



Bus Company

Bus Company Committee Meeting

February 2010

Committee Members

D. Frasca, Chair

M. Lebow, Vice Chair

J. Banks III

J. Kay

S. Metzger

M. Page

N. Seabrook

J. Sedore, Jr.



Bus Company

MEETING AGENDA

MTA BUS COMPANY COMMITTEE

February 22, 2010, 10:30 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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1. PUBLIC COMMENTS PERIOD	
2. APPROVAL OF MINUTES – JANUARY 25, 2010	1
3. APPROVAL OF COMMITTEE WORK PLAN	3
4. OPERATIONS PERFORMANCE SUMMARY	8
5. FINANCIAL REPORT	25
6. PROCUREMENTS	35
Non-Competitive (none)	
Competitive (none)	
Ratifications (none)	
7. SERVICE CHANGES	
Q6 Limited-Stop Service	37
8. INFORMATION ITEM	
2009 Final Estimate and Adopted Budget for 2010	42

Date of next meeting: Monday, March 22, 2010 at 10:30 a.m.

**Minutes of Regular Meeting
Committee on Operations of
MTA Bus Company
January 25, 2010
347 Madison Avenue
New York, New York 10017
10:30 AM**

The following MTA Bus Company Committee members attended.

Hon. Doreen Frasca, Chair
Hon. Mark D. Lebow, Vice Chair
Hon. John H. Banks III
Hon. Jeffrey Kay
Hon. Susan Metzger
Hon. James L. Sedore, Jr.

The following MTA Bus Company members did not attend.

Hon. Mark Page
Hon. Norman Seabrook

The following MTA Bus Company staff attended.

Joseph Smith
Thomas Del Sorbo
Cheryl Hartell
Norman Silverman

* * *

Ms. Frasca called the January 25, 2010 meeting of the MTA Bus Company Committee to order at 11:35 AM.

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 Company Committee approved the minutes to the previous meeting held on December 14, 2009.

Work Plan

Upon motion duly made and seconded, the MTA Bus Committee approved its work plan for 2010.

Status of Operations Report

Mr. Smith reported that overall, Bus Company operations were strong in November. Both AM and PM Weekday Pull-Out performance and Completed Trips averaged above 99% in November and over the prior 12 months.

MDBF in November this year was 4,164 miles, a decline from November 2008 and the prior 12-month period.

Safety performance results were somewhat mixed. Over the past 12-month period, Customer Accidents were down 12.7%, and Customer Accident Injuries were down 10.8%. The Collision Rate was down 13.7%, and Collisions with Injuries were down 15.9%. However, the Employee Lost Time Accident Rate was up 68.2% over the same period. Mr. Smith noted the presence of safety officers in each depot and uniform reporting practices across the bus companies are part of continuing efforts to improve performance.

Ridership in November was up 3.8% from a year ago. Average weekday ridership showed a slight increase of 0.7% from November 2008, while average weekend ridership was up 6.5% from November 2008.

Financial Report

Mr. Smith stated that total farebox revenues in November 2009 were \$13.7 million, or \$0.3 million over forecast. Year-to-date, they were \$3.3 million better than the forecast. Total non-reimbursable expenses before non-cash adjustments were 1.2% better than forecast through November.

Action Items

There were no MTA Bus action or procurement items for the Committee to consider.

Service Changes

Mr. Smith described the revisions to the travel paths of the westbound B103 in Gowanus, Brooklyn to address traffic constraints and the Q102 on Roosevelt Island to provide more consistent service on a uniform path.

Information Items

Mr. Silverman stated that the criteria for the MTA Bus 2010 Service Reduction Proposals were total usage, cost per passenger, geographic area coverage and topography, and alternative service availability. Based on these criteria, the 2010 proposed service reductions included the BxM7B, QM22, QM23, previously a part of the 2009 proposed reductions which were not implemented. The new proposal includes two more routes, the BxM4A and the Q89. The Committee discussed the changes.

The Bus Technology Programs Report was also presented for the Committee's information. There was no discussion of this item.

Adjournment

Upon motion duly made and seconded, Ms. Frasca adjourned the January 25, 2010 of the MTA Bus Company at 11:45 AM.

Respectfully submitted,

Miriam Cukier, Secretary

MTA Bus Company Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

February 2010

Preliminary Review of MTA Bus Company 2009 Operating Results	Finance
Adopted Budget/Financial Plan 2010-2013	Finance

March 2010

April 2010

Final Review of MTA Bus Company 2009 Operating Results	Finance
Bus Technology Programs Report	MTA Bus President

May 2010

June 2010

July 2010

Bus Technology Programs Report	MTA Bus President
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August 2010

No Meeting Held

September 2010

2011 MTA Bus Company Preliminary Budget	Finance
2010 MTA Bus Company Mid-Year Forecast/ Monthly Allocation	Finance

October 2010

Public Comment/2011 Preliminary Budget	Finance
Bus Technology Programs Report	MTA Bus President

II. SPECIFIC AGENDA ITEMS (cont'd)

Responsibility

November 2010

2011 Preliminary MTA Bus Company Budget
Charter for MTA Bus Company Committee

Finance
General Counsel

December 2010

2011 Proposed Final MTA Bus Company Budget

Finance

January 2011

Approval of 2011 MTA Bus Company
Committee Work Plan
Bus Technology Programs Report

Committee Chair & Members

MTA Bus President

MTA Bus Company 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 Company 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 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 MTA Bus policy structure.

Action Items

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

II. SPECIFIC AGENDA ITEMS

February 2010

Preliminary Review of MTA Bus Company's 2009 Operating Results

MTA Bus Company will present a brief review of its 2009 Budget results.

Adopted Budget/Financial Plan 2010-2013

MTA Bus Company will present its revised 2010-2013 Financial Plan. This plan will reflect the 2010 Adopted Budget and an updated Financial Plan for 2010-2013 reflecting the out-year impact of any changes incorporated into the 2010 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2010 by category.

March 2010

April 2010

Final Review of MTA Bus Company's 2009 Operating Results

MTA Bus Company will review the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Bus Technology Programs Report

Quarterly report to the Committee on progress made in bus technology programs.

May 2010

June 2010

July 2010

Bus Technology Programs Report

Quarterly report to the Committee on progress made in bus technology programs.

August 2009

No Meeting Held

September 2010

2011 MTA Bus Company Preliminary Budget

MTA Bus Company will present highlights of its 2011 Preliminary Budget to the Committee. Public comments will be accepted on the 2011 Preliminary Budget.

II. SPECIFIC AGENDA ITEMS

2010 MTA Bus Company Mid-Year Forecast/Monthly Allocation

MTA Bus Company will present a monthly allocation of its 2010 Mid-Year Forecast including revenues, expenses, ridership and positions to the Committee.

October 2010

2011 MTA Bus Company Preliminary Budget

Public comments will be accepted on the 2011 Preliminary Budget.

Bus Technology Programs Report

Quarterly report to the Committee on progress made in bus technology programs.

November 2010

2011 Preliminary MTA Bus Company Budget

Public comments will be accepted on the 2011 Preliminary Budget.

Charter for MTA Bus Company Committee

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

December 2010

2011 Proposed Final MTA Bus Company Budget

The Committee will recommend action to the Board on the Proposed Final Budget for 2011.

January 2011

Approval of 2011 MTA Bus Company 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.

Bus Technology Programs Report

Quarterly report to the Committee on progress made in bus technology programs.

MTA Bus

Monthly Operations Performance Summary

Statistical results for the month of December 2009 are shown below. Details on each indicator are provided in the following pages

Indicator	Current Month: December 2009			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change

BUS

AM Weekday Pullout Performance	99.77%	99.92%	-0.1%	99.53%	99.81%	-0.3%
PM Weekday Pullout Performance	99.86%	99.94%	-0.1%	99.70%	99.88%	-0.2%
Mean Distance Between Failures	3,294	4,418	-25.4%	3,372	4,631	-27.2%
Mean Distance Between Service Interruptions	3,081	3,573	-13.7%	3,028	3,365	-10.0%
Percentage of Completed Trips	98.72%	99.54%	-0.8%	98.91%	99.33%	-0.4%

SAFETY

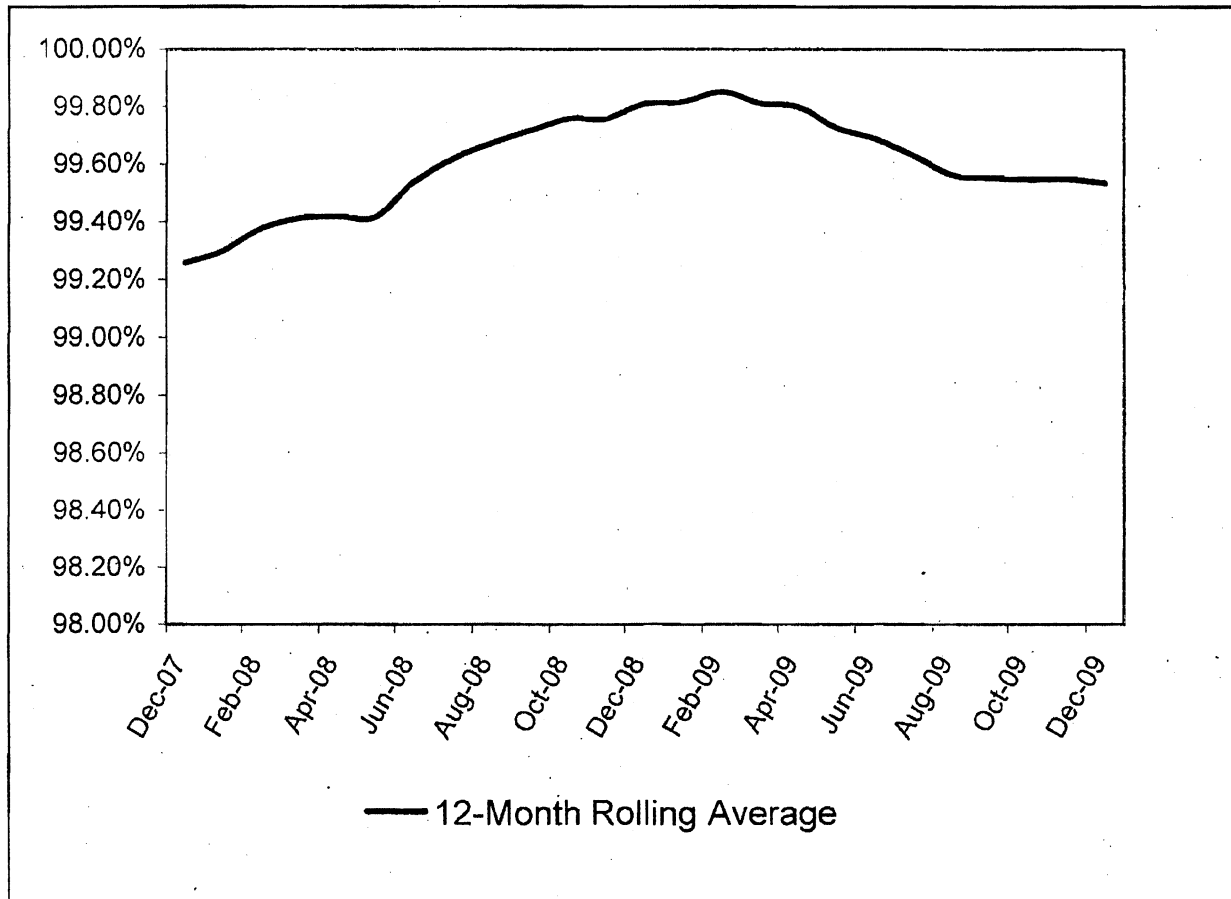
Customer Accidents/Million Customers*	1.01	0.80	26.5%	1.33	1.51	-11.8%
Customer Accident Injuries/Million Customers*	1.01	0.80	26.5%	1.33	1.41	-6.2%
Collisions/Million Miles	58.33	57.91	0.7%	47.27	54.86	-13.8%
Collision Injuries/Million Miles*	3.87	4.05	-4.5%	4.38	5.49	-20.1%
Employee On-Duty Lost-Time Accidents per 100ee	8.47	7.32	15.7%	10.52	6.20	69.8%

BUS RIDERSHIP AND REVENUE

Total Ridership	9,892,130	10,014,576	-1.2%	119,988,149	121,027,750	-0.9%
Farebox Revenue	13,528,013	13,078,590	3.4%	159,653,138	155,332,379	2.8%
Average Weekday Ridership	384,693	386,332	-0.4%	394,130	398,261	-1.0%
Average Weekend Ridership	166,675	169,182	-1.5%	181,368	179,638	1.0%
Average Weekday Local Ridership	351,369	348,400	0.9%	357,137	357,410	-0.1%
Average Weekday Express Ridership	33,324	36,472	-8.6%	36,629	39,775	-7.9%

*New for 2009

Bus AM Weekday Pullout Performance



Definition

The percent of required buses and operators available in the AM peak period.

Monthly Results

December 2009: 99.77%
December 2008: 99.92%
December 2007: 99.43%

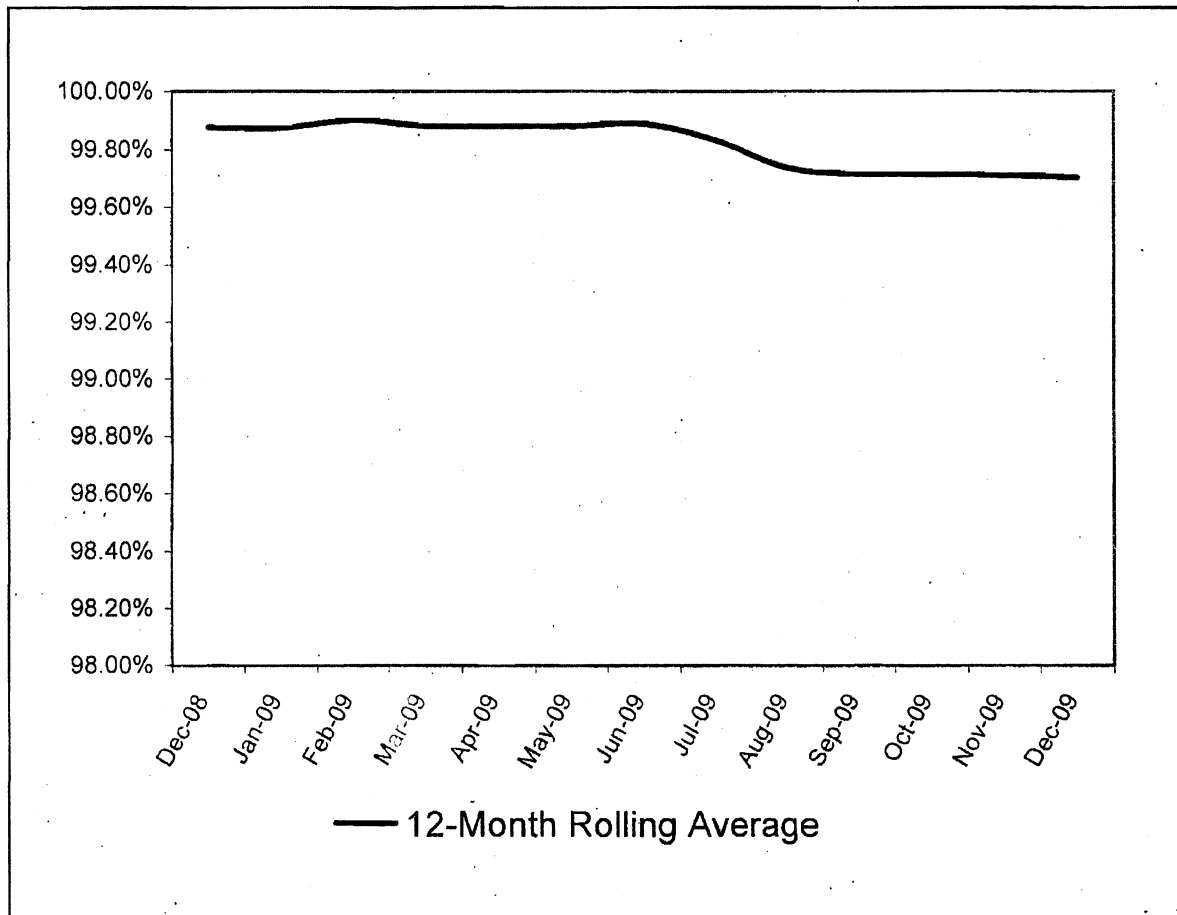
12-Month Average

Jan 09-Dec 09 99.53%
Jan 08-Dec 08 99.81%
Jan 07-Dec 07 99.26%

Annual Results

2009 Goal: 99.85%
2008 Actual: 99.81%
2007 Actual: 99.26%

Bus PM Weekday Pullout Performance



Definition

The percent of required buses and operators available in the PM peak period.

Monthly Results

December 2009: 99.86%

December 2008: 99.94%

December 2007: N/A

12-Month Average

Jan 09-Dec 09 99.70%

Jan 08-Dec 08 99.88%

Jan 07-Dec 07 N/A

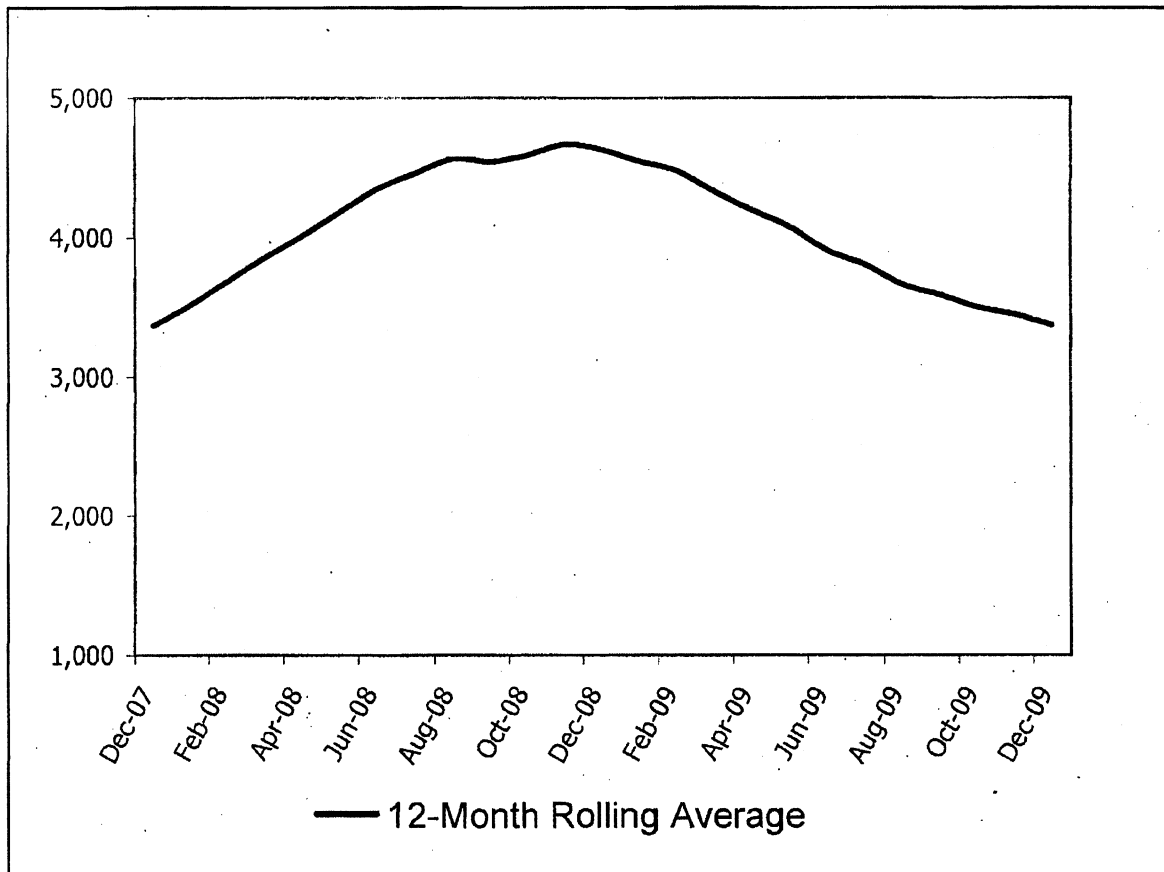
Annual Results

2009 Goal: 99.85%

2008 Actual: 99.88%

2007 Actual: N/A

Bus Mean Distance Between Failures

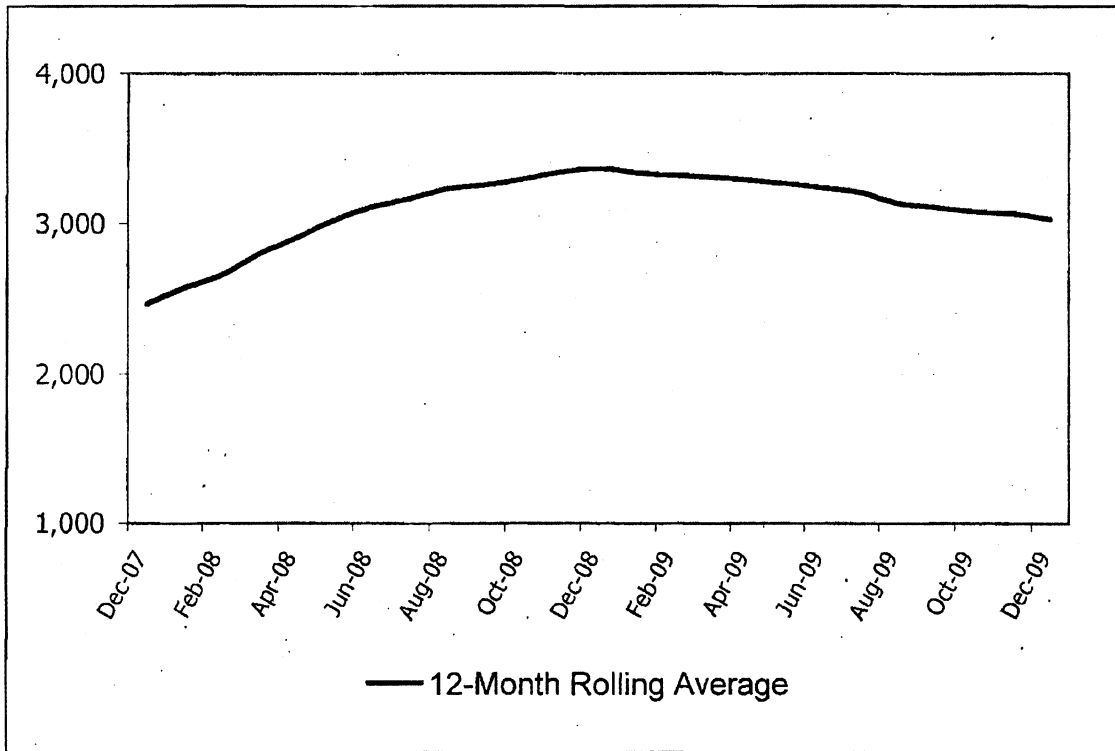


Definition

Bus Mean Distance Between Failures(MDBF) measures the average miles between mechanical road calls. It indicates the mechanical reliability of the fleet.

Monthly Results		12-Month Average	Annual Results
December 2009:	3,294	Jan 09-Dec 09 3,372	2009 Goal: 4,300
December 2008:	4,418	Jan 08-Dec 08 4,631	2008 Actual: 4,631
December 2007:	4,841	Jan 07-Dec 07 3,369	2007 Actual: 3,369

Bus Mean Distance Between Service Interruptions



Definition

The average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

Monthly Results

December 2009: 3,081
 December 2008: 3,573
 December 2007: 3,299

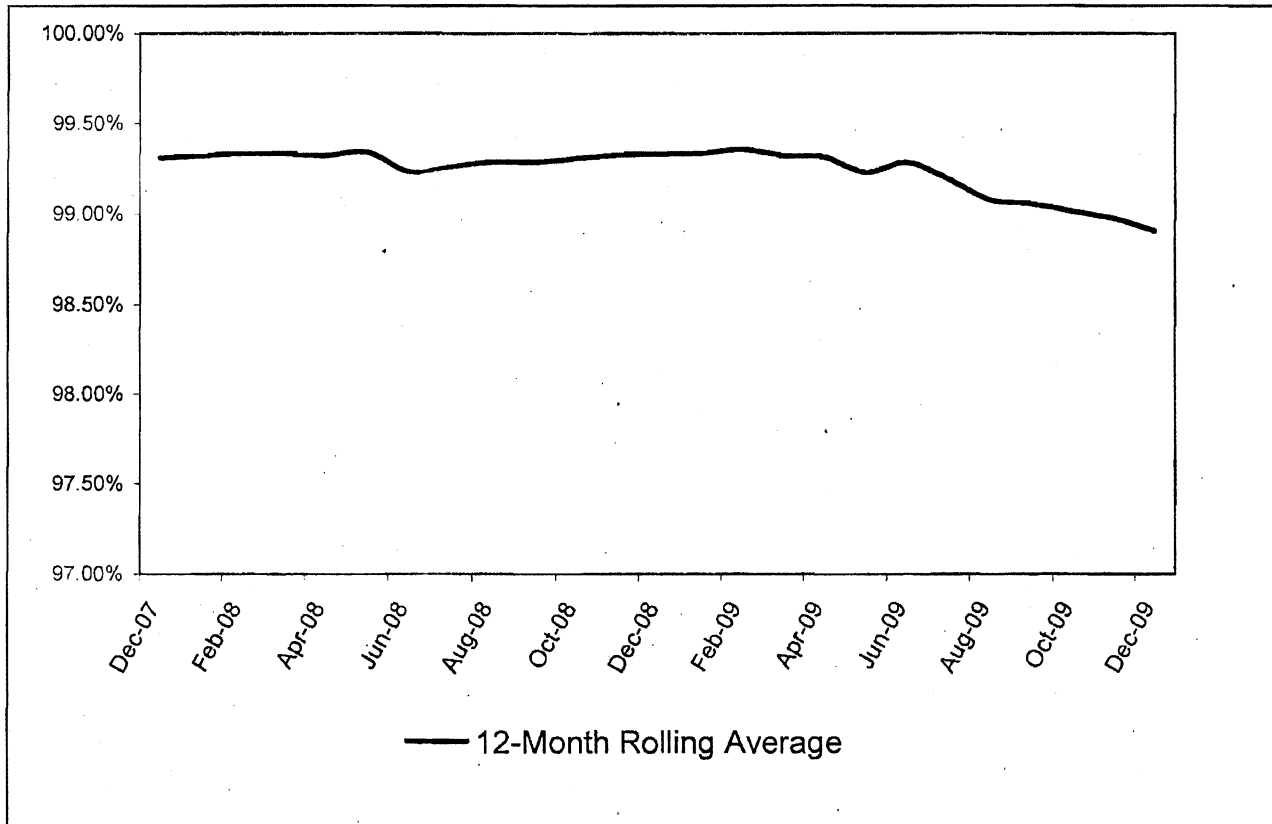
12-Month Average

Jan 09-Dec 09 3,028
 Jan 08-Dec 08 3,365
 Jan 07-Dec 07 2,468

Annual Results

2009 Goal: 3,142
 2008 Actual: 3,365
 2007 Actual: 2,468

Bus Percentage of Completed Trips



Definition

The percent of scheduled trips completed system wide for the 12-month period.

Monthly Results

December 2009: 98.72%
 December 2008: 99.54%
 December 2007: 99.47%

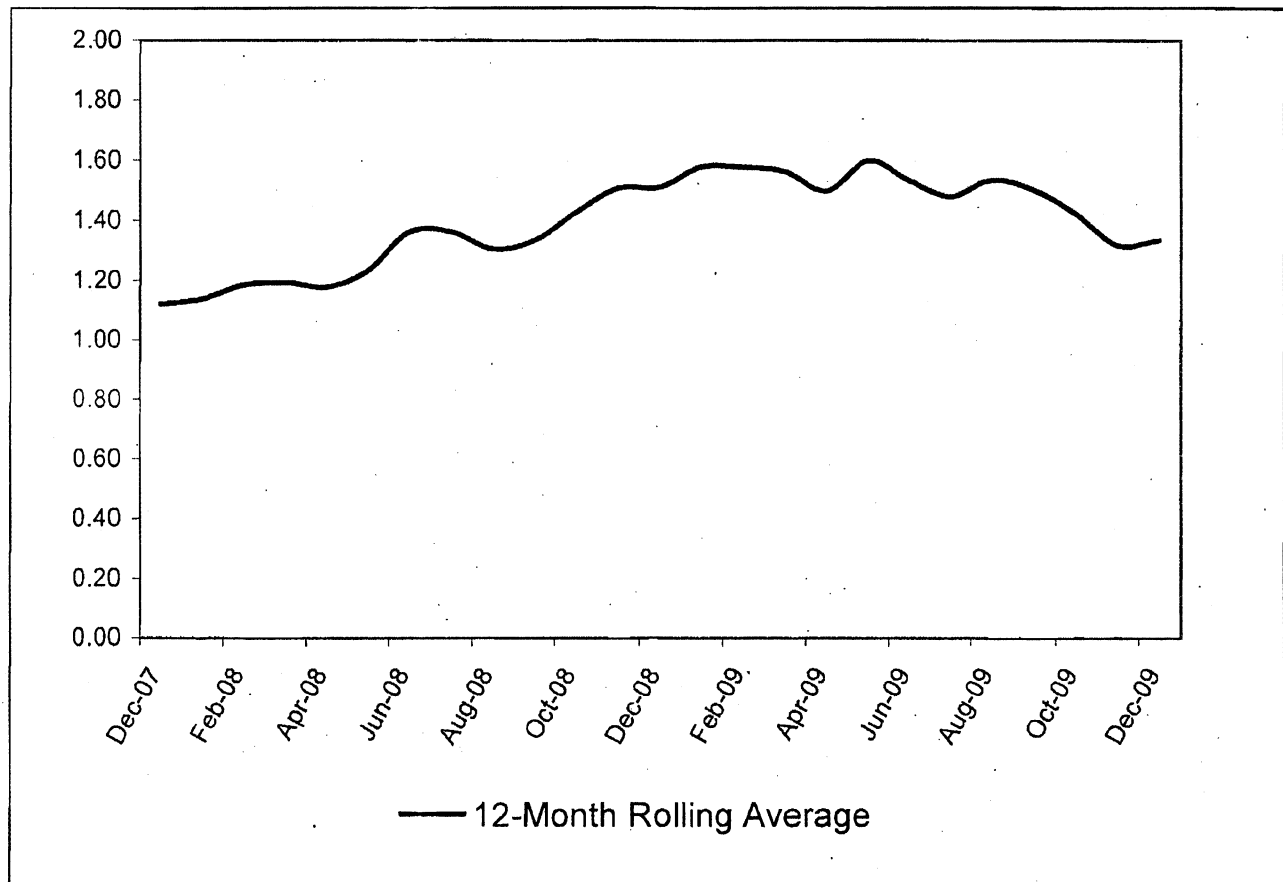
12-Month Average

Jan 09-Dec 09 98.91%
 Jan 08-Dec 08 99.33%
 Jan 07-Dec 07 99.31%

Annual Results

2009 Goal: 99.40%
 2008 Actual: 99.33%
 2007 Actual: 99.31%

Customer Accidents / Million Customers



Definition

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).

Monthly Results

December 2009: 1.01
 December 2008: 0.80
 December 2007: 0.66

12-Month Average

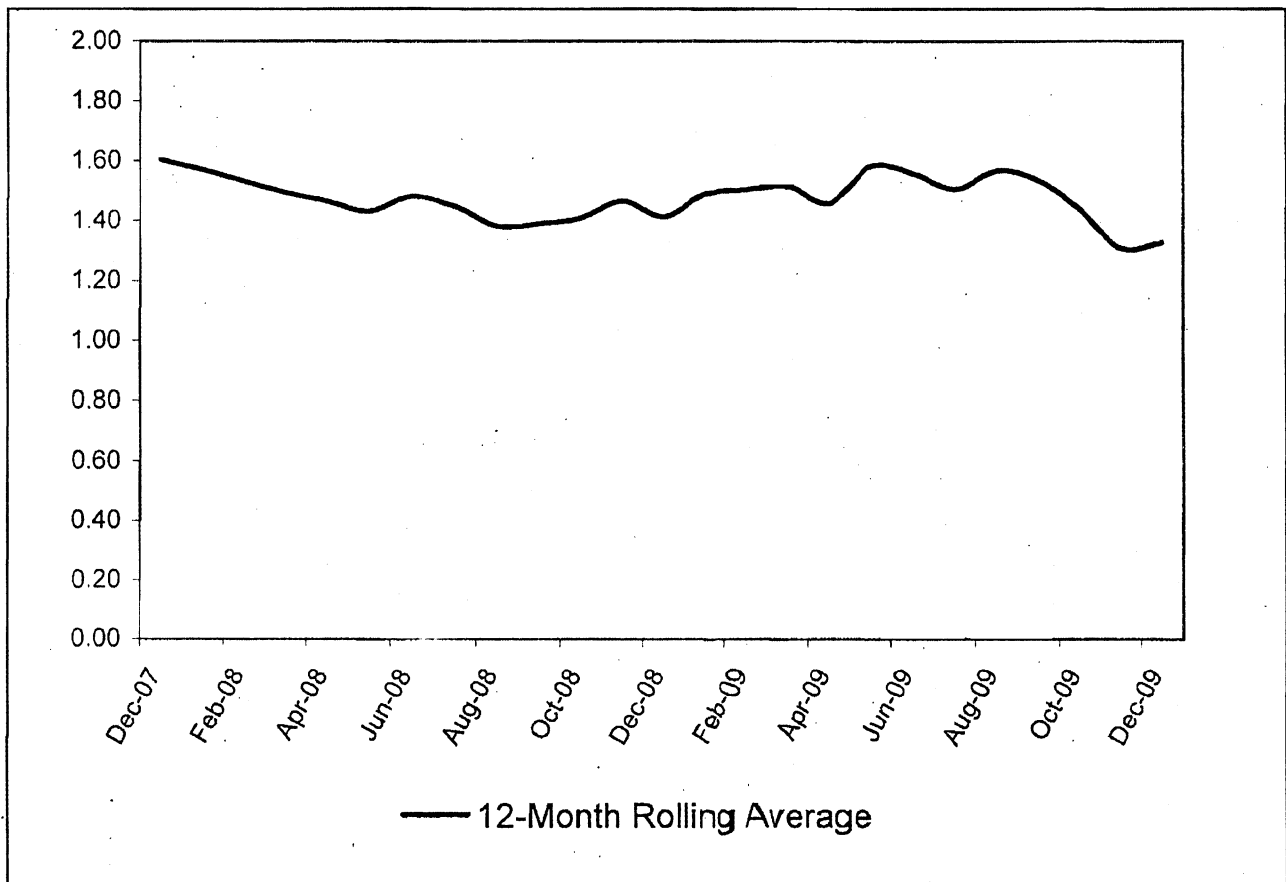
Jan 09-Dec 09 1.33
 Jan 08-Dec 08 1.51
 Jan 07-Dec 07 1.12

Annual Results

2009 Goal: 1.44
 2008 Actual: 1.51
 2007 Actual: 1.12

Note: New indicator for 2009

Customer Accident Injuries / Million Customers



Definition

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).

Monthly Results

December 2009: 1.01
 December 2008: 0.80
 December 2007: 1.44

12-Month Average

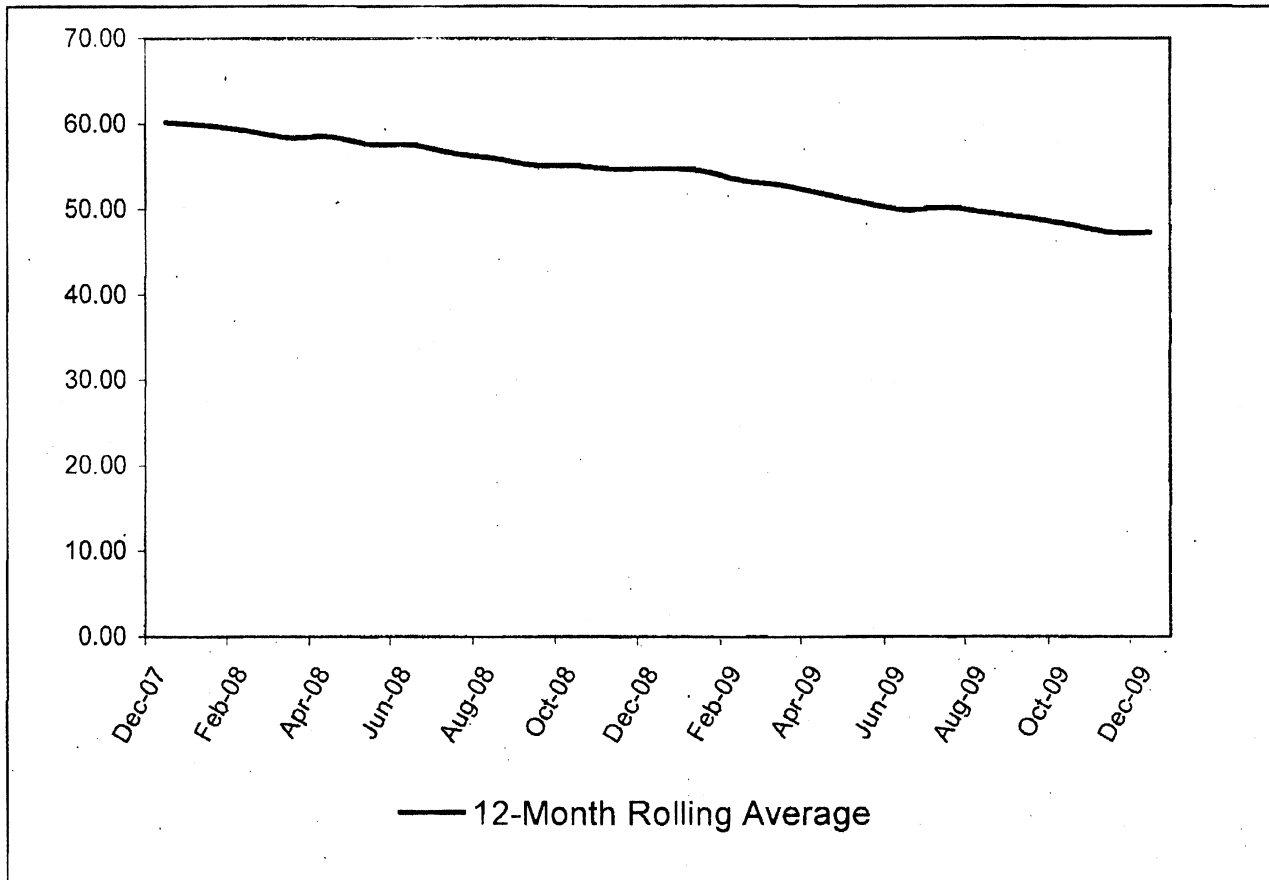
Jan 09-Dec 09 1.33
 Jan 08-Dec 08 1.41
 Jan 07-Dec 07 1.60

Annual Results

2009 Goal: 1.38
 2008 Actual: 1.41
 2007 Actual: 1.60

Note: New indicator for 2009

Collisions / Million Miles Traveled



Definition

An incident involving a collision between a bus and another vehicle, an object, a person, or an animal.

Monthly Results

December 2009: 58.33

December 2008: 57.91

December 2007: 56.85

12-Month Average

Jan 09-Dec 09 47.27

Jan 08-Dec 08 54.86

Jan 07-Dec 07 60.20

Annual Results

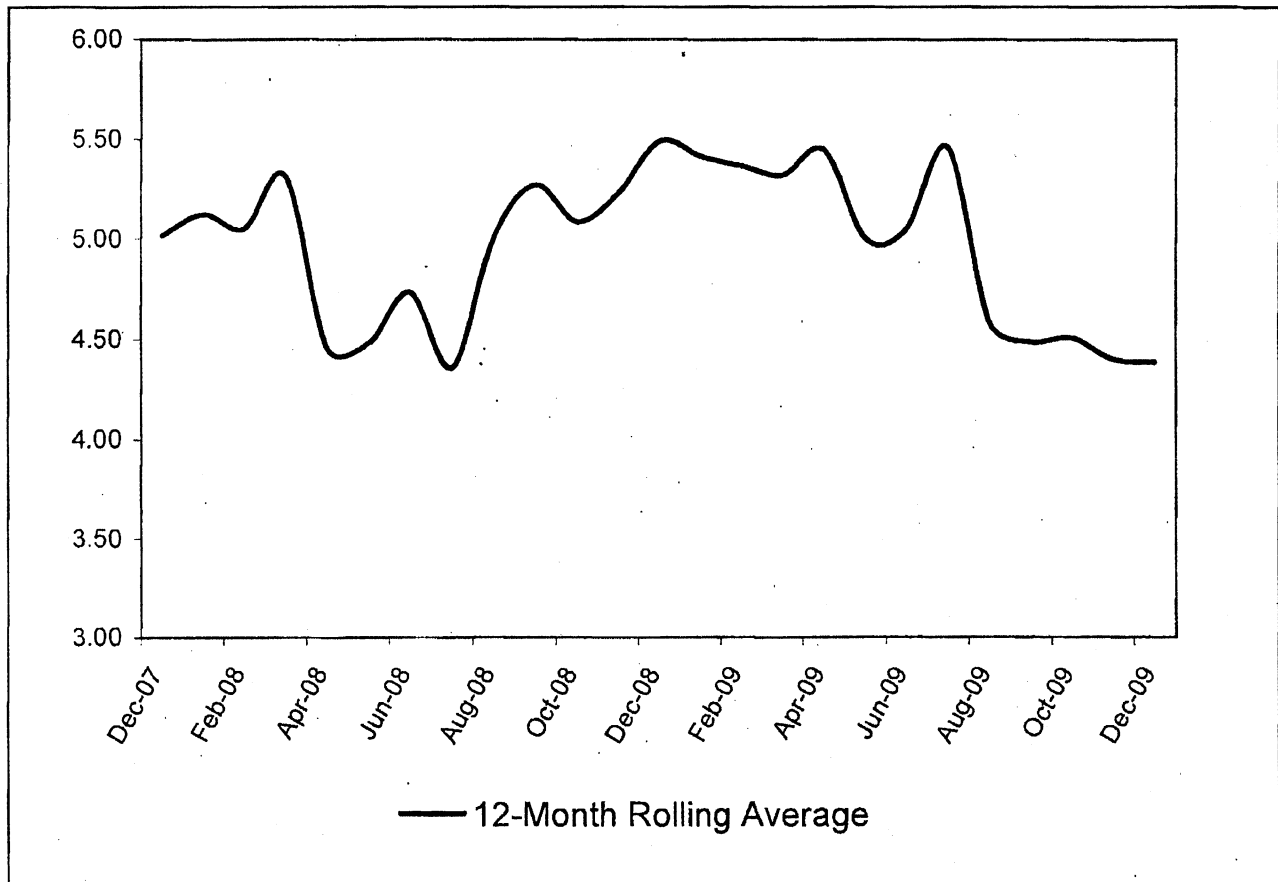
2009 Goal: 53.47

2008 Actual: 54.86

2007 Actual: 60.20

Note: New indicator for 2009

Collision Injuries / Million Miles Traveled



Definition

An injury resulting from a collision between a bus and another vehicle, an object, a person, or an animal.

Monthly Results

December 2009: 3.87

December 2008: 4.05

December 2007: 0.67

12-Month Average

Jan 09-Dec 09 4.38

Jan 08-Dec 08 5.49

Jan 07-Dec 07 5.02

Annual Results

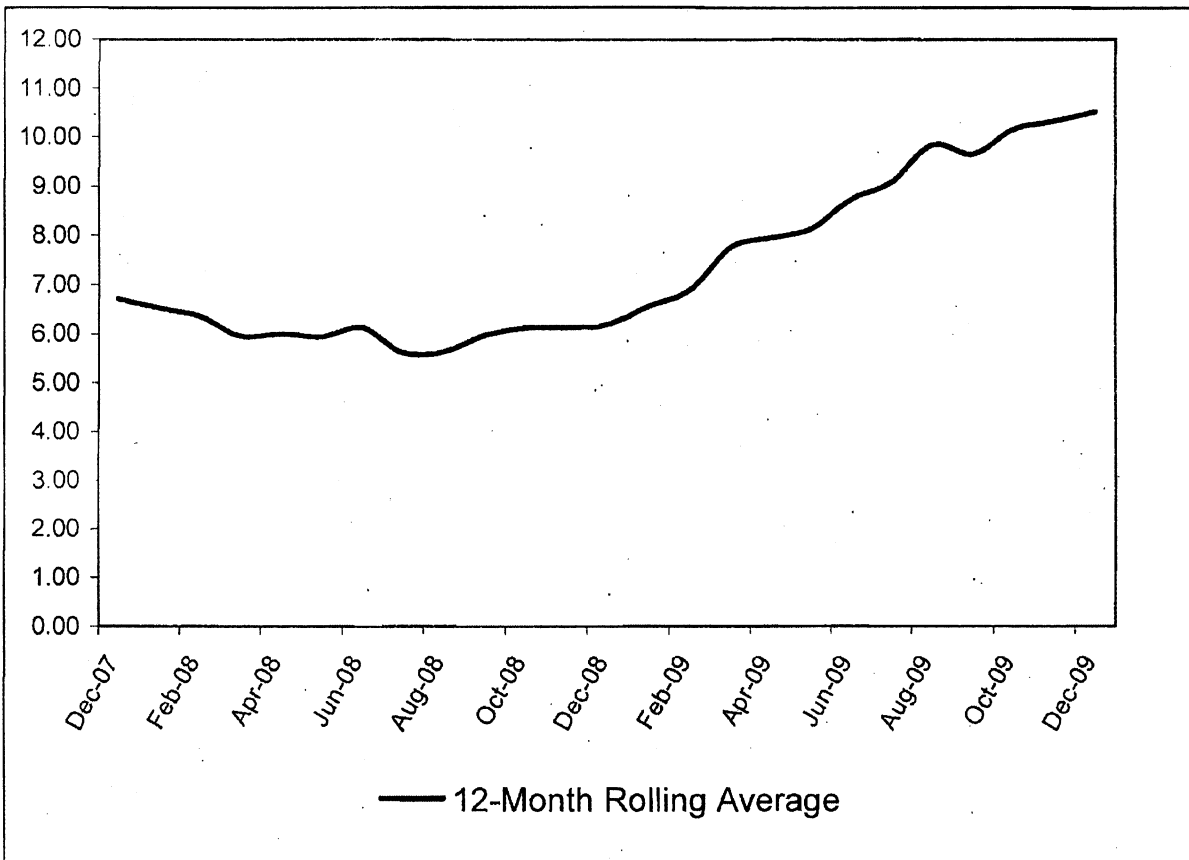
2009 Goal: 5.38

2008 Actual: 5.49

2007 Actual: 5.02

Note: New indicator for 2009

Employee On-Duty Lost Time Accident Rate

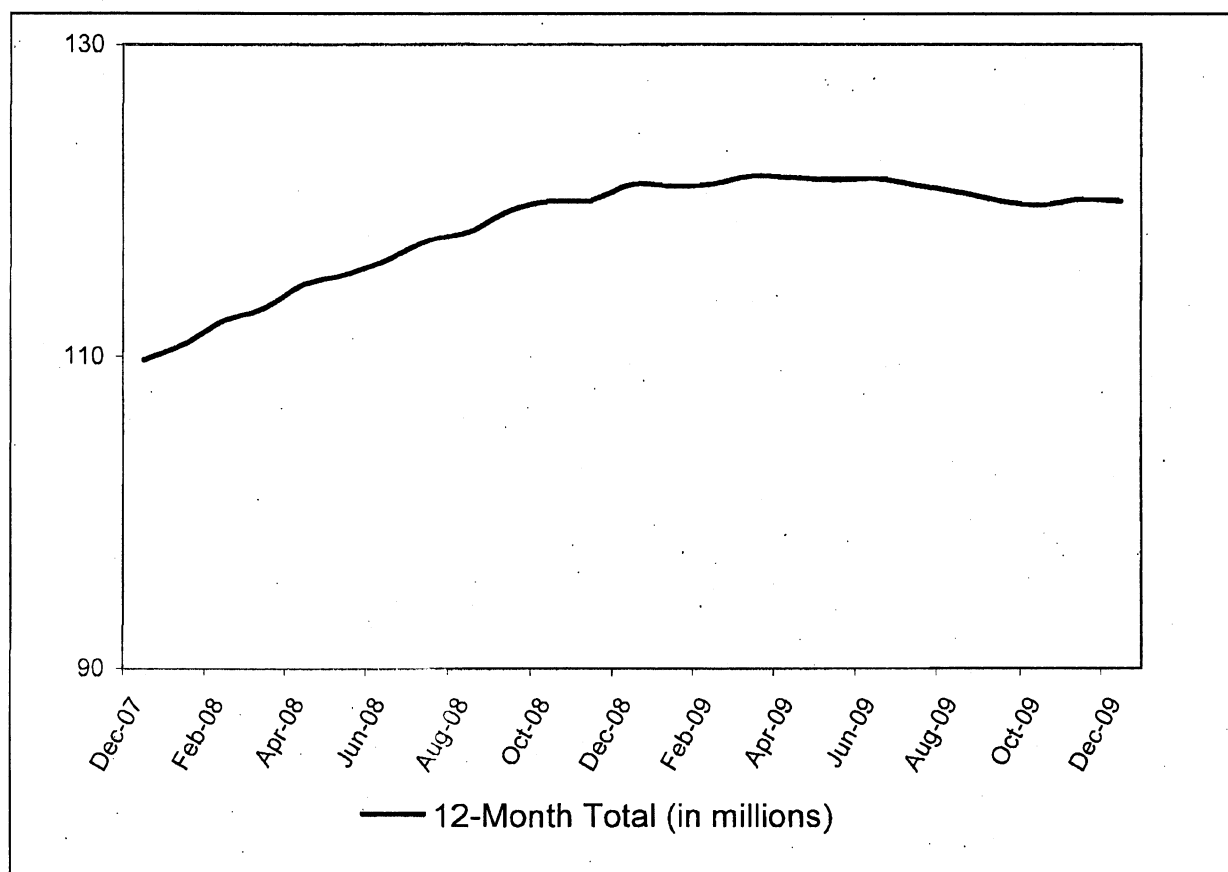


Definition

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.

Monthly Results		12-Month Average		Annual Results	
December 2009:	8.47	Jan 09-Dec 09	10.52	2009 Goal:	6.00
December 2008:	7.32	Jan 08-Dec 08	6.20	2008 Actual:	6.20
December 2007:	6.52	Jan 07-Dec 07	6.71	2007 Actual:	6.69

Ridership



Definition

The above chart shows the 12-Month Total Ridership

Monthly Results

December 2009: 9,892,130
 December 2008: 10,014,576
 December 2007: 9,046,395

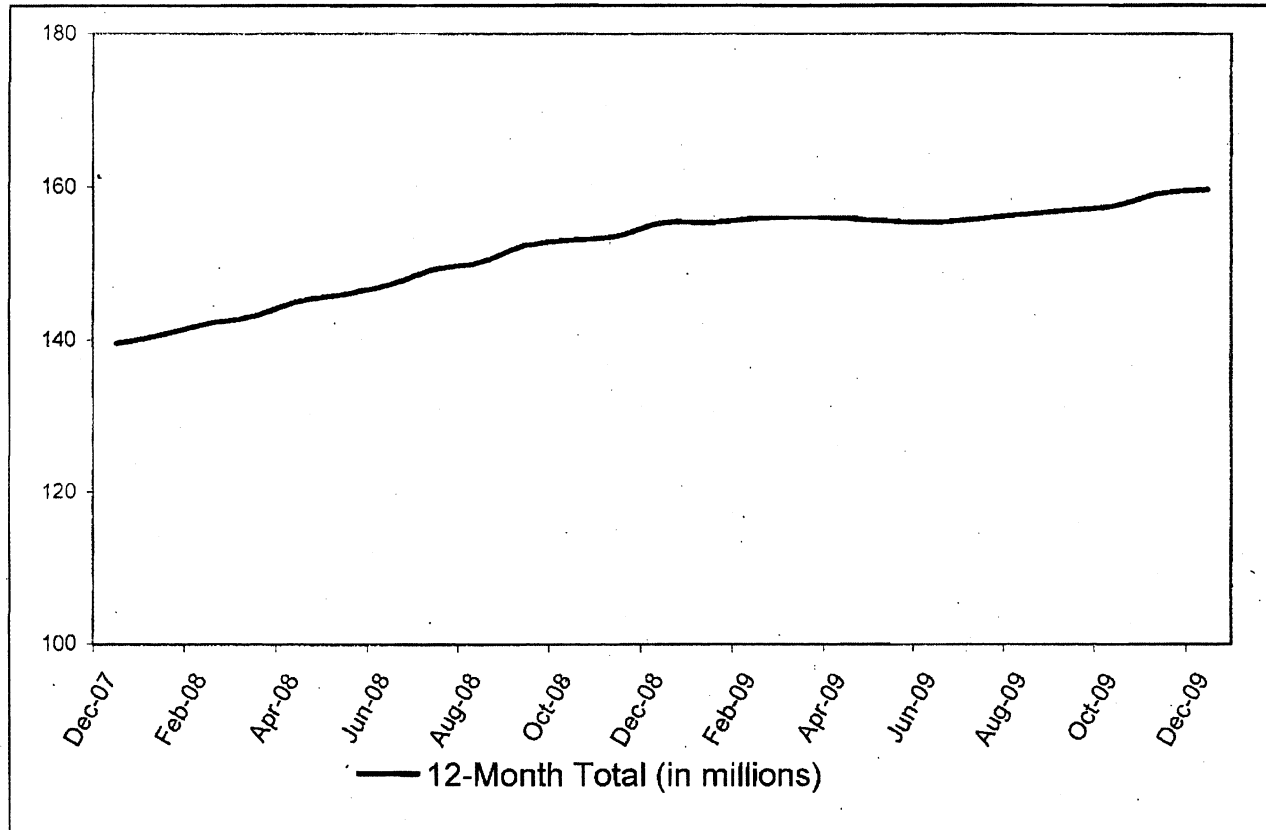
12-Month Total

Jan 09-Dec 09 119,988,149
 Jan 08-Dec 08 121,027,750
 Jan 07-Dec 07 109,743,549

Annual Results

2009 Goal: 118,591,000
 2008 Actual: 121,027,750
 2007 Actual: 109,743,549

Farebox Revenue



Definition

The above chart shows the 12-Month Total Farebox Revenue

Monthly Results

December 2009:	13,528,013
December 2008:	13,078,590
December 2007:	11,331,328

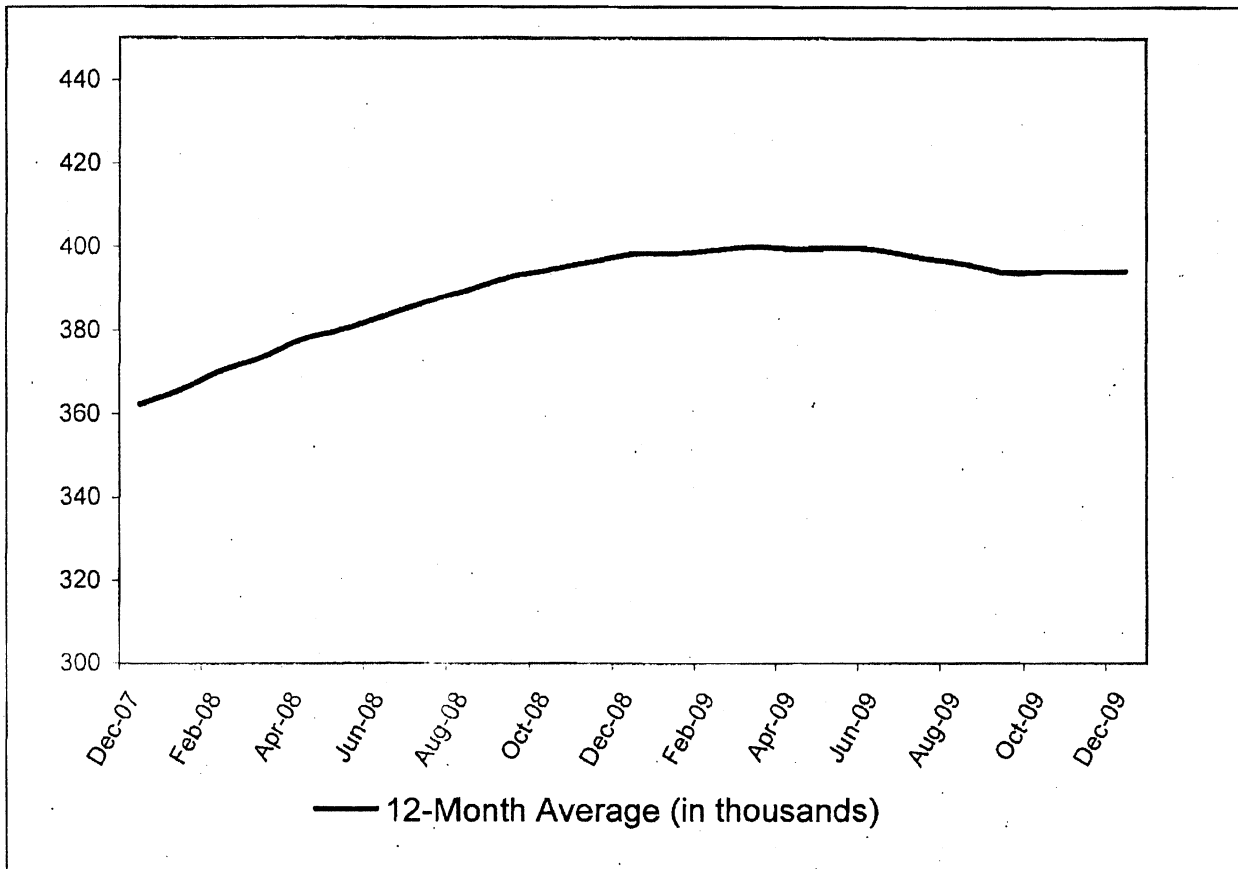
12-Month Total

Jan 09-Dec 09	159,653,138
Jan 08-Dec 08	155,332,379
Jan 07-Dec 07	N/A

Annual Results

2009 Goal:	153,043,000
2008 Actual:	155,332,379
2007 Actual:	139,528,953

Average Weekday Ridership



Definition

The above chart shows the 12-Month Average Weekday Ridership

Monthly Results

December 2009: 384,693
 December 2008: 386,332
 December 2007: 364,804

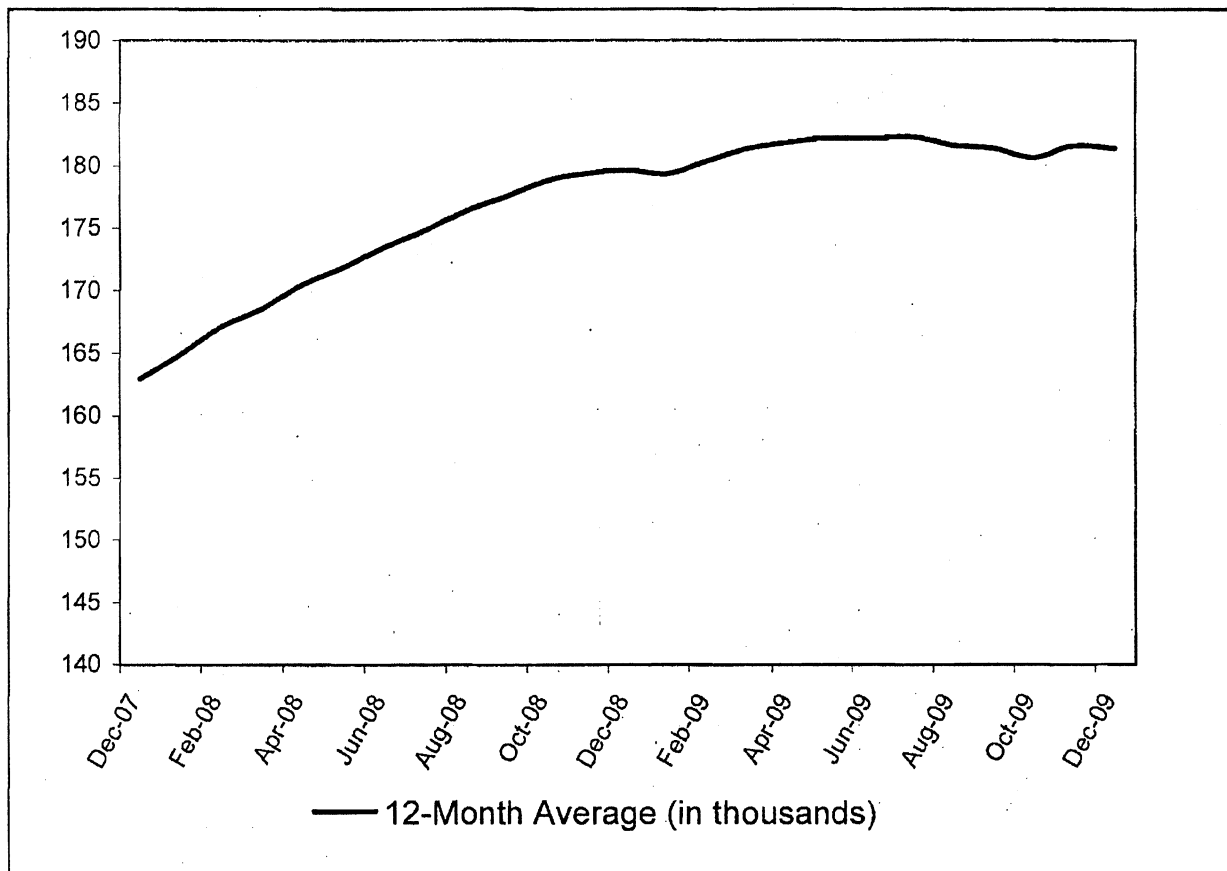
12-Month Average

Jan 09-Dec 09 394,130
 Jan 08-Dec 08 398,261
 Jan 07-Dec 07 362,230

Annual Results

2009 Goal: N/A
 2008 Actual: 398,261
 2007 Actual: 362,230

Average Weekend Ridership



Definition

The above chart shows the 12-Month Average Weekend Ridership

Monthly Results

December 2009: 166,675
 December 2008: 169,182
 December 2007: 166,267

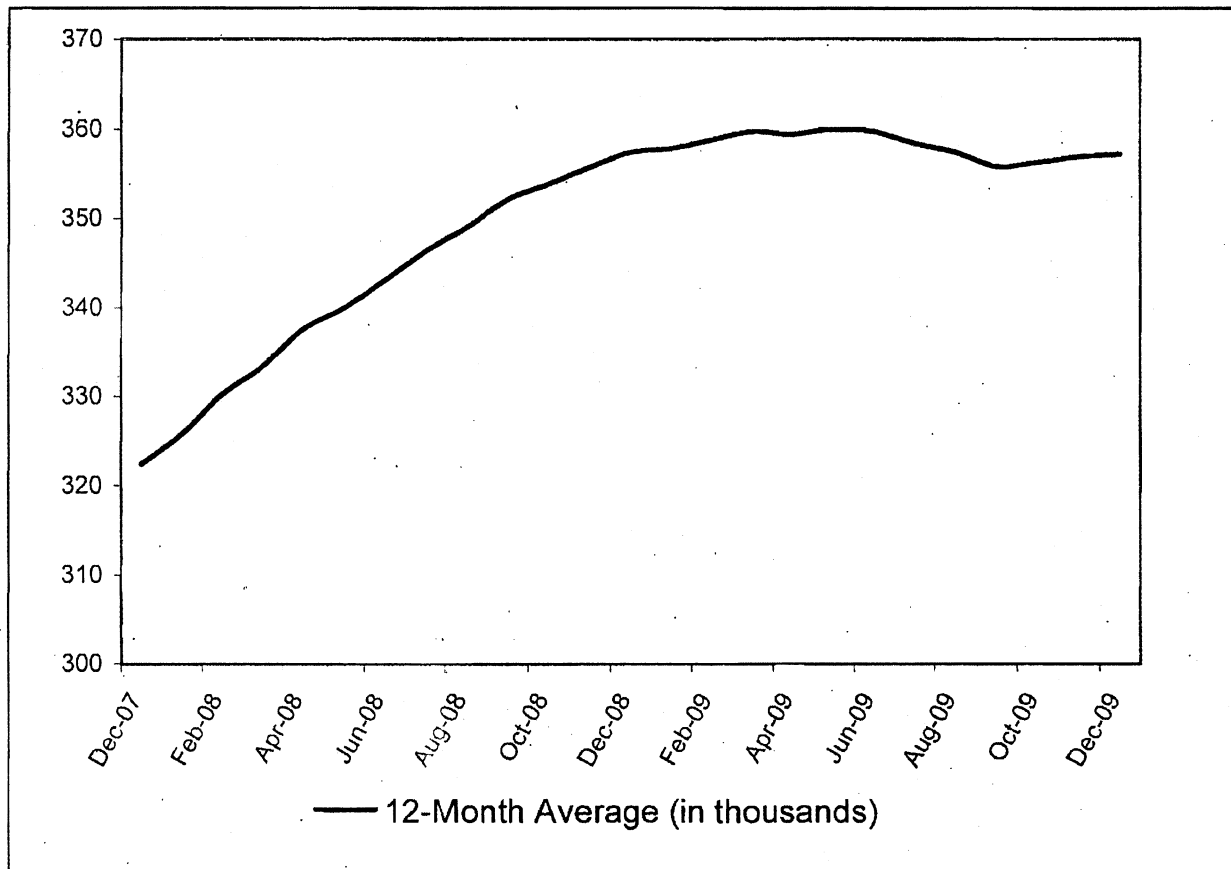
12-Month Average

Jan 09-Dec 09 181,368
 Jan 08-Dec 08 179,638
 Jan 07-Dec 07 162,954

Annual Results

2009 Goal: N/A
 2008 Actual: 179,638
 2007 Actual: 162,954

Average Weekday Local Ridership



Definition

The above chart shows the 12-Month Average Weekday Local Ridership

Monthly Results

December 2009: 351,369
 December 2008: 348,400
 December 2007: 327,484

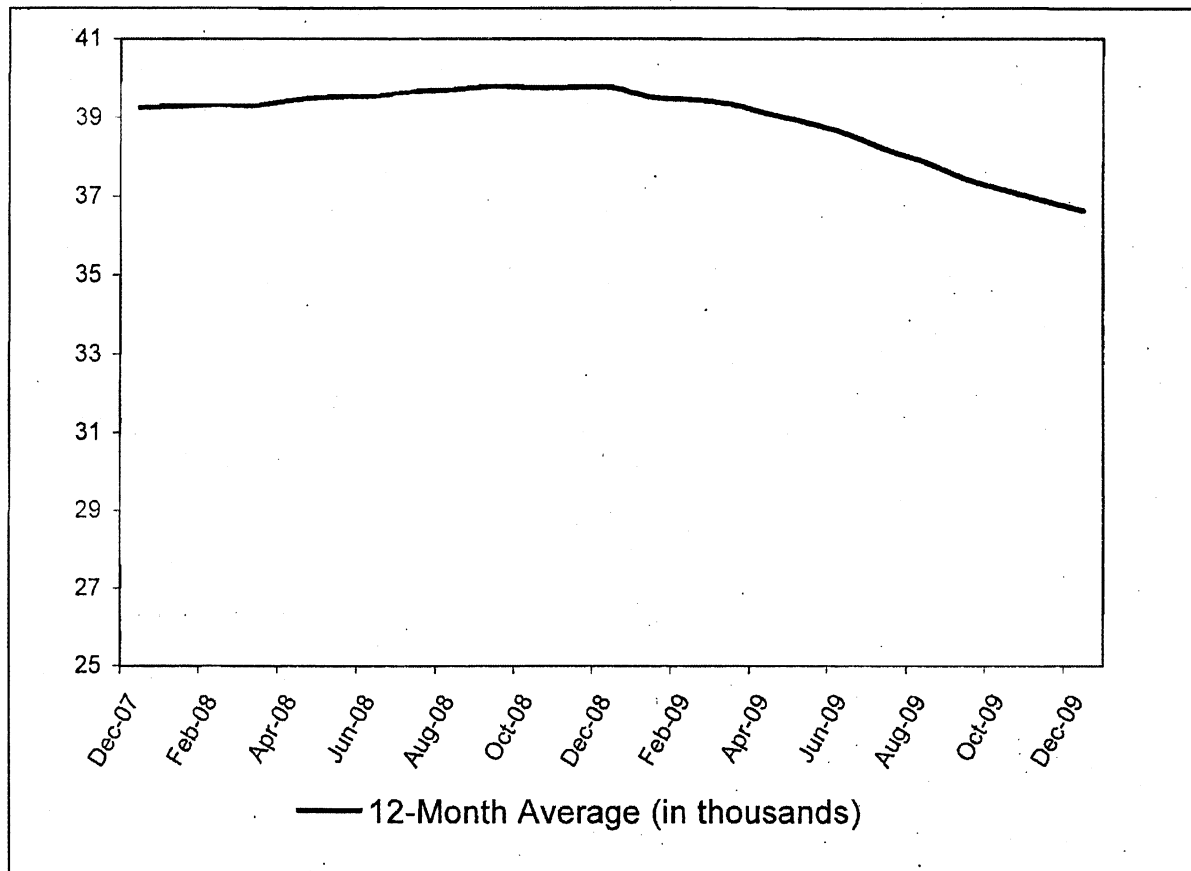
12-Month Total

Jan 09-Dec 09 357,137
 Jan 08-Dec 08 357,410
 Jan 07-Dec 07 322,414

Annual Results

2009 Goal: N/A
 2008 Actual: 357,410
 2007 Actual: 322,414

Average Weekday Express Ridership



Definition

The above chart shows the 12-Month Average Weekday Express Ridership

Monthly Results		12-Month Total		Annual Results	
December 2009:	33,324	Jan 09-Dec 09	36,629	2009 Goal:	N/A
December 2008:	36,472	Jan 08-Dec 08	39,775	2008 Actual:	39,775
December 2007:	36,504	Jan 07-Dec 07	39,263	2007 Actual:	39,263

MTA BUS COMPANY
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 2009 MODIFIED ADOPTED BUDGET and FINAL ESTIMATE vs. PRELIMINARY ACTUAL
 (\$ in millions)

NON-REIMBURSABLE	2009						Favorable/(Unfavorable) Variance			
	February Adopted Budget ¹	Fare Changes	AABB Changes	Modified Adopted Budget	Final Estimate	Preliminary Actual	Modified Adopted Budget		Final Estimate	
							\$	%	\$	%
Revenue										
Farebox Revenue	\$153.043	\$6.973		\$160.016	\$159.181	\$160.016	\$0.000	0.0	\$0.835	0.5
Fare Increase 6/1/09	14.588	(14.588)		0.000			0.000	-	0.000	-
Additional Actions for Budget Balance: Revenue Impact	0.673	(0.673)		0.000			0.000	-	0.000	-
Vehicle Toll Revenue				0.000			0.000	-	0.000	-
Other Operating Revenue	23.005			23.005	19.780	21.369	(1.636)	(7.1)	1.589	8.0
Capital and Other Reimbursements				0.000			0.000	-	0.000	-
Total Revenue	\$191.309	(\$8.288)	\$0.000	\$183.021	\$178.961	\$181.386	(\$1.635)	(0.9)	\$2.425	1.4
Expenses										
Labor:										
Payroll	\$212.473		(2.976)	\$209.497	\$204.370	\$194.384	\$15.113	7.2	\$9.986	4.9
Overtime	38.847		(0.038)	38.809	47.434	53.820	(15.011)	(38.7)	(6.386)	(13.5)
Health and Welfare	37.731		(0.515)	37.216	33.752	26.459	8.757	23.5	5.293	15.7
OPEB Current Payment	12.600			12.600	12.600	11.420	1.180	9.4	1.180	9.4
Pensions	18.890		(0.244)	18.646	22.569	23.108	(4.462)	(23.9)	(0.539)	(2.4)
Other Fringe Benefits	18.496		(0.235)	18.261	21.069	20.974	(2.713)	(14.9)	0.095	0.5
Reimbursable Overhead	(0.943)			(0.943)	(0.191)		(0.943)	(100.0)	(0.191)	(100.0)
Total Labor Expenses	\$338.094	\$0.000	(\$4.008)	\$334.086	\$341.604	\$332.165	\$1.921	0.6	\$9.439	2.8
Non-Labor:										
Traction and Propulsion Power				\$0.000			\$0.000	-	\$0.000	-
Fuel for Buses and Trains	\$40.589		(2.229)	38.360	30.831	28.430	9.930	25.9	2.201	7.2
Insurance	10.739			10.739	10.951	8.631	2.108	19.6	2.320	21.2
Claims	4.300			4.300	22.000	22.408	(18.108)	*	(0.408)	(1.9)
Paratransit Service Contracts				0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	25.282		(1.032)	24.250	24.584	21.432	2.818	11.6	3.152	12.8
Professional Service Contracts	8.623			8.623	4.986	3.445	5.178	60.0	1.541	30.9
Materials & Supplies	27.441		(0.172)	27.269	24.021	24.146	3.123	11.5	(0.125)	(0.5)
Other Business Expenses	4.121			4.121	6.203	3.154	0.967	23.5	3.049	49.1
Total Non-Labor Expenses	\$121.096	\$0.000	(\$3.433)	\$117.663	\$123.377	\$111.646	\$6.017	5.1	\$11.731	9.5
Other Expense Adjustments:										
Other	\$0.000			\$0.000			\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Gap Closing Expenses:										
Additional Actions for Budget Balance: Expense Impact ¹	(\$15.478)		\$15.478	\$0.000			\$0.000	-	\$0.000	-
Total Gap Closing Expenses	(\$15.478)	\$0.000	\$15.478	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation and GASB Adj.	\$443.712	\$0.000	\$8.037	\$451.749	\$464.981	\$443.811	\$7.938	1.8	\$21.170	4.6
Depreciation	\$37.110			\$37.110	\$37.110	\$37.633	(\$0.523)	(1.4)	(\$0.523)	(1.4)
OPEB Obligation	51.700			51.700	66.800	56.380	(3.680)	(7.1)	11.420	17.1
Environmental Remediation				0.000			0.000	-	0.000	-
Total Expenses	\$532.522	\$0.000	\$8.037	\$540.559	\$568.891	\$536.824	\$3.735	0.7	\$32.067	5.6
Baseline Surplus/(Deficit)	(\$341.213)	(\$8.288)	(\$8.037)	(\$357.538)	(\$389.930)	(\$355.438)	\$2.100	0.6	\$34.491	8.8
2009 Program to Eliminate the Gap-hide				\$0.000			\$0.000	-	\$0.000	-
Post-2009 Program-Unspecified PEGs				0.000			0.000	-	0.000	-
Net Surplus/(Deficit)	(\$341.213)	(\$8.288)	(\$8.037)	(\$357.538)	(\$389.930)	(\$355.438)	\$2.100	0.6	\$34.491	8.8

Notes: ¹ For comparison purposes, the 2009 Adopted Budget has been restated to capture the allocation of AABBs within the category construct of MTA's traditional financial statements.

- Results are preliminary and subject to audit review.

- Differences are due to rounding

* Variance exceeds 100%

MTA BUS COMPANY
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
2009 MODIFIED ADOPTED BUDGET and FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

	2009						Favorable/(Unfavorable) Variance			
	February Adopted Budget ¹	Fare Changes	AABB Changes	Modified Adopted Budget	Final Estimate	Preliminary Actual	Modified Adopted Budget		Final Estimate	
							\$	%	\$	%
Revenue										
Farebox Revenue				\$0.000			\$0.000	-	\$0.000	-
Vehicle Toll Revenue				0.000			0.000	-	0.000	-
Other Operating Revenue				0.000			0.000	-	0.000	-
Capital and Other Reimbursements	32.360			32.360	2.688	0.144	(32.216)	(99.6)	(2.544)	(94.6)
Total Revenue	\$32.360	\$0.000	\$0.000	\$32.360	\$2.688	\$0.144	(\$32.216)		(\$2.544)	
Expenses										
Labor:										
Payroll	\$1.348			\$1.348	\$1.417	\$0.078	\$1.268	94.2	\$1.339	94.5
Overtime	0.000			0.000			0.000	-	0.000	-
Health and Welfare				0.000	0.242	0.040	(0.040)	-	0.202	83.5
OPEB Current Payment				0.000			0.000	-	0.000	-
Pensions	0.087			0.087	0.114	0.020	0.067	77.0	0.094	82.5
Other Fringe Benefits	0.401			0.401	0.113	0.006	0.395	98.5	0.107	94.7
Reimbursable Overhead	0.943			0.943	0.191		0.943	100.0	0.191	100.0
Total Labor Expenses	\$2.777	\$0.000	\$0.000	\$2.777	\$2.077	\$0.144	\$2.633	94.8	\$1.933	93.1
Non-Labor:										
Traction and Propulsion Power				0.000			\$0.000	-	\$0.000	-
Fuel for Buses and Trains				0.000			0.000	-	0.000	-
Insurance				0.000			0.000	-	0.000	-
Claims				0.000			0.000	-	0.000	-
Paratransit Service Contracts				0.000			0.000	-	0.000	-
Maintenance and Other Operating Contracts	25.883			25.883	0.611		25.883	100.0	0.611	100.0
Professional Service Contracts	1.500			1.500			1.500	100.0	0.000	-
Materials & Supplies	2.200			2.200			2.200	100.0	0.000	-
Other Business Expenses				0.000			0.000	-	0.000	-
Total Non-Labor Expenses	\$29.583	\$0.000	\$0.000	\$29.583	\$0.611	\$0.000	\$29.583	100.0	\$0.611	100.0
Other Expense Adjustments:										
Other				0.000			\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation	\$32.360	\$0.000	\$0.000	\$32.360	\$2.688	\$0.144	\$32.216		\$2.544	
Depreciation				0.000			0.000	-	0.000	-
OPEB Obligation				0.000			0.000	-	0.000	-
Environmental Remediation				0.000			0.000	-	0.000	-
Total Expenses	\$32.360	\$0.000	\$0.000	\$32.360	\$2.688	\$0.144	\$32.216	99.6	\$2.544	94.6
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

MTA BUS COMPANY
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
2009 MODIFIED ADOPTED BUDGET and FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE

	2009						Favorable/(Unfavorable) Variance			
	February Adopted Budget ¹	Fare Changes	AABB Changes	Modified Adopted Budget	Final Estimate	Preliminary Actual	Modified Adopted Budget		Final Estimate	
							\$	%	\$	%
Revenue										
Farebox Revenue	\$153.043	\$6.973	\$0.000	\$160.016	\$159.181	\$160.016	\$0.000	0.0	\$0.835	0.5
Fare Increase 6/1/09	14.588	(14.588)	0.000	0.000	0.000	0.000	0.000	-	0.000	-
Additional Actions for Budget Balance: Revenue Impact	0.673	(0.673)	0.000	0.000	0.000	0.000	0.000	-	0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	23.005	0.000	0.000	23.005	19.780	21.369	(1.636)	(7.1)	1.589	8.0
Capital and Other Reimbursements	32.360	0.000	0.000	32.360	2.688	0.144	(32.216)	(99.6)	(2.544)	(94.6)
Total Revenue	\$223.669	(\$6.288)	\$0.000	\$215.361	\$181.649	\$181.530	(\$33.851)	(15.7)	(\$0.119)	0.0
Expenses										
Labor:										
Payroll	\$213.819	\$0.000	(\$2.976)	\$210.843	\$205.787	\$194.462	\$16.381	7.8	\$11.325	5.5
Overtime	38.847	0.000	(0.038)	38.809	47.434	53.820	(15.011)	(38.7)	(\$6.386)	(13.5)
Health and Welfare	37.731	0.000	(0.515)	37.216	33.994	28.499	8.717	23.4	5.495	16.2
OPEB Current Payment	12.600	0.000	0.000	12.600	12.600	11.420	1.180	9.4	1.180	9.4
Pensions	16.977	0.000	(0.244)	16.733	22.683	23.128	(4.395)	(23.5)	(0.445)	(2.0)
Other Fringe Benefits	18.897	0.000	(0.235)	18.662	21.182	20.980	(2.318)	(12.4)	0.202	1.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	-	-	0.000	-
Total Labor Expenses	\$340.871	\$0.000	(\$4.008)	\$336.863	\$343.681	\$332.309	\$4.554	1.4	\$11.372	3.3
Non-Labor:										
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel for Buses and Trains	40.589	0.000	(2.229)	38.360	30.631	28.430	9.930	25.9	2.201	7.2
Insurance	10.739	0.000	0.000	10.739	10.951	8.631	2.108	19.6	2.320	21.2
Claims	4.300	0.000	0.000	4.300	22.000	22.408	(18.108)	-	(0.408)	(1.9)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	51.165	0.000	(1.032)	50.133	25.195	21.432	28.701	57.3	3.763	14.9
Professional Service Contracts	10.123	0.000	0.000	10.123	4.986	3.445	6.678	66.0	1.541	30.9
Materials & Supplies	29.641	0.000	(0.172)	29.469	24.021	24.146	5.323	18.1	(0.125)	(0.5)
Other Business Expenses	4.121	0.000	0.000	4.121	6.203	3.154	0.967	23.5	3.048	49.1
Total Non-Labor Expenses	\$150.679	\$0.000	(\$3.433)	\$147.246	\$123.988	\$111.646	\$35.600	24.2	\$12.342	10.0
Other Expense Adjustments:										
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Gap Closing Expenses:										
Additional Actions for Budget Balance: Expense Impact ¹	(\$15.478)	\$0.000	\$15.478	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Gap Closing Expenses	(\$15.478)	\$0.000	\$15.478	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation and GASB Adjs.	\$476.072	\$0.000	\$8.037	\$484.109	\$467.669	\$443.955	\$40.154	8.3	\$23.714	5.1
Depreciation	\$37.110	\$0.000	\$0.000	\$37.110	\$37.110	\$37.633	(\$0.523)	(1.4)	(\$0.523)	(1.4)
OPEB Obligation	51.700	0.000	0.000	51.700	66.800	55.380	(3.680)	(7.1)	11.420	17.1
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$564.882	\$0.000	\$8.037	\$572.919	\$571.579	\$536.968	\$35.951	6.3	\$34.611	6.1
Net Surplus/(Deficit)	(\$341.213)	(\$8.288)	(\$8.037)	(\$357.538)	(\$389.930)	(\$365.438)	\$2.100	0.6	\$34.491	8.8

Notes: 1 For comparison purposes, the 2009 Adopted Budget has been restated to capture the allocation of AABDs within the category construct of MTA's traditional financial statements.

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* Variance exceeds 100%

MTA BUS COMPANY
CASH RECEIPTS AND EXPENDITURES
2009 MODIFIED ADOPTED BUDGET and FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

	2009						Favorable/(Unfavorable) Variance			
	February Adopted	Fare Changes	AABB	Modified	Preliminary		Modified Adopted Budget		Final	
	Budget ¹		Changes	Adopted	Actual		\$	%	\$	%
Receipts										
Farebox Revenue	\$153.043	\$6.973		\$160.016	\$159.181	\$158.241	(\$1.775)	(1.1)	(\$0.940)	(0.6)
Fare Increase 6/1/09	14.588	(14.588)		0.000			0.000	-	0.000	-
Additional Actions for Budget Balance: Revenue Impact	0.673	(0.673)		0.000			0.000	-	0.000	-
Vehicle Toll Revenue				0.000			0.000	-	0.000	-
Other Operating Revenue	23.005			23.005	19.78	22.041	(0.964)	(4.2)	2.261	11.4
Capital and Other Reimbursements	32.360			32.360	2.888		(32.360)	(100.0)	(2.688)	(100.0)
Total Receipts	\$223.669	(\$8.288)	\$0.000	\$215.381	\$181.649	\$180.282	(\$35.099)	(16.3)	(\$1.367)	(0.8)
Expenditures										
Labor:										
Payroll	\$213.820		(2.976)	\$210.844	\$247.406	\$206.176	\$4.668	2.2	\$41.230	16.7
Overtime	38.847		(0.038)	38.809	47.434	45.641	(6.832)	(17.6)	1.793	3.8
Health and Welfare	37.731		(0.515)	37.216	28.387	41.165	(3.949)	(10.6)	(12.778)	(45.0)
OP&B Current Payment	12.600			12.600	12.600	8.323	4.277	33.9	4.277	33.9
Pensions	18.976		(0.244)	18.732	29.903	28.921	(10.189)	(54.4)	0.982	3.3
Other Fringe Benefits	18.897		(0.235)	18.662	24.232	20.03	(1.358)	(7.3)	4.202	17.3
GASB Account	3.305			3.305	3.305	0	3.305	100.0	3.305	100.0
Reimbursable Overhead	0.000			0.000		0	0.000	-	0.000	-
Total Labor Expenditures	\$344.176	\$0.000	(\$4.008)	\$340.168	\$383.266	\$350.256	(\$10.088)	(3.0)	\$43.012	10.9
Non-Labor:										
Traction and Propulsion Power				\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel for Buses and Trains	40.589		(2.229)	38.360	30.631	30.797	7.583	19.7	(0.166)	(0.5)
Insurance	10.739			10.739	10.951	1.61	9.129	85.0	9.341	85.3
Claims	4.300			4.300	13.200	12.555	(6.255)	-	0.645	4.9
Paratransit Service Contracts				0.000			0.000	-	0.000	-
Maintenance and Other Operating Contracts	51.165		(1.032)	50.133	27.061	26.903	23.230	46.3	0.158	0.6
Professional Service Contracts	10.123			10.123	4.986	3.878	6.245	61.7	1.108	22.2
Materials & Supplies	29.641		(0.172)	29.469	24.021	26.389	3.080	10.5	(2.368)	(9.9)
Other Business Expenditures	4.121			4.121	7.375	2.513	1.608	39.0	4.862	65.9
Total Non-Labor Expenditures	\$150.679	\$0.000	(\$3.433)	\$147.246	\$118.226	\$104.645	\$42.601	28.9	\$13.581	11.5
Other Expenditure Adjustments:										
Other				\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Gap Closing Expenditures:										
Additional Actions for Budget Balance: Expenditure Impact ¹	(\$15.478)		\$15.478	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Gap Closing Expenditures	(\$15.478)	\$0.000	\$15.478	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$479.377	\$0.000	\$8.037	\$487.414	\$511.494	\$454.901	\$32.513	6.7	\$56.593	11.1
Net Cash Deficit	(\$255.708)	(\$8.288)	(\$8.037)	(\$272.033)	(\$329.845)	(\$274.619)	(\$2.586)	(1.0)	\$55.226	16.7

Notes: ¹ For comparison purposes, the 2009 Adopted Budget has been restated to capture the allocation of AABBs within the category construct of MTA's traditional financial statements.

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* Variance exceeds 100%

MTA BUS COMPANY
CASH FLOW ADJUSTMENTS
2009 MODIFIED ADOPTED BUDGET and FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

	2009					Favorable/(Unfavorable) Variance				
	February Adopted		AABB	Modified	Final Estimate	Preliminary Actual	Modified Adopted Budget		Final Estimate	
	Budget ¹	Fare Changes	Changes	Adopted Budget			\$	%	\$	%
Receipts										
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.775)	(\$1.775)	-	(\$1.775)	-
Fare Increase 6/1/09	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-	0.000	-
Additional Actions for Budget Balance: Revenue Impact	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-	0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.672	0.672	-	0.672	-
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	(0.144)	(0.144)	-	(0.144)	-
Total Receipt Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.248)	(\$1.248)	-	(\$1.248)	-
Expenditures										
Labor:										
Payroll	(\$0.001)	\$0.000	\$0.000	(\$0.001)	(\$41.619)	(\$11.714)	(\$11.713)	*	\$29.905	71.9
Overtime	0.000	0.000	0.000	0.000	0.000	8.179	8.179	-	8.179	-
Health and Welfare	0.000	0.000	0.000	0.000	5.607	(12.666)	(12.666)	-	(18.273)	-
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	3.097	3.097	-	3.097	-
Pensions	0.001	0.000	0.000	0.001	(7.220)	(5.793)	(5.794)	*	1.427	19.8
Other Fringe Benefits	0.000	0.000	0.000	0.000	(3.050)	0.950	0.950	-	4.000	-
GASB Account	(3.305)	0.000	0.000	(3.305)	(3.305)	0.000	3.305	100.0	3.305	100.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	(\$3.305)	\$0.000	\$0.000	(\$3.305)	(\$49.587)	(\$17.947)	(\$14.642)	*	\$31.640	63.8
Non-Labor:										
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	(0.000)	(2.367)	(2.367)	-	(2.367)	-
Insurance	0.000	0.000	0.000	0.000	(0.000)	7.021	7.021	-	7.021	-
Claims	0.000	0.000	0.000	0.000	8.800	9.853	9.853	-	1.053	12.0
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(0.000)	0.000	0.000	(0.000)	(1.866)	(5.471)	(5.471)	*	(3.605)	-
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	(0.433)	(0.433)	*	(0.433)	-
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	(2.243)	(2.243)	-	(2.243)	-
Other Business Expenditures	0.000	0.000	0.000	0.000	(1.172)	0.641	0.641	-	1.813	-
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$5.762	\$7.001	\$7.001	*	\$1.239	21.5
Other Expenditure Adjustments:										
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Gap Closing Expenditures:										
Additional Actions for Budget Balance: Expenditure Impact ¹	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Gap Closing Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditure Adjustments	(\$3.305)	\$0.000	\$0.000	(\$3.305)	(\$43.825)	(\$10.946)	(\$7.641)	*	\$32.879	75.0
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$3.305)	\$0.000	\$0.000	(\$3.305)	(\$43.825)	(\$12.194)	(\$8.889)	*	\$31.631	72.2
Depreciation Adjustment	37.110	0.000	0.000	37.110	37.110	37.633	\$0.523	1.4	\$0.523	1.4
OPEB Obligation	51.700	0.000	0.000	51.700	66.800	55.380	3.680	7.1	(11.420)	(17.1)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-	0.000	-
Total Cash Conversion Adjustments	\$85.505	\$0.000	\$0.000	\$85.505	\$60.085	\$80.819	(\$4.686)	(5.5)	\$20.734	34.5

Notes: ¹ For comparison purposes, the 2009 Adopted Budget has been restated to capture the allocation of AABBs within the category construct of MTA's traditional financial statements.

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* Variance exceeds 100%

MTA BUS COMPANY
Explanation of Variances between 2009 Final Estimate and Preliminary Actual: Accrual
December 2009 Year-to-Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
Other Operating Revenue	Non Reimb	\$1.589	8.0%	Favorable students fare reimbursements and other revenues
Payroll	Non Reimb	\$9.986	4.9%	Vacancies and hiring delays
Overtime	Non Reimb	(\$6.386)	(13.5%)	Coverage for vacancies and hiring delays
Health and Welfare	Non Reimb	\$5.293	15.7%	Reflects a \$5 million credit for prior year Health Benefit Trust payments
OPEB Current Payment	Non Reimb	\$1.180	9.4%	Pending end of year adjustments
Fuel for Buses and Trains	Non Reimb	\$2.201	7.2%	Favorable rates
Insurance	Non Reimb	\$2.320	21.2%	Pending Workers Compensation case resolution
Maintenance and Other Operating Contracts	Non Reimb	\$3.152	12.8%	Timing of maintenance and facilities repairs
Professional Service Contracts	Non Reimb	\$1.541	30.9%	Timing of systems implementation (GEAC, Kronos)
Other Business Expenses	Non Reimb	\$3.049	49.1%	Reduced expenses for claims processing and other reimbursements
Reimbursable Expenses	Reimb	(\$2.544)	(94.6%)	Pending issuance of WAR certificate
OPEB Obligation	Non Reimb	\$11.420	17.1%	Pending actuarial adjustment

* Variance exceeds 100%.

MTA BUS COMPANY
Explanation of Variances between 2009 Final Estimate and Preliminary Actual: Cash
December 2009 Year-to-Date

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Other Operating Revenue	\$2,261	11.4%	Favorable students fare reimbursements and other revenues
Payroll	\$41,230	16.7%	Timing of contractual settlements, vacancies and hiring delays
Health and Welfare	(\$12,778)	(45.0%)	Timing of payments from prior periods and pending adjustments with OPEB current payment and obligation
OPEB Current Payment	\$4,277	33.9%	Timing of payments
Other Fringe Benefits	\$4,202	17.3%	Timing of payments
GASB Account	\$3,305	100.0%	Pending end of year adjustments
Insurance	\$9,341	85.3%	Timing of payments
Professional Service Contracts	\$1,108	22.2%	Timing of systems implementation (GEAC, Kronos)
Materials & Supplies	(\$2,368)	(9.9%)	Timing of payments
Other Business Expenditures	\$4,862	65.9%	Timing of payments

* Variance exceeds 100%.

MTA BUS COMPANY
2009 MODIFIED ADOPTED BUDGET and FINAL ESTIMATE vs. PRELIMINARY ACTUAL
Ridership/(Utilization)
(in millions)

	Year-to-Date as of December 2009						Variance Favorable/(Unfavorable)			
	2009	Fare Changes	AABB Changes	2009	Final Estimate	Preliminary Actual	vs. 2009 Modified Adopted Budget		vs. Final Estimate	
	February Adopted Budget			Modified Adopted Budget			Adopted Budget		vs. Final Estimate	
							\$	%	\$	%
Farebox Revenue										
Fixed Route	\$153.043			\$153.043	\$159.181	\$160.016	\$6.973	4.6	\$0.835	0.5
Fare increase 6/1/09	14.588	(7.615)		6.973			(6.973)	0.0	0.000	0.0
AABB Fare Impact	0.673			0.673			(0.673)	0.0	0.000	0.0
Total Farebox Revenue	\$168.304	(\$7.615)	\$0.000	\$160.689	\$159.181	\$160.016	(\$0.673)	(0.4)	\$0.835	0.5
Ridership										
Fixed Route	118.591			118.591	118.664	119.993	1.402	1.2	1.329	1.1
Fare Increase 6/1/09: Express Bus	(0.695)	0.393		(0.302)			0.302	(100.0)	0.000	0.0
Fare Increase 6/1/09: Local Bus	(0.922)	0.521		(0.401)			0.401	(100.0)	0.000	0.0
AABB Ridership Impact	(0.588)		0.588	0.000						
Total Ridership	116.386	0.914	0.000	117.300	118.664	119.993	2.693	2.3	1.329	1.1

MTA BUS COMPANY
2009 FINAL ESTIMATE vs. PRELIMINARY ACTUAL
Total Full-Time Positions & FTEs by Function and Department

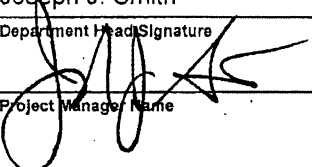
	Final Estimate	Actual	Favorable (Unfavorable) Variance	Reason For Variance
Administration				
Office of the EVP	5	5	-	
Human Resources	8	8	-	
Office of Management and Budget	14	12	2	
Technology & Information Services	33	26	7	Vacancies
Material	19	20	(1)	
Controller	45	41	4	
Office of the President	5	4	1	
System Safety Administration	5	6	(1)	
Law	24	22	2	
Corporate Communications	2	3	(1)	
Non Departmental	-	-	-	
Labor Relations	5	4	1	
Total Administration	165	151	14	
Operations				
Buses	2,155	2,105	50	Timing of hires
Office of Senior Vice President	-	-	-	
Office of Executive Vice President, Regional	7	3	4	
Safety & Training	24	19	5	
Road Operations	114	104	10	Timing of hires
Transportation Support	18	19	(1)	
Operations Planning	18	18	-	
Revenue Control	27	32	(5)	
Total Operations	2,363	2,300	63	
Maintenance				
Buses	758	762	(4)	
Maintenance Support/CMF	54	75	(21)	2010 Shop Program
Facilities	72	50	42	Timing of hires
Supply Logistics	71	64	7	
Total Maintenance	955	931	24	
Engineering/Capital				
Capital Program Management	20	19	1	
Total Engineering/Capital	20	19	1	
Impact of Gap Closing Actions				
Additional Actions for Budget Balance	-	-	-	
Total Impact of Gap Closing Actions	-	-	-	
Public Safety				
Security	13	15	(2)	
Total Public Safety	13	15	(2)	
Baseline Total Positions	3,516	3,416	100	
Non-Reimbursable	3,483	3,416	67	
Reimbursable	33	-	33	
Total Full-Time	3,516	3,416	100	
Total Full-Time-Equivalents	-	-	-	

MTA BUS COMPANY
2009 FINAL ESTIMATE vs. PRELIMINARY ACTUAL
Total Positions by Function and Occupational Group

	Final Estimate	Actual	Favorable (unfavorable) Variance	Reason For Variance
Administration				
Managers/Supervisors	66	49	17	Vacancies and delayed hiring
Professional, Technical, Clerical	99	102	(3)	
Operational Hourlies	-	-	-	
Total Administration	165	151	14	
Operations				
Managers/Supervisors	289	285	4	Delayed hiring
Professional, Technical, Clerical	47	52	(5)	
Operational Hourlies	2,027	1,963	64	
Total Operations	2,363	2,300	63	
Maintenance				
Managers/Supervisors	182	172	10	Delayed hiring
Professional, Technical, Clerical	12	6	6	
Operational Hourlies	761	753	8	
Total Maintenance	955	931	24	
Engineering/Capital				
Managers/Supervisors	12	7	5	
Professional, Technical, Clerical	8	12	(4)	
Operational Hourlies	-	-	-	
Total Engineering/Capital	20	19	1	
Public Safety				
Managers/Supervisors	5	8	(3)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	5	5	-	
Total Public Safety	13	15	(2)	
Impact of Gap Closing Actions				
<i>Additional Actions for Budget Balance</i>				
Managers/Supervisors	-	-	-	
Professional, Technical, Clerical	-	-	-	
Operational Hourlies	-	-	-	
Total Impact of Gap Closing Actions	-	-	-	
Baseline Total Positions				
Managers/Supervisors	554	521	33	
Professional, Technical, Clerical	169	174	(5)	
Operational Hourlies	2,793	2,721	72	
Total Baseline Positions	3,516	3,416	100	


Staff Summary



Subject Procurements
Department MTA Bus Company
Department Head Name Joseph J. Smith
Department Head Signature 
Project Manager Name

Date February 5, 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	2/22/10	X		
2	Board	2/24/10	X		

Internal Approvals			
Order	Approval	Order	Approval
1	President 		

PURPOSE:

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

DISCUSSION:

None

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

None

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

None

MTA Bus Company seeks ratifications in the following categories:

None

MTA Bus Company
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, upon the recommendation of the Executive Director, 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.



SERVICE CHANGES:

MTA BUS COMMITTEE NOTIFICATION SERVICE REVISION Q6 LIMITED-STOP SERVICE

SERVICE ISSUE:

The Q6 provides local bus service between Jamaica and JFK Airport at North Boundary Road via the Sutphin Boulevard and Rockaway Boulevard corridors. Currently, the route operates as a full time local service making all stops between Jamaica and JFK Airport. Q6 ridership has been increasing resulting in the need for additional service to meet loading guidelines. Service has also been improving with the present service levels reaching a point where a marketable combination of limited-stop service and local service can now be effectively provided.

RECOMMENDED SOLUTION:

Revising the Q6 to include a weekday, peak period, peak direction limited-stop service would shorten travel time for longer distance customers, and provide an economy that would be used to incrementally adjust Q6 service frequency to address current ridership needs in conformance with loading guidelines. This limited-stop variant would stop only at widely spaced, high volume stop locations between Jamaica and Sutphin Boulevard at Rockaway Boulevard. Repeated research has shown that customers respond favorably to the faster travel time associated with limited-stop service. Q6 local service would continue to be provided at all times.

ESTIMATED IMPACT:

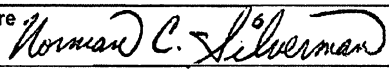
The net result of this revision would be no change in operating cost. The savings resulting from the efficiencies gained with the faster limited-stop service would be reinvested in Q6 service to address current ridership needs by improving service frequency to meet loading guidelines. Over time, the provision of faster, more reliable service associated with limited-stop operation should increase ridership and revenue.

PLANNED IMPLEMENTATION:

April 2010.

Staff Summary

Page 1 of 3

Subject	Q6 Limited-Stop Service
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	Robert Lai

Date	February 2, 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 Comm			X	

Internal Approvals			
Order	Approval	Order	Approval
3	President		
2	Executive Vice President		
1	Vice President, Operations Planning		NCS 2/2/10

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the MTA Bus Committee of, a recommendation to establish the Q6 Limited, a weekday peak period variant of the existing Q6 local service. This would provide faster service along the entire length of the route between Jamaica and JFK Airport at North Boundary Road. Limited-stop service would also provide an economy of savings that would enable reinvestment in Q6 service to improve service frequencies to address current crowding. This route was formerly operated by Green Bus Lines and transitioned into MTA Bus service on January 9, 2006.

DISCUSSION:

The Q6 provides local bus service at all times on weekdays, Saturdays, and Sundays between Jamaica and JFK Airport at North Boundary Road via the intermediate neighborhoods of South Jamaica and Springfield Gardens along Sutphin Boulevard. The Q6 travels a one-way distance of approximately 5.7 miles, transporting an average of 11,700 passengers per weekday, 6,500 passengers per Saturday, and 4,500 passengers per Sunday. Note that in JFK Airport the Q6 only serves North Boundary Road at the east end (cargo area) of the airport and does not serve passenger terminals.

Since the transition of service in 2006, MTA Bus has incrementally improved service on the Q6 in three ways. Firstly, service frequency has been improved to reduce overcrowding. Secondly, scheduled travel time was increased to reflect actual travel conditions, improving service reliability. Thirdly, new low floor hybrid-electric buses have been introduced to the route. Ridership is continuing to grow in response to these improvements. From 2006 to 2009, average weekday ridership has increased by approximately 21 percent from an average of 9,700 passengers per weekday in 2006 to an average of

Staff Summary

11,700 passengers per weekday in 2009, and has increased by approximately one percent from 2008 to 2009.

Limited-stop service, when integrated with local service, results in an economy that allows a higher level of frequency to be provided with the same resources as an equivalent-cost all-local service. This savings results from increased operating efficiencies, as limited-stop trips can be completed faster than a parallel local trip.

Continued experience by MTA Bus and New York City Transit (NYCT) has shown that limited-stop service, when deployed along high volume travel corridors, is very well received by customers and contributes to ridership growth. Conditions are appropriate along the Sutphin Boulevard corridor for a successful limited-stop service that would offer reduced travel times to longer distance customers, and the present Q6 service levels are now at a point where a marketable combination of limited-stop service and local service can be effectively provided.

Q6 limited-stop service would initially only operate during the weekday peak periods in the peak direction (northbound in the AM period and southbound in the PM period), from approximately 6:00 AM to 8:30 AM and 3:20 PM to 7:00 PM. The limited-stop service would operate along the full length of the route between the current Q6 northern terminus at the 165th Street Bus Terminal in Jamaica and the current southern terminus in JFK Airport at North Boundary Road. The Q6 Limited would stop only at widely spaced, high volume stop locations between its Jamaica terminal and Sutphin Boulevard at Rockaway Boulevard; south of Rockaway Boulevard, the Q6 limited-stop trips would serve all current local bus stops to/from JFK Airport at North Boundary Road.

The recommended limited-stop locations would be:

- 165th Street Bus Terminal;
- 168 St & Jamaica Av (*northbound only*);
- Jamaica Av & 160 St (*southbound*)/153 St (*northbound*);
- Sutphin Blvd & 91 Av (*southbound*)/Archer Av (*northbound*) - **E J Z**, LIRR/AirTrain;
- Sutphin Blvd & Arlington Terrace (*southbound*)/109 Av (*northbound*);
- Sutphin Blvd & Linden Blvd;
- Sutphin Blvd & Foch Blvd;
- Sutphin Blvd & Rockaway Blvd;
- all other local stops south of Sutphin Blvd & Rockaway Blvd to/from JFK Airport at North Boundary Road.

This stopping pattern would reduce travel time by approximately 5-7 minutes for full-length trips. Market research by NYCT has shown that customers often perceive the benefit of limited-stop service as twice the actual time saved; therefore this represents a noteworthy improvement in customer service.

Q6 local service would continue to operate over the full length of the route between Jamaica and JFK Airport at North Boundary Road at all times, including during the peak periods in both directions.

The savings gained from a faster peak period limited-stop service would be reinvested into Q6 service to address ridership needs by improving service frequency to meet loading guidelines.

Staff Summary

Page 3 of 3

RECOMMENDATION:

It is recommended that a new limited-stop variant of the existing Q6 local be established with existing Q6 resources. This limited-stop service would initially be provided only during weekday peak periods in the peak direction with the stop locations listed above (northbound in the AM and southbound in the PM), from approximately 6:00 AM to 8:30 AM, and from 3:20 PM to 7:00 PM. The travel time savings resulting from a peak period limited-stop service would provide a savings that would be reinvested into Q6 service to address ridership needs by improving service frequency to meet loading guidelines.

Local Q6 service would continue to be provided at all times to complement the weekday peak period, peak direction limited-stop service.

ALTERNATIVES:

The only alternative would be to leave current Q6 all-local service unchanged. This would forgo the opportunity to encourage additional ridership growth associated with providing faster, more reliable service for customers traveling longer distances along this high volume north-south corridor. This would also forgo the opportunity to reinvest savings gained from increased operating efficiencies into added Q6 service to address ridership needs.

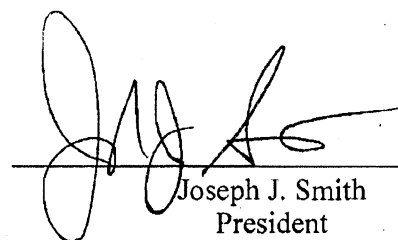
IMPACT ON FUNDING:

The net result of this revision would be no change in operating cost. The savings resulting from the efficiencies gained with the faster limited-stop service would be reinvested in Q6 service to address current ridership needs by improving service frequency to meet loading guidelines. Over time, the provision of faster, more reliable service associated with limited-stop operation should increase ridership and revenue.

IMPLEMENTATION:

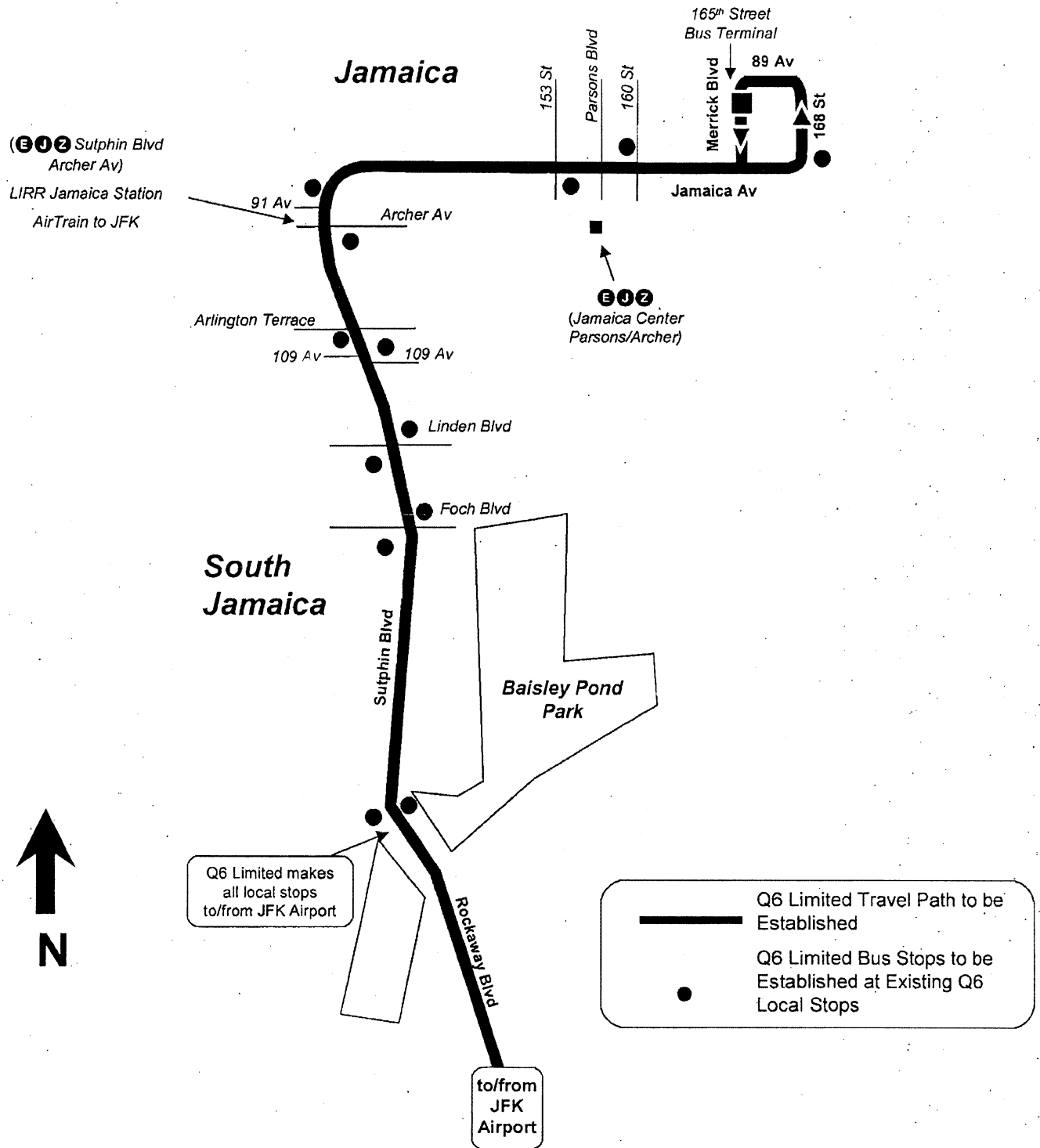
Implementation is planned for April 2010.

Approved:



Joseph J. Smith
President

Q6 Limited-Stop Service Map



REPORT



INFORMATION ITEM: MTA BUS COMPANY 2009 Final Estimate and Adopted Budget for 2010

**MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN FOR 2010-2013
2009 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2010**

In accordance with MTA approved Budget procedures, the following information presents MTA Bus' 2009 Final Estimate, 2010 Adopted Budget and the Financial Plan for 2010-2013.

The Adopted Budget reflects the reclassification of 2010 PEGs into the November Financial Plan baseline, and the inclusion of Gap Closing Actions that were presented "below-the-line" within the consolidated statements in the November Financial Plan and adopted by the Board in December 2009. The February Financial Plan now includes these below-the-line adjustments. There were no technical adjustments.

The primary adjustments, now included in the February Financial Plan, are presented on the attached reconciliation from the November Financial Plan and described below:

Gap Closing Actions include new and reinstated Additional Actions to achieve Budget Balance (\$1.4M in 2010, \$2.7M in 2011, \$2.8M in 2012 and 2013), the removal of a non-represented wage increase (\$1.0M for the years of 2009 -- 2012, and \$1.1M in 2013) and the value of a furlough for non-represented administrative employees (\$1.4M in 2010). There were no 2010 PEG items. Associated position reductions and ridership loss are also reflected in the appropriate schedules.

Fixed Route service changes include the discontinuation of services based on quantitative analysis of ridership, cost per passenger and recent ridership trends. In addition, streamlining of select routes, network coverage guidelines and the availability of alternative travel options were factored into the final decisions.

Represented wage assumptions have been updated to reflect the budgeted assumptions regarding the TWU interest arbitration ruling which was upheld on the initial appeal. A further partial appeal has been commenced, challenging the award insofar as it grants a 3% increase to workers in the third contract year (2011) and reduces employee medical contributions. Implementation of the award's 2009 and 2010 wage increases for MTA Bus employees is in abeyance pending TWU concessions which make the net percentage cost the same for MTA Bus and NYCT.

The attached also includes modified schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2010 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BUS COMPANY
February Financial Plan 2010- 2013
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2009		2010		2011		2012		2013	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2009 November Financial Plan: Baseline Net Surplus/(Deficit)	3,483	(\$387.901)	3,513	(\$415.631)	3,472	(\$425.938)	3,474	(\$440.638)	3,482	(\$461.673)

Technical Adjustments:

Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
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Gap Closing and Policy Actions:

2010 PEG Program in Baseline										
Wage Assumptions - Represented		(\$3.010)		(\$8.869)		(\$14.354)		(\$14.390)		(\$14.847)
Wage Assumptions - Non-Represented		\$.981		\$.993		\$1.006		\$1.028		\$1.052
Furlough for Non-Represented				\$1.397		\$.000		\$.000		\$.000
Delayed Pension Payment										
Student Fare										
Paratransit Savings										
Additional Actions for Budget Balance:										
AABB Revenue				(\$.131)		(\$.261)		(\$.267)		(\$.273)
AABB Expense				\$1.488		\$2.975		\$3.039		\$3.081
Total AABB	0		25	\$1.357	25	\$2.714	25	\$2.773	25	\$2.808

Sub-Total Gap Closing and Policy Actions	0	(\$2.029)	25	(\$5.123)	25	(\$10.634)	25	(\$10.589)	25	(\$10.987)
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2010 February Financial Plan: Baseline Net Surplus/(Deficit)	3,483	(\$389.930)	3,488	(\$420.753)	3,447	(\$436.571)	3,449	(\$451.227)	3,457	(\$472.660)
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MTA BUS COMPANY
February Financial Plan 2010 - 2013
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2009		2010		2011		2012		2013	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2009 November Financial Plan: Baseline Net Surplus/(Deficit)	33	\$0.000	39	\$0.000	39	\$0.000	39	\$0.000	39	\$0.000
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>Gap Closing and Policy Actions:</i>										
2010 PEG Program in Baseline										
Wage Assumptions - Represented										
Wage Assumptions - Non-Represented										
Furlough for Non-Represented										
Delayed Pension Payment										
Student Fare										
Paratransit Savings										
<i>Additional Actions for Budget Balance:</i>										
AABB Revenue										
AABB Expense										
Total AABB	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Sub-Total Gap Closing and Policy Actions	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2010 February Financial Plan: Baseline Net Surplus/(Deficit)	33	\$0.000	39	\$0.000	39	\$0.000	39	\$0.000	39	\$0.000

MTA BUS COMPANY
February Financial Plan 2010- 2013
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2009		2010		2011		2012		2013	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2009 November Financial Plan: Baseline Net Surplus/(Deficit)	3,516	(\$327.816)	3,552	(\$300.823)	3,511	(\$306.930)	3,513	(\$324.817)	3,521	(\$349.142)
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>Gap Closing and Policy Actions:</i>										
2010 PEG Program in Baseline										
Wage Assumptions - Represented		(\$3.010)		(\$8.869)		(\$14.354)		(\$14.390)		(\$14.847)
Wage Assumptions - Non-Represented		\$.981		\$.993		\$1.006		\$1.028		\$1.052
Furlough for Non-Represented				\$2.070		\$.000		\$0.000		\$.000
Delayed Pension Payment										
MTA Re-Estimates/Cash Management										
Student Fare										
Paratransit Savings										
<i>Additional Actions for Budget Balance:</i>										
AABB Revenue				(\$.131)		(\$.261)		(\$0.267)		(\$.273)
AABB Expense				\$1.488		\$2.975		\$3.039		\$3.081
Total AABB	0	\$0.000	25	\$1.357	25	\$2.714	25	\$2.772	25	\$2.808
Sub-Total Gap Closing and Policy Actions	0	(\$2.029)	25	(\$4.450)	25	(\$10.634)	25	(\$10.590)	25	(\$10.988)
2010 February Financial Plan: Baseline Net Surplus/(Deficit)	3,516	(\$329.845)	3,527	(\$305.272)	3,486	(\$317.563)	3,488	(\$335.407)	3,496	(\$360.130)

MTA BUS COMPANY
February Financial Plan 2010 - 2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE					
	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
Operating Revenue					
Farebox Revenue	\$159.181	\$163.458	\$166.188	\$168.632	\$170.470
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	(0.131)	(0.261)	(0.267)	(0.273)
Toll Revenue	-	-	-	-	-
Other Operating Revenue	19.780	20.580	21.699	21.877	22.249
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue	\$178.961	\$183.908	\$187.626	\$190.242	\$192.446
Operating Expenses					
<u>Labor:</u>					
Payroll	\$204.370	\$219.734	\$228.043	\$233.449	\$240.966
Overtime	47.434	45.060	44.637	45.583	46.549
Health and Welfare	33.752	38.192	41.219	44.248	47.706
OPEB Current Payment	12.600	13.230	13.892	14.586	15.315
Pensions	22.569	24.898	27.074	29.124	29.680
Other Fringe Benefits	21.069	22.564	23.084	23.597	24.290
Reimbursable Overhead	(0.191)	(0.590)	(0.690)	(0.705)	(0.721)
Total Labor Expenses	\$341.604	\$363.088	\$377.259	\$389.881	\$403.786
<u>Non-Labor:</u>					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	\$30.631	\$31.128	\$35.440	\$36.771	\$37.850
Insurance	10.951	12.020	13.195	14.515	15.937
Claims	22.000	23.000	24.000	25.000	26.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	24.584	23.896	25.289	26.521	27.675
Professional Service Contracts	4.986	8.588	4.210	4.208	4.582
Materials & Supplies	24.021	30.365	30.808	29.223	32.371
Other Business Expenses	6.203	6.277	6.215	6.155	6.141
Total Non-Labor Expenses	\$123.377	\$135.274	\$139.158	\$142.392	\$150.556
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	(\$1.488)	(\$2.975)	(\$3.039)	(\$3.081)
Total Gap Closing Actions	\$0.000	(\$1.488)	(\$2.975)	(\$3.039)	(\$3.081)
Total Expenses before Depreciation	\$464.981	\$496.874	\$513.441	\$529.234	\$551.261
Depreciation	\$37.110	\$40.185	\$42.235	\$42.235	\$42.235
OPEB Obligation	66.800	67.602	68.521	70.001	71.611
Environmental Remediation	-	-	-	-	-
Total Expenses	\$568.891	\$604.661	\$624.197	\$641.470	\$665.107
Baseline Surplus/(Deficit)	(\$389.930)	(\$420.753)	(\$436.571)	(\$451.227)	(\$472.660)
Post-2010 Program to Eliminate the Gap (PEGs)	\$0.000	\$0.000	\$5.369	\$10.738	\$16.107
Net Surplus/(Deficit)	(\$389.930)	(\$420.753)	(\$431.202)	(\$440.489)	(\$456.553)

MTA BUS COMPANY
February Financial Plan 2010 - 2013
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE					
	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	2.688	7.850	11.130	11.372	11.957
Total Revenue	\$2.688	\$7.850	\$11.130	\$11.372	\$11.957
Expenses					
<u>Labor:</u>					
Payroll	\$1.417	\$3.285	\$3.332	\$3.405	\$3.480
Overtime	-	-	-	-	-
Health and Welfare	0.242	0.561	0.570	0.582	0.595
OPEB Current Payment	-	-	-	-	-
Pensions	0.114	0.266	0.270	0.276	0.282
Other Fringe Benefits	0.113	0.263	0.266	0.272	0.278
Reimbursable Overhead	0.191	0.590	0.690	0.705	0.721
Total Labor Expenses	\$2.077	\$4.964	\$5.128	\$5.241	\$5.357
<u>Non-Labor:</u>					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.611	2.885	6.002	6.131	6.600
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	-	-	-	-	-
Total Non-Labor Expenses	\$0.611	\$2.885	\$6.002	\$6.131	\$6.600
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$2.688	\$7.850	\$11.130	\$11.372	\$11.956
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$2.688	\$7.850	\$11.130	\$11.372	\$11.956
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
February Financial Plan 2010 - 2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
Revenue					
Farebox Revenue	\$159.181	\$163.458	\$166.188	\$168.632	\$170.470
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	(0.131)	(0.261)	(0.267)	(0.273)
Toll Revenue	-	-	-	-	-
Other Operating Revenue	19.780	20.580	21.699	21.877	22.249
Capital and Other Reimbursements	2.688	7.850	11.130	11.372	11.957
Total Revenue	\$181.649	\$191.757	\$198.756	\$201.615	\$204.403
Expenses					
<u>Labor:</u>					
Payroll	\$205.787	\$223.019	\$231.375	\$236.854	\$244.446
Overtime	47.434	45.060	44.637	45.583	46.549
Health and Welfare	33.994	38.753	41.789	44.830	48.300
OPEB Current Payment	12.600	13.230	13.892	14.586	15.315
Pensions	22.683	25.164	27.344	29.400	29.962
Other Fringe Benefits	21.182	22.827	23.350	23.869	24.569
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$343.681	\$368.052	\$382.386	\$395.122	\$409.143
<u>Non-Labor:</u>					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	\$30.631	\$31.128	\$35.440	\$36.771	\$37.850
Insurance	10.951	12.020	13.195	14.515	15.937
Claims	22.000	23.000	24.000	25.000	26.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	25.195	26.781	31.292	32.652	34.275
Professional Service Contracts	4.986	8.588	4.210	4.208	4.582
Materials & Supplies	24.021	30.365	30.808	29.223	32.371
Other Business Expenses	6.203	6.277	6.215	6.155	6.141
Total Non-Labor Expenses	\$123.988	\$138.159	\$145.160	\$148.522	\$157.155
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	(\$1.488)	(\$2.975)	(\$3.039)	(\$3.081)
Total Gap Closing Actions	\$0.000	(\$1.488)	(\$2.975)	(\$3.039)	(\$3.081)
Total Expenses before Depreciation	\$467.669	\$504.723	\$524.572	\$540.605	\$563.217
Depreciation	\$37.110	\$40.185	\$42.235	\$42.235	\$42.235
OPEB Obligation	66.800	67.602	68.521	70.001	71.611
Environmental Remediation	-	-	-	-	-
Total Expenses	\$571.579	\$612.510	\$635.328	\$652.841	\$677.063
Baseline Surplus/(Deficit)	(\$389.930)	(\$420.753)	(\$436.571)	(\$451.227)	(\$472.660)
Post-2010 Program to Eliminate the Gap (PEGs)	\$0.000	\$0.000	\$5.369	\$10.738	\$16.107
Net Surplus/(Deficit)	(\$389.930)	(\$420.753)	(\$431.202)	(\$440.489)	(\$456.553)

MTA BUS COMPANY
February Financial Plan 2010 - 2013
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
Receipts					
Farebox Revenue	\$159.181	\$163.458	\$166.188	\$168.632	\$170.470
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	(0.131)	(0.261)	(0.267)	(0.273)
Other Operating Revenue	19.780	20.580	21.699	21.877	22.249
Capital and Other Reimbursements	2.888	7.850	11.130	11.372	11.957
Total Receipts	\$181.649	\$191.757	\$198.756	\$201.614	\$204.403
Expenditures					
<u>Labor:</u>					
Payroll	\$247.408	\$222.346	\$231.375	\$236.853	\$244.446
Overtime	47.434	45.060	44.637	45.583	46.549
Health and Welfare	28.387	38.753	41.789	44.830	48.300
OPEB Current Payment	12.600	13.230	13.892	14.586	15.315
Pensions	29.903	25.164	27.344	29.400	29.962
Other Fringe Benefits	24.232	22.827	23.350	23.869	24.569
GASB Account	3.305	3.579	3.948	4.317	5.317
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$393.268	\$370.958	\$386.334	\$399.439	\$414.459
<u>Non-Labor:</u>					
Traction and Propulsion Power					
Fuel for Buses and Trains	\$30.631	\$31.128	\$35.440	\$36.771	\$37.850
Insurance	10.951	12.020	13.195	14.515	15.937
Claims	13.200	12.400	11.800	17.100	22.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	27.061	26.781	31.292	32.651	34.275
Professional Service Contracts	4.986	8.588	4.210	4.208	4.582
Materials & Supplies	24.021	30.365	30.808	29.223	32.371
Other Business Expenses	7.375	6.277	6.215	6.155	6.141
Total Non-Labor Expenditures	\$118.226	\$127.559	\$132.960	\$140.622	\$153.155
<u>Other Expenditure Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	(\$1.488)	(\$2.975)	(\$3.039)	(\$3.081)
Total Gap Closing Actions	\$0.000	(\$1.488)	(\$2.975)	(\$3.039)	(\$3.081)
Total Expenditures	\$511.494	\$497.029	\$516.320	\$537.021	\$564.533
Baseline Cash Deficit	(\$329.845)	(\$305.272)	(\$317.563)	(\$335.407)	(\$360.130)
Post-2010 PEG's	\$0.000	\$0.000	\$5.369	\$10.738	\$16.107
Net Cash Deficit	(\$329.845)	(\$305.272)	(\$312.194)	(\$324.669)	(\$344.023)

MTA BUS COMPANY
February Financial Plan 2010 - 2013
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
Receipts					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	-	-	-	-
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	(0.000)	(0.000)
Total Receipts	\$0.000	\$0.000	\$0.000	(\$0.000)	(\$0.000)
Expenditures					
<u>Labor:</u>					
Payroll	(\$41.619)	\$0.673	\$0.000	\$0.001	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	5.607	-	-	-	-
OPEB Current Payment	-	-	-	-	-
Pensions	(7.220)	-	-	-	-
Other Fringe Benefits	(3.050)	-	-	-	-
GASB Account	(3.305)	(3.579)	(3.948)	(4.317)	(5.317)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	(\$49.587)	(\$2.906)	(\$3.948)	(\$4.316)	(\$5.317)
<u>Non-Labor:</u>					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	-	-	-	-	-
Claims	8.800	10.600	12.200	7.900	4.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(1.866)	-	-	0.001	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	(1.172)	-	-	-	-
Total Non-Labor Expenditures	\$5.782	\$10.600	\$12.200	\$7.901	\$4.000
<u>Other Expenditures Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	(\$43.825)	\$7.694	\$8.252	\$3.584	(\$1.317)
Depreciation	\$37.110	\$40.185	\$42.235	\$42.235	\$42.235
OPEB Obligation	66.800	67.602	68.521	70.001	71.611
Environmental Remediation	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$60.085	\$115.481	\$119.008	\$115.820	\$112.529
Post-2010 Program to Eliminate the Gap (PECs)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments	\$60.085	\$115.481	\$119.008	\$115.820	\$112.529

MTA BUS COMPANY
February Financial Plan 2010 - 2013
Ridership/Traffic Volume (Utilization)
(\$ in millions)

	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
<u>RIDERSHIP</u>					
Fixed Route	118.664	117.596	119.560	121.317	122.640
Paratransit	-	-	-	-	-
<i>Additional Actions for Budget Balance</i>	-	-0.040	-0.079	-0.081	-0.083
Baseline Total Ridership	118.664	117.557	119.481	121.236	122.557
<i>Impact of:</i>					
Post-2010 Program to Eliminate the Gap (PEGs)	-	-	-	-	-
Total Ridership	118.664	117.557	119.481	121.236	122.557

<u>Farebox Revenue</u>					
Fixed Route	\$ 159.181	\$ 163.458	\$ 166.188	\$ 168.632	\$ 170.470
Paratransit	-	-	-	-	-
<i>Additional Actions for Budget Balance</i>	-	-0.131	-0.261	-0.267	-0.273
Baseline Total Revenue	\$ 159.181	\$ 163.328	\$ 165.927	\$ 168.365	\$ 170.197
<i>Impact of:</i>					
Post-2010 Program to Eliminate the Gap (PEGs)	-	-	-	-	-
Total Revenue	\$ 159.181	\$ 163.328	\$ 165.927	\$ 168.365	\$ 170.197

MTA BUS COMPANY
February Financial Plan 2010 - 2013
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION / DEPARTMENT	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
Administration					
Office of the EVP	5	5	5	5	5
Human Resources	8	7	5	5	5
Office of Management and Budget	14	44	44	44	44
Technology & Information Services	33	34	27	27	27
Materiel	19	18	18	18	18
Controller	45	45	15	15	15
Office of the President	5	8	8	8	8
System Safety Administration	5	7	7	7	7
Law	24	24	24	24	24
Corporate Communications	2	2	2	2	2
Labor Relations	5	5	4	4	4
Total Administration	165	199	159	159	159
Operations					
Buses	2,155	2,096	2,096	2,096	2,096
Office of Senior Vice President	0	1	1	1	1
Office of the Executive Vice President, Regional	7	1	1	1	1
Safety & Training	24	22	22	22	22
Road Operations	114	114	114	114	114
Transportation Support	18	17	17	17	17
Operations Planning	18	18	18	18	18
Revenue Control	27	24	24	24	24
Total Operations	2,363	2,293	2,293	2,293	2,293
Maintenance					
Buses	758	719	719	719	719
Maintenance Support/CMF	54	136	136	138	146
Facilities	72	72	72	72	72
Supply Logistics	71	84	84	84	84
Total Maintenance	955	1,011	1,011	1,013	1,021
Engineering/Capital					
Capital Program Management	20	37	36	36	36
Public Safety					
Office of the Senior Vice President	13	12	12	12	12
Impact of:					
Addtl. Actions for Budget Balance	0	(25)	(25)	(25)	(25)
Total Positions	3,516	3,527	3,486	3,488	3,496
Non-Reimbursable	3,483	3,488	3,447	3,449	3,457
Reimbursable	33	39	39	39	39
Total Full-Time	3,516	3,527	3,486	3,488	3,496
Total Full-Time Equivalents					

MTA BUS COMPANY
February Financial Plan 2010 - 2013
Total Full-Time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION / OCCUPATIONAL GROUP	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
Administration					
Managers/Supervisors	66	71	62	62	62
Professional, Technical, Clerical	99	102	71	71	71
Operational Hourlies	-	26	26	26	26
Total Administration	165	199	159	159	159
Operations					
Managers/Supervisors	289	297	297	297	297
Professional, Technical, Clerical	47	44	44	44	44
Operational Hourlies	2,027	1,952	1,952	1,952	1,952
Total Operations	2,363	2,293	2,293	2,293	2,293
Maintenance					
Managers/Supervisors	182	186	186	186	186
Professional, Technical, Clerical	12	13	13	13	13
Operational Hourlies	761	812	812	814	822
Total Maintenance	955	1,011	1,011	1,013	1,021
Engineering/Capital					
Managers/Supervisors	12	15	15	15	15
Professional, Technical, Clerical	8	11	11	11	11
Operational Hourlies	-	11	10	10	10
Total Engineering/Capital	20	37	36	36	36
Public Safety					
Managers/Supervisors	5	6	6	6	6
Professional, Technical, Clerical	3	1	1	1	1
Operational Hourlies	5	5	5	5	5
Total Public Safety	13	12	12	12	12
Impact of Gap Closing Actions					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	(25)	(25)	(25)	(25)
Total Baseline Positions	-	(25)	(25)	(25)	(25)
Total Positions					
Managers/Supervisors	554	575	566	566	566
Professional, Technical, Clerical	169	171	140	140	140
Operational Hourlies	2,793	2,781	2,780	2,782	2,790
Total Baseline Positions	3,516	3,527	3,486	3,488	3,496

MTA BUS COMPANY
February Financial Plan 2010-2013
Summary of Post-2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

		2009		2010		2011		2012		2013	
		Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration											
Sub-Total	Administration	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Customer Convenience/Amenities											
Sub-Total	Customer Convenience/Amenities	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Maintenance											
Sub-Total	Maintenance	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Other											
	UNSPECIFIED					0	\$5.369	0	\$10.738	0	\$16.107
Sub-Total	Other	0	\$0.000	0	\$0.000	0	\$5.369	0	\$10.738	0	\$16.107
Revenue Enhancement											
Sub-Total	Revenue Enhancement	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Safety											
Sub-Total	Safety	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Security											
Sub-Total	Security	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Service											
Sub-Total	Service	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Service Support											
Sub-Total	Service Support	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Total Programs		0	\$0.000	0	\$0.000	0	\$5.369	0	\$10.738	0	\$16.107

MTA BUS COMPANY
February Financial Plan - 2010 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$12.456	\$12.145	\$14.123	\$13.730	\$13.829	\$14.188	\$14.221	\$14.025	\$14.090	\$13.927	\$13.404	\$13.322	\$163.458
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	-	-	-	-	-	(0.022)	(0.022)	(0.022)	(0.022)	(0.021)	(0.021)	(0.131)
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.858	1.858	1.858	1.858	1.858	1.858	1.083	0.918	1.858	1.858	1.858	1.858	20.581
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$14.313	\$14.003	\$15.981	\$15.588	\$15.686	\$16.046	\$15.282	\$14.921	\$15.926	\$15.762	\$15.240	\$15.160	\$183.908
Operating Expenses													
<u>Labor</u>													
Payroll	\$17.468	\$16.607	\$20.054	\$19.182	\$17.468	\$19.182	\$18.725	\$18.725	\$17.963	\$17.883	\$17.883	\$18.713	\$219.734
Overtime	3.534	3.357	4.064	3.888	3.534	3.888	3.888	3.888	3.711	3.711	3.711	3.888	45.060
Health and Welfare	3.183	3.183	3.183	3.183	3.183	3.183	3.183	3.183	3.183	3.183	3.183	3.183	38.192
OPEB Current Payment	1.103	1.103	1.103	1.103	1.103	1.103	1.103	1.103	1.103	1.103	1.103	1.103	13.230
Pensions	1.915	1.915	1.915	1.915	1.915	2.873	1.915	1.915	1.915	1.915	1.915	2.873	24.898
Other Fringe Benefits	1.770	1.681	2.035	1.947	1.770	1.947	1.947	1.947	1.858	1.858	1.858	1.947	22.584
Reimbursable Overhead	(0.046)	(0.044)	(0.053)	(0.051)	(0.046)	(0.051)	(0.051)	(0.051)	(0.049)	(0.049)	(0.049)	(0.051)	(0.590)
Total Labor Expenses	\$28.926	\$27.802	\$32.300	\$31.176	\$28.926	\$32.133	\$30.709	\$30.709	\$29.584	\$29.584	\$29.584	\$31.654	\$363.088
<u>Non-Labor</u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	2.702	2.476	2.588	2.518	2.702	2.518	2.686	2.586	2.526	2.694	2.526	2.596	31.128
Insurance	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	12.020
Claims	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	23.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.327	1.995	2.163	1.991	1.888	1.912	1.912	1.888	1.912	1.991	1.991	1.928	23.896
Professional Service Contracts	0.836	0.717	0.777	0.715	0.678	0.687	0.687	0.678	0.687	0.715	0.715	0.693	8.588
Materials & Supplies	2.636	2.416	2.524	2.456	2.636	2.456	2.620	2.532	2.464	2.628	2.464	2.532	30.365
Other Business Expenses	0.490	0.466	0.564	0.539	0.490	0.539	0.539	0.539	0.515	0.515	0.515	0.564	6.277
Total Non-Labor Expenses	\$11.911	\$10.989	\$11.534	\$11.138	\$11.313	\$11.031	\$11.362	\$11.152	\$11.022	\$11.461	\$11.130	\$11.232	\$135.274
<u>Other Expenses Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>													
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.248)	(\$0.248)	(\$0.248)	(\$0.248)	(\$0.248)	(\$0.248)	(\$1.488)
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.248)	(\$0.248)	(\$0.248)	(\$0.248)	(\$0.248)	(\$0.248)	(\$1.488)
Total Expenses before Non-Cash Liability Adjs.	\$40.837	\$38.790	\$43.834	\$42.313	\$40.239	\$43.164	\$41.823	\$41.613	\$40.359	\$40.797	\$40.466	\$42.638	\$496.874
Depreciation	\$3.153	\$3.153	\$3.242	\$3.246	\$3.253	\$3.448	\$3.448	\$3.448	\$3.448	\$3.448	\$3.448	\$3.448	\$40.185
OPEB Obligation	5.634	5.634	5.634	5.634	5.634	5.634	5.634	5.634	5.634	5.634	5.634	5.633	67.602
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$49.623	\$47.577	\$52.710	\$51.192	\$49.126	\$52.246	\$50.905	\$50.695	\$49.440	\$49.879	\$49.548	\$51.720	\$604.660
Net Surplus/(Deficit)	(\$35.310)	(\$33.574)	(\$36.729)	(\$35.604)	(\$33.440)	(\$36.200)	(\$35.623)	(\$35.774)	(\$33.515)	(\$34.117)	(\$34.307)	(\$36.560)	(\$420.753)

MTA BUS COMPANY
February Financial Plan - 2010 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	0.392	0.376	0.440	1.145	0.392	0.434	0.424	1.145	0.408	1.129	0.408	1.155	7.849
Total Revenue	\$0.392	\$0.376	\$0.440	\$1.145	\$0.392	\$0.434	\$0.424	\$1.145	\$0.408	\$1.129	\$0.408	\$1.155	\$7.849
Expenses													
Labor:													
Payroll	\$0.258	\$0.245	\$0.298	\$0.283	\$0.258	\$0.283	\$0.283	\$0.283	\$0.271	\$0.271	\$0.271	\$0.283	\$3.285
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.047	0.047	0.047	0.047	0.047	0.047	0.047	0.047	0.047	0.047	0.047	0.046	0.581
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.020	0.020	0.020	0.020	0.020	0.031	0.020	0.020	0.020	0.020	0.020	0.031	0.266
Other Fringe Benefits	0.021	0.020	0.024	0.023	0.021	0.023	0.023	0.023	0.022	0.022	0.022	0.023	0.263
Reimbursable Overhead	0.046	0.044	0.053	0.051	0.046	0.051	0.051	0.051	0.049	0.049	0.049	0.051	0.590
Total Labor Expenses	\$0.392	\$0.376	\$0.440	\$0.424	\$0.392	\$0.434	\$0.424	\$0.424	\$0.408	\$0.408	\$0.408	\$0.434	\$4.964
Non-Labor:													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	0.721	-	-	-	0.721	-	0.721	-	0.722	2.885
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.721	\$0.000	\$0.000	\$0.000	\$0.721	\$0.000	\$0.721	\$0.000	\$0.722	\$2.885
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.392	\$0.376	\$0.440	\$1.145	\$0.392	\$0.434	\$0.424	\$1.145	\$0.408	\$1.129	\$0.408	\$1.155	\$7.850
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$0.392	\$0.376	\$0.440	\$1.145	\$0.392	\$0.434	\$0.424	\$1.145	\$0.408	\$1.129	\$0.408	\$1.155	\$7.850
Net Surplus/(Deficit)	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)	\$0.000	\$0.000	(\$0.000)	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)

MTA BUS COMPANY
February Financial Plan - 2010 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$12,458	\$12,145	\$14,123	\$13,730	\$13,829	\$14,188	\$14,221	\$14,025	\$14,090	\$13,927	\$13,404	\$13,322	\$183,458
Additional Actions for Budget Balance: Revenue Impact	-	-	-	-	-	-	(0,022)	(0,022)	(0,022)	(0,022)	(0,021)	(0,021)	(0,131)
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1,858	1,858	1,858	1,858	1,858	1,858	1,083	0,918	1,858	1,858	1,858	1,859	20,581
Capital and Other Reimbursements	0,392	0,376	0,440	1,145	0,392	0,434	0,424	1,145	0,408	1,129	0,408	1,155	7,849
Total Revenue	\$14,705	\$14,378	\$16,421	\$16,734	\$16,078	\$16,480	\$15,706	\$16,066	\$16,334	\$16,892	\$15,648	\$16,315	\$181,757
Expenses													
<u>Labor:</u>													
Payroll	\$17,726	\$16,851	\$23,940	\$19,475	\$17,726	\$19,475	\$19,009	\$19,009	\$18,134	\$18,134	\$18,134	\$18,995	\$223,019
Overtime	3,534	3,357	4,064	3,888	3,534	3,888	3,888	3,888	3,711	3,711	3,711	3,888	45,060
Health and Welfare	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	38,753
OPEB Current Payment	1,103	1,103	1,103	1,103	1,103	1,103	1,103	1,103	1,103	1,103	1,103	1,103	13,230
Pensions	1,936	1,936	1,936	1,936	1,936	2,904	1,936	1,936	1,936	1,936	1,936	2,904	25,164
Other Fringe Benefits	1,790	1,701	2,058	1,989	1,790	1,989	1,989	1,989	1,880	1,880	1,880	1,989	22,827
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$29,318	\$28,177	\$32,741	\$31,600	\$29,318	\$32,568	\$31,133	\$31,133	\$29,992	\$29,992	\$29,992	\$32,088	\$368,052
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Fuel for Buses and Trains	2,702	2,476	2,588	2,518	2,702	2,518	2,886	2,596	2,526	2,694	2,526	2,596	31,128
Insurance	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002	12,020
Claims	1,917	1,917	1,917	1,917	1,917	1,917	1,917	1,917	1,917	1,917	1,917	1,917	23,000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2,327	1,995	2,163	2,712	1,888	1,912	1,912	2,609	1,912	2,712	1,991	2,650	26,781
Professional Service Contracts	0,836	0,717	0,777	0,715	0,678	0,687	0,687	0,678	0,687	0,715	0,715	0,693	8,588
Materials & Supplies	2,636	2,416	2,524	2,456	2,636	2,456	2,620	2,532	2,464	2,628	2,464	2,532	30,365
Other Business Expenses	0,490	0,466	0,564	0,539	0,490	0,539	0,539	0,539	0,515	0,515	0,515	0,564	6,277
Total Non-Labor Expenses	\$11,911	\$10,989	\$11,534	\$11,889	\$11,313	\$11,031	\$11,362	\$11,873	\$11,022	\$12,182	\$11,130	\$11,953	\$138,159
<u>Other Expenses Adjustments:</u>													
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<u>Gap Closing Actions:</u>													
Additional Actions for Budget Balance: Expense Impact	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	(\$0,248)	(\$0,248)	(\$0,248)	(\$0,248)	(\$0,248)	(\$0,248)	(\$1,488)
Total Gap Closing Actions	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	(\$0,248)	(\$0,248)	(\$0,248)	(\$0,248)	(\$0,248)	(\$0,248)	(\$1,488)
Total Expenses before Non-Cash Liability Adjts.	\$41,229	\$39,166	\$44,275	\$43,459	\$40,631	\$43,598	\$42,247	\$42,759	\$40,767	\$41,927	\$40,874	\$43,793	\$504,723
Depreciation	\$3,153	\$3,153	\$3,242	\$3,246	\$3,253	\$3,448	\$3,448	\$3,448	\$3,448	\$3,448	\$3,448	\$3,448	\$40,185
OPEB Obligation	5,634	5,634	5,634	5,634	5,634	5,634	5,634	5,634	5,634	5,634	5,634	5,633	67,602
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$50,015	\$47,952	\$53,150	\$52,338	\$49,518	\$52,680	\$51,329	\$51,840	\$49,848	\$51,008	\$49,956	\$52,875	\$612,510
Net Surplus/(Deficit)	(\$35,310)	(\$33,574)	(\$36,729)	(\$35,604)	(\$33,440)	(\$36,200)	(\$35,623)	(\$35,774)	(\$33,515)	(\$34,117)	(\$34,307)	(\$36,560)	(\$420,753)

MTA BUS COMPANY
February Financial Plan - 2010 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$12.456	\$12.145	\$14.123	\$13.730	\$13.629	\$14.188	\$14.221	\$14.025	\$14.090	\$13.927	\$13.404	\$13.322	\$163.458
Additional Actions for Budget Balance: Revenue Impact	-	-	-	-	-	-	(0.022)	(0.022)	(0.022)	(0.022)	(0.021)	(0.021)	(0.131)
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.858	1.858	1.858	1.858	1.858	1.858	1.083	0.918	1.858	1.858	1.858	1.859	20.581
Capital and Other Reimbursements	0.392	0.376	0.440	1.145	0.392	0.434	0.424	1.145	0.408	1.129	0.408	1.155	7.849
Total Receipts	\$14.705	\$14.378	\$16.421	\$16.734	\$16.078	\$16.480	\$15.706	\$16.066	\$16.334	\$16.892	\$15.648	\$16.315	\$191.757
Expenditures													
Labor:													
Payroll	\$17.583	\$17.583	\$20.919	\$17.285	\$17.285	\$20.621	\$17.116	\$17.116	\$17.116	\$17.116	\$17.120	\$25.486	\$222.048
Overtime	3.501	3.501	4.177	3.501	3.501	4.177	3.501	3.501	3.501	3.501	3.502	5.199	48.260
Health and Welfare	3.229	3.229	3.229	3.229	3.229	3.229	3.229	3.229	3.229	3.229	3.229	3.229	38.753
OPEB Current Payment	1.103	1.103	1.103	1.103	1.103	1.103	1.103	1.103	1.103	1.103	1.103	1.103	13.230
Pensions	2.097	2.097	2.097	2.097	2.097	2.097	2.097	2.097	2.097	2.097	2.097	2.097	25.164
Other Fringe Benefits	1.773	1.773	2.116	1.773	1.773	2.116	1.773	1.773	1.773	1.773	1.774	2.834	22.627
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.579	3.579
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$29.286	\$29.286	\$33.640	\$28.988	\$28.988	\$33.342	\$28.819	\$28.819	\$28.819	\$28.819	\$28.824	\$43.328	\$370.959
Non-Labor:													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	2.702	2.476	2.588	2.518	2.702	2.518	2.686	2.596	2.526	2.694	2.526	2.596	31.128
Insurance	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	12.020
Claims	1.033	1.033	1.033	1.033	1.033	1.033	1.033	1.033	1.033	1.033	1.033	1.033	12.400
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.608	2.236	2.424	2.231	2.118	2.142	2.142	2.116	2.142	2.231	2.231	2.161	26.781
Professional Service Contracts	0.836	0.717	0.777	0.715	0.678	0.687	0.687	0.678	0.687	0.715	0.715	0.693	8.588
Materials & Supplies	2.636	2.418	2.524	2.456	2.636	2.456	2.620	2.532	2.464	2.628	2.464	2.532	30.365
Other Business Expenses	0.490	0.466	0.564	0.539	0.490	0.539	0.539	0.539	0.515	0.515	0.515	0.564	6.277
Total Non-Labor Expenditures	\$11.309	\$10.346	\$10.912	\$10.495	\$10.658	\$10.378	\$10.710	\$10.497	\$10.370	\$10.818	\$10.487	\$10.581	\$127.559
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Gap Closing Actions:													
Additional Actions for Budget Balance: Expense Impact	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.248)	(\$0.248)	(\$0.248)	(\$0.248)	(\$0.248)	(\$0.248)	(\$1.488)
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.248)	(\$0.248)	(\$0.248)	(\$0.248)	(\$0.248)	(\$0.248)	(\$1.488)
Total Expenditures	\$40.594	\$39.632	\$44.552	\$39.483	\$39.646	\$43.720	\$39.281	\$39.068	\$38.941	\$39.389	\$39.063	\$53.661	\$497.030
Net Cash Deficit	(\$25.889)	(\$25.254)	(\$28.131)	(\$22.749)	(\$23.568)	(\$27.240)	(\$23.575)	(\$23.002)	(\$22.607)	(\$22.497)	(\$23.415)	(\$37.346)	(\$305.273)

MTA BUS COMPANY
February Financial Plan - 2010 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures													
Labor:													
Payroll	\$0.143	(\$0.731)	(\$0.569)	\$2.190	\$0.441	(\$1.146)	\$1.892	\$1.892	\$1.018	\$1.018	\$1.014	(\$6.490)	\$0.673
Overtime	0.033	(0.143)	(0.112)	0.387	0.033	(0.289)	0.387	0.387	0.210	0.210	0.209	(1.312)	0.000
Health and Welfare	-	-	-	-	-	-	-	-	-	-	-	(0.000)	(0.000)
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	(0.161)	(0.161)	(0.161)	(0.161)	(0.161)	0.807	(0.161)	(0.161)	(0.161)	(0.161)	(0.161)	0.807	0.000
Other Fringe Benefits	0.017	(0.073)	(0.057)	0.196	0.017	(0.146)	0.196	0.196	0.106	0.106	0.106	(0.665)	0.000
GASB Account	-	-	-	-	-	-	-	-	-	-	-	(3.579)	(3.579)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$0.032	(\$1.109)	(\$0.900)	\$2.612	\$0.330	(\$0.775)	\$2.314	\$2.314	\$1.173	\$1.173	\$1.168	(\$11.239)	(\$2.907)
Non-Labor:													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	10.600
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.281)	(0.241)	(0.261)	0.481	(0.228)	(0.231)	(0.231)	0.493	(0.231)	0.481	(0.240)	0.489	0.000
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	(0.000)	(0.000)
Other Business Expenditures	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenditures	\$0.602	\$0.642	\$0.622	\$1.364	\$0.655	\$0.653	\$0.653	\$1.377	\$0.653	\$1.364	\$0.643	\$1.372	\$10.600
Other Expenditures Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Gap Closing Actions:													
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adj.	\$0.635	(\$0.466)	(\$0.277)	\$3.976	\$0.985	(\$0.122)	\$2.966	\$3.691	\$1.826	\$2.537	\$1.811	(\$9.868)	\$7.693
Depreciation Adjustment	\$3.153	\$3.153	\$3.242	\$3.246	\$3.253	\$3.448	\$3.448	\$3.448	\$3.448	\$3.448	\$3.448	\$3.448	\$40.185
OPEB Obligation	5.634	5.634	5.634	5.634	5.634	5.634	5.634	5.634	5.634	5.634	5.634	5.633	67.602
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$9.421	\$8.320	\$8.598	\$12.855	\$9.872	\$8.960	\$12.048	\$12.772	\$10.907	\$11.619	\$10.893	(\$0.786)	\$115.480

MTA BUS COMPANY
February Financial Plan - 2010 Adopted Budget
Ridership/(Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Bus Fixed Route	9.173	8.843	10.431	10.160	10.231	10.102	9.514	9.231	9.972	10.348	9.937	9.655	117.596
Additional Actions for Budget Balance	-	-	-	-	-	-	(0.006)	(0.006)	(0.007)	(0.007)	(0.007)	(0.007)	(0.040)
Subtotal	9.173	8.843	10.431	10.160	10.231	10.102	9.507	9.225	9.965	10.341	9.930	9.648	117.557
Baseline Total Ridership	9.173	8.843	10.431	10.160	10.231	10.102	9.507	9.225	9.965	10.341	9.930	9.648	117.557
Post 2010 Agency Program to Eliminate the Gap	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Ridership	9.173	8.843	10.431	10.160	10.231	10.102	9.507	9.225	9.965	10.341	9.930	9.648	117.557

MTA BUS COMPANY
February Financial Plan - 2010 Adopted Budget
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Office of the EVP	5	5	5	5	5	5	5	5	5	5	5	5
Human Resources	7	7	7	7	7	7	7	7	7	7	7	7
Office of Management and Budget	44	44	44	44	44	44	44	44	44	44	44	44
Technology & Information Services	34	34	34	34	34	34	34	34	34	34	34	34
Materiel	18	18	18	18	18	18	18	18	18	18	18	18
Controller	45	45	45	45	45	45	45	45	45	45	45	45
Office of the President	8	8	8	8	8	8	8	8	8	8	8	8
Sytem Safety Administration	7	7	7	7	7	7	7	7	7	7	7	7
Law	24	24	24	24	24	24	24	24	24	24	24	24
Corporate Communications	2	2	2	2	2	2	2	2	2	2	2	2
Labor Relations	5	5	5	5	5	5	5	5	5	5	5	5
Non-Departmental	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration	199	199	199	199	199	199	199	199	199	199	199	199
Operations												
Buses	2,096	2,096	2,096	2,096	2,096	2,096	2,096	2,096	2,096	2,096	2,096	2,096
Office of the Senior Vice President	1	1	1	1	1	1	1	1	1	1	1	1
Office of the Executive Vice President, Regic	1	1	1	1	1	1	1	1	1	1	1	1
Safety & Training	22	22	22	22	22	22	22	22	22	22	22	22
Road Operations	114	114	114	114	114	114	114	114	114	114	114	114
Transportation Support	17	17	17	17	17	17	17	17	17	17	17	17
Operations Planning	18	18	18	18	18	18	18	18	18	18	18	18
Revenue Control	24	24	24	24	24	24	24	24	24	24	24	24
Total Operations	2,293	2,293	2,293	2,293	2,293	2,293	2,293	2,293	2,293	2,293	2,293	2,293
Maintenance												
Buses	719	719	719	719	719	719	719	719	719	719	719	719
Maintenance Support/CMF	136	136	136	136	136	136	136	136	136	136	136	136
Facilities	72	72	72	72	72	72	72	72	72	72	72	72
Supply Logistics	84	84	84	84	84	84	84	84	84	84	84	84
Total Maintenance	1,011	1,011	1,011	1,011	1,011	1,011	1,011	1,011	1,011	1,011	1,011	1,011
Engineering/Capital												
Capital Program Managment	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Office of the Senior Vice President	12	12	12	12	12	12	12	12	12	12	12	12
Impact of Gap Closing Actions												
Addl. Actions for Budget Balance	0	0	0	0	0	0	(25)	(25)	(25)	(25)	(25)	(25)
Total Gap Closing Actions	0	0	0	0	0	0	(25)	(25)	(25)	(25)	(25)	(25)
Total Baseline Positions	3,552	3,552	3,552	3,552	3,552	3,552	3,527	3,527	3,527	3,527	3,527	3,527
Non-Reimbursable	3,513	3,513	3,513	3,513	3,513	3,513	3,488	3,488	3,488	3,488	3,488	3,488
Reimbursable	39	39	39	39	39	39	39	39	39	39	39	39
Total Full-Time	3,552	3,552	3,552	3,552	3,552	3,552	3,527	3,527	3,527	3,527	3,527	3,527
Total Full-Time Equivalents	-	-	-	-	-	-	-	-	-	-	-	-

MTA BUS COMPANY
February Financial Plan - 2010 Adopted Budget
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	71	71	71	71	71	71	71	71	71	71	71	71
Professional, Technical, Clerical	102	102	102	102	102	102	102	102	102	102	102	102
Operational Hourlies	26	26	26	26	26	26	26	26	26	26	26	26
Total Administration	199	199	199	199	199	199	199	199	199	199	199	199
Operations												
Managers/Supervisors	297	297	297	297	297	297	297	297	297	297	297	297
Professional, Technical, Clerical	44	44	44	44	44	44	44	44	44	44	44	44
Operational Hourlies	1,952	1,952	1,952	1,952	1,952	1,952	1,952	1,952	1,952	1,952	1,952	1,952
Total Operations	2,293	2,293	2,293	2,293	2,293	2,293	2,293	2,293	2,293	2,293	2,293	2,293
Maintenance												
Managers/Supervisors	186	186	186	186	186	186	186	186	186	186	186	186
Professional, Technical, Clerical	13	13	13	13	13	13	13	13	13	13	13	13
Operational Hourlies	812	812	812	812	812	812	812	812	812	812	812	812
Total Maintenance	1,011	1,011	1,011	1,011	1,011	1,011	1,011	1,011	1,011	1,011	1,011	1,011
Engineering/Capital												
Managers/Supervisors	15	15	15	15	15	15	15	15	15	15	15	15
Professional, Technical, Clerical	11	11	11	11	11	11	11	11	11	11	11	11
Operational Hourlies	11	11	11	11	11	11	11	11	11	11	11	11
Total Engineering/Capital	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Managers/Supervisors	6	6	6	6	6	6	6	6	6	6	6	6
Professional, Technical, Clerical	1	1	1	1	1	1	1	1	1	1	1	1
Operational Hourlies	5	5	5	5	5	5	5	5	5	5	5	5
Total Public Safety	12	12	12	12	12	12	12	12	12	12	12	12
Impact of Gap Closing Actions												
Addtl. Actions for Budget Balance												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	(25)	(25)	(25)	(25)	(25)	(25)
Total Impact of Gap Closing Actions	-	-	-	-	-	-	(25)	(25)	(25)	(25)	(25)	(25)
Total Baseline Positions												
Managers/Supervisors	575	575	575	575	575	575	575	575	575	575	575	575
Professional, Technical, Clerical	171	171	171	171	171	171	171	171	171	171	171	171
Operational Hourlies	2,806	2,806	2,806	2,806	2,806	2,806	2,781	2,781	2,781	2,781	2,781	2,781
Total Baseline Positions	3,552	3,552	3,552	3,552	3,552	3,552	3,527	3,527	3,527	3,527	3,527	3,527