC TRANSIT COMMITTEE NOTIFICATION  
MTA BUS OPERATIONS COMMITTEE NOTIFICATION:  
SURFACE SCHEDULE CHANGES EFFECTIVE JANUARY  
2011**

## **Service Issue**

To ensure that bus schedules accurately match current rider demand and operating conditions, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYC Transit routinely changes service to reflect changes in demand in compliance with MTA Board-adopted bus loading guidelines. These changes also address the need for running time adjustments to more accurately reflect observed traffic conditions.

The 2010 service reduction program, implemented as of June 27, 2010, called for a series of reductions in local and express bus service, including route restructuring. The proposed changes are based on an initial review of ridership, service levels and running times on specific restructured bus routes. These routes were selected for early evaluation because Road Operations reported that additional running time was needed and/or because the projected ridership shifts due to the route restructurings were complex and difficult to predict.

Ridership and service levels on all of the routes that have been restructured and or are adjacent to restructured or discontinued routes will be evaluated in the next six months, and additional schedule changes will be proposed in 2011 to ensure that scheduled service matches rider demand.

## **Recommendation**

Eleven schedule changes (on 9 routes) are proposed for implementation in January 2011.

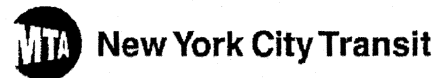
## **Budget Impact**

Implementation of the January 2011 schedule changes will cost \$1.4 million annually. These costs are not budgeted but it is anticipated that schedule changes to be developed during 2011 will result in largely offsetting savings.

## **Proposed Implementation Date**

January 2011.

# Staff Summary



Subject	Surface Schedule Changes Effective January 2011
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Michael Glikin

Date	October 6, 2010
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 Cmte			X	
3	NYCT Cmte			X	

Internal Approvals					
Order	Approval	Order	Approval		
8	President	4	Director OMB		
7	Executive VP	3	VP General Counsel		
6	SVP Buses	2	VP GCR	10/8/10	
5	VP Corp. Comm	1	Chief OP	10/4/10	

## Purpose

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

## Discussion

The proposed bus schedule changes are a product of NYC Transit's continuing effort to review and revise bus schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-adopted bus loading guidelines. These changes also address the need for running time adjustments to reflect observed traffic conditions.

The 2010 service reduction program, implemented as of June 27, 2010, called for a series of reductions in local and express bus service, including route restructuring. The proposed changes are based on an initial review of ridership, service levels and running times on specific restructured bus routes. These routes were selected for early evaluation because Road Operations reported that additional running time was needed and/or because the projected ridership shifts due to the route restructurings were complex and difficult to predict.

On a route-specific basis, the Q15 route was evaluated and found to warrant additional service weekdays and weekends. The Q15 was adjacent to the discontinued Q14 route and was restructured to create a new Q15A branch. The Staten Island X1-X9 routes were also evaluated and found to require reallocations and a net addition of bus service in the corridor. In June 2010, X1-X9 service was significantly restructured and this evaluation ensured that each Hylan Boulevard express bus route variant matched appropriate service with demand. Furthermore, in July and August 2010, the X1-X9 express bus routes showed an unanticipated increase in ridership. Finally, travel times on the X14

route were evaluated for schedule adjustment in response to reports from Road Operations regarding insufficient running times. Attachment 1 details the specific route schedule changes that are being proposed to address ridership and running time changes.

Ridership and service levels on all of the routes that have been restructured and or are adjacent to restructured or discontinued routes will be evaluated in the next six months, and additional schedule changes will be proposed in 2011 to ensure that scheduled service matches rider demand.

### **Recommendation**

Eleven schedule changes (on 9 routes) have been identified for implementation in January 2011 (see Attachment 1).

1. Nine of the 11 schedule changes represent increases in service levels to more closely align service with customer demand and established guidelines for bus operation; and to concurrently improve reliability through running time modifications where needed.
2. The remaining 2 schedule changes contain decreases in service frequency.

### **Alternative to the Proposed Service Change**

*Do nothing.* NYCT would not:

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

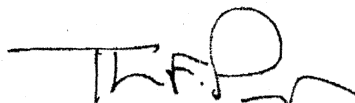
### **Budget Impact**

Implementation of the January 2011 schedule changes will cost \$1.4 million annually. These costs are not budgeted but it is anticipated that schedule changes to be developed during 2011 will result in largely offsetting savings.

### **Proposed Implementation Date**

January 2011.

Approved:

  
\_\_\_\_\_  
Thomas F. Prendergast  
President

