MTA Bus Operations Committee Meeting

February 2012

Committee Members
J. Lhota, Chair
A. Albert
J. Banks III
R. Bickford
A. Cappelli
F. Ferrer
I. Greenberg
J. Kay
M. Lebow
M. Page
M. Pally
A. Saul
E. Watt
C. Wortendyke
# MTA BUS OPERATIONS COMMITTEE

**February 27, 2012, 11:30 AM**

347 Madison Avenue
Fifth Floor Board Room
New York, NY

## AGENDA ITEMS

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Date of next meeting: Monday, March 26, 2012 at 11:30 a.m.
Minutes of Regular Meeting
MTA Bus Operations Committee
January 23, 2012

347 Madison Avenue
New York, New York 10017

MTA Bus Operations Committee
11:30 AM

The following MTA Bus Operations Committee members attended:
Hon. Nancy Shevell
Hon. Mark D. Lebow
Hon. Andrew Albert
Hon. John H. Banks III
Hon. Robert C. Bickford
Hon. Allen Cappelli
Hon. Fernando Ferrer
Hon. Ira Greenberg
Hon. Jeffrey Kay
Hon. Mark Page
Hon. Mitch Pally
Hon. Carl Wortendyke

The following MTA Bus Operations Committee members did not attend:
Hon. Patrick J. Foye
Hon. Ed Watt

Participants: Darryl Irick, Tom Del Sorbo, John Kivlehan, Steve Vidal, Thomas Charles, Norman Silverman, Henry Sullivan, Sunil Nair and Judy McClain.

* * * * * *

Hon. Nancy Shevell, Chairperson, called the MTA Bus Operations Committee to order at 11:43 AM, January 23, 2012.

Public Comments Period
There were comments from two public speakers at the meeting.

Approval of the Minutes
Upon motion duly made and seconded, the members of the MTA Bus Operations Committee approved the minutes of the previous meeting held on December 19, 2011.
Work Plan
Tom Del Sorbo reported that the Bus Committee work plan for 2012 will incorporate Passenger Environment Survey (PES) reporting for MTA Bus on a semi-annual basis. This will supply the committee with relevant performance data for MTA Bus similar to what NYCT provides for the Department of Buses. The initial PES report is planned for September and will cover the first half of 2012. In addition, the work plan will continue to report on Long Island Bus for the next several months as 2011 financial and operational data is closed out. The committee was requested to approve the 2012 work plan.

Approval of the Work Plan
Upon motion duly made and seconded, the members of the MTA Bus Operations Committee approved the Work Plan.

Opening Remarks
Darryl Irick opened the meeting with several brief comments regarding the January 1, 2012 transition of the LI Bus operation to Nassau County and its provider Veolia Transportation. After 38 years of operating the LI Bus system, MTA staff delivered a well-maintained fleet. The successful hand-off of the service is a reflection on the amount of information and support MTA Bus provided.

MTA Bus Time Update
Sunil Nair provided an update on the successful roll-out of MTA Bus Time on Staten Island buses. This program provides customers with real-time bus information using a variety of digital formats. Bus Time was received favorably by customers, the public and mobile device developers. Bus Time is slated for completion during 2013.

Operations Report
John Kivlehan reported that for November 2011, combined bus MDBF was 4,124, up 5.3% compared to 2010 levels. Combined AM and PM pull-outs, as well as completed trips, were 98.3%, 98.9%, and 98.1% respectively. Over the 12 month period, combined MDBF was 3,373, down 7.6% compared to the prior period.

For the fourth quarter of 2011, MDBF increased 6.1% compared to the same period in 2010, reversing the downward trend experienced for most of 2011. Combined AM & PM pull-outs, as well as completed trips were 98.5%, 99.1%, and 97.8% respectively, all lower by less than one half of 1%.

Safety Performance
Steve Vidal reported the 12-month rate for combined Bus Collisions per Million Miles Traveled across the three bus units was 3.8% higher than it was during the prior 12-month period. Despite this, performance has continued to show an overall positive trend since the adverse impact of last winter’s storms decreasing 7.9% in October 2011. A preliminary review of year end data reveals this trend is continuing.
Collision injuries showed a monthly improvement of 13.2% across the three agencies in October, down 2.4% over the comparable 12-month period. There was a spike in customer accidents and injuries in October. One contributing factor may be the introduction of new bus models during the second half of 2011. Safety staff is providing supplemental training to all operators and conducting in-service safety campaigns on the new vehicles. A full analysis of this effort will be included in the 2012 safety presentation scheduled for the March meeting.

The 12-month rate for Employee On-Duty Lost-Time Accidents is 6.3% higher on a regional basis. However, overall performance has been trending in the right direction and is down 16.2% on a regional basis for October. It's anticipated that the positive 12-month average trend for MTA Bus will continue and that the performance of NYCT Bus will normalize as the year ends.

Paratransit
Tom Charles reported that for the month of November 2011, Access-A-Ride Paratransit ridership was up 2.6% compared to November 2010 levels. Able-Ride ridership levels decreased by 2.3% from November 2010 levels. Twelve-month ridership levels were down by 2.1% in Access-A-Ride and 5.6% in Able-Ride.

Over the twelve-month period ending November 2011, there was a 4.7% decrease in Access-A-Ride Requests for Service. Able-Ride experienced a 5.6% decline in Requests for Service over the same 12-month period. Favorable no-show trends continued in November as Access-A-Ride and Able-Ride passenger no-shows declined by 34.4% and 38.8%, respectively.

As of December 15, 2011, one year after the taxi pre-paid debit card pilot was launched, 27,495 card transactions were recorded. The average cost per trip, including gratuity, was $12.76 for trips within the Manhattan corridor. Beginning in February, eligible registrants in the other boroughs will be able to use pre-paid debit cards for paratransit travel. To further improve accessibility, Access-A-Ride is also testing the MV-1 -- a vehicle with a deployable ramp for wheelchair use and a spacious interior. Sixteen of the 30 MV-1s have been delivered and will begin service by the end of January 2012.

Ridership
Tom Del Sorbo reported for the month of November 2011, average weekday ridership declined at all three agencies when compared to November 2010. LI Bus average weekday ridership declined by 2.6% in November 2011 compared to the prior November. MTA Bus declined by 0.8% and NYCT Bus by 3.3% for the same period. Average weekend ridership in November was down at NYCT Bus by 2.5%, LI Bus by 0.1%, while increasing at MTA Bus by 2.5% compared to November 2010. Express bus ridership on weekdays increased at NYCT Bus by 0.6% in November and declined by 3.6% in MTA Bus.

Preliminary data for December 2011 indicates that ridership rose at all three bus agencies when compared to actual December 2010 data. Average weekday ridership for MTA Bus rose by 5.7%, while NYCT Bus rose by 4.8% and LI Bus rose by 2.4%. However, the December 2011 increases are primarily due to the low ridership on weekdays after the blizzard that began on December 26, 2010. When adjusted to exclude the blizzard week, average school day ridership
data reflects a slight 0.2% gain for MTA Bus in December 2011 over 2010, and decreases of 1.9% for NYCT Bus and 1.4% for LI Bus.

Finance Report
Tom Del Sorbo reported year to date November 2011 farebox revenues for fixed route services are below forecast across the board. MTA Bus is 1.7% below forecast, LI Bus was 1.4% lower and NYCT Bus was 1.0% under forecast through November. Overall, fixed route farebox revenues are $11.3 million less than forecast through November 2011, in conjunction with decreased ridership levels.

On the expense side, November 2011 year to date non-reimbursable accrued expenses reflect mostly favorable variances. MTA Bus and NYCT Bus were below forecast levels by $4.3 million and $86.7 million, respectively. The under-runs against budget are a combination of paratransit economies, vacancy levels, reduced overtime spending and the timing of non-labor expenses. LI Bus is $3.9 million over forecast through November due to claims, pension rate actuarial increases and higher security expenses in the fourth quarter.

Procurements
Tom Del Sorbo reported that there are no procurement actions for approval this month.

Service Changes
Norman Silverman reported three NYCT bus service changes. Two service changes are for MTA Bus, and one for NYCT Bus.

The first service change revises the B103 limited stop service in Brooklyn to use Seventh and Fifth Avenues instead of Third Avenue to improve reliability and travel time on this high passenger growth route. The second MTA Bus service change slated for June 2012 streamlines the Q41 path in South Ozone Park and Richmond Hill by keeping it on 109th Avenue in South Ozone Park and using Atlantic Avenue in Richmond Hill.

The NYCT Bus service change re-routes the Bx5 to operate via Bruckner Boulevard to improve reliability and reduce travel time. In addition, the change also extends the Bx24 route along Westchester Avenue to provide direct access to Westchester Square.

In addition, the committee book includes a list of schedule changes to be implemented on 63 NYCT Bus routes in April 2012. These changes result in an overall net savings of $0.7 million on an annualized basis.

LI Bus Transition
Tom Del Sorbo gave a recap of the final LI Bus transition activities leading to the transfer of bus service to Nassau County. There have been no significant requests or issues raised by Nassau County or Veolia Transportation since the transition.
Adjournment
Upon motion made and duly seconded, the Committee unanimously voted to adjourn the meeting.

Respectfully submitted:

[Signature]
Elizabeth Cooney
Secretary
MTA Bus Operations Committee Work Plan

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<td>Committee Chair &amp; Members</td>
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<td>Operations Performance Summary</td>
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<td>Committee Chair &amp; Members</td>
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MTA Bus Operations Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes
An official record of proceedings which occurred during the previous month’s Committee meeting.

MTA Bus Operations Committee Work Plan
A monthly update of any edits and/or changes in the work plan.

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

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

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

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

Action Items
Staff summary documents presented to the Board for approval of items affecting business standards and practices.
II. SPECIFIC AGENDA ITEMS

February 2012

Preliminary Review of 2011 Actual Results
A brief review of MTA Bus, Long Island Bus and NYC Transit-Bus 2011 Budget results will be presented.

Adopted Budget/Financial Plan 2012-2015
The revised 2012-2015 Financial Plans of MTA Bus and NYC Transit-Bus will be presented. This plan will reflect the 2012 Adopted Budget and an updated Financial Plan for 2012-2015 reflecting the out-year impact of any changes incorporated into the 2012 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2012 by category.

Service Quality Indicators (including PES)
Bi-annual report which represents bus service indicators (Wait Assessment) and the Passenger Environment Survey, which measures bus cleanliness, customer information and operations for New York City Transit's Department of Buses.

March 2012

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

April 2012

Final Review of 2011 Actual Results
The prior year's budget results for MTA Bus, Long Island Bus and NYC Transit-Bus will be reviewed, and their implications for current and future budget performance will be presented to the Committee.

May 2012

June 2012

July 2012

August 2012
No Meeting Held
II. SPECIFIC AGENDA ITEMS

September 2012

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

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

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

October 2012

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

November 2012

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

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

December 2012

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

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

January 2013

Approval of 2013 MTA Bus Operations Committee Work Plan
The Committee will be provided with the work plan for 2013 and will be asked to approve its use for the year.
# MTA Regional Bus Operations Performance Summary - Fixed Route

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

Statistical results for the month of December 2011 are shown below.

## MDBF (Mean Distance Between Failures)

<table>
<thead>
<tr>
<th></th>
<th>Dec-11 This Year</th>
<th>Dec-11 Last Year</th>
<th>% Change</th>
<th>12-Mon Avg This Year</th>
<th>12-Mon Avg Last Year</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional</td>
<td>4,010</td>
<td>3,458</td>
<td>16.0%</td>
<td>3,412</td>
<td>3,628</td>
<td>-6.0%</td>
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<tr>
<td>NYCT Bus</td>
<td>3,959</td>
<td>3,345</td>
<td>18.3%</td>
<td>3,340</td>
<td>3,678</td>
<td>-9.2%</td>
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<tr>
<td>MTA Bus</td>
<td>4,395</td>
<td>3,585</td>
<td>22.6%</td>
<td>3,430</td>
<td>3,438</td>
<td>-0.3%</td>
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<tr>
<td>Long Island Bus</td>
<td>3,514</td>
<td>4,300</td>
<td>-18.3%</td>
<td>4,192</td>
<td>3,744</td>
<td>12.0%</td>
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</table>

## MDBSI (Mean Distance Between Service Interruptions)

<table>
<thead>
<tr>
<th></th>
<th>Dec-11 This Year</th>
<th>Dec-11 Last Year</th>
<th>% Change</th>
<th>12-Mon Avg This Year</th>
<th>12-Mon Avg Last Year</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional</td>
<td>2,351</td>
<td>2,094</td>
<td>12.3%</td>
<td>2,169</td>
<td>2,318</td>
<td>-6.4%</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>2,318</td>
<td>1,949</td>
<td>18.9%</td>
<td>2,046</td>
<td>2,213</td>
<td>-7.5%</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>2,498</td>
<td>2,638</td>
<td>-5.3%</td>
<td>2,501</td>
<td>2,824</td>
<td>-11.4%</td>
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<tr>
<td>Long Island Bus</td>
<td>2,262</td>
<td>2,285</td>
<td>-1.0%</td>
<td>2,635</td>
<td>2,177</td>
<td>21.1%</td>
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## Buses <= 2 years

<table>
<thead>
<tr>
<th></th>
<th>December % 2 Years or Newer</th>
<th>December % 2 Years or Newer</th>
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</thead>
<tbody>
<tr>
<td>This Year</td>
<td>Last Year</td>
<td>This Year</td>
</tr>
<tr>
<td>Regional</td>
<td>10%</td>
<td>17%</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>12%</td>
<td>17%</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>5%</td>
<td>10%</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>13%</td>
<td>33%</td>
</tr>
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</table>

## Buses >= 12 years

<table>
<thead>
<tr>
<th></th>
<th>December % 12 years or Older</th>
<th>December % 12 years or Older</th>
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</thead>
<tbody>
<tr>
<td>This Year</td>
<td>Last Year</td>
<td>This Year</td>
</tr>
<tr>
<td>Regional</td>
<td>29%</td>
<td>23%</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>32%</td>
<td>23%</td>
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<tr>
<td>MTA Bus</td>
<td>26%</td>
<td>25%</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>0%</td>
<td>9%</td>
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## Fleet Age

<table>
<thead>
<tr>
<th></th>
<th>December - Avg Fleet Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Regional</td>
<td>7.88</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>6.18</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>7.32</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>5.94</td>
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## MDBF by Fleet Age

<table>
<thead>
<tr>
<th></th>
<th>Dec-11 This Year</th>
<th>Dec-11 Last Year</th>
<th>% Change</th>
<th>12-Mon Avg This Year</th>
<th>12-Mon Avg Last Year</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 Years or Older</td>
<td>3,009</td>
<td>2,562</td>
<td>17.5%</td>
<td>2,584</td>
<td>3,584</td>
<td>-6.0%</td>
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<tr>
<td>3 to 11 Years Old</td>
<td>3,770</td>
<td>3,076</td>
<td>18.0%</td>
<td>3,292</td>
<td>3,076</td>
<td>-8.0%</td>
</tr>
<tr>
<td>2 Years or Newer</td>
<td>9,270</td>
<td>7,816</td>
<td>18.6%</td>
<td>7,798</td>
<td>7,816</td>
<td>-0.3%</td>
</tr>
</tbody>
</table>

## Definitions

**MDBF (Mean Distance Between Failures)**

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

**MDBSI (Mean Distance Between Service Interruptions)**

Bus Mean Distance Between Service Interruptions (MDBSI) measures the average distance traveled by a bus between all delays and/or inconveniences to customers. All road calls caused by both mechanical and non-mechanical failures are included.
MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE
NYCT Bus, MTA Bus, Long Island Bus

Statistical results for the month of December 2011 are shown below

<table>
<thead>
<tr>
<th>Service</th>
<th>AM Pull Out</th>
<th>PM Pull Out</th>
<th>% of Trips Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Dec-11</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
<td>% Change</td>
</tr>
<tr>
<td>Regional</td>
<td>98.31%</td>
<td>99.17%</td>
<td>-0.9%</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>98.90%</td>
<td>99.15%</td>
<td>-0.2%</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>97.79%</td>
<td>99.16%</td>
<td>-1.4%</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>91.99%</td>
<td>99.58%</td>
<td>-7.6%</td>
</tr>
<tr>
<td></td>
<td>12-Mon Avg</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>This Year *</td>
<td>Last Year</td>
<td>% Change</td>
</tr>
<tr>
<td>Regional</td>
<td>98.41%</td>
<td>98.92%</td>
<td>-0.5%</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>98.62%</td>
<td>99.03%</td>
<td>-0.4%</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>97.91%</td>
<td>98.42%</td>
<td>-0.5%</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>97.37%</td>
<td>99.34%</td>
<td>-2.0%</td>
</tr>
<tr>
<td></td>
<td>Dec-11</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
<td>% Change</td>
</tr>
<tr>
<td>Regional</td>
<td>98.75%</td>
<td>99.49%</td>
<td>-0.7%</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>99.32%</td>
<td>99.53%</td>
<td>-0.2%</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>98.54%</td>
<td>99.40%</td>
<td>-0.9%</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>91.45%</td>
<td>99.23%</td>
<td>-7.8%</td>
</tr>
<tr>
<td></td>
<td>12-Mon Avg</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>This Year *</td>
<td>Last Year</td>
<td>% Change</td>
</tr>
<tr>
<td>Regional</td>
<td>99.03%</td>
<td>99.25%</td>
<td>-0.2%</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>99.30%</td>
<td>99.38%</td>
<td>-0.1%</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>98.52%</td>
<td>98.72%</td>
<td>-0.2%</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>97.38%</td>
<td>99.50%</td>
<td>-2.1%</td>
</tr>
<tr>
<td></td>
<td>Dec-11</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
<td>% Change</td>
</tr>
<tr>
<td>Regional</td>
<td>98.04%</td>
<td>96.92%</td>
<td>1.2%</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>98.37%</td>
<td>97.12%</td>
<td>1.3%</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>97.74%</td>
<td>96.25%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>94.04%</td>
<td>96.35%</td>
<td>-2.4%</td>
</tr>
<tr>
<td></td>
<td>12-Mon Avg</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>This Year *</td>
<td>Last Year</td>
<td>% Change</td>
</tr>
<tr>
<td>Regional</td>
<td>97.93%</td>
<td>98.12%</td>
<td>-0.2%</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>98.09%</td>
<td>98.11%</td>
<td>0.0%</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>97.42%</td>
<td>97.97%</td>
<td>-0.6%</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>97.43%</td>
<td>98.90%</td>
<td>-1.5%</td>
</tr>
</tbody>
</table>

* Due to the inclement weather in December 2010, AM and PM Pull Out percentages are reflective of service provided prior to 12/27/10 blizzard.

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

12
| | Collisions per million miles |  |  |  | Collision Injuries per million miles |  |  |  | Customer Accidents per million Customers |  |  |  | Customer Accident Injuries per million Customers |  |  |  | Lost time Accidents Per 100 Employees |  |  |  |
| | This Year | Last Year | % Change | This Year | Last Year | % Change | This Year | Last Year | % Change | This Year | Last Year | % Change | This Year | Last Year | % Change | This Year | Last Year | % Change | This Year | Last Year | % Change | This Year | Last Year | % Change |
| Collisions per million miles |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Regional | 43.61 | 44.56 | -2.2% | 46.58 | 45.16 | 3.1% | 5.01 | 7.01 | -28.6% | 6.43 | 6.91 | -7.0% | 1.20 | 0.96 | 25.4% | 1.18 | 1.09 | 8.9% | 1.22 | 1.04 | 16.6% | 1.21 | 1.09 | 10.8% | 4.74 | 5.03 | -5.7% |
| NYCT Bus | 44.60 | 43.05 | 3.6% | 47.45 | 45.03 | 5.4% | 5.65 | 7.88 | -28.3% | 6.83 | 7.46 | -8.5% | 1.08 | 0.93 | 16.5% | 1.09 | 1.02 | 7.8% | 1.05 | 0.93 | 12.7% | 1.13 | 1.02 | 10.3% | 4.95 | 4.81 | 2.8% |
| MTA Bus | 42.52 | 49.11 | -13.4% | 47.22 | 47.60 | -0.8% | 3.27 | 5.22 | -37.4% | 4.71 | 5.93 | -20.5% | 1.67 | 1.18 | 42.2% | 1.51 | 1.28 | 17.7% | 1.97 | 1.76 | 11.5% | 1.49 | 1.28 | 16.5% | 5.15 | 6.47 | -20.4% |
| Long Island Bus | 37.19 | 45.75 | -18.7% | 36.70 | 39.38 | -6.8% | 4.13 | 3.98 | 3.9% | 7.67 | 4.57 | 76.8% | 1.95 | 0.76 | 155.6% | 1.85 | 1.94 | -4.9% | 1.95 | 0.76 | 155.6% | 1.78 | 1.81 | -1.8% | 0.00 | 3.41 | N/A |

**Definitions**

- **Customer Accidents/Million Customers**: An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults).
- **Customer Accident Injuries/Million Customers**: An injury resulting from an incident on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults).
- **Collisions/Million Miles**: An incident involving a collision between a bus and another vehicle, an object, a person, or an animal.
- **Collision Injuries/Million Miles**: An injury resulting from a collision between a bus and another vehicle, an object, a person, or an animal.
- **Employee On-Duty Lost-Time Accidents per 100ee**: A job related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident.
## MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE

### NYCT Bus, MTA Bus, Long Island Bus

Statistical results for the month of December 2011 are shown below.

### Total Ridership

<table>
<thead>
<tr>
<th></th>
<th>Dec-11</th>
<th>12-Mon Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Regional</td>
<td>67,452,225</td>
<td>64,681,515</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>55,049,742</td>
<td>52,624,798</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>9,945,047</td>
<td>9,433,663</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>2,457,436</td>
<td>2,423,054</td>
</tr>
</tbody>
</table>

### Total Farebox Revenue

<table>
<thead>
<tr>
<th></th>
<th>Dec-11</th>
<th>12-Mon Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Regional</td>
<td>89,107,126</td>
<td>79,916,451</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>70,715,469</td>
<td>63,502,508</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>14,741,448</td>
<td>13,047,262</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>3,650,209</td>
<td>3,366,681</td>
</tr>
</tbody>
</table>

### Average Weekday Ridership

<table>
<thead>
<tr>
<th></th>
<th>Dec-11</th>
<th>12-Mon Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Regional</td>
<td>2,589,110</td>
<td>2,469,556</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>2,103,035</td>
<td>2,006,547</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>389,201</td>
<td>368,375</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>96,874</td>
<td>94,633</td>
</tr>
</tbody>
</table>

### Average Weekend Ridership

<table>
<thead>
<tr>
<th></th>
<th>Dec-11</th>
<th>12-Mon Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Regional</td>
<td>2,686,128</td>
<td>2,671,846</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>2,235,783</td>
<td>2,230,916</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>364,989</td>
<td>354,351</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>85,356</td>
<td>86,579</td>
</tr>
</tbody>
</table>

### Average Weekday Local Ridership

<table>
<thead>
<tr>
<th></th>
<th>Dec-11</th>
<th>12-Mon Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Regional</td>
<td>2,516,947</td>
<td>2,400,108</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>2,063,197</td>
<td>1,968,757</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>356,876</td>
<td>336,718</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>96,874</td>
<td>94,633</td>
</tr>
</tbody>
</table>

*Long Island Bus only operates local service*

### Average Weekday Express Ridership

<table>
<thead>
<tr>
<th></th>
<th>Dec-11</th>
<th>12-Mon Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Regional</td>
<td>72,163</td>
<td>69,448</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>39,838</td>
<td>37,790</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>32,325</td>
<td>31,657</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### Average Fare

<table>
<thead>
<tr>
<th></th>
<th>Local Bus Dec-11</th>
<th>Express Bus Dec-11</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Regional</td>
<td>$1.39</td>
<td>$1.29</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>$1.38</td>
<td>$1.29</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>$1.40</td>
<td>$1.30</td>
</tr>
<tr>
<td>Long Island Bus</td>
<td>$1.48</td>
<td>$1.38</td>
</tr>
</tbody>
</table>

*Long Island Bus only operates local service*

### Definitions

- **Total Ridership**: Preliminary Results Subject to Audit, includes free students. Monthly results can vary significantly depending on how many weekdays are in the month.
- **Farebox Revenue**: Preliminary Results Subject to Audit.
- **Average Weekday Ridership**: Average Daily Weekday Ridership.
- **Average Weekend Ridership**: Average Saturday plus Average Sunday Ridership.
- **Average Fare Local Bus**: Average Fare for Local Bus is determined by using non-student ridership and revenue.
- **Average Fare Express Bus**: Average Fare for Express Bus is determined by using non-student ridership and revenue.
## MTA Regional Bus, Paratransit Operations Performance Summary

Access-A-Ride (NYCT) and Able-Ride (Long Island Bus)

Statistical results for the month of December 2011 are shown below.

### Paratransit Ridership

<table>
<thead>
<tr>
<th>Paratransit Ridership</th>
<th>Dec-11</th>
<th>12-Mon Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Access-A-Ride (NYCT)</td>
<td>774,905</td>
<td>685,743</td>
</tr>
<tr>
<td>Able Ride (LI Bus)</td>
<td>27,662</td>
<td>27,070</td>
</tr>
</tbody>
</table>

### Paratransit Revenue

<table>
<thead>
<tr>
<th>Paratransit Ridership</th>
<th>Dec-11</th>
<th>12-Mon Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Access-A-Ride (NYCT)</td>
<td>1,262,410</td>
<td>1,088,709</td>
</tr>
<tr>
<td>Able Ride (LI Bus)</td>
<td>96,664</td>
<td>90,899</td>
</tr>
</tbody>
</table>

### Access-A-Ride (NYCT)

<table>
<thead>
<tr>
<th>% of Trips Completed</th>
<th>Dec-11</th>
<th>12-Mon Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Trips Requested</td>
<td>94.21%</td>
<td>90.13%</td>
</tr>
<tr>
<td>Trips Scheduled</td>
<td>659,622</td>
<td>652,045</td>
</tr>
<tr>
<td>Trips Completed</td>
<td>597,400</td>
<td>565,058</td>
</tr>
<tr>
<td>Early Cancellations as a Percentage of Trips Requested</td>
<td>8.82%</td>
<td>12.90%</td>
</tr>
<tr>
<td>Late Cancellations as a Percentage of Trips Scheduled</td>
<td>3.65%</td>
<td>5.34%</td>
</tr>
<tr>
<td>No-Show (Customer) as a Percentage of Trips Scheduled</td>
<td>1.81%</td>
<td>3.11%</td>
</tr>
<tr>
<td>Denial (Capacity) as a Percentage of Trips Requested</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Customer Refusal as a Percentage of Trips Requested</td>
<td>0.62%</td>
<td>0.41%</td>
</tr>
<tr>
<td>New Applications Received</td>
<td>2,594</td>
<td>2,196</td>
</tr>
</tbody>
</table>

### Able Ride (LI Bus)

<table>
<thead>
<tr>
<th>% of Trips Completed</th>
<th>Dec-11</th>
<th>12-Mon Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Trips Requested</td>
<td>96.68%</td>
<td>92.78%</td>
</tr>
<tr>
<td>Trips Scheduled</td>
<td>27,548</td>
<td>27,768</td>
</tr>
<tr>
<td>Trips Completed</td>
<td>25,654</td>
<td>26,777</td>
</tr>
<tr>
<td>Customer Cancellation as a Percentage of Trips Requested</td>
<td>1.82%</td>
<td>1.75%</td>
</tr>
<tr>
<td>No-Show (Customer) as a Percentage of Trips Requested</td>
<td>1.51%</td>
<td>2.77%</td>
</tr>
<tr>
<td>Denial (Capacity) as a Percentage of Trips Requested</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Customer Refusal as a Percentage of Trips Requested</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>New Applications Received</td>
<td>242</td>
<td>224</td>
</tr>
</tbody>
</table>

* Due to the impending landfall of Tropical Storm Irene, Access-A-Ride cancelled service from noon on Saturday, August 27 to noon on Monday, August 29. Nonetheless, during this time period Access-A-Ride worked with the New York City Office of Emergency Management to provide vehicles for the evacuation of persons who could not independently travel to an evacuation center or other safe haven.

### Definitions

- Paratransit Ridership: Preliminary Results Subject to Audit. Total includes approved riders and if required, one guest and approved Personal Care Attendant (PCA). Monthly results can vary significantly depending on how many weekdays are in the month.
- Paratransit Revenue: Preliminary Results Subject to Audit. Same as full fare on public transit, paid by rider and guest. Approved PCA's ride free.
- % of Trips Completed: The number of completed trips divided by the number of scheduled trips.
- Early Cancellations: A trip request that is cancelled more than 3 hours before the scheduled pick-up time.
- Late Cancellations: A scheduled trip that is cancelled less than 3 hours before the scheduled pick-up time.
- No-Show (Passenger): The AAR customer did not show up for the scheduled trip.
- No-shows (Carrier and No-Fault): A scheduled trip that does not occur because the Carrier did not show up or due to an undetermined reason. Only applies to Access-A-Ride.
## Summary of Ridership, Farebox Revenue, and Expenses

### (millions)

#### December 2011 YTD

<table>
<thead>
<tr>
<th>Ridership:</th>
<th>Adopted Budget</th>
<th>Final Estimate</th>
<th>Preliminary Actual</th>
<th>Favorable/(Unfavorable) Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2011 Adopted Budget</td>
</tr>
<tr>
<td>MTA Bus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fixed Route</td>
<td>119,608</td>
<td>116,863</td>
<td>118,261</td>
<td>(1,327)</td>
</tr>
<tr>
<td>LIB</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fixed Route</td>
<td>30,561</td>
<td>30,854</td>
<td>30,327</td>
<td>(0,254)</td>
</tr>
<tr>
<td>Paratransit &amp; Other</td>
<td>0.316</td>
<td>0.315</td>
<td>0.341</td>
<td>0.025</td>
</tr>
<tr>
<td>Total LIB</td>
<td>30,877</td>
<td>30,969</td>
<td>30,668</td>
<td>(0,229)</td>
</tr>
<tr>
<td>NYCT / DOB</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fixed Route</td>
<td>698,684</td>
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<td>665,281</td>
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<tr>
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<td>9,041</td>
<td>8,947</td>
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<td>708,849</td>
<td>674,657</td>
<td>674,228</td>
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<td>Regional Bus Ridership</td>
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<tr>
<td>Fixed Route</td>
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<td>813,233</td>
<td>813,899</td>
<td>(34,864)</td>
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<td>Paratransit</td>
<td>10,511</td>
<td>9,356</td>
<td>9,298</td>
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<td>Total Regional Bus Farebox</td>
<td>859,184</td>
<td>822,589</td>
<td>823,177</td>
<td>(36,207)</td>
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</tbody>
</table>

### Farebox:

| MTA Bus    |                |                |                   |                    |                | $ | (%) |
| Fixed Route | 182,161        | 177,351        | 178,878           | (3,283)             | -1.6%          | 1,527 | 0.9% |
| LIB        |                |                |                   |                    |                | $ | (%) |
| Fixed Route | 45,475         | 45,105         | 44,816            | (0,659)             | -1.4%          | (0,269) | -0.6% |
| Paratransit | 1,169          | 1,166          | 1,140             | (0,029)             | -2.5%          | (0,026) | -2.2% |
| Total LIB  | 46,644         | 46,271         | 45,956            | (0,688)             | -1.5%          | (0,315) | -0.7% |
| NYCT / DOB |                |                |                   |                    |                | $ | (%) |
| Fixed Route | 903,810        | 666,384        | 666,135           | (35,675)            | -3.9%          | (0,249) | 0.0% |
| Paratransit | 17,688         | 14,647         | 14,519            | (3,069)             | -17.4%         | (0,128) | -0.9% |
| Total NYCT | 921,498        | 681,031        | 680,654           | (38,744)            | -4.2%          | (0,377) | 0.0% |

### Accrued YTD Non-Reimbursable Expenses

#### ($ in millions)

<table>
<thead>
<tr>
<th>Adopted Budget</th>
<th>Final Estimate</th>
<th>Preliminary Actual</th>
<th>Favorable/(Unfavorable) Variance</th>
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</thead>
<tbody>
<tr>
<td></td>
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<tr>
<td></td>
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<td>$</td>
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<tr>
<td>MTA Bus</td>
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## NON-REIMBURSABLE

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<th>2011 Final Estimate</th>
<th>Preliminary Actual</th>
<th>2011 Adopted Budget</th>
<th>2011 Final Estimate</th>
<th>Favorable/(Unfavorable) Variance</th>
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<td></td>
<td>$182,161</td>
<td>$177,351</td>
<td>$178,878</td>
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<td>18.641</td>
<td>20.463</td>
<td>1.642</td>
<td>8.7</td>
<td>1.642</td>
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<tr>
<td>Other Operating Revenue</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
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<td>Labor</td>
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<td>$226,513</td>
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<td>(1.791)</td>
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<td>(2.286)</td>
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<td>Traction and Propulsion Power</td>
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<td>(3.1)</td>
<td>(0.732)</td>
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<td>-</td>
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<td>8,882</td>
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</tr>
<tr>
<td>Total Other Expense Adjustments</td>
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<td>(4,582)</td>
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<td>2.076</td>
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Totals may not add due to rounding.
## MTA BUS COMPANY

**2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**

($ in millions)

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<th>2011</th>
<th>Favorable/(Unfavorable) Variance</th>
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<td>Adopted Budget</td>
<td>Final Estimate</td>
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<tr>
<td>Revenue</td>
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<tr>
<td>Farebox Revenue</td>
<td>$ 5.313</td>
<td>$ 5.337</td>
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<td>$ 0.969</td>
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<td>$ 0.446</td>
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<td>Total Revenue</td>
<td>$ 7.158</td>
<td>$ 7.191</td>
</tr>
<tr>
<td>Expenses</td>
<td></td>
<td></td>
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<tr>
<td>Labor:</td>
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<td>$ 7.191</td>
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<td>Non-Labor:</td>
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<td></td>
</tr>
<tr>
<td>Traction and Propulsion Power</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
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<td>$ -</td>
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<td>Other Expense Adjustments:</td>
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<td>Other</td>
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<td>$ -</td>
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<tr>
<td>Total Other Expense Adjustments</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Total Expenses Before Depreciation</td>
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<td>$ 7.191</td>
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<td>Depreciation</td>
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<tr>
<td>OPEB Obligation</td>
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<tr>
<td>Environmental Remediation</td>
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<tr>
<td>Total Expenses</td>
<td>$ 7.158</td>
<td>$ 7.191</td>
</tr>
<tr>
<td>Net Surplus/(Deficit)</td>
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<td>$ -</td>
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</table>

Totals may not add due to rounding.
### MTA Bus Company
#### 2011 Adopted Budget and Final Estimate vs. Preliminary Actual

($ in millions)

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<th>2011 Adopted Budget</th>
<th>Final Estimate</th>
<th>Preliminary Actual</th>
<th>2011 Adopted Budget %</th>
<th>Final Estimate %</th>
<th>Favorable/(Unfavorable) Variance</th>
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<td>Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Farebox Revenue</td>
<td>$ 182.161</td>
<td>$ 177.351</td>
<td>$ 175.878</td>
<td>(3.283)</td>
<td>(1.87)</td>
<td>$ 1.527</td>
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<tr>
<td>Other Operating Revenue</td>
<td>18.841</td>
<td>18.641</td>
<td>20.463</td>
<td>1.642</td>
<td>8.7</td>
<td>1.642</td>
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<td>Labor</td>
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<td>(0.711)</td>
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<td>(10.8)</td>
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<td>15.683</td>
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<td>(12.9)</td>
<td>(1.791)</td>
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<td>0.057</td>
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<tr>
<td>Traction and Propulsion Power</td>
<td>31.129</td>
<td>36.644</td>
<td>37.290</td>
<td>(6.161)</td>
<td>(19.8)</td>
<td>(0.446)</td>
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<tr>
<td>Fuel for Buses and Trains</td>
<td>13.165</td>
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<td>13.756</td>
<td>(0.563)</td>
<td>(4.3)</td>
<td>(0.468)</td>
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<td>Insurance</td>
<td>24.000</td>
<td>24.000</td>
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<td>(3.1)</td>
<td>(0.732)</td>
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<td>Paratransit Service Contracts</td>
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<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Professional Service Contracts</td>
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<td>6.267</td>
<td>2.937</td>
<td>3.853</td>
<td>56.7</td>
<td>3.330</td>
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<td>Materials &amp; Supplies</td>
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<td>$ 54.630</td>
<td>$ 53.062</td>
<td>$ 1.537</td>
<td>2.8</td>
<td>$ 1.537</td>
</tr>
<tr>
<td>Environmental Remediation</td>
<td>-</td>
<td>-</td>
<td>$ 1.956</td>
<td>-</td>
<td>(1.956)</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>$ 618.722</strong></td>
<td><strong>$ 622.511</strong></td>
<td><strong>$ 626.239</strong></td>
<td><strong>(7.517)</strong></td>
<td>(1.23)</td>
<td><strong>(3.729)</strong></td>
</tr>
<tr>
<td>Baseline Surplus/(Deficit)</td>
<td>$ 410.562</td>
<td>$ 419.127</td>
<td>$ 418.884</td>
<td>$(8.322)</td>
<td>(2.0)</td>
<td>$ 0.244</td>
</tr>
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</table>

Totals may not add due to rounding
<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Non Reimb. or Reimb.</th>
<th>Variance Fav (Unfav)</th>
<th>Reason for Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farebox Revenue</td>
<td>Non Reimb.</td>
<td>$1,527 0.9%</td>
<td>Favorable ridership</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>Non Reimb.</td>
<td>$1,642 6.7%</td>
<td>Favorable student ridership and insurance recoveries, scrap and miscellaneous income</td>
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<tr>
<td>Capital and Other Reimbursements</td>
<td>Reimb.</td>
<td>$0,804 11.2%</td>
<td>Greater than expected reimbursements</td>
</tr>
<tr>
<td>Payroll</td>
<td>Non Reimb.</td>
<td>($3,666) (1.7%)</td>
<td>Mainly due to accrual of savings initiative, reimbursable payroll underruns and vacation buyback</td>
</tr>
<tr>
<td>Overtime</td>
<td>Non Reimb.</td>
<td>($0,711) 1.6%</td>
<td>Vacancies and LIB maintenance work to be reimbursed</td>
</tr>
<tr>
<td>Health and Welfare</td>
<td>Non Reimb.</td>
<td>($6,287) 16.9%</td>
<td>Primarily due to unfavorable timing of expenses</td>
</tr>
<tr>
<td>OPEB Current Payment</td>
<td>Non Reimb.</td>
<td>($1,791) 12.9%</td>
<td>Primarily due to unfavorable timing of expenses</td>
</tr>
<tr>
<td>Pensions</td>
<td>Non Reimb.</td>
<td>($2,086) 6.2%</td>
<td>Based on third party actuarial estimate</td>
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<td>Other Fringe Benefits</td>
<td>Non Reimb.</td>
<td>$0,901 4.0%</td>
<td>(a)</td>
</tr>
<tr>
<td>Fuel for Buses and Trains</td>
<td>Non Reimb.</td>
<td>($0,446) 1.2%</td>
<td>(a)</td>
</tr>
<tr>
<td>Insurance</td>
<td>Non Reimb.</td>
<td>($3,468) 3.5%</td>
<td>(a)</td>
</tr>
<tr>
<td>Claims</td>
<td>Non Reimb.</td>
<td>($0,732) 3.1%</td>
<td>(a)</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>Non Reimb.</td>
<td>$3,741 13.9%</td>
<td>Primarily due to timing, pending year-end adjustments</td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>Non Reimb.</td>
<td>$3,330 53.1%</td>
<td>Primarily due to timing, pending year-end adjustments</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>Non Reimb.</td>
<td>$1,609 5.0%</td>
<td>Primarily due to timing, pending year-end adjustments</td>
</tr>
<tr>
<td>Other Business Expenses</td>
<td>Non Reimb.</td>
<td>$1,847 37.0%</td>
<td>Primarily due to timing, pending year-end adjustments</td>
</tr>
</tbody>
</table>

* Variance exceeds 100%.
(a) - Variance less than 5% or below $ threshold
## MTA BUS COMPANY

### 2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL

**CASH RECEIPTS AND EXPENDITURES**

($ in millions)

<table>
<thead>
<tr>
<th></th>
<th>Adopted Budget</th>
<th>Final Estimate</th>
<th>Preliminary Actual</th>
<th>2011 Adopted Budget Variance</th>
<th>Final Estimate Variance</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
<td>%</td>
</tr>
<tr>
<td>Receipts</td>
<td></td>
<td></td>
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<tr>
<td>Farebox Revenue</td>
<td>$182,161</td>
<td>$177,351</td>
<td>$176,335</td>
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<td>Investment Income</td>
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<tr>
<td>Other Operating Revenue</td>
<td>18,841</td>
<td>18,841</td>
<td>20,323</td>
<td>1,482</td>
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<tr>
<td>Capital and Other Reimbursements</td>
<td>11,130</td>
<td>11,163</td>
<td>6,926</td>
<td>(4,204)</td>
<td>(37.6)</td>
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<td>Total Receipts</td>
<td>$212,132</td>
<td>$207,356</td>
<td>$203,504</td>
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<td>(4.0)</td>
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<td>Expenditures</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor</td>
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<tr>
<td>Payroll</td>
<td>$226,122</td>
<td>$229,803</td>
<td>$218,762</td>
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<td>Overtime</td>
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<td>43,886</td>
<td>43,417</td>
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<td>Health and Welfare</td>
<td>36,695</td>
<td>40,260</td>
<td>36,185</td>
<td>3,700</td>
<td>9.3</td>
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<td>OPEB Current Payment</td>
<td>13,812</td>
<td>13,892</td>
<td>7,608</td>
<td>6,283</td>
<td>45.2</td>
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<tr>
<td>Pensions</td>
<td>33,096</td>
<td>36,598</td>
<td>37,682</td>
<td>(3,596)</td>
<td>(11.8)</td>
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<tr>
<td>Other Fringe Benefits</td>
<td>22,870</td>
<td>24,425</td>
<td>21,254</td>
<td>1,616</td>
<td>7.1</td>
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<td>GASS Account</td>
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<td>Reimbursable Overhead</td>
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<td>Total Labor Expenditures</td>
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<td></td>
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<tr>
<td>Traction and Propulsion Power</td>
<td>31,129</td>
<td>35,468</td>
<td>27,303</td>
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<td>Fuel for Buses and Trains</td>
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<td>28,955</td>
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<td>Insurance</td>
<td>15,000</td>
<td>18,000</td>
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<td>1,734</td>
<td>11.6</td>
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</tr>
<tr>
<td>Paratransit Service Contracts</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>25,523</td>
<td>28,676</td>
<td>17,894</td>
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<td>29.9</td>
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<td>Professional Service Contracts</td>
<td>6,790</td>
<td>8,425</td>
<td>2,626</td>
<td>4,165</td>
<td>61.3</td>
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<td>Materials &amp; Supplies</td>
<td>32,326</td>
<td>34,514</td>
<td>24,890</td>
<td>7,336</td>
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<td>Other Business Expenses</td>
<td>6,206</td>
<td>5,057</td>
<td>1,221</td>
<td>4,095</td>
<td>80.3</td>
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<td>Total Non-Labor Expenditures</td>
<td>$130,169</td>
<td>$158,095</td>
<td>$99,009</td>
<td>$31,160</td>
<td>23.9</td>
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<td>Other Expenditure Adjustments:</td>
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<tr>
<td>Other</td>
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<td>-</td>
<td>-</td>
<td>0.010</td>
<td>-</td>
</tr>
<tr>
<td>Total Other Expenditure Adjustments</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.010</td>
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</tr>
<tr>
<td>Depreciation</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>OPEB Obligation</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Environmental Remediation</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total Expenditures</td>
<td>$514,085</td>
<td>$556,327</td>
<td>$467,884</td>
<td>$46,201</td>
<td>9.0</td>
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<tr>
<td>Baseline Cash Deficit</td>
<td>$ (301,953)</td>
<td>$ (348,971)</td>
<td>$ (284,300)</td>
<td>$ 37,653</td>
<td>12.5</td>
</tr>
</tbody>
</table>

Totals may not add due to rounding
<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Variance Fav (Unfav)</th>
<th>Reason for Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farebox Revenue</td>
<td>($1,017) (0.6%)</td>
<td>(e)</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>$1,482 7.9%</td>
<td>Favorable student ridership</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>($4,237) (38.0%)</td>
<td>Reimbursable underruns/vacancies</td>
</tr>
<tr>
<td>Payroll</td>
<td>$11,041 4.8%</td>
<td>Mainly due to timing of payments</td>
</tr>
<tr>
<td>Overtime</td>
<td>$0,469 1.1%</td>
<td>(e)</td>
</tr>
<tr>
<td>Health and Welfare</td>
<td>$9,085 20.1%</td>
<td>Mainly due to timing of payments</td>
</tr>
<tr>
<td>OPEB Current Payment</td>
<td>$6,283 45.2%</td>
<td>Mainly due to timing of payments</td>
</tr>
<tr>
<td>Pensions</td>
<td>($1,684) (4.7%)</td>
<td>Based on third party actuarial estimate</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>$3,171 13.0%</td>
<td>Related to the payroll underruns</td>
</tr>
<tr>
<td>Fuel for Buses and Trains</td>
<td>$8,165 23.0%</td>
<td>Mainly due to timing of payments</td>
</tr>
<tr>
<td>Insurance</td>
<td>$17,244 59.6%</td>
<td>Represents 2010 rollover which has yet to be paid</td>
</tr>
<tr>
<td>Claims</td>
<td>$4,735 26.3%</td>
<td>Mainly due to timing of payments</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>$10,782 37.6%</td>
<td>Mainly due to timing of payments</td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>$5,800 68.8%</td>
<td>Mainly due to timing of payments</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>$9,525 27.6%</td>
<td>Mainly due to timing of payments</td>
</tr>
<tr>
<td>Other Business Expenses</td>
<td>$3,837 75.9%</td>
<td>Mainly due to timing of payments</td>
</tr>
</tbody>
</table>

* Variance exceeds 100%.

(e) - Variance less than 5% or below $ threshold
## MTA BUS COMPANY
### 2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
#### CASH CONVERSION (CASH FLOW ADJUSTMENTS)
($ in millions)

<table>
<thead>
<tr>
<th></th>
<th>Adopted Budget</th>
<th>Final Estimate</th>
<th>Preliminary Actual</th>
<th>2011 Adopted Budget</th>
<th>Final Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Receipts</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$</td>
<td>$</td>
<td>$ (2,544)</td>
<td>$ (2,544)</td>
<td>$</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>-</td>
<td>-</td>
<td>(0.160)</td>
<td>(0.160)</td>
<td>-</td>
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<tr>
<td>Capital and Other Reimbursements</td>
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<td>3.972</td>
<td>(1.089)</td>
<td>(5.041)</td>
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<td>Total Receipts</td>
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<td>$ 3.972</td>
<td>$ (3.772)</td>
<td>$ (7.744)</td>
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<tr>
<td>Expenditures</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Labor:</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Payroll</td>
<td>$ 1.981</td>
<td>$ (1.821)</td>
<td>$ 12.262</td>
<td>$ (10.845)</td>
<td>* $ (14.447)</td>
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<tr>
<td>Overtime</td>
<td>-</td>
<td>-</td>
<td>1.181</td>
<td>(1.181)</td>
<td>-</td>
</tr>
<tr>
<td>Health and Welfare</td>
<td>0.399</td>
<td>(7.176)</td>
<td>8.461</td>
<td>(8.061)</td>
<td>* (15.638)</td>
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<tr>
<td>OPEB Current Payment</td>
<td>-</td>
<td>-</td>
<td>8.074</td>
<td>(8.074)</td>
<td>-</td>
</tr>
<tr>
<td>Pensions</td>
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<td>(1.702)</td>
<td>(1.137)</td>
<td>1.313</td>
<td>* (0.565)</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>0.164</td>
<td>(1.442)</td>
<td>0.722</td>
<td>(0.558)</td>
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<td>(3.948)</td>
<td>(3.948)</td>
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<td>0.00</td>
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<tr>
<td>Reimbursable Overhead</td>
<td>(0.000)</td>
<td>-</td>
<td>(0.057)</td>
<td>0.057</td>
<td>0.057</td>
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<tr>
<td>Total Labor Expenditures</td>
<td>$ (1.228)</td>
<td>$ (16.091)</td>
<td>$ 25.922</td>
<td>$ (27.149)</td>
<td>* $ (42.613)</td>
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<tr>
<td>Non-Labor:</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Traction and Propulsion Power</td>
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<td>1.376</td>
<td>9.987</td>
<td>(9.987)</td>
<td>- (8.611)</td>
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<td>(2.047)</td>
<td>- (17.711)</td>
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<td>6.000</td>
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<td>(27.4) (5.467)</td>
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<td>Claims</td>
<td>-</td>
<td>-</td>
<td></td>
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</tr>
<tr>
<td>Paratransit Service Contracts</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>-</td>
<td>(1.812)</td>
<td>5.494</td>
<td>(5.494)</td>
<td>- (7.306)</td>
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<td>Professional Service Contracts</td>
<td>-</td>
<td>(2.156)</td>
<td>0.311</td>
<td>(0.311)</td>
<td>-</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>(2.267)</td>
<td>5.992</td>
<td>(5.992)</td>
<td>- (8.259)</td>
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<td>Other Business Expenses</td>
<td>(0.065)</td>
<td>1.938</td>
<td>(1.938)</td>
<td>- (2.003)</td>
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<td>Total Non-Labor Expenditures</td>
<td>$ 9.000</td>
<td>$ (14.589)</td>
<td>$ 37.236</td>
<td>$ (28.236)</td>
<td>* $ (51.825)</td>
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<tr>
<td>Other</td>
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<td>-</td>
<td>(0.010)</td>
<td>0.010</td>
<td>-</td>
</tr>
<tr>
<td>Total Other Expenditure Adjustments</td>
<td>$ -</td>
<td>$ -</td>
<td>$ (0.010)</td>
<td>$ 0.010</td>
<td>$ 0.010</td>
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<tr>
<td>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</td>
<td>$ 11.744</td>
<td>$ (26.708)</td>
<td>$ 59.376</td>
<td>$ (47.832)</td>
<td>* $ (86.084)</td>
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<tr>
<td>Depreciation</td>
<td>42.235</td>
<td>42.235</td>
<td>40.159</td>
<td>2.076</td>
<td>4.9 2.076 4.9</td>
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<tr>
<td>OPEB Obligation</td>
<td>$ 54.630</td>
<td>$ 54.630</td>
<td>53.092</td>
<td>1.537</td>
<td>2.8 1.537 2.8</td>
</tr>
<tr>
<td>Environmental Remediation</td>
<td>$ -</td>
<td>$ -</td>
<td>1.956</td>
<td>(1.956)</td>
<td>- (1.956)</td>
</tr>
<tr>
<td>Baseline Total Cash Conversion Adjustments</td>
<td>$ 108.609</td>
<td>$ 70.156</td>
<td>$ 154.583</td>
<td>$ (45.975)</td>
<td>(42.3) (84.427)</td>
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Totals may not add due to rounding.
<table>
<thead>
<tr>
<th>NON-REIMBURSABLE OVERTIME</th>
<th>2011 Adopted Budget</th>
<th>2011 Final Estimate</th>
<th>Actuals</th>
<th>Var. - Fav./(Unfav)</th>
<th>Var. - Fav./(Unfav)</th>
</tr>
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<td>Hours $</td>
<td>Hours $</td>
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<td>560,347</td>
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*All other & reimbursable budget and actual includes PTE S's only. Does not include hours. ($0.000)

* Above 100%
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<tr>
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<tr>
<td><strong>TOTAL OVERTIME</strong></td>
<td>(75,554)</td>
<td>$(8.711)</td>
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<tr>
<td></td>
<td>-7.6%</td>
<td>-1.8%</td>
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* All other & reimbursable budget and actual includes PTE $'s only. Does not include hours.
* Above 100%
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<th>Favorable/(Unfavorable) Variance</th>
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<td>Farebox Revenue</td>
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<td>2011 Adopted Budget</td>
<td>Final Estimate</td>
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## MTA BUS COMPANY
### 2011 Final Estimate vs. Preliminary Actual
#### TOTAL FULL-TIME POSITIONS and FTE’s by FUNCTION and DEPARTMENT
December 2011

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<th>FUNCTION/DEPARTMENT</th>
<th>Final Estimate</th>
<th>Preliminary Actual</th>
<th>Favorable (Unfavorable) Variance</th>
<th>Explanation of Variances</th>
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<td>Explanation of Variances</td>
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<td>46</td>
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<td>Total Public Safety</td>
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<td>Total Baseline Positions</td>
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### MTA Long Island Bus
2011 Adopted Budget and Final Estimate vs. Preliminary Actual
($ in millions)

#### Non-Reimbursable

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<th>Favorable/(Unfavorable) Variance</th>
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<td></td>
<td>$</td>
<td>$</td>
<td>$</td>
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<tr>
<td>Operating Revenue</td>
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<tr>
<td>Farebox Revenue</td>
<td>46.644</td>
<td>46.271</td>
<td>45.956</td>
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<td>1.716</td>
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<td>(0.902) (52.6) (0.002) (52.6)</td>
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<td>Total Revenue</td>
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<tr>
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<td>60.054</td>
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<td>Overtime</td>
<td>9.622</td>
<td>9.833</td>
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<td>0.824</td>
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<td>7.456</td>
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<td>9.587</td>
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<td>6.760</td>
<td>8.399</td>
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<td>100.487</td>
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<td>Traction and Propulsion Power</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
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<tr>
<td>Fuel for Buses and Trains</td>
<td>8.709</td>
<td>9.575</td>
<td>9.165</td>
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<td>0.610</td>
<td>0.398</td>
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<td>Claims</td>
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<td>7.670</td>
<td>6.047</td>
<td>2.521 23.9 (0.177) (2.3)</td>
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<td>Professional Service Contracts</td>
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<td>2.976</td>
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<td>24.688</td>
<td>28.786</td>
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<td>Total Other Expense Adjustments</td>
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<tr>
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<td>8.960</td>
<td>8.960</td>
<td>8.880</td>
<td>0.080 0.9 0.080 0.9</td>
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<td>Environmental Remediation</td>
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<td>Total Expenses</td>
<td>142.546</td>
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<td>138.132</td>
<td>4.414 3.1 (3.412) (2.5)</td>
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<td>Baseline Surplus/(Deficit)</td>
<td>(94.186)</td>
<td>(86.733)</td>
<td>(91.362)</td>
<td>(4.414) 4.7 (3.412) (3.9)</td>
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<td>Post 2010 Program to Eliminate the Gap (PEGs)</td>
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<td>Net Surplus/(Deficit)</td>
<td>(94.186)</td>
<td>(86.733)</td>
<td>(91.362)</td>
<td>(4.414) 3.0 (4.629) (5.3)</td>
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</tbody>
</table>

Totals may not add due to rounding.
MTA LONG ISLAND BUS
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
($ in millions)

<table>
<thead>
<tr>
<th>REIMBURSABLE</th>
<th>2011 Adopted Budget</th>
<th>Final Estimate</th>
<th>Preliminary Actual</th>
<th>Favorable/(Unfavorable) Variance</th>
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<tbody>
<tr>
<td></td>
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<td></td>
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<td>2011 Adopted Budget</td>
</tr>
<tr>
<td></td>
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<tr>
<td>Revenue</td>
<td></td>
<td></td>
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<tr>
<td>Farebox Revenue</td>
<td>- $</td>
<td>- $</td>
<td>- $</td>
<td>- $</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>- $</td>
<td>- $</td>
<td>- $</td>
<td>- $</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>7.033</td>
<td>9.033</td>
<td>9.161</td>
<td>2.128</td>
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<tr>
<td>Total Revenue</td>
<td>$ 7.033</td>
<td>$ 9.033</td>
<td>$ 9.161</td>
<td>$ 2.128</td>
</tr>
<tr>
<td>Expenses</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>Labor</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>Payroll</td>
<td>$ 1.030</td>
<td>$ 1.030</td>
<td>$ 0.945</td>
<td>$ 0.185</td>
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<td>(0.737)</td>
<td>0.136</td>
<td>33.8</td>
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<tr>
<td>Health and Welfare</td>
<td>0.266</td>
<td>(0.266)</td>
<td>0.136</td>
<td>33.8</td>
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<td>0.379</td>
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<td>$ 3.033</td>
<td>$ 2.995</td>
<td>$ 0.038</td>
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<td>$</td>
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<tr>
<td>Traction and Propulsion Power</td>
<td>- $</td>
<td>- $</td>
<td>- $</td>
<td>- $</td>
</tr>
<tr>
<td>Fuel for Buses and Trains</td>
<td>0.074</td>
<td>(0.074)</td>
<td>0.074</td>
<td>(0.074)</td>
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<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>0.092</td>
<td>(0.092)</td>
<td>0.092</td>
<td>(0.092)</td>
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<tr>
<td>Professional Service Contracts</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>4.000</td>
<td>6.000</td>
<td>6.000</td>
<td>(2.000)</td>
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<td>$ 6.000</td>
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<td>$ (2.166)</td>
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<td>Other</td>
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<td>- $</td>
<td>- $</td>
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<tr>
<td>Total Other Expense Adjustments</td>
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<td>- $</td>
<td>- $</td>
<td>- $</td>
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<tr>
<td>Depreciation</td>
<td>- $</td>
<td>- $</td>
<td>- $</td>
<td>- $</td>
</tr>
<tr>
<td>OPEB Obligation</td>
<td>- $</td>
<td>- $</td>
<td>- $</td>
<td>- $</td>
</tr>
<tr>
<td>Environmental Remediation</td>
<td>- $</td>
<td>- $</td>
<td>- $</td>
<td>- $</td>
</tr>
<tr>
<td>Total Expenses</td>
<td>$ 7.033</td>
<td>$ 9.033</td>
<td>$ 9.161</td>
<td>$ (2.128)</td>
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<tr>
<td>Net Surplus/(Deficit)</td>
<td>$ -</td>
<td>- $</td>
<td>- $</td>
<td>- $</td>
</tr>
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</table>

Totals may not add due to rounding
MTA LONG ISLAND BUS
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
($ in millions)

<table>
<thead>
<tr>
<th></th>
<th>Adopted Budget</th>
<th>Final Estimate</th>
<th>Preliminary Actual</th>
<th>2011 Adopted Budget Variation</th>
<th>Final Estimate Variation</th>
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<tr>
<td>Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>46.644</td>
<td>46.271</td>
<td>45.956</td>
<td>(0.688) (1.5)</td>
<td>(0.315) (0.7)</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>1.716</td>
<td>1.716</td>
<td>0.814</td>
<td>(0.902) (52.6)</td>
<td>(0.602) (52.6)</td>
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<td>Capital and Other Reimbursements</td>
<td>7.033</td>
<td>0.533</td>
<td>0.161</td>
<td>2.126 30.3</td>
<td>0.126 1.4</td>
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<td>Total Revenue</td>
<td>55.393</td>
<td>67.020</td>
<td>66.931</td>
<td>0.538 1.0</td>
<td>(1.089) (1.9)</td>
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<tr>
<td>Expenses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Payroll</td>
<td>64.788</td>
<td>61.094</td>
<td>58.891</td>
<td>5.897 9.1</td>
<td>2.183 3.6</td>
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<tr>
<td>Overtime</td>
<td>9.622</td>
<td>9.833</td>
<td>10.533</td>
<td>(0.911) (9.5)</td>
<td>(0.700) (7.1)</td>
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<td>Health and Welfare</td>
<td>15.589</td>
<td>15.816</td>
<td>12.864</td>
<td>2.705 17.4</td>
<td>2.932 16.5</td>
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<td>2.215</td>
<td>2.110</td>
<td>2.986</td>
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<td>(0.685) (40.7)</td>
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<td>(1.320) (15.9)</td>
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<tr>
<td>Traction and Propulsion Power</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fuel for Buses and Trains</td>
<td>8.709</td>
<td>9.575</td>
<td>9.240</td>
<td>(0.851) (6.1)</td>
<td>(0.635) (3.5)</td>
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<td>Insurance</td>
<td>0.610</td>
<td>0.610</td>
<td>0.398</td>
<td>0.212 34.8</td>
<td>0.212 34.8</td>
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<tr>
<td>Claims</td>
<td>3.733</td>
<td>3.733</td>
<td>5.076</td>
<td>(1.945) (52.1)</td>
<td>(1.945) (52.1)</td>
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<td>Professional Service Contracts</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Total Non-Labor Expenses</td>
<td>33.506</td>
<td>36.888</td>
<td>34.531</td>
<td>(1.426) (4.3)</td>
<td>(4.273) (13.8)</td>
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<td>Other Expense Adjustments</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total Expenses Before Depreciation and GASB Adj.</td>
<td>140.619</td>
<td>134.793</td>
<td>138.413</td>
<td>2.206 1.6</td>
<td>(3.620) (2.7)</td>
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<tr>
<td>Depreciation</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>OPEB Obligation</td>
<td>8.960</td>
<td>8.960</td>
<td>8.880</td>
<td>0.080 0.9</td>
<td>0.080 0.9</td>
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<td>Total Expenses</td>
<td>149.579</td>
<td>143.753</td>
<td>147.293</td>
<td>2.286 1.5</td>
<td>(3.540) (2.5)</td>
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<tr>
<td>Baseline Surplus/Deficit</td>
<td>(94.186)</td>
<td>(86.733)</td>
<td>(91.362)</td>
<td>2.324 3.0</td>
<td>(4.629) (5.3)</td>
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</tbody>
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Totals may not add due to rounding.
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<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Non Reimb.</th>
<th>Varance Fav (Unfav)</th>
<th>Reason for Variance</th>
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<tr>
<td>Farebox Revenue</td>
<td>Non Reimb.</td>
<td>($0.315)</td>
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<tr>
<td>Other Operating Revenue</td>
<td>Non Reimb.</td>
<td>($0.902)</td>
<td>(52.6%)</td>
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<tr>
<td>Capital and Other Reimbursements</td>
<td>Reimb</td>
<td>$0.128</td>
<td>1.4%</td>
</tr>
<tr>
<td>Payroll</td>
<td>Non Reimb.</td>
<td>$2.008</td>
<td>3.5%</td>
</tr>
<tr>
<td>Overtime</td>
<td>Non Reimb.</td>
<td>$0.037</td>
<td>0.4%</td>
</tr>
<tr>
<td>Overtime</td>
<td>Reimb</td>
<td>($0.737)</td>
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</tr>
<tr>
<td>Health and Welfare</td>
<td>Non Reimb.</td>
<td>$2.796</td>
<td>18.1%</td>
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<tr>
<td>Pensions</td>
<td>Non Reimb.</td>
<td>($1.370)</td>
<td>(16.7%)</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>Non Reimb.</td>
<td>($1.619)</td>
<td>(23.9%)</td>
</tr>
<tr>
<td>Fuel for Buses and Trains</td>
<td>Non Reimb.</td>
<td>$0.406</td>
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<td>Insurance</td>
<td>Non Reimb.</td>
<td>$0.212</td>
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<td>Claims</td>
<td>Non Reimb.</td>
<td>($1.945)</td>
<td>(52.1%)</td>
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<td>Maintenance and Other Operating Contracts</td>
<td>Non Reimb.</td>
<td>($0.177)</td>
<td>(2.3%)</td>
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<tr>
<td>Professional Service Contracts</td>
<td>Non Reimb.</td>
<td>($0.891)</td>
<td>(55.7%)</td>
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<td>Materials &amp; Supplies</td>
<td>Non Reimb.</td>
<td>($1.895)</td>
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<tr>
<td>Other Business Expenses</td>
<td>Non Reimb.</td>
<td>$0.181</td>
<td>*</td>
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</tbody>
</table>

*(a) Variance exceeds 100%.*

(a) Variance less than 5% or below $ threshold
### MTA Long Island Bus

#### 2011 Adopted Budget and Final Estimate vs. Preliminary Actual

**CASH RECEIPTS AND EXPENDITURES**

($ in millions)

<table>
<thead>
<tr>
<th>Receipts</th>
<th>Adopted Budget</th>
<th>Final Estimate</th>
<th>Preliminary Actual</th>
<th>Favorable (Unfavorable) Variance</th>
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</thead>
<tbody>
<tr>
<td>Farebox Revenue</td>
<td>$46,533</td>
<td>$46,160</td>
<td>$45,974</td>
<td>$0.56</td>
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<tr>
<td>Investment Income</td>
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<td>-</td>
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<td>-</td>
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<tr>
<td>Other Operating Revenue</td>
<td>$1,666</td>
<td>1,665</td>
<td>3,325</td>
<td>1,659</td>
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<tr>
<td>Capital and Other Reimbursements</td>
<td>$6,621</td>
<td>6,621</td>
<td>8,008</td>
<td>1,387</td>
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<tr>
<td>Total Receipts</td>
<td>$54,820</td>
<td>$54,447</td>
<td>$67,307</td>
<td>$2,487</td>
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<table>
<thead>
<tr>
<th>Expenditures</th>
<th>Adopted Budget</th>
<th>Final Estimate</th>
<th>Preliminary Actual</th>
<th>Favorable (Unfavorable) Variance</th>
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<tbody>
<tr>
<td>Labor:</td>
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<tr>
<td>Payroll</td>
<td>$64,441</td>
<td>$63,037</td>
<td>$54,651</td>
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<td>Overtime</td>
<td>9,584</td>
<td>9,795</td>
<td>10,472</td>
<td>(0.888)</td>
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<td>Health and Welfare</td>
<td>15,523</td>
<td>15,749</td>
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<td>2,111</td>
<td>2,142</td>
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<td>Pensions</td>
<td>7,389</td>
<td>13,509</td>
<td>13,804</td>
<td>(6,415)</td>
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<tr>
<td>Other Fringe Benefits</td>
<td>7,284</td>
<td>6,035</td>
<td>8,006</td>
<td>(1,325)</td>
</tr>
</tbody>
</table>
| GASB Account | 0.338 | 0.338 | 0.338 | 0.000 | 0.1% | 0.0 | 0.0%
| Reimbursable Overhead | - | - | - | - | - | - | - |
| Total Labor Expenditures | $106,774 | $112,374 | $104,803 | $1,971 | 1.8% | $7,571 | 6.7% |

| Non-Labor: | | | | |
| Transit and Propulsion Power | $8,408 | 9,274 | 9,143 | (0.735) | (8.7%) | 0.131 | 1.4% |
| Fuel for Buses and Trains | 0.585 | 1.208 | 0.272 | 0.313 | 53.5% | 0.926 | 77.5% |
| Insurance | 3,673 | 9,344 | 9,628 | (1,965) | (53.2%) | 3,716 | 36.8% |
| Claims | 10,304 | 11,627 | 10,926 | 0.075 | 0.6% | 1,361 | 11.6% |
| Maintenance and Other Operating Contracts | 1,796 | 1,507 | 1,021 | 0.775 | 43.2% | 0.486 | 32.2% |
| Professional Service Contracts | 7,609 | 4,672 | 5,761 | 1,918 | 24.9% | (0.809) | (16.3)% |
| Materials & Supplies | 0.159 | 0.161 | 0.266 | (0.109) | (66.1%) | (0.107) | (66.0)% |
| Other Business Expenses | $22,704 | $23,153 | $22,438 | $0.265 | 0.8% | $5,714 | 15.0% |

| Other Expenditure Adjustments: | | | | |
| Other | - | - | - | - | - | - | - |
| Total Other Expenditure Adjustments | $139,479 | $150,527 | $137,242 | $2,237 | 1.6% | $13,285 | 8.8% |

| Total Expenditures Before Depreciation | $139,479 | $150,527 | $137,242 | $2,237 | 1.6% | $13,285 | 8.8% |
| Depreciation | - | - | - | - | - | - | - |
| OPEB Obligation | - | - | - | - | - | - | - |
| Environmental Remediation | - | - | - | - | - | - | - |

| Total Expenditures | $139,479 | $150,527 | $137,242 | $2,237 | 1.6% | $13,285 | 8.8% |
| Baseline Cash Deficit | $64,659 | $99,080 | $79,935 | $4,724 | 5.6% | $16,145 | 16.8% |

| Subsidies & Loans | | | | |
| MTA | $20,200 | 13,100 | 5,345 | (22,855) | (81.0)% | (7,755) | (59.2)% |
| Other | 60,907 | 69,861 | 69,891 | 9,824 | 16.4% | - | 0.0% |
| Total | $81,107 | 83,961 | 75,236 | (8,525) | (10.8)% | (17,555) | (23.1)% |

| Closing Cash Balance | $3,952 | (6,760) | 1,630 | (2,322) | (58.8)% | $8,390 | * |

Totals may not add due to rounding.
MTA LONG ISLAND BUS
Explanation of Variances between 2011 Final Estimate and Preliminary Actual: Cash
December 2011 Year-to-Date

<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Variance Fav (Unfav)</th>
<th>Reason for Variance</th>
</tr>
</thead>
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<tr>
<td>Farebox Revenue</td>
<td>$(0.186) (1.2%)</td>
<td>Lower ridership</td>
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<tr>
<td>Other Operating Revenue</td>
<td>$1.659 (1.2%)</td>
<td>LIRR track work</td>
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<tr>
<td>Capital and Other Reimbursements</td>
<td>$1.387 20.9%</td>
<td>Higher Preventive Maintenance reimbursement</td>
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<tr>
<td>Payroll</td>
<td>$9,286 14.5%</td>
<td>Vacancies and RWA for Fixed Route not paid out yet</td>
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<tr>
<td>Overtime</td>
<td>$(0.677) (6.9%)</td>
<td>Vacancy coverage</td>
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<tr>
<td>Health and Welfare</td>
<td>$0.962 6.1%</td>
<td>Vacancy savings / Inter-agencies Health and Welfare expenses in Other Fringe Benefits</td>
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<tr>
<td>OPEB Current Payment</td>
<td>$(0.031) (1.5%)</td>
<td>(a)</td>
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<tr>
<td>Other Fringe Benefits</td>
<td>$(1.674) (24.1%)</td>
<td>Includes Inter-agencies Health and Welfare expenses</td>
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<tr>
<td>Fuel for Buses and Trains</td>
<td>$0.131 1.4%</td>
<td>Lower CNG Rates</td>
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<tr>
<td>Insurance</td>
<td>$0.936 77.5%</td>
<td>Lower expenses</td>
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<tr>
<td>Claims</td>
<td>$3.716 39.8%</td>
<td>Lower payments due to Timing</td>
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<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>$1.361 11.6%</td>
<td>Lower payments</td>
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<tr>
<td>Professional Service Contracts</td>
<td>$0.486 32.2%</td>
<td>Lower payments</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>$(0.809) (16.3%)</td>
<td>Additional expenses incurred in order to complete transition of service</td>
</tr>
<tr>
<td>Other Business Expenditures</td>
<td>$(0.107) (66.5%)</td>
<td>Higher expenses</td>
</tr>
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</table>

* Variance exceeds 100%.
(a) Variance less than 5% or below $ threshold
<table>
<thead>
<tr>
<th>Receipts</th>
<th>2011 Adopted Budget</th>
<th>2011 Final Estimate</th>
<th>Preliminary Actual</th>
<th>Favorable/(Unfavorable) Variance</th>
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<tr>
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<td>$0.111</td>
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<tr>
<td>Vehicle Toll Revenue</td>
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<td>$0.050</td>
<td>$0.061</td>
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<tr>
<td>Other Operating Revenue</td>
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<td>$2.412</td>
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<tr>
<td>Capital and Other Reimbursements</td>
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<td>$1.376</td>
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<table>
<thead>
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</thead>
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<tr>
<td>Labor</td>
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</tr>
<tr>
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<tr>
<td>Overtime</td>
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<td>$0.038</td>
<td>$0.061</td>
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<tr>
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<td>$0.066</td>
<td>$0.067</td>
<td>$1.903</td>
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<td>$5.196</td>
<td>$4.171</td>
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<td>Pensions</td>
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<td>$0.044</td>
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<td>$0.338</td>
<td>$0.336</td>
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<tr>
<td>Reimbursable Overhead</td>
<td>$0.346</td>
<td>$8.239</td>
<td>$1.321</td>
<td>$1.661</td>
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<tr>
<td>Total Labor Expenditures</td>
<td>$0.340</td>
<td>$8.239</td>
<td>$1.321</td>
<td>$1.661</td>
</tr>
</tbody>
</table>

| Non-Labor:                                   |                     |                     |                    |                                  |
| Traction and Propulsion Power                | $0.001              | $0.301              | $0.067             | $0.204                           |
| Fuel for Buses and Trains                   | $0.025              | $0.059              | $0.126             | $0.010                           |
| Insurance                                    | $0.050              | $5.511              | $0.050             | $0.010                           |
| Maintenance and Other Operating Contracts    | $0.184              | $3.818              | $2.187             | $2.371                           |
| Professional Service Contracts              | $0.094              | $0.694              | $1.471             | $1.377                           |
| Materials & Supplies                         | $0.109              | $2.109              | $3.185             | $3.096                           |
| Other Business Expenses                      | $0.028              | $0.028              | $0.288             | $0.288                           |
| Total Non-Labor Expenditures                 | $0.801              | $7.495              | $2.482             | $1.691                           |

| Other Expenditure Adjustments:               |                     |                     |                    |                                  |
| Other                                        | $0.801              | $7.495              | $2.482             | $1.691                           |
| Total Other Expenditure Adjustments          | $0.801              | $7.495              | $2.482             | $1.691                           |

| Total Cash Conversion Adjustments before Depreciation and GASP Adje. | $0.567 | (18.307) | $2.547 | (1.980) | $ (20.854) |
| Depreciation                                 | $ - | - | - | - | - |
| OPEB Obligation                              | $ 8.960 | 8.960 | 8.860 | 0.080 | 0.9 0.080 | 0.9 |
| Environmental Remediation                    | - | - | - | - | - |
| Baseline Total Cash Conversion Adjustments   | $ 9.527 | (9.347) | 11.427 | (1.900) | (19.9) | (20.774) |

Totals may not add due to rounding
## MTA

**Long Island Bus**

### Preliminary 2011 Overtime Results

#### Non-Reimbursable/Reimbursable Overtime

($ in millions)

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<th>2011 Adopted Budget</th>
<th>2011 Final Estimate</th>
<th>Actuals</th>
<th>Var. - Fav./ (Unfav)</th>
<th>2011 Final Estimate vs. Actuals</th>
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<td>Hours ($ millions)</td>
<td>Hours</td>
<td>Hours ($ millions)</td>
<td>Hours ($ millions)</td>
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<tr>
<td>Direct Service</td>
<td>190,996</td>
<td>$5.577</td>
<td>194,147</td>
<td>$5.697</td>
<td>164,193</td>
</tr>
<tr>
<td></td>
<td>146,193</td>
<td>$4.287</td>
<td>146,193</td>
<td>$4.287</td>
<td>146,193</td>
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<tr>
<td></td>
<td>$5.697</td>
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<td>$4.287</td>
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<td></td>
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<tr>
<td>Programmed Maintenance</td>
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<td>$0.000</td>
<td>0</td>
<td>$0.000</td>
<td>0</td>
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<tr>
<td></td>
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<tr>
<td><strong>Total Scheduled</strong></td>
<td>190,996</td>
<td>$5.577</td>
<td>194,147</td>
<td>$5.697</td>
<td>164,193</td>
</tr>
<tr>
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<td>146,193</td>
<td>$4.287</td>
<td>146,193</td>
<td>$4.287</td>
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<td>$5.697</td>
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<td>$4.287</td>
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<tr>
<td><strong>UNSCHEDULED:</strong></td>
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<tr>
<td>Vacancy/Absentee Coverage</td>
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<td>61,673</td>
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<td>88,783</td>
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<td>($1.001)</td>
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<td>Safety/Security/Law Enforcement</td>
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<td>$0.011</td>
<td>477</td>
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<td>477</td>
<td>$0.018</td>
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<td>309</td>
<td>$0.011</td>
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<tr>
<td></td>
<td>$0.018</td>
<td></td>
<td></td>
<td>$0.018</td>
<td>$0.011</td>
</tr>
<tr>
<td>All Other †</td>
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<td>($0.911)</td>
<td>($0.700)</td>
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1 All other & reimbursable budget and actual includes PTE $'s only. Does not include hours.

2 Above 100%
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<th>Var. - F av./(Unfav)</th>
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<td>Hours</td>
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<tr>
<td><strong>SCHEDULED:</strong></td>
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<tr>
<td>Direct Service</td>
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<td></td>
<td>15.4%</td>
<td>24.7%</td>
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<td>0.0%</td>
<td>0.0%</td>
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<td></td>
<td>15.4%</td>
<td>24.7%</td>
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<td><strong>UNSCHEDULED:</strong></td>
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<tr>
<td>Vacancy/Absentee Coverage</td>
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<td>-39.0%</td>
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<tr>
<td>Weather Emergencies</td>
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<td>$0.024</td>
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<tr>
<td></td>
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<td>17.1%</td>
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<tr>
<td>Maintenance</td>
<td>(16,704)</td>
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<td>Maintenance work required to complete transition of service</td>
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<td>-45.3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Delays</td>
<td>4,445</td>
<td>0.179</td>
<td>Less than anticipated traffic delays</td>
<td></td>
</tr>
<tr>
<td></td>
<td>50.4%</td>
<td>52.0%</td>
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</tr>
<tr>
<td>Tour Length</td>
<td>-</td>
<td>$0.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emergency</td>
<td>-</td>
<td>$0.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety/Security/Law Enforcement</td>
<td>309</td>
<td>$0.011</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>100.0%</td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Other <em>(1)</em></td>
<td>(3,753)</td>
<td>($0.134)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-212.7%</td>
<td>-188.4%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Unscheduled</strong></td>
<td>(41,934)</td>
<td>($1.373)</td>
<td></td>
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<tr>
<td></td>
<td>-46.4%</td>
<td>-33.2%</td>
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<tr>
<td><strong>TOTAL NON-REIMBURSABLE OVERTIME:</strong></td>
<td>(11,980)</td>
<td>$0.037</td>
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<tr>
<td></td>
<td>-4.0%</td>
<td>0.4%</td>
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<td></td>
</tr>
<tr>
<td><strong>REIMBURSABLE OVERTIME <em>(2)</em></strong></td>
<td>(13,882)</td>
<td>($0.737)</td>
<td>LIRR Track work</td>
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</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL OVERTIME</strong></td>
<td>(25,862)</td>
<td>($0.700)</td>
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<tr>
<td></td>
<td>-8.7%</td>
<td>-7.1%</td>
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</table>

*(1) All other & reimbursable budget and actual includes FTE $'s only. Does not include hours.
(2) Above 100%.
### MTA LONG ISLAND BUS
### 2011 YEAR END REPORT
### UTILIZATION
(in millions)

<table>
<thead>
<tr>
<th>Farebox Revenue</th>
<th>December Year-to-Date</th>
<th>Favorable/(Unfavorable) Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2011 Adopted Budget</td>
<td>Final Estimate</td>
</tr>
<tr>
<td>Fixed Route</td>
<td>$45,475</td>
<td>$45,105</td>
</tr>
<tr>
<td>Paratransit</td>
<td>1.169</td>
<td>1.166</td>
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<tr>
<td><strong>Total Farebox Revenue</strong></td>
<td><strong>46,644</strong></td>
<td><strong>46,271</strong></td>
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<tr>
<td>Other Revenue</td>
<td>1.716</td>
<td>1.716</td>
</tr>
<tr>
<td>Capital &amp; Other</td>
<td>7.033</td>
<td>9.033</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>$55,393</strong></td>
<td><strong>$57,020</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Ridership</th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Fixed Route</td>
<td>30.581</td>
<td>30.654</td>
</tr>
<tr>
<td>Paratransit</td>
<td>0.316</td>
<td>0.315</td>
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<tr>
<td><strong>Total Ridership</strong></td>
<td><strong>30.897</strong></td>
<td><strong>30.969</strong></td>
</tr>
<tr>
<td>Function / Department</td>
<td>Final Estimate</td>
<td>Preliminary Actual</td>
</tr>
<tr>
<td>---------------------------------------------------</td>
<td>----------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Administration</td>
<td></td>
<td></td>
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<tr>
<td>Office of the EVP</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Human Resources</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Office of Management and Budget</td>
<td>6</td>
<td>0</td>
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<tr>
<td>Technology &amp; Information Services</td>
<td>17</td>
<td>10</td>
</tr>
<tr>
<td>Material</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td>Controller</td>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>Office of the President</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>System Safety Administration</td>
<td>3</td>
<td>1</td>
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<tr>
<td>Law</td>
<td>9</td>
<td>4</td>
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<td>2</td>
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<tr>
<td>Labor Relations</td>
<td>1</td>
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<tr>
<td>Non-Departmental</td>
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<td>0</td>
</tr>
<tr>
<td><strong>Total Administration</strong></td>
<td><strong>71</strong></td>
<td><strong>28</strong></td>
</tr>
<tr>
<td>Operations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buses (Fixed Route)</td>
<td>531</td>
<td>466</td>
</tr>
<tr>
<td>Buses (Paratransit)</td>
<td>142</td>
<td>136</td>
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<tr>
<td>Office of the Executive Vice President, F</td>
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<td>0</td>
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<tr>
<td>Safety &amp; Training</td>
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<td>14</td>
<td>18</td>
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<td>14</td>
<td>16</td>
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<tr>
<td>Operations Planning</td>
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<td>3</td>
</tr>
<tr>
<td>Revenue Control</td>
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<td>5</td>
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<tr>
<td><strong>Total Operations</strong></td>
<td><strong>722</strong></td>
<td><strong>665</strong></td>
</tr>
<tr>
<td>Maintenance</td>
<td></td>
<td></td>
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<tr>
<td>Buses (Fixed Route)</td>
<td>163</td>
<td>172</td>
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<td>Buses (Paratransit)</td>
<td>12</td>
<td>7</td>
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<tr>
<td>Maintenance Support/CMF</td>
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<td>18</td>
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<td>Facilities</td>
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<td>10</td>
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<td>Supply Logistics</td>
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<td>11</td>
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<tr>
<td><strong>Total Maintenance</strong></td>
<td><strong>249</strong></td>
<td><strong>218</strong></td>
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<tr>
<td>Engineering/Capital</td>
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<td></td>
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<tr>
<td>Capital Program Management</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Public Safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Security</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total Positions</strong></td>
<td><strong>1,048</strong></td>
<td><strong>911</strong></td>
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<tr>
<td>Non-Reimbursable</td>
<td>1,033</td>
<td>905</td>
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<tr>
<td>Reimbursable</td>
<td>15</td>
<td>6</td>
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<tr>
<td><strong>Total Full-Time</strong></td>
<td><strong>1,049</strong></td>
<td><strong>929</strong></td>
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<tr>
<td><strong>Total Full-Time Equivalents</strong></td>
<td><strong>99</strong></td>
<td><strong>82</strong></td>
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</table>
## MTA LONG ISLAND BUS
### 2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
### Total Full-Time Positions & FTEs by Function and Occupation
### December 2011

<table>
<thead>
<tr>
<th>FUNCTION/OCCUPATION</th>
<th>Final Estimate</th>
<th>Preliminary Actual</th>
<th>Favorable (Unfavorable) Variance</th>
<th>Reason For Variance</th>
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<tbody>
<tr>
<td>Administration</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Managers/Supervisors</td>
<td>29</td>
<td>7</td>
<td>22</td>
<td></td>
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<tr>
<td>Professional, Technical, Clerical</td>
<td>37</td>
<td>18</td>
<td>19</td>
<td></td>
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<tr>
<td>Operational Hourlies</td>
<td>5</td>
<td>-</td>
<td>5</td>
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<tr>
<td>Total Administration</td>
<td>71</td>
<td>25</td>
<td>46</td>
<td></td>
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<tr>
<td>Operations</td>
<td></td>
<td></td>
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<tr>
<td>Managers/Supervisors</td>
<td>61</td>
<td>53</td>
<td>8</td>
<td>Full attrition; no backfill</td>
</tr>
<tr>
<td>Professional, Technical, Clerical</td>
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<td>32</td>
<td>6</td>
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<tr>
<td>Operational Hourlies</td>
<td>623</td>
<td>560</td>
<td>63</td>
<td></td>
</tr>
<tr>
<td>Total Operations</td>
<td>722</td>
<td>666</td>
<td>57</td>
<td></td>
</tr>
<tr>
<td>Maintenance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managers/Supervisors</td>
<td>38</td>
<td>24</td>
<td>14</td>
<td>Full attrition; no backfill</td>
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<td>-</td>
<td>2</td>
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<tr>
<td>Operational Hourlies</td>
<td>209</td>
<td>194</td>
<td>15</td>
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<tr>
<td>Total Maintenance</td>
<td>249</td>
<td>218</td>
<td>31</td>
<td></td>
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<td>Engineering/Capital</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managers/Supervisors</td>
<td>2</td>
<td>-</td>
<td>2</td>
<td>Full attrition; no backfill</td>
</tr>
<tr>
<td>Professional, Technical, Clerical</td>
<td>1</td>
<td>-</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Operational Hourlies</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Total Engineering/Capital</td>
<td>3</td>
<td>-</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Public Safety</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managers/Supervisors</td>
<td>1</td>
<td>1</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Professional, Technical, Clerical</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Operational Hourlies</td>
<td>2</td>
<td>2</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Total Public Safety</td>
<td>3</td>
<td>3</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Total Baseline Positions</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managers/Supervisors</td>
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<td>85</td>
<td>46</td>
<td></td>
</tr>
<tr>
<td>Professional, Technical, Clerical</td>
<td>78</td>
<td>50</td>
<td>28</td>
<td></td>
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<tr>
<td>Operational Hourlies</td>
<td>830</td>
<td>776</td>
<td>63</td>
<td></td>
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<tr>
<td>Total Baseline Positions</td>
<td>1,048</td>
<td>911</td>
<td>137</td>
<td>Full attrition; no backfill</td>
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</table>
MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
($ in millions)

<table>
<thead>
<tr>
<th>NON-REIMBURSABLE</th>
<th>December 2011 Year-to-Date</th>
<th>Favorable/(Unfavorable) Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adopted Budget</td>
<td>Final Estimate</td>
</tr>
<tr>
<td>Revenue:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$ 903,810</td>
<td>$ 868,364</td>
</tr>
<tr>
<td>Paratransit</td>
<td>17,583</td>
<td>16,647</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>211,273</td>
<td>216,172</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>$ 1,132,671</td>
<td>$ 1,101,203</td>
</tr>
<tr>
<td>Expenses:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Payroll</td>
<td>$ 954,627</td>
<td>$ 927,731</td>
</tr>
<tr>
<td>Overtime</td>
<td>146,341</td>
<td>151,829</td>
</tr>
<tr>
<td>Health and Welfare</td>
<td>186,972</td>
<td>185,811</td>
</tr>
<tr>
<td>OPEB Current Payment</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Pensions</td>
<td>87,741</td>
<td>86,076</td>
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<tr>
<td>Other Fringe Benefits</td>
<td>81,146</td>
<td>79,505</td>
</tr>
<tr>
<td>Reimbursable Overhead</td>
<td>(8,700)</td>
<td>(8,903)</td>
</tr>
<tr>
<td>Total Labor Expenses</td>
<td>$ 1,448,067</td>
<td>$ 1,421,961</td>
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<tr>
<td>Non-Labor:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traction and Propulsion Power</td>
<td>$</td>
<td>-</td>
</tr>
<tr>
<td>Fuel for Buses and Trains</td>
<td>123,248</td>
<td>140,140</td>
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<tr>
<td>Insurance</td>
<td>47,957</td>
<td>42,765</td>
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<td>Claims</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Paratransit Service Contracts</td>
<td>384,435</td>
<td>356,043</td>
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<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>63,673</td>
<td>51,029</td>
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<tr>
<td>Professional Service Contracts</td>
<td>4,809</td>
<td>3,752</td>
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<tr>
<td>Materials &amp; Supplies</td>
<td>114,559</td>
<td>98,747</td>
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<tr>
<td>Other Business Expenses</td>
<td>(0,533)</td>
<td>(1,560)</td>
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<tr>
<td>Total Non-Labor Expenses</td>
<td>$ 738,147</td>
<td>$ 699,896</td>
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<td>Other Expense Adjustments:</td>
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<td>Other</td>
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<td>$</td>
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<tr>
<td>Total Other Expense Adjustments</td>
<td>$</td>
<td>-</td>
</tr>
<tr>
<td>Total Expenses Before Non-Cash Liability Adj.</td>
<td>$ 2,186,214</td>
<td>$ 2,121,858</td>
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<tr>
<td>Depreciation</td>
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<td>0.006</td>
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<tr>
<td>Other Post Employment Benefits</td>
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<td>-</td>
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<tr>
<td>Environmental Remediation</td>
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<td>-</td>
</tr>
<tr>
<td>Total Expenses</td>
<td>$ 2,186,214</td>
<td>$ 2,121,858</td>
</tr>
<tr>
<td>Net Surplus/(Deficit) (Excluding Subsidies and Debt Service)</td>
<td>$ (1,053,543)</td>
<td>$ (1,020,656)</td>
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</tbody>
</table>

Data presented for informational purposes only; DOB is fully consolidated into NYCT financials.
## MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSPORT
### 2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
($ in millions)

<table>
<thead>
<tr>
<th>REIMBURSABLE</th>
<th>December 2011 Year-to-Date</th>
<th>Favorable/(Unfavorable) Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adopted Budget</td>
<td>Final Estimate</td>
</tr>
<tr>
<td>Revenue</td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$ 32,511</td>
<td>32,995</td>
</tr>
<tr>
<td>Paratransit</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>32,511</td>
<td>32,995</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td>$ 32,511</td>
<td>32,995</td>
</tr>
</tbody>
</table>

| Expenses     |                            | $                               | $                 |   $             | $             |
| Labor        |                            | $                               | $                 |   $             | $             |
| Payroll      | $ 12,132                    | 12,147                          | 10,912            | $ 1,220        | 10.1          | 1,236          | 10.2 |
| Overtime     | 4,614                       | 4,828                           | 7,369             | (2,781)        | (60.3)        | (2,567)        | (53.2) |
| Health and Welfare | -                         | -                              | -                | -             | -             | -             | - |
| OPEB Current Payment | -                        | -                              | -                | -             | -             | -             | - |
| Pensions     | -                          | -                              | 0.001            | (0.001)        | -             | (0.001)        | - |
| Other Fringe Benefits | 4,640                      | 4,581                           | 4,651             | (0.312)        | (6.9)         | (0.270)        | (5.9) |
| Reimbursable Overhead | 8,760                      | 8,993                           | 10,547            | (1,787)        | (20.4)        | (1,554)        | (17.3) |
| **Total Labor Expenses** | $ 30,046                    | 30,549                          | 33,706            | $ (3,660)      | (12.2)        | $ (3,157)      | (10.3) |

Non-Labor:

| Traction and Propulsion Power | -                         | -                              | -                | -             | -             | -             | - |
| Fuel for Buses and Trains   | -                          | -                              | -                | -             | -             | -             | - |
| Insurance                  | -                          | -                              | -                | -             | -             | -             | - |
| Paratransit Service Contracts | -                        | -                              | 0.397            | (0.397)        | -             | (0.397)        | N/A |
| Maintenance and Other Operating Contracts | (0.000)              | (0.000)                         | 0.867            | (0.867)        | N/A           | (0.867)        | N/A |
| Professional Service Contracts | -                       | -                              | 0.106            | (0.106)        | N/A           | (0.106)        | N/A |
| Materials & Supplies        | -                          | -                              | 2.625            | (2.625)        | N/A           | (2.625)        | N/A |
| **Other Business Expenses** | 2,466                      | 2,446                           | 1,067            | 1,399          | 56.7          | 1,379          | 58.4 |
| **Total Non-Labor Expenses** | $ 2,466                    | 2,446                           | 5,082            | $ (2,616)      | (106.1)       | $ (2,636)      | (107.8) |

**Other Expense Adjustments:**

| Other                              | -                         | -                              | -                | -             | -             | -             | - |
| **Total Other Expense Adjustments** | -                        | -                              | -                | -             | -             | -             | - |

**Total Expenses Before Non-Cash Liability Adjrs:**

$ 32,511  $ 32,995  $ 38,788  $(6,276)  (19.3)  $(5,792)  (17.6)

**Net Surplus/(Deficit):**

$ -  $ -  $ -  $ -  $ -  $ -

Totals may not add due to rounding.

Data presented for informational purposes only; DOB is fully consolidated into NYCT financials.
<table>
<thead>
<tr>
<th>Revenues</th>
<th>December 2011 Year-to-Date</th>
<th>Adopted Budget</th>
<th>Final Estimate</th>
<th>Preliminary Actual</th>
<th>Favorable/(Unfavorable) Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>$ 903,610</td>
<td>$ 868,384</td>
<td>$ 868,135</td>
<td>$ (35,675) (3.9) $ (249) 0.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>17,588</td>
<td>14,647</td>
<td>14,519</td>
<td>(3,069) (17.4) (928) 0.9</td>
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<tr>
<td></td>
<td></td>
<td>211,273</td>
<td>218,172</td>
<td>217,769</td>
<td>6,495 3.1 (943) 0.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>32,511</td>
<td>32,995</td>
<td>38,788</td>
<td>6,276 19.3 5,792 17.6</td>
</tr>
<tr>
<td>Total Revenue</td>
<td></td>
<td>$ 1,165,182</td>
<td>$ 1,134,198</td>
<td>$ 1,139,211</td>
<td>$ (25,972) (2.2) $ 5,012 0.4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Expenses</th>
<th></th>
<th>Adopted Budget</th>
<th>Final Estimate</th>
<th>Favorable/(Unfavorable) Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labor:</td>
<td>Payroll</td>
<td>$ 966,759</td>
<td>$ 939,879</td>
<td>$ 937,856 $ 26,933 3.0 $ 2,023 0.2</td>
</tr>
<tr>
<td></td>
<td>Overtime</td>
<td>150,935</td>
<td>156,857</td>
<td>164,752 (13,979) (9.1) (8,085) 5.2</td>
</tr>
<tr>
<td></td>
<td>Health and Welfare</td>
<td>186,972</td>
<td>185,811</td>
<td>184,278 2.594 1.4 1,533 0.8</td>
</tr>
<tr>
<td></td>
<td>OFEB Current Payment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Pensions</td>
<td>87,741</td>
<td>86,078</td>
<td>84,573 3.167 3.6 1,505 1.7</td>
</tr>
<tr>
<td></td>
<td>Other Fringe Benefits</td>
<td>85,685</td>
<td>84,086</td>
<td>82,803 2.893 3.4 1,284 1.5</td>
</tr>
<tr>
<td></td>
<td>Reimbursable Overhead</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Labor Expenses</td>
<td>$ 1,478,112</td>
<td>$ 1,452,511</td>
<td>$ 1,454,262 $ 23,851 1.6 $ (1,781) 0.1</td>
</tr>
</tbody>
</table>

| Non-Labor: | Traction and Propulsion Power |                      |                  | $ 23,218 (16.8) 2,676 1.8 |
| Fuel for Buses and Trains | 123,248 | 149,140 | 149,464 | $ (2,226) |
| Insurance | 47,857 | 42,705 | 42,772 | 5,155 10.8 (8,067) 0.0 |
| Claims |                |                |                |                        |
| Paratransit Service Contracts | 384,439 | 356,043 | 356,063 | 28,373 7.4 (6,020) 0.0 |
| Maintenance and Other Operating Contracts | 63,673 | 51,029 | 56,667 | 7,006 11.0 (5,638) 11.0 |
| Professional Service Contracts | 4,809 | 3,752 | 1,947 | 2,862 58.5 1,605 48.1 |
| Materials & Supplies | 114,559 | 98,747 | 100,809 | 13,750 12.0 (2,062) (2.1) |
| Other Business Expenses | 2,772 | 2,345 | 2,822 | 0,551 85.4 0,584 67.4 |
| Total Non-Labor Expenses | $ 740,613 | $ 702,342 | $ 705,006 | $ 35,608 4.8 (2,662) 0.4 |

| Other Expense Adjustments: |                     | Adopted Budget | Final Estimate | NA |
| Other | $ 2,218,725 | $ 2,154,853 | $ 2,159,266 | 59,459 2.7 (4,413) 0.2 |

- Depreciation | $ 0,006 | (0,006) | NA |
- Other Post Employment Benefits | $ - | - | - |
- Environmental Remediation | $ - | - | - |

- Total Expenses: $ 2,218,725 $ 2,154,853 $ 2,159,272 $ 59,454 2.7 (4,419) 0.2 |

- Net Surplus/(Deficit): $ (1,053,543) $ (1,020,658) $ (1,020,061) $ (33,482) 3.2 (0,893) 0.1 |

Totals may not add due to rounding.

Data presented for informational purposes only; DOB is fully consolidated into NYCT financials.
<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Non Reimb or Reimb</th>
<th>Variance FAV (UNFAV)</th>
<th>Reason for Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farebox Revenue</td>
<td>NR</td>
<td>(0.249) (0.0)</td>
<td>(a)</td>
</tr>
<tr>
<td>Paratransit</td>
<td>NR</td>
<td>(0.123) (0.9)</td>
<td>(a)</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>NR</td>
<td>(0.403) (0.2)</td>
<td>(a)</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>R</td>
<td>5.792 (17.6)</td>
<td>Primarily due to operating more than budgeted shuttle service.</td>
</tr>
<tr>
<td>Payroll</td>
<td>NR</td>
<td>0.787 (0.1)</td>
<td>(e)</td>
</tr>
<tr>
<td>Overtime</td>
<td>NR</td>
<td>(5.529) (3.6)</td>
<td>(e)</td>
</tr>
<tr>
<td>Payroll</td>
<td>R</td>
<td>1.236 (10.2)</td>
<td>Mainly due to Vacancies and Project delays.</td>
</tr>
<tr>
<td>Overtime</td>
<td>R</td>
<td>(2.567) (53.2)</td>
<td>NYCT support services for MTA Bus and LIB and greater than anticipated shuttle services.</td>
</tr>
<tr>
<td>Health and Welfare</td>
<td>NR</td>
<td>1.533 (0.8)</td>
<td>(e)</td>
</tr>
<tr>
<td>OPEB Current Payment</td>
<td>NR</td>
<td>(0.007) (0.0)</td>
<td>(e)</td>
</tr>
<tr>
<td>Pensions</td>
<td>NR</td>
<td>1.506 (1.7)</td>
<td>(e)</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>NR</td>
<td>1.554 (2.0)</td>
<td>(e)</td>
</tr>
<tr>
<td>Reimbursable Overhead</td>
<td>NR</td>
<td>1.554 (17.3)</td>
<td>Operating more than budgeted shuttle service.</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>R</td>
<td>(0.270) (5.9)</td>
<td>Overrun mainly due to Shuttle service</td>
</tr>
<tr>
<td>Reimbursable Overhead</td>
<td>R</td>
<td>(1.554) (17.3)</td>
<td>Shuttle services and Mec.</td>
</tr>
<tr>
<td>Insurance</td>
<td>NR</td>
<td>(0.007) (0.0)</td>
<td>(e)</td>
</tr>
<tr>
<td>Fuel for Buses and Trains</td>
<td>NR</td>
<td>2.676 (1.8)</td>
<td>(e)</td>
</tr>
<tr>
<td>Paratransit Service Contracts</td>
<td>NR</td>
<td>0.377 (0.1)</td>
<td>After reclass of $0.9M of charges for Paratransit AVL spending this account is over by $0.5M but still less than 5% of the budget.</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>NR</td>
<td>(4.751) (9.3)</td>
<td>Variance due primarily $2.5M in Operating Moe overran primarily due to ODDA contracts; $0.9M due to an overpayment of the water &amp; sewer charges at Flatbush depot and $0.8M of Paratransit specialized equipment to be reallocated to Paratransit Service Contracts.</td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>NR</td>
<td>1.911 (50.3)</td>
<td>Primarily $1.7M of Bus Lane Enforcement billing anticipated but not received.</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>NR</td>
<td>0.563 (0.6)</td>
<td>(e)</td>
</tr>
<tr>
<td>Other Business Expenses</td>
<td>NR</td>
<td>(0.765) (50.3)</td>
<td>Lower than budgeted reimbursement for services</td>
</tr>
<tr>
<td>Paratransit Service Contracts</td>
<td>R</td>
<td>(0.397) N/A (a)</td>
<td>(a)</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>R</td>
<td>(0.887) N/A (a)</td>
<td>(a)</td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>R</td>
<td>(0.100) N/A (a)</td>
<td>(a)</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>R</td>
<td>(2.826) N/A (a)</td>
<td>(a)</td>
</tr>
<tr>
<td>Other Business Expenses</td>
<td>R</td>
<td>1.379 (56.4)</td>
<td>Due to fewer warranty claims</td>
</tr>
</tbody>
</table>

(a) - Variance less than 5% or below $ threshold
<table>
<thead>
<tr>
<th></th>
<th>December Year-to-Date</th>
<th>Favorable (Unfavorable) Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2011 Adopted Budget</td>
<td>Final Estimate</td>
</tr>
<tr>
<td></td>
<td>$ 903.810 $ 868.384 $ 868.135</td>
<td>$ (35.675) $ (0.249) 0.0%</td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fixed Route</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paratransit</td>
<td>17.588 14.647 14.519</td>
<td></td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>921.398 883.031 882.654</td>
<td>(38.744) -4.2% 0.0%</td>
</tr>
<tr>
<td>Other Revenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital &amp; Other</td>
<td>211.273 218.172 217.769</td>
<td>6.496 3.1% (0.403) -0.2%</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>$ 1,165.182 $ 1,134.198 $ 1,139.211</td>
<td>(25.972) -2.2% 0.4%</td>
</tr>
<tr>
<td>Ridership</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fixed Route</td>
<td>698.684 665.616 665.281</td>
<td>(33.403) -4.8% (0.335) -0.1%</td>
</tr>
<tr>
<td>Paratransit</td>
<td>10.195 9.041 8.947</td>
<td>(1.248) -12.2% (0.094) -1.0%</td>
</tr>
<tr>
<td>Total Ridership</td>
<td>708.879 674.657 674.228</td>
<td>(34.651) -4.9% (0.429) -0.1%</td>
</tr>
</tbody>
</table>
# MTA New York City Transit - DOB and Paratransit
## 2011 Adopted Budget and Final Estimate vs. Preliminary Actual
### Total Positions by Function and Occupation
#### December 2011

<table>
<thead>
<tr>
<th>Function</th>
<th>Final Estimate</th>
<th>Preliminary Actual</th>
<th>Favorable / (Unfavorable) Variance</th>
<th>Reason for Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Baseline Positions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Managers/Supervisors</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Managers</td>
<td>587</td>
<td>572</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>- Supervisors</td>
<td>1,157</td>
<td>1,128</td>
<td>29</td>
<td></td>
</tr>
<tr>
<td><strong>Total Managers/Supervisors</strong></td>
<td>1,744</td>
<td>1,700</td>
<td>44</td>
<td>Vacancies due to delayed hiring</td>
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<tr>
<td><strong>Professional/Technical/Clerical</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Full Time</td>
<td>238</td>
<td>235</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>- Part Time</td>
<td></td>
<td>1</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td><strong>Total Professional/Technical/Clerical</strong></td>
<td>238</td>
<td>236</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td><strong>Operational Hourlies</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Bus operators</td>
<td>9,436</td>
<td>9,463</td>
<td>(27)</td>
<td></td>
</tr>
<tr>
<td>- Maintenance</td>
<td>2,747</td>
<td>2,655</td>
<td>92</td>
<td></td>
</tr>
<tr>
<td><strong>Total Hourlies</strong></td>
<td>12,183</td>
<td>12,118</td>
<td>65</td>
<td>Timing of training requirements</td>
</tr>
<tr>
<td><strong>Total Baseline Positions FT</strong></td>
<td>14,165</td>
<td>14,054</td>
<td>111</td>
<td></td>
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<tr>
<td><strong>Total Baseline Positions PT</strong></td>
<td></td>
<td></td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td><strong>Total Baseline Positions</strong></td>
<td>14,165</td>
<td>14,055</td>
<td>110</td>
<td></td>
</tr>
</tbody>
</table>
Capital Program Status for all Bus Agencies
Major Milestone Achievements
January 2012

**NYCT Buses**

Awards: None

Completions: None

Designs: None

**MTA Bus**

Awards: None

Completions: Purchase 45 CNG buses for $20.5 million.

Designs: None
PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed expenditure of $7.6M.
Staff Summary

Subject  
Requests for Authorization to Award Various Procurements

Date  
February 6, 2012

Department  
MTA Bus Company/NYCT Department of Buses

Vendor Name  
N/A

Department Head Name  
Thomas Del Sorbo

Contract Number  
N/A

Department Head Signature  
Thomas Del Sorbo

Contract Manager Name  
N/A

Project Manager Name  
James P. Curry

Table of Contents Ref #:  

<table>
<thead>
<tr>
<th>Order</th>
<th>To</th>
<th>Date</th>
<th>Approval</th>
<th>Info</th>
<th>Other</th>
</tr>
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<tr>
<td>1</td>
<td>Committee</td>
<td>2/27/12</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Board</td>
<td>2/29/12</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Order</th>
<th>Approval</th>
<th>Order</th>
<th>Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>President</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Executive VP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>General Counsel</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

DISCUSSION:

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

None

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

<table>
<thead>
<tr>
<th>Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services</th>
<th># of Actions</th>
<th>$ Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>$2.1M</td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>Total Non - Competitive Procurements</th>
<th># of Actions</th>
<th>$ Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>$2.1M</td>
</tr>
</tbody>
</table>

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

None
NYC Transit Department of Buses proposes to award Competitive procurements in the following categories:

<table>
<thead>
<tr>
<th>Procurements Requiring Majority Vote</th>
<th># of Actions</th>
<th>$ Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services</td>
<td>1</td>
<td>$5.4M</td>
</tr>
</tbody>
</table>

Total Competitive Procurements | 1 | $5.4M |

MTA Bus Company proposes seeks Ratifications in the following categories:

<table>
<thead>
<tr>
<th>Procurements Requiring Two-Thirds Majority Vote</th>
<th># of Actions</th>
<th>$ Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule K: Ratification of Completed Procurement Actions Involving Schedules E-J</td>
<td>1</td>
<td>$0.05M</td>
</tr>
</tbody>
</table>

NYC Transit Department of Buses seeks Ratifications the following categories:

<table>
<thead>
<tr>
<th>Procurements Requiring Two-Thirds Majority Vote</th>
<th># of Actions</th>
<th>$ Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule D: Ratifications of Completed Procurement Actions</td>
<td>1</td>
<td>$0.05M</td>
</tr>
</tbody>
</table>

Total Ratifications | 2 | $0.05M |

Total Procurements | 4 | $7.6M |
BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.
LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services
   (Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

I. Clever Devices $2,129,500 (Est.) Staff Summary Attached
   Contract # B-40642.4
   Modification to the contract for an Intelligent Vehicle Network (IVN) in order to purchase and install new depot equipment at four depots and purchase six mobile diagnostic kits.
FEBRUARY 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services
(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

2. AHRC Healthcare, Inc. $5,427,361
   d/b/a Access Community Health Center
   Bedford Stuyvesant Family Health Center
   Horizon Healthcare Staffing Corp.
   Airport Medical Offices
   Contract #s 10K0359A/B and 05F9234A1/2, B1/2, E1/2, F1/2, G1/2
   Modifications to the contracts to perform eligibility assessment for Paratransit applicants and appeals assessment for Reduced-Fare MetroCard customers, in order to exercise the options to extend the contract terms.

Staff Summary Attached
FEBRUARY 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions
   (Staff Summaries required for items requiring Board approval.)

   I. Air Graphix, Inc. $49,950
      RFQ # 15476
      Immediate Operating Need
      Furnish, deliver and install bus wraps on 40-foot buses.

Staff Summary Attached
FEBRUARY 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

K. Ratifications of Completed Procurement Actions (Involving Schedules E-J)
   (Staff Summaries required for unusually large or complex items which otherwise would require Board approval)

1. Steiner Consulting, Inc. $45,000 (est.)
   Contract No. PSN111153
   Immediate Operating Need
   Labor Costing Services for MTA Bus Company

Staff Summary Attached
## Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

### Item Number: H-1

<table>
<thead>
<tr>
<th>Vendor Name (&amp; Location)</th>
<th>Contract Number</th>
<th>AWO/Modification #</th>
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<tr>
<td>Clever Devices (Plainview, NY)</td>
<td>B-40642</td>
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<tr>
<th>Description</th>
<th>Original Amount</th>
<th>Prior Modifications</th>
<th>Prior Budgetary Increases</th>
<th>Current Amount</th>
<th>This Request</th>
<th>% of This Request to Current Amount</th>
<th>% of Modifications (including This Request) to Original Amount</th>
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<td>Purchase and installation of an Intelligent Vehicle Network</td>
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<td>$ 7,588,164</td>
<td>0</td>
<td>$ 8,609,344</td>
<td>$ 2,129,500</td>
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### Funding Source:

- Operating
- Capital
- Federal
- Other:

### Requesting Dept/Div & Dept/Div Head Name:

Department of Buses, Darryl C. Irick

### Discussion:

This modification is for the provision and installation of Clever Devices’ Intelligent Vehicle Network (IVN) depot equipment, including servers, cabling, and switches at four depots (100th Street, Charleston, East New York and Meredith) and the purchase of six mobile diagnostic kits. Clever Devices is the manufacturer of the hardware and software and does not have any authorized agents that can provide the required items.

IVN was originally purchased by NYC Transit and MTA Bus Company (MTABC) in 2008, in order to address concerns associated with the active, high temperature regeneration exhaust process being used on buses purchased from both Motor Coach Industries (MCI) and Daimler Buses North America (DBNA). EPA 2007 and later model diesel engines generate high exhaust temperatures and as such NYC Transit and MTABC have opted to use IVN to automatically disable and enable the regeneration process. IVN is also used to collect and upload diagnostic status data from key systems (engine, transmission, hybrid propulsion system, brakes, doors, air conditioning and electrical) when buses return to the depot.

Since 2008, specifications for all new buses purchased for NYC Transit and MTABC include the IVN system. IVN was installed on the DBNA hybrid buses through modifications to DBNA Contract B-31195. This contract, B-40642 subsequently awarded on a sole source basis, covered the installation of IVN on MCI buses and provides IVN equipment for depots as well as software maintenance and post warranty product support. 1,375 buses are presently equipped with IVN, another 755 IVN-equipped buses are on order and will be delivered within approximately 14 months. Depending on funding availability, there may be additional orders for up to 1,502 IVN-equipped buses that are part of the 2010-2014 Capital Plan.

The additional depot equipment for four depots is required to monitor IVN-equipped buses that will be assigned to these depots. After the four depots are equipped with IVN depot equipment, all NYC Transit depots will have been equipped. MTABC plans to equip its four remaining depots (Baisley Park, Eastchester, Far Rockaway and Yonkers) with the IVN depot equipment when IVN-equipped buses are assigned to these depots and funds become available. The mobile diagnostic kits are required to provide depot staff and Department of Bus Technical Engineering Staff with the ability to evaluate the health of, and diagnose problems with the on-bus IVN units.

Clever Devices has agreed to maintain the prices previously established under Modification #2 of $528,931 per depot and $2,296 per mobile diagnostic kit. There has been no price increase for these items over the term of the contract. These prices are in line with MTA Audit’s recommendation based on a previous audit performed for Modification #2 of Clever Devices’ costs, including those for depot equipment and the mobile diagnostic kits. The final price of $2,129,500 was found to be fair and reasonable.
Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number:  · H-2

Vendor Name (& Location)
AHRC Healthcare, Inc. d/b/a Access Community Health Center (NY, NY)
Bedford Stuyvesant Family Health Care (Bklyn, NY)
Horizon Healthcare Staffing, Corp. (Bronx, Bklyn, S.I., NY)
Airport Medical Offices (Queens, NY)

Description
Certifier Services for Paratransit and Reduced-Fare MetroCard Applicants

Contract Term (Including Options, If any)
March 7, 2007 – March 6, 2014

Option(s) Included in Total Amount? ☒ Yes ☐ No ☐ n/a

Procurement Type ☒ Competitive ☐ Non-competitive

Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification

Funding Source
☒ Operating ☐ Capital ☐ Federal ☐ Other:

Requesting Dept/Div & Dept/Div Head Name:
Department of Buses, Darryl C. Irick

Contract Number
10K0359A/B
05F9234A1/A2
05F9234B1/B2, E1/E2, F1/F2
05F9234G1/G2

AWO/Modification #
1

Original Amount: $ 14,818,158
Option Amount: $ 5,427,361
Total Amount: $ 20,245,519

Prior Modifications:

Prior Budgetary Increases: $ 1,225,647

Current Amount: $ 21,471,166

This Request: AHRC ($773,149)
  Bed-Stuy ($1,293,083)
  Horizon ($3,266,175)
  Airport Medical ($94,954)
  (Total)

% of This Request to Current Amount: 25.3%

% of Modifications (Including This Request) to Total Amount: 32.8%

Discussion:

This modification exercises the option to extend the term of the current contracts for Paratransit and Reduced Fare certifier services from March 7, 2012 to March 6, 2014. The Paratransit Eligibility Determination Unit (Paratransit) and Reduced-Fare MetroCard Unit (Reduced Fare) require that 100% of applicants be screened at independent certifier centers to determine eligibility for services. Exercising this option will allow medical professionals of each certifier center to continue to assess how an applicant’s disability may or may not prevent him/her from using fixed-route bus and subway transportation and provide their recommendations for eligibility to Paratransit and Reduced Fare. Assessments consist of four types: Paratransit assessments include 1) interview-only evaluations for visible disabilities and 2) functional testing for less apparent impairments, such as cognitive disorders; Reduced-Fare assessments include evaluations of 3) a visual, auditory, or ambulatory disability and 4) mentally ill or challenged individuals.

These five-year term contracts were competitively solicited and awarded in 2007 to Airport Medical Offices (Airport Medical) for the borough of Queens; Bedford Stuyvesant Family Health Center (BSFHC) for the borough of Brooklyn; Horizon Healthcare Staffing, Corp. (Horizon) for the boroughs of Brooklyn, Staten Island and The Bronx; and North General Hospital for the borough of Manhattan. North General Hospital, however, declared bankruptcy and ceased operations in June 2010. After an informal solicitation of 41 vendors, a replacement contract for the borough of Manhattan was awarded to Access Community Health Center (Access) in April 2011 under an authorized Immediate Operating Need (ION).

The price schedules for these contracts provide fixed pricing per assessment for years one through three, years four and five, and for the two option years. For this option term, Procurement obtained price reductions from Access and Airport Medical, as both contractors agreed to continue operating at current rates, which are 2.2% to 9% lower than the option year contractual rates across the assessment categories. BSFHC and Horizon will operate at the contractual rates for the option term.

Estimated expenditure for the option period is $7,135,121; however, approximately $1,707,760 remains from the original award, thus additional funding of $5,427,361 is required. A market survey yielded no other potential providers of this service for the option term. The pricing for the option years were found to be fair and reasonable.
Schedule D: Ratification of Completed Procurement Actions

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<td>Vendor Name (&amp; Location)</td>
<td>Air Graphix, Inc. (Bayville, NJ)</td>
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<td>Description</td>
<td>Furnish, deliver and install bus wraps on 40-foot buses</td>
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<td>Funding Source</td>
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<td>Requesting Dept/Div &amp; Dept/Div Head Name:</td>
<td>Department of Buses, Darryl C. Irick</td>
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Discussion:

It is requested that the Board formally ratify the declaration of an Immediate Operating Need (ION) made by the Vice President, Materiel, waiving competitive bidding pursuant to Article III-A of the All-Agency Procurement Guidelines and approve the award to furnish, deliver and install bus wraps on 40-foot buses for the 34th Street Select Bus Service (SBS) program.

As of 2008, the SBS program has provided a faster, high-performance bus service along key NYC Transit routes. The system features more frequent service, specially marked buses, dedicated bus lanes and an off-board fare collection system that speeds passenger boarding and allows boarding at all bus doors. Passengers receive a payment receipt from the off-board fare payment machines, either by purchasing rides or swiping their Metrocards. The first set of buses to receive the SBS bus wrap were 60-foot articulated models used on the Bronx Bx12 route.

The introduction of SBS service on 34th Street promises to significantly improve bus service along one of the slowest routes in NYC, as documented by NYC Transit travel time data. The initial plan envisioned that the wrap would be obtained using an existing contract. However it was subsequently determined that this was not a viable solution and insufficient time existed to conduct a formal competitive solicitation for this requirement. Operations Planning therefore requested an ION to contract for the purchase and installation of bus wraps to ensure that buses would be appropriately labeled for service on Sunday November 13, 2011. The bus wrap is an essential element of this SBS program as it is part of an overall branding that differentiates to the riders, buses operating in SBS service from other buses. This required that a contractor be selected and ready to provide and install the bus wrap over the weekend of November 11-13.

As a result of this requirement being an ION, Procurement informally solicited competitive quotes without advertising. Procurement assembled a bidders list of those vendors who responded to prior solicitations to wrap articulated buses, as well as names of vendors collected from an extensive internet search. A total of nine vendors attended at least one of the two site inspections/pre-bid conferences. Bidders were asked to quote on providing material and labor to wrap an estimated 30 buses and provide five complete spare sets of bus wraps. Six informal quotes were received.

Air Graphix's price of $49,950, is comprised of a unit price of $1,515 for materials and labor to wrap 30 40-foot buses, plus furnishing an additional five spares at $900 each. The price submitted by Air Graphix, the lowest price of the six bidders, was found to be fair and reasonable based on price competition.
Schedule K: Ratification of Completed Procurement Actions

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<tr>
<td>Requesting Dept/Div &amp; Dept/Div Head Name:</td>
<td>NYC Transit Department of Labor Relations Christopher P. Johnson</td>
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Discussion:

It is requested that the Board formally ratify the declaration of an Immediate Operating Need (ION) made by the Chief Officer, Procurement, waiving competitive bidding pursuant to Article III-A of the All-Agency Procurement Guidelines and the approve the award to provide as needed labor costing services for MTA Bus Company’s (MTABC) labor negotiations.

NYC Transit’s (NYCT) Department of Labor Relations (LR) is responsible for negotiating MTABC’s collective bargaining agreements and is currently in negotiations with several unions. In December 2012, MTABC and NYCT Labor Relations jointly determined that MTABC lacked sufficient in-house resources to provide the extensive and timely cost analysis required to evaluate complicated labor proposals. Prior to considering a consultant for this analysis, LR advertised on two occasions to fill a vacant budgeted position responsible for contract costing, but was unsuccessful in identifying any qualified candidates. Following the attempt to fill this need internally, LR initially considered a different consultant already performing similar labor costing services for the MTA, but this consultant was unavailable due to existing commitments on other assignments. Given the urgency of the start of collective bargaining negotiations for MTABC, LR requested a non-competitive award for these services be made to Dennis Steiner, who has 23 years of experience with NYC’s Office of Labor Relations as the chief fiscal analyst in all city labor negotiations and contract arbitrations, and served as the Director of Financial Systems Management providing services similar to those required by MTABC for many negotiations to for NYC’s Office of Labor Relations Employee Benefits Program.

Services under this contract include the review and development of costing models to produce line-by-line economic analysis for each proposal for each year covered by a contract to assess the financial impacts to MTABC.

The Consultant proposed a fully loaded hourly rated of $165 to perform the services. Through negotiations, MTABC achieved a reduction of 6.1%, decreasing the fully loaded hourly rate to $155, which is considered fair and reasonable.
SERVICE CHANGES: MTA BUS OPERATIONS COMMITTEE
NOTIFICATION SERVICE REVISION:
BxM3 and BxM4 TRAVEL PATH REVISION
at MADISON SQUARE PARK

SERVICE ISSUE:

The BxM3 provides express bus service between Yonkers and Midtown Manhattan via the intermediate neighborhoods of Riverdale and Kingsbridge in the Bronx and Harlem and the Upper East Side of Manhattan, and the BxM4 provides express bus service between Woodlawn, Bronx and Midtown Manhattan via the intermediate neighborhoods of Norwood, Fordham and Concourse Village in the Bronx and Harlem and the Upper East Side of Manhattan.

There has been increasing traffic congestion on East 26th Street along the northern edge of Madison Square Park between 5th Avenue and Madison Avenue at the shared southern terminus of the BxM3 and BxM4, and there have been continuing requests from the local community to relocate buses from East 26th Street.

RECOMMENDED SOLUTION:

Revise the shared travel path and southern terminus of the BxM3 and BxM4 at Madison Square Park in Midtown to address increasing traffic congestion on East 26th Street and continuing community requests. The BxM3 and BxM4 would be revised to turnaround via East 23rd Street instead of East 26th Street. The southern layover would be revised from East 26th Street to Madison Avenue between East 27th and East 28th Streets. The last southbound stop would be slightly relocated to 5th Avenue at East 26th Street, and the first northbound stop would be relocated to Madison Avenue at East 29th Street.

ESTIMATED IMPACT:

The net result of the recommended revision would be a slight increase in operating cost of approximately $22,000 annually because of the increase in travel distance and travel time.

PLANNED IMPLEMENTATION:

March 2012.
Staff Summary

Subject: BxM3 and BxM4 Travel Path Revision at Madison Square Park

Date: February 1, 2012

Department: Operations Planning
Department Head Name: Norman C. Silverman
Department Head Signature: [Signature]
Project Manager Name: Robert Lai

Vendor Name: N/A
Contract Number: N/A
Contract Manager Name: N/A
Table of Contents Ref #: N/A

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Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the MTA Bus Operations Committee of, a recommendation to revise the southern terminus of the BxM3 and BxM4 at Madison Square Park in Midtown. These routes were formerly operated by Liberty Lines and transitioned into MTA Bus service on January 3, 2005.

DISCUSSION:

The BxM3 and BxM4 currently provide express bus service all day (except overnight hours) on weekdays, Saturdays and Sundays. The BxM3 travels between Getty Square in Yonkers and Madison Square Park in Midtown via the intermediate neighborhoods of Riverdale and Kingsbridge in the Bronx, and Harlem and the Upper East Side in Manhattan. The BxM3 travels a one-way distance of approximately 15.4 miles, transporting approximately 710 passengers per weekday, approximately 280 passengers per Saturday and approximately 180 passengers per Sunday.

The BxM4 travels between Woodlawn in the Bronx and Madison Square Park in Midtown via the intermediate neighborhoods of Norwood, Fordham and Concourse Village in the Bronx, and Harlem and the Upper East Side in Manhattan. The BxM4 travels a one-way distance of 14.2 miles, transporting approximately 410 passengers per weekday, approximately 150 passengers per Saturday, and approximately 100 passengers per Sunday.

The BxM3 and BxM4 use the same travel path in Manhattan; they travel south from the Bronx on Fifth Avenue and then north to the Bronx on Madison Avenue. Both routes generally share the same bus stops, stopping along Fifth Avenue to drop off passengers from the Bronx and Yonkers, and stopping

The legal name of MTA Bus is MTA Bus Company.
along Madison Avenue to pick up passengers traveling north to the Bronx and Yonkers. The southern terminus of the BxM3 and BxM4 is currently located along East 26th Street between Fifth Avenue and Madison Avenue at the north edge of Madison Square Park, where the buses make their last stops and layover between southbound and northbound trips.

East 26th Street is an eastbound one-way street with one travel lane. Along the left (north) curb, parking for commercial vehicles is permitted during the daytime on weekdays with unrestricted parking generally permitted at night. Along the very western part of the right (south) curb, metered parking is permitted, and the remainder of the curb is currently used by the BxM3 and BxM4 as the last southbound stop and layover.

There has been an increase in traffic congestion on East 26th Street, and MTA Bus has received continuing requests from the local community to relocate buses from East 26th Street. To address these issues, MTA Bus has been coordinating plans with the New York City Department of Transportation and local community representatives. After extensive evaluation and negotiation between all parties, curb space on the east side of Madison Avenue between East 27th and East 28th Streets was identified for the BxM3 and BxM4 to layover; and to avoid the congestion on East 26th Street, the BxM3 and BxM4 would be revised to turnaround via East 23rd Street.

The BxM3 and BxM4 travel path would be revised to continue south of East 26th Street on Fifth Avenue, transitioning to Broadway, then turn east on 23rd Street, and north on Madison Avenue to a layover on Madison Avenue between East 27th and East 28th Streets. This travel path would be similar to the path used by all other MTA Bus operated express bus routes from the Bronx that travel south on Fifth Avenue and north on Madison Avenue turning around via East 23rd Street (BxM6, BxM7, BxM8, BxM9, BxM10 and BxM11). This revision would add approximately 0.28 miles of travel distance and approximately 2-3 minutes of travel time per round-trip.

The last southbound BxM3 and BxM4 drop-off bus stop would be relocated to the southwest corner of 5th Avenue at 26th Street, remaining proximate to the current last southbound drop-off stop on East 26th Street east of 5th Avenue. The first northbound BxM3 and BxM4 pick-up bus stop would be relocated to Madison Avenue at East 29th Street, 2-½ blocks or approximately 650 feet north of the current first northbound pick-up bus stop on Madison Avenue at East 26th Street. A total of approximately 140 passengers board the BxM3 and BxM4 at the first northbound bus stop (approximately 90 BxM3 passengers and approximately 50 BxM4 passengers) on weekdays and a lesser number on weekends.

Although the BxM3 and BxM4 would turnaround via East 23rd Street, it would not stop on East 23rd Street. The current bus stop on East 23rd Street at Broadway is currently served by numerous other express and local bus routes and is very crowded.

In addition to the BxM3 and BxM4 bus stop relocations, the relocated layover would displace a current bus stop on Madison Avenue at 27th Street one block north to Madison Avenue at 28th Street. This bus stop at East 27th Street is shared by NYC Transit’s M1, M2 and M3 local bus routes, and X2, X5 and X14 express bus routes for drop-off, and MTA Bus’ BM1, BM2, BM3 and BM4 express bus routes for drop-off.
RECOMMENDATION:

Revise the shared travel path and southern terminus of the BxM3 and BxM4 at Madison Square Park in Midtown to address increasing traffic congestion on East 26th Street and continuing local community requests. The BxM3 and BxM4 would be revised to turnaround via East 23rd Street instead of East 26th Street, and the southern terminus would be relocated from East 26th Street. The last southbound drop-off bus stop would be slightly relocated to the southwest corner of 5th Avenue at 26th Street, the layover would be relocated to Madison Avenue between East 27th and East 28th Streets, and the first northbound pick-up stop would be relocated to Madison Avenue at East 26th Street.

A displaced bus stop on Madison Avenue at East 27th Street that is shared by NYC Transit’s M1, M2, M3, X2, X5 and X14 and MTA Bus’ BM1, BM2, BM3 and BM4 would be relocated to Madison Avenue at East 28th Street. There would be no other changes in the area.

ALTERNATIVES:

One alternative for the BxM3 and BxM4 would be to leave the current travel path and terminus unchanged. This would forego the opportunity to avoid the increasing traffic congestion on East 26th Street and address continuing community requests.

A second alternative would be relocate the layover in a location south of East 26th Street to enable the first northbound pick-up bus stop to be retained on Madison Avenue at East 26th Street; however, there is very little available curb space as there are currently many other bus routes stopping and laying over in the area, there is specially assigned parking for judges of a nearby courthouse, and the community requests that parking be retained along the western curb of Madison Avenue along Madison Square Park.

A third alternative would be to relocate the layover to an adjacent side street. However, this would require buses to travel circuitous paths on narrow, congested streets to access one of these layover locations, and would subject the buses to delay and significantly add to operating costs.

IMPACT ON FUNDING:

The net result of the recommended revision would be a slight increase in operating cost of approximately $22,000 annually because of the increase in travel distance and travel time.

IMPLEMENTATION:

March 2012.

Approved:

Darryl C. Irick
President
SERVICE CHANGES: MTA BUS OPERATIONS COMMITTEE NOTIFICATION SERVICE REVISION: Q35 TURNAROUND PATH REVISION in MIDWOOD, BROOKLYN

SERVICE ISSUE:

The Q35 provides local bus service between Rockaway Park, Queens and Midwood, Brooklyn. The turnaround path of the Q35 at its northern terminus in Midwood requires buses to make an elongated and difficult right turn within a very congested intersection. Additionally, the southbound Q35 currently shares its first boarding stop on Flatbush Avenue with the very frequent and busy B41 bus route, making it difficult for both the Q35 and B41 to access the bus stop. These factors subject the Q35 and B41 to delays.

RECOMMENDED SOLUTION:

To provide faster, more reliable service and provide easier turning maneuvers, revise the turnaround path of the Q35 in Midwood to use Avenue I, rather than turning around through the center of the congested Flatbush-Nostrand Junction. The Q35 would turnaround from northbound Flatbush Avenue via Avenue I, Nostrand Avenue and Avenue H returning to southbound Flatbush Avenue. This revision would relocate and consolidate the Midwood terminus to the south side of Avenue H between Nostrand Avenue and Flatbush Avenue, across from the current last stop and first stop. It would remove the conflicts with the B41 for limited bus stop space on Flatbush Avenue.

ESTIMATED IMPACT:

The net result of this revision to the Q35 would be a very small decrease in operating cost of approximately $6,600 annually because of the very small decrease in travel distance and travel time. This revision would improve service reliability, and should, over time, increase Q35 ridership and revenue.

PLANNED IMPLEMENTATION:

April 2012.
Staff Summary

Subject: Q35 Turnaround Path Revision
In Midwood, Brooklyn

Department: Operations Planning
Department Head Name: Norman C. Silverman
Department Head Signature: [Signature]
Project Manager Name: Stacey Lewis

Date: February 1, 2012
Vendor Name: N/A
Contract Number: N/A
Contract Manager Name: N/A
Table of Contents Ref #: N/A

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</tr>
<tr>
<td>1</td>
<td>Vice Pres,</td>
<td>2/2/12</td>
</tr>
<tr>
<td></td>
<td>Operations Planning</td>
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</tbody>
</table>

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for and to inform the MTA Bus Operations Committee of a recommendation to revise the turnaround path of the Q35 local bus in Midwood, Brooklyn. The Q35 was formerly operated by Green Bus Lines and transitioned into MTA Bus on January 9, 2006.

DISCUSSION:

The Q35 provides local bus service between Rockaway Park, Queens and Midwood, Brooklyn via the intermediate neighborhoods of Belle Harbor, Neponsit, Marine Park and Flatlands. The Q35 travels a one-way distance of approximately 9 miles, and currently transports approximately 4,370 passengers per weekday, approximately 3,200 passengers per Saturday, and approximately 2,570 passengers per Sunday.

The current turnaround path of the Q35 at its northern terminus in Midwood requires buses to make an elongated and difficult right turn within a very congested intersection. After departing from the last northbound stop on Avenue H at Nostrand Avenue, the Q35 currently travels without passengers north on Nostrand Avenue, then makes a right turn to southbound Flatbush Avenue to the first southbound stop on Flatbush Avenue north of Avenue H. The right turn from northbound Nostrand Avenue to southbound Flatbush Avenue is difficult and requires a maneuver of more than 90 degrees. This is compounded by its location in the middle of the congested Flatbush-Nostrand Junction. Additionally, the southbound Q35 currently shares its first boarding stop with the very frequent and busy B41 bus route, which is a transfer point for passengers from the 25 subway at the Flatbush Avenue station and the numerous other bus routes (B6, B11, B44, B103 and BM2) in the area to both

The legal name of MTA Bus is MTA Bus Company.
the B41 and Q35. The B41 operates between Downtown Brooklyn to the north and Kings Plaza or Bergen Beach to the south via Flatbush Avenue providing local and limited-stop service. This high level of B41 activity makes it difficult for the Q35 to access the bus stop. Conversely, the competition for the limited bus stop space by the Q35 delays the B41. These factors at a very busy traffic, pedestrian and bus location subjects both the Q35 and B41 to delays.

To avoid the difficult right turn at the Flatbush-Nostrand Junction, and the associated delays, this change will revise the Midwood turnaround path of the Q35. The northbound Q35 would instead travel from northbound Flatbush Avenue, west on Avenue I, north on Nostrand Avenue, then east on Avenue H to a new consolidated terminus (last stop, layover, and first stop) on Avenue H at Nostrand Avenue. The southbound Q35 (toward Rockaway Park) would then travel east on Avenue H, south on Flatbush Avenue, and then rejoin its regular route. There would be a very small reduction in travel distance of approximately 0.02 miles and by avoiding the congestion at the Junction, travel time would decrease by approximately one minute.

This revised turnaround path would relocate the current last northbound stop and layover from the north side of Avenue H at Nostrand Avenue, and the current first southbound stop from Flatbush Avenue at Avenue H to a consolidated terminus (last northbound stop, layover, and first southbound stop) on the south side of Avenue H at Nostrand Avenue. Use of this location would provide a less congested southbound boarding area, which would be separated from the frequent and busy B41 while remaining proximate to the Flatbush Avenue station served by the 25 subway routes.

The entire south curb of Avenue H between Nostrand Avenue and Flatbush Avenue is approximately 250 feet long, and is currently signed as a commuter van stop. However, this commuter van stop is underutilized, and because of the very low van usage, it would be shortened by the New York City Department of Transportation to accommodate the new Q35 terminus.

The current last stop and layover on the north side of Avenue H between Flatbush Avenue and Nostrand Avenue would continue to be utilized by the frequent B103 short trips operating only between Canarsie and Midwood all day on weekdays, Saturdays and Sundays.

Representatives of the local community boards (Brooklyn Community Boards 14 and 18) have been previously consulted with and advised of this proposal. No concerns were expressed; however, there was support for decreasing the number of buses making the right turn through the center of the Junction from northbound Nostrand Avenue to southbound Flatbush Avenue. This revision would also respond to Q35 passenger requests to provide a southbound boarding area at the Junction that is separate from the frequent and busy B41.

**RECOMMENDATION:**

To provide faster, more reliable service, provide easier turning maneuvers, and reduce traffic congestion; revise the turnaround path of the Q35 in Midwood to use Avenue I, rather than turning around through the center of the congested Flatbush-Nostrand Junction. The Q35 would turnaround using from northbound Flatbush Avenue via Avenue I, Nostrand Avenue and Avenue H returning to southbound Flatbush Avenue. This revision would relocate and consolidate the Midwood terminus across the street from the current last stop and first stop, to the south side of Avenue H between

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Nostrand Avenue and Flatbush Avenue. This location is currently occupied by an underutilized commuter van stop, which would be shortened by the NYC Department of Transportation because of the very low van usage.

ALTERNATIVES:

The only alternative would be to leave the current turnaround path in Midwood unchanged. This would forego the opportunity to avoid the difficult right turn at the congested Flatbush-Nostrand Junction, reduce traffic congestion, and provide a separate boarding area from the frequent and busy B41, and to avoid the associated service delays.

IMPACT ON FUNDING:

The net result of this revision would be a small decrease in operating cost of approximately $6,600 annually because of the very small decrease in travel distance and travel time. This revision would also improve service reliability, which over time, should in increase ridership and revenue.

IMPLEMENTATION

April 2012.

Approved:  

Darryl C. Irick  
President

The legal name of MTA Bus is MTA Bus Company.
Q35 Turnaround Path Revision in Midwood

- **Current Q35 Travel Path to Remain**
- **Current Q35 Path to be Discontinued**
- **New Q35 Travel Path**
- **Current Q35 First Stop to be Discontinued, to Remain for B41.**
- **Current Q35 Last Stop and Layover to be Discontinued, to Remain for B103 (Short Trips) only.**
- **New Q35 Last Stop/Layover/First Stop**
- **Brooklyn College-Flatbush Av Subway Station Stairs**

Map showing changes to the Q35 bus route in Midwood, including new and discontinued stops and layovers.
STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, which include bus performance indicators and the Passenger Environment Survey (PES), are reported on a semi-annual basis.

The bus performance section shows data on a systemwide basis for the most recent half-year, July - December 2011, and the previous three half-year periods. The PES section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

Bus Service Performance

Wait Assessment is measured weekdays between 7am and midnight. A detailed definition of Wait Assessment and the corresponding results on a borough-representative sample of 42 high-volume bus routes (plus eight associated limited-stop services and two select bus service routes) are presented on the following pages.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for Express Buses.

Of the 38 indicators, 32 indicators remained unchanged and six (6) indicators declined when comparing Second Half 2011 and Second Half 2010. For PES indicators that rate Bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

The results for all PES indicators for Second Half 2011 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.
**Significant Indicator Improvements/Declines**

Bus Wait Assessment remained statistically unchanged -0.4%, from 81.9% in the Second Half 2010 to 81.5% in the Second Half 2011. Out of the 38 Local and Express Bus passenger environment indicators, 32 indicators remained unchanged and six (6) indicators declined when comparing the Second Half 2011 to Second Half 2010.

### DECLINES

<table>
<thead>
<tr>
<th>Local Buses</th>
<th>2010 2nd Half</th>
<th>2011 2nd Half</th>
<th>Net Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Litter Conditions in Buses (in service) - (% none and light)</td>
<td>89%</td>
<td>82%</td>
<td>-7%</td>
</tr>
<tr>
<td>Cleanliness of Bus Interior (in service) - (% none and light)</td>
<td>89%</td>
<td>81%</td>
<td>-8%</td>
</tr>
<tr>
<td>Buses with No Scratched Windows</td>
<td>84%</td>
<td>79%</td>
<td>-5%</td>
</tr>
<tr>
<td>Buses Displaying a Correct/Legible Bus Map</td>
<td>81%</td>
<td>71%</td>
<td>-10%</td>
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</table>

### Express Buses

<table>
<thead>
<tr>
<th>Express Buses</th>
<th>2010 2nd Half</th>
<th>2011 2nd Half</th>
<th>Net Change</th>
</tr>
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<tbody>
<tr>
<td>Litter Conditions in Express Buses (in service) - (% none and light)</td>
<td>96%</td>
<td>88%</td>
<td>-8%</td>
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<tr>
<td>Cleanliness of Express Bus Interior (in service) - (% none and light)</td>
<td>97%</td>
<td>90%</td>
<td>-7%</td>
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</tbody>
</table>
Bus Performance Indicator

Wait Assessment (7am - midnight)

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>% of Intervals Compliant</td>
<td>82.5</td>
<td>81.9</td>
<td>81.6</td>
<td>81.5</td>
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</tbody>
</table>

Definition

Wait Assessment is measured weekdays between 7:00 a.m. and midnight. It is defined as the percentage of observed service intervals that are no more than the scheduled interval plus 3 minutes during peak (7 a.m. – 9 a.m., 4 p.m. – 7 p.m.) and plus 5 during off-peak (9 a.m. – 4 p.m, 7 p.m. – 12 a.m.)

The results presented are for a sample of 42 high-volume bus routes (plus eight associated limited stop services and two select bus service route).

2011 Annual Goals:  Wait Assessment: 84.1%

Semi-Annual Results

<table>
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<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Wait Assessment</td>
<td>81.5%</td>
<td>81.6%</td>
<td>81.9%</td>
<td>82.5%</td>
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</tbody>
</table>

Discussion of Results: an increase/decrease of less than 1% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: Bus Wait Assessment results remained statistically unchanged (-0.4%).
Bus Performance Indicator

Wait Assessment (7am - midnight)

<table>
<thead>
<tr>
<th>Borough</th>
<th>2nd Half 2010</th>
<th>2nd Half 2011</th>
</tr>
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<tbody>
<tr>
<td>Bronx</td>
<td>80.8</td>
<td>81.1</td>
</tr>
<tr>
<td>Brooklyn</td>
<td>81.2</td>
<td>80.2</td>
</tr>
<tr>
<td>Manhattan</td>
<td>81.0</td>
<td>79.9</td>
</tr>
<tr>
<td>Queens</td>
<td>85.6</td>
<td>86.8</td>
</tr>
<tr>
<td>Staten Island</td>
<td>82.5</td>
<td>81.3</td>
</tr>
<tr>
<td>Route</td>
<td>2010</td>
<td>2011</td>
</tr>
<tr>
<td>-----------</td>
<td>------------</td>
<td>------------</td>
</tr>
<tr>
<td></td>
<td>1st Half</td>
<td>2nd Half</td>
</tr>
<tr>
<td>Bronx</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bx1/2</td>
<td>80.6%</td>
<td>79.0%</td>
</tr>
<tr>
<td>Bx1/2 Ltd.</td>
<td>84.6%</td>
<td>81.9%</td>
</tr>
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<td>Bx9</td>
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</tr>
<tr>
<td>Bx12</td>
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<td>86.2%</td>
</tr>
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<td>83.4%</td>
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<td>Bx41¹</td>
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<tr>
<td>B6</td>
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</tr>
<tr>
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<td>B63²</td>
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¹Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.
²Includes BusTime sample data, effective October 1, 2011.
<table>
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<tr>
<th>Route</th>
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<th>1st Half</th>
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<tr>
<td>M1(^1)</td>
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</tr>
<tr>
<td>M2(^2)</td>
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<td>M3/18</td>
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<td>M4(^1)</td>
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<td>83.8%</td>
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<tr>
<td>Queens</td>
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<td>85.6%</td>
<td>85.5%</td>
<td>86.8%</td>
</tr>
<tr>
<td>Q43(^1)</td>
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<td>89.2%</td>
</tr>
<tr>
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<td>90.3%</td>
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<tr>
<td>Q44 Ltd.</td>
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<td>83.9%</td>
<td>89.4%</td>
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<tr>
<td>Q46(^1)</td>
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</tr>
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<td>86.1%</td>
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<td>Q83(^1)</td>
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<td>84.8%</td>
</tr>
<tr>
<td>Q85(^1)</td>
<td>85.2%</td>
<td>84.4%</td>
<td>82.8%</td>
<td>82.4%</td>
</tr>
<tr>
<td>Staten Island</td>
<td>81.9%</td>
<td>82.5%</td>
<td>81.3%</td>
<td>81.3%</td>
</tr>
<tr>
<td>S44(^1)</td>
<td>79.3%</td>
<td>81.5%</td>
<td>79.9%</td>
<td>77.1%</td>
</tr>
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<td>S48(^1)</td>
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<td>80.1%</td>
<td>82.2%</td>
</tr>
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<td>S53(^1)</td>
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<td>82.7%</td>
<td>84.1%</td>
<td>84.3%</td>
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<td>79.6%</td>
<td>76.0%</td>
<td>77.8%</td>
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<tr>
<td>S79</td>
<td>85.1%</td>
<td>86.2%</td>
<td>84.9%</td>
<td>83.7%</td>
</tr>
</tbody>
</table>

\(^1\)Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

\(^2\)This route operates all-limited service during specific times of the day. The limited service was included in the overall analysis of this route.
Passenger Environment Survey
Local Bus Results

The Local Bus PES consists of 26 indicators. 22 remained statistically unchanged while four (4) showed a decline when comparing the 2nd half 2011 to the 2nd half 2010. The table below depicts the results for the 2nd half of 2011 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

<table>
<thead>
<tr>
<th>Cleanliness and Appearance</th>
<th>2010</th>
<th></th>
<th>2011</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1st Half</td>
<td>2nd Half</td>
<td>1st Half</td>
<td>2nd Half</td>
</tr>
<tr>
<td></td>
<td>Before</td>
<td>Service</td>
<td>Before</td>
<td>Service</td>
</tr>
<tr>
<td>Litter Conditions in Buses</td>
<td>% None</td>
<td>90</td>
<td>42</td>
<td>91</td>
</tr>
<tr>
<td>Presence of Litter</td>
<td>% Light</td>
<td>9</td>
<td>48</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>% Moderate</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>% Heavy</td>
<td>1</td>
<td>9</td>
<td>1</td>
</tr>
<tr>
<td>Exterior Dirt Condition of Buses</td>
<td>% None</td>
<td>99</td>
<td>99</td>
<td>100</td>
</tr>
<tr>
<td>Degree of Dirtiness</td>
<td>% Light</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>% Moderate</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>% Heavy</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cleanliness of Bus Interior</td>
<td>% None</td>
<td>97</td>
<td>88</td>
<td>97</td>
</tr>
<tr>
<td>Degree of Dirtiness</td>
<td>% Light</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>% Moderate</td>
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<td>1</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>% Heavy</td>
<td>1</td>
<td>9</td>
<td>1</td>
</tr>
<tr>
<td>% Buses with No Damaged Panels</td>
<td>100</td>
<td>97</td>
<td>98</td>
<td>97</td>
</tr>
<tr>
<td>% Buses with No Cracked Windows</td>
<td>100</td>
<td>99</td>
<td>98</td>
<td>97</td>
</tr>
<tr>
<td>% Buses with No Scratchied Windows</td>
<td>89</td>
<td>84</td>
<td>84</td>
<td>79</td>
</tr>
<tr>
<td>% Buses with No Clouded Windows</td>
<td>99</td>
<td>99</td>
<td>98</td>
<td>99</td>
</tr>
<tr>
<td>% Buses with No Interior Graffiti</td>
<td>90</td>
<td>93</td>
<td>91</td>
<td>93</td>
</tr>
<tr>
<td>% Buses with No Exterior Graffiti</td>
<td>100</td>
<td>97</td>
<td>98</td>
<td>96</td>
</tr>
</tbody>
</table>

Customer Information

| % Buses with Readable/Correct Front Sign | 100 | 100 | 100 | 100 |
| % Buses with Correct Electronic Side Sign | 100 | 100 | 100 | 100 |
| % Buses with Correct Rear Sign | 100 | 99 | 99 | 99 |
| % Bus Announcements that are Understandable/Correct | 65 | 58 | 61 | 60 |
| % Buses with Priority Seating Stickers | 98 | 99 | 97 | 97 |
| % Buses Displaying a Correct/Legible Bus Map | 81 | 81 | 82 | 71 |

Functioning Equipment

| Climate Control Conditions in Buses | 94 | 90 | 94 | 92 |
| % Buses with Operative Kneeling Feature | 100 | 100 | 100 | 99 |
| % Buses with Operative Wheelchair Lift | 99 | 98 | 97 | 97 |
| % Buses with Operating Windows | 100 | 100 | 98 | 98 |
| % Buses with Operative Rear Door | 100 | 100 | 100 | 100 |

Operations

| % Bus Stops where Buses Board/Discharge Passengers Appropriately | 98 | 98 | 98 | 98 |
| % Bus Operators in Proper Uniform | 100 | 100 | 99 | 100 |
| % Bus Operators Properly Displaying Badges | 99 | 97 | 99 | 98 |

1 % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Service - Surveyed at the depot before going into service. In Service - Surveyed at terminals while in service.
Passenger Environment Survey
Litter Conditions on Buses

<table>
<thead>
<tr>
<th>Before Entering Service*</th>
<th>In Service**</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>% of Buses None &amp; Light</td>
<td>90</td>
<td>93</td>
<td>91</td>
<td>92</td>
</tr>
<tr>
<td>% None</td>
<td>99</td>
<td>99</td>
<td>99</td>
<td>98</td>
</tr>
<tr>
<td>% Light</td>
<td>1%</td>
<td>7%</td>
<td>9%</td>
<td>2%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>% of Buses None &amp; Light</td>
<td>90</td>
<td>93</td>
<td>91</td>
<td>92</td>
</tr>
<tr>
<td>% None</td>
<td>48</td>
<td>47</td>
<td>49</td>
<td>48</td>
</tr>
<tr>
<td>% Light</td>
<td>52</td>
<td>53</td>
<td>51</td>
<td>52</td>
</tr>
</tbody>
</table>

* Measured at the depot before going into service.
** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)
- **None**: basically litter free;
- **Light**: scattered dry litter;
- **Moderate**: noticeable assortment of dry litter;
- **Heavy**: heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2011 Annual Goals: (% none & light) Before Entering Service: 99.0%  In Service: 90.0%

Semi-Annual Results

<table>
<thead>
<tr>
<th></th>
<th>Before Entering Service</th>
<th>In Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>None</td>
<td>Light</td>
</tr>
<tr>
<td>2nd Half 2011</td>
<td>92%</td>
<td>6%</td>
</tr>
<tr>
<td>1st Half 2011</td>
<td>91%</td>
<td>8%</td>
</tr>
<tr>
<td>2nd Half 2010</td>
<td>93%</td>
<td>6%</td>
</tr>
<tr>
<td>1st Half 2010</td>
<td>90%</td>
<td>9%</td>
</tr>
</tbody>
</table>

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: the "Before Entering Service" results remained statistically unchanged, while the "In Service" (-7%) results showed a statistically significant decline when comparing the 2nd half 2011 to the 2nd half 2010.
Passenger Environment Survey
Cleanliness Conditions on Buses

* Measured at the depot before going into service.
** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None - basically dirt free;
Light - occasional "ground in" spots, but generally clean;
Moderate - dingy floor, one or two sticky dry spots;
Heavy - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles),
sticky wet spots, any seats unusable due to unclean conditions.

2011 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: 90.0%

Semi-Annual Results

<table>
<thead>
<tr>
<th></th>
<th>Before Entering Service</th>
<th>In Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>None</td>
<td>Light</td>
</tr>
<tr>
<td>2nd Half 2011</td>
<td>96%</td>
<td>2%</td>
</tr>
<tr>
<td>1st Half 2011</td>
<td>96%</td>
<td>3%</td>
</tr>
<tr>
<td>2nd Half 2010</td>
<td>97%</td>
<td>2%</td>
</tr>
<tr>
<td>1st Half 2010</td>
<td>97%</td>
<td>2%</td>
</tr>
</tbody>
</table>

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: the "Before Entering Service" results remained statistically unchanged, while the "In Service" (-8%) results showed a statistically significant decline when comparing the 2nd half 2011 to the 2nd half 2010.
Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which 10 remained statistically unchanged while two (2) showed a statistically significant decline when comparing the 2nd half 2011 to the 2nd half 2010. The table below depicts the results for the 2nd half of 2011 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

<table>
<thead>
<tr>
<th>Cleanliness and Appearance</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1st Half</td>
<td>2nd Half</td>
</tr>
<tr>
<td></td>
<td>Before Service</td>
<td>Before In Service</td>
</tr>
<tr>
<td>Litter Conditions In Buses</td>
<td>% None 86</td>
<td>% None 81</td>
</tr>
<tr>
<td>Presence of Litter</td>
<td>% Light 12</td>
<td>% Light 18</td>
</tr>
<tr>
<td></td>
<td>% Moderate 0</td>
<td>% Moderate 0</td>
</tr>
<tr>
<td></td>
<td>% Heavy 2</td>
<td>% Heavy 1</td>
</tr>
<tr>
<td>Exterior Dirt Condition of Buses</td>
<td>% None 90</td>
<td>% None 100</td>
</tr>
<tr>
<td>Degree of Dirtiness</td>
<td>% Light 9</td>
<td>% Light 0</td>
</tr>
<tr>
<td></td>
<td>% Moderate 1</td>
<td>% Moderate 0</td>
</tr>
<tr>
<td></td>
<td>% Heavy 0</td>
<td>% Heavy 0</td>
</tr>
<tr>
<td>Cleanliness of Bus Interior</td>
<td>% None 98</td>
<td>% None 99</td>
</tr>
<tr>
<td>Degree of Dirtiness</td>
<td>% Light 1</td>
<td>% Light 0</td>
</tr>
<tr>
<td></td>
<td>% Moderate 0</td>
<td>% Moderate 0</td>
</tr>
<tr>
<td></td>
<td>% Heavy 1</td>
<td>% Heavy 0</td>
</tr>
<tr>
<td>% Buses with No Damaged Panels</td>
<td>99</td>
<td>99</td>
</tr>
<tr>
<td>% Buses with No Cracked Windows</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>% Buses with No Interior Graffiti</td>
<td>98</td>
<td>99</td>
</tr>
<tr>
<td>% Buses with No Exterior Graffiti</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

Functioning Equipment

<table>
<thead>
<tr>
<th>Functioning Equipment</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of Operative Reading Lights on Buses</td>
<td>98</td>
<td>93</td>
</tr>
<tr>
<td>% of Operative Reclining Seats on Buses</td>
<td>100</td>
<td>98</td>
</tr>
</tbody>
</table>

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.
Passenger Environment Survey
Litter Conditions on Express Buses

Before Entering Service*

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>36</td>
<td>99</td>
<td>67</td>
<td>193</td>
</tr>
<tr>
<td>Light</td>
<td>12</td>
<td>7</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td>Total</td>
<td>48</td>
<td>106</td>
<td>79</td>
<td>209</td>
</tr>
</tbody>
</table>

In Service**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>99</td>
<td>6</td>
<td>81</td>
<td>60</td>
</tr>
<tr>
<td>Light</td>
<td>18</td>
<td>26</td>
<td>33</td>
<td>37</td>
</tr>
<tr>
<td>Total</td>
<td>117</td>
<td>34</td>
<td>114</td>
<td>97</td>
</tr>
</tbody>
</table>

* Measured at the depot before going into service.
** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

- **None**: basically litter free;
- **Light**: scattered dry litter;
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2011 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: 90.0%

Semi-Annual Results

<table>
<thead>
<tr>
<th></th>
<th>Before Entering Service</th>
<th>In Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>None</td>
<td>Light</td>
</tr>
<tr>
<td>2nd Half 2011</td>
<td>93%</td>
<td>6%</td>
</tr>
<tr>
<td>1st Half 2011</td>
<td>87%</td>
<td>12%</td>
</tr>
<tr>
<td>2nd Half 2010</td>
<td>92%</td>
<td>7%</td>
</tr>
<tr>
<td>1st Half 2010</td>
<td>86%</td>
<td>12%</td>
</tr>
</tbody>
</table>

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: the "Before Entering Service" results remained statistically unchanged, while the "In Service" (-8%) results showed a statistically significant decline when comparing the 2nd half 2011 to the 2nd half 2010.
**Passenger Environment Survey**

**Cleanliness Conditions on Express Buses**

<table>
<thead>
<tr>
<th>% of Buses</th>
<th>Before Entering Service*</th>
<th>In Service**</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Half 2010</td>
<td>99%</td>
<td>99%</td>
</tr>
<tr>
<td>2nd Half 2010</td>
<td>100%</td>
<td>97%</td>
</tr>
<tr>
<td>1st Half 2011</td>
<td>99%</td>
<td>93%</td>
</tr>
<tr>
<td>2nd Half 2011</td>
<td>99%</td>
<td>86%</td>
</tr>
</tbody>
</table>

* Measured at the depot before going into service.
** Measured at terminals while in service.

**Definition**

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

- **None**: basically dirt free;
- **Light**: Occasional "ground in" spots, but generally clean;
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**2011 Annual Goals**: (% none & light) Before Entering Service: 99.0%  In Service: 90.0%

**Semi-Annual Results**

<table>
<thead>
<tr>
<th></th>
<th>Before Entering Service</th>
<th>In Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>None</td>
<td>Light</td>
</tr>
<tr>
<td>2nd Half 2011</td>
<td>99%</td>
<td>0%</td>
</tr>
<tr>
<td>1st Half 2011</td>
<td>97%</td>
<td>2%</td>
</tr>
<tr>
<td>2nd Half 2010</td>
<td>99%</td>
<td>1%</td>
</tr>
<tr>
<td>1st Half 2010</td>
<td>98%</td>
<td>1%</td>
</tr>
</tbody>
</table>

**Discussion of Results**: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2011 vs. 2nd Half 2010: the "Before Entering Service" results remained statistically unchanged, while the "In Service" (-7%) results showed a statistically significant decline when comparing the 2nd half 2011 to the 2nd half 2010.
In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2011 Final Estimate, 2012 Adopted Budget and the Financial Plan for 2012-2015. The adopted budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2011, as well as technical adjustments.

These adjustments are presented on the attached reconciliation from the November Financial Plan and are described below:

- Three-year zero savings initiative impact for Represented employees: $4.2 million in 2014 and $5.7 million in 2015.
- Non-represented wage freeze savings: $0.9 million in 2011 and 2012, and $0.8 million in 2013 through 2015.
- Accelerated zero savings initiative for Represented employees: $1.1M in 2011, $5.4 million in 2012, $5.9 million in 2013, $1.7 million in 2014 and $0.4 million in 2015.
- Revised inflation assumptions, which result in net Fuel savings of $0.7 million in 2011 and $2.7 million in 2012 through 2015, as well as Non-Revenue Fuel savings of $0.3 million in 2011, and $1.4 million in 2012 through 2015.
- New MTA Efficiencies are projected to result in savings of $0.6 million in 2011, and $0.2 million each year thereafter.
- Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.
- Technical adjustments include a departmental shift of 8 positions from various departments and some minor shifts within Administration which does not impact total positions.

This submission also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2012 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.
MTA BUS COMPANY
February Financial Plan 2012 - 2015
Reconciliation to the November Plan (Accrual) Non-Reimbursable
($ in millions)

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Positions</td>
<td>Dollars</td>
<td>Positions</td>
<td>Dollars</td>
<td>Positions</td>
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<tr>
<td>2011 November Financial Plan: Baseline Net Surplus/(Deficit)</td>
<td>3,462</td>
<td>($422,674)</td>
<td>3,462</td>
<td>($437,754)</td>
<td>3,454</td>
</tr>
</tbody>
</table>

Technical Adjustments:

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub-Total Technical Adjustments</td>
<td>0</td>
<td>$0,000</td>
<td>0</td>
<td>$0,000</td>
<td>0</td>
</tr>
</tbody>
</table>

MTA Plan Adjustments:

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labor:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Zeros Salary/Wage Initiative</td>
<td>$0.926</td>
<td>$0.924</td>
<td>$0.828</td>
<td>$5.036</td>
<td>$6.510</td>
</tr>
<tr>
<td>Accelerate 3 Zeros</td>
<td>1.061</td>
<td>5.384</td>
<td>5.929</td>
<td>1.666</td>
<td>0.405</td>
</tr>
<tr>
<td>New MTA Efficiencies</td>
<td>0.583</td>
<td>0.202</td>
<td>0.202</td>
<td>0.202</td>
<td>0.202</td>
</tr>
<tr>
<td>Energy/Other Reimbursements</td>
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<td>4.174</td>
<td>4.174</td>
<td>4.174</td>
<td>4.174</td>
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<tr>
<td>Sub-Total MTA Plan Adjustments</td>
<td>0</td>
<td>$3.547</td>
<td>0</td>
<td>$10.684</td>
<td>0</td>
</tr>
</tbody>
</table>

2012 February Financial Plan: Baseline Net Surplus/(Deficit) 3,462  $ (419,127) 3,462  $ (427,070) 3,454  $ (431,757) 3,443  $ (444,875) 3,527  $ (482,013)
MTA BUS COMPANY
February Financial Plan 2012 - 2015
Reconciliation to the November Plan (Accrual) Reimbursable
($ in millions)

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Positions</td>
<td>Dollars</td>
<td>Positions</td>
<td>Dollars</td>
<td>Positions</td>
</tr>
<tr>
<td>2011 November Financial Plan: Baseline Net Surplus/(Deficit)</td>
<td>63</td>
<td>$0.000</td>
<td>64</td>
<td>$0.000</td>
<td>64</td>
</tr>
</tbody>
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Technical Adjustments:

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
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<tbody>
<tr>
<td>Sub-Total Technical Adjustments</td>
<td>0</td>
<td>$0.000</td>
<td>0</td>
<td>$0.000</td>
<td>0</td>
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</tbody>
</table>

MTA Plan Adjustments

Labor:
- 3 Zeros Salary/Wage Initiative
- Accelerate 3 Zeros
- New MTA Efficiencies
- Energy/Other Reimbursements

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub-Total MTA Plan Adjustments</td>
<td>0</td>
<td>$0.000</td>
<td>0</td>
<td>$0.000</td>
<td>0</td>
</tr>
</tbody>
</table>

2012 February Financial Plan: Baseline Net Surplus/(Deficit) | 63 | $0.000 | 64 | $0.000 | 64 | $0.000 | 64 | $0.000 | 64 | $0.000 |

84
<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Positions</strong></td>
<td><strong>Dollars</strong></td>
<td><strong>Positions</strong></td>
<td><strong>Dollars</strong></td>
<td><strong>Positions</strong></td>
<td><strong>Dollars</strong></td>
</tr>
<tr>
<td>Technical Adjustments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub-Total Technical Adjustments</td>
<td>0 $0,000</td>
<td>0 $0,000</td>
<td>0 $0,000</td>
<td>0 $0,000</td>
<td>0 $0,000</td>
</tr>
<tr>
<td>MTA Plan Adjustments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor:</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>3 Zeros Salary/Wage Initiative</td>
<td>0 $0.926</td>
<td>0 $0.924</td>
<td>0 $0.828</td>
<td>0 $5.036</td>
<td>0 $8.510</td>
</tr>
<tr>
<td>Accelerate 3 Zeros</td>
<td>0 1.061</td>
<td>0 5.384</td>
<td>0 5.923</td>
<td>0 1.666</td>
<td>0 0.405</td>
</tr>
<tr>
<td>New MTA Efficiencies</td>
<td>0 0.583</td>
<td>0 0.202</td>
<td>0 0.202</td>
<td>0 0.202</td>
<td>0 0.202</td>
</tr>
<tr>
<td>Energy/Other Reimbursements</td>
<td>0 0.957</td>
<td>0 4.174</td>
<td>0 4.174</td>
<td>0 4.174</td>
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<tr>
<td>Sub-Total MTA Plan Adjustments</td>
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<tr>
<td>2012 February Financial Plan: Baseline Net Surplus/(Deficit)</td>
<td>3,525 $(348,971)</td>
<td>3,526 $(334,099)</td>
<td>3,518 $(327,222)</td>
<td>3,507 $(341,573)</td>
<td>3,591 $(376,811)</td>
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</table>
MTA BUS COMPANY
2012 February Adopted Budget
Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category
($ in millions)

<table>
<thead>
<tr>
<th>NON-REIMBURSABLE</th>
<th>Final Proposed Budget</th>
<th>MTA Plan Adjustments</th>
<th>February Adopted Budget</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Labor</td>
<td>New MTA</td>
<td>Energy/</td>
</tr>
<tr>
<td>Revenue</td>
<td>$180.168</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toll Revenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>19.019</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
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<td>Total Revenue</td>
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<tr>
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<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>26.440</td>
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<tr>
<td>Professional Service Contracts</td>
<td>6.907</td>
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<tr>
<td>Materials &amp; Supplies</td>
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<tr>
<td>Other Business Expenses</td>
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<tr>
<td>Total Non-Labor Expenses</td>
<td>$144.753</td>
<td>$0.000</td>
<td>($0.202)</td>
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<td>Other Expense Adjustments:</td>
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<td>Other Total Other Expense Adjustments</td>
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<tr>
<td>Total Expenses before Non-Cash Liability Adjustments</td>
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<td>$0.000</td>
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<td></td>
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<tr>
<td>Environmental Remediation</td>
<td></td>
<td></td>
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<tr>
<td>Baseline Surplus/(Deficit)</td>
<td>($437.754)</td>
<td>$6.308</td>
<td>$0.202</td>
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</table>

- Differences are due to rounding.
MTA BUS COMPANY
2012 February Adopted Budget
Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category
($ in millions)

<table>
<thead>
<tr>
<th>REIMBURSABLE</th>
<th>Final Proposed Budget</th>
<th>MTA Plan Adjustments</th>
<th>February Adopted Budget</th>
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</thead>
<tbody>
<tr>
<td>Revenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Toll Revenue</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>7.727</td>
<td>$0.000</td>
<td>$0.000</td>
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<tr>
<td>Total Revenue</td>
<td>$7.727</td>
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<tr>
<td>Expenses</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor:</td>
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<tr>
<td>Payroll</td>
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<tr>
<td>Overtime</td>
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<td>0.000</td>
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<tr>
<td>Other</td>
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<td>0.466</td>
<td>0.492</td>
</tr>
<tr>
<td>Total Labor Expenses</td>
<td>$7.727</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Non-Labor:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electric Power</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Insurance</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Total Non-Labor Expenses</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Other Expense Adjustments:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Total Other Expense Adjustments</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Total Expenses</td>
<td>$7.727</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Depreciation</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Total Expenses</td>
<td>$7.727</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Baseline Surplus/(Deficit)</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
</tbody>
</table>

- Differences are due to rounding.
MTA BUS COMPANY
2012 February Adopted Budget
Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category
($ in millions)

<table>
<thead>
<tr>
<th>NON-REIMBURSABLE/REIMBURSABLE</th>
<th>Final Proposed Budget</th>
<th>MTA Plan Adjustments</th>
<th>February Adopted Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Labor</td>
<td>New MTA Efficiencies</td>
<td>Energy &amp; Other Reimbs.</td>
</tr>
<tr>
<td>Revenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$180.168</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Toll Revenue</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>19.019</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>7.727</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>$206.914</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
</tbody>
</table>

| Expenses                      |       |                      |                       |         |           |       |       |
| Labor                         |       |                      |                       |         |           |       |       |
| Payroll                       | $233.021 | ($4.506) | $0.000 | $0.000 | $0.000 | $0.000 | $228.512 |
| Overtime                      | 41.568 | (0.785) | 0.000 | 0.000 | 0.000 | 0.000 | 40.783 |
| Health and Welfare            | 45.170 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 45.170 |
| OPEB Current Payment          | 14.566 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 14.566 |
| Pensions                      | 44.214 | (0.573) | 0.000 | 0.000 | 0.000 | 0.000 | 43.641 |
| Other Fringe Benefits         | 23.707 | (0.442) | 0.000 | 0.000 | 0.000 | 0.000 | 23.266 |
| Reimbursable Overhead         | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses          | $492.285 | ($6.308) | $0.000 | $0.000 | $0.000 | $0.000 | $385.557 |

| Non-Labor                     |       |                      |                       |         |           |       |       |
| Electric Power                | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| Fuel                          | 38.982 | 0.000 | 0.000 | (4.174) | 0.000 | 0.000 | 34.408 |
| Insurance                     | 14.858 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 14.858 |
| Utilities                     | 25.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 25.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 28.440 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 28.440 |
| Professional Service Contracts | 6.307 | 0.000 | (0.202) | 0.000 | 0.000 | 0.000 | 6.105 |
| Materials & Supplies          | 25.904 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 25.904 |
| Other Business Expenses       | 4.251 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.251 |
| Total Non-Labor Expenses      | $144.753 | $0.000 | ($0.202) | (4.174) | $0.000 | $0.000 | $140.377 |

| Other Expense Adjustments     |       |                      |                       |         |           |       |       |
| Other                         | 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 |

| Total Expenses before Non-Cash Liability Adjustments | $547.018 | ($6.308) | ($0.202) | ($4.174) | $0.000 | $0.000 | $546.334 |
| Depreciation                  | $42.235 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $42.235 |
| OPEB Obligation               | 55.415 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 55.415 |
| Environmental Remedation      | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses                | $644.668 | ($6.308) | ($0.202) | ($4.174) | $0.000 | $0.000 | $633.564 |
| Baseline Surplus/(Deficit)     | ($437.754) | $6.308 | $0.202 | $4.174 | $0.000 | $0.000 | ($427.070) |

- Differences are due to rounding.
### MTA BUS COMPANY
2012 February Adopted Budget
Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category
($ in millions)

<table>
<thead>
<tr>
<th>CASH RECEIPTS &amp; EXPENDITURES</th>
<th>2012 Final Proposed Budget</th>
<th>MTA Plan Adjustments</th>
<th>February Adopted Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Labor</td>
<td>New MTA Efficiencies</td>
<td>Energy/Other Reimb.</td>
</tr>
<tr>
<td><strong>Receipts</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$180.168</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Toll Revenue</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>19,019</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
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<td>0.000</td>
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<td><strong>Total Receipts</strong></td>
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<td><strong>Expenditures</strong></td>
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</tr>
<tr>
<td><strong>Labor</strong></td>
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<td></td>
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<tr>
<td>Payroll</td>
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<td>Overtime</td>
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<tr>
<td>Health and Welfare</td>
<td>44,768</td>
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<td>0.000</td>
</tr>
<tr>
<td>OPEB Current Payment</td>
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<td>0.000</td>
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<tr>
<td>Pensions</td>
<td>44,040</td>
<td>(0.573)</td>
<td>0.000</td>
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<tr>
<td>Other Fringe Benefits</td>
<td>23,542</td>
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<tr>
<td><strong>Total Labor Expenditures</strong></td>
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<tr>
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<td></td>
</tr>
<tr>
<td>Electric Power</td>
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<td>0.000</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
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<td>0.000</td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>6,907</td>
<td>(0.202)</td>
<td>0.000</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>26,904</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Other Business Expenditures</td>
<td>4,252</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td><strong>Total Non-Labor Expenditures</strong></td>
<td>$136,653</td>
<td>($0.202)</td>
<td>($4.174)</td>
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<tr>
<td><strong>Other Expenditure Adjustments</strong></td>
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<td></td>
</tr>
<tr>
<td>Other</td>
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<td>0.000</td>
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<td><strong>Total Other Expenditure Adjustments</strong></td>
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<td>$0.000</td>
<td>$0.000</td>
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<td><strong>Baseline Cash Deficit</strong></td>
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- Differences are due to rounding.
## MTA BUS COMPANY

### 2012 February Adopted Budget

Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category

($ in millions)

<table>
<thead>
<tr>
<th>CASH FLOW ADJUSTMENTS</th>
<th>Final Proposed Budget</th>
<th>New MTA Efficiencies</th>
<th>Energy Other Reimb.</th>
<th>New COA</th>
<th>All Other</th>
<th>February Adopted Budget</th>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
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<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
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<tr>
<td>Toll Revenue</td>
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<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
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<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
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</tr>
<tr>
<td>Labor:</td>
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<tr>
<td>Payroll</td>
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<td>($13.116)</td>
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<tr>
<td>Overtime</td>
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<td>0.000</td>
</tr>
<tr>
<td>Health and Welfare</td>
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- Differences are due to rounding.
### MTA Bus Company

**February Financial Plan 2012 - 2015**

**Accrual Statement of Operations by Category**

($ in millions)

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<tr>
<th>NON-REIMBURSABLE</th>
<th>2011</th>
<th>2012</th>
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<tr>
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<td>Operating Revenue</td>
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<td>Farebox Revenue</td>
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<th>2015</th>
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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Fuel for Buses and Trains</td>
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<tr>
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<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
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<th>2015</th>
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<td>$(431,739)</td>
<td>$(444,873)</td>
<td>$(462,013)</td>
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*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.
MTA BUS COMPANY
February Financial Plan 2012 - 2016
Accrual Statement of Operations by Category
($ in millions)

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<tr>
<th>REIMBURSABLE</th>
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<th>2013</th>
<th>2014</th>
<th>2015</th>
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</tr>
<tr>
<td>Revenue</td>
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</tr>
<tr>
<td>Fairbox Revenue</td>
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<td>-</td>
<td>-</td>
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<tr>
<td>Other Operating Revenue</td>
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<td>-</td>
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<td>-</td>
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<tr>
<td>Capital and Other Reimbursements</td>
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<td>$7.727</td>
<td>$7.406</td>
<td>$7.516</td>
<td>$7.625</td>
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<tr>
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<tr>
<td>Total Labor Expenses</td>
<td>$7.191</td>
<td>$7.727</td>
<td>$7.406</td>
<td>$7.516</td>
<td>$7.625</td>
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<tr>
<td>Non-Labor</td>
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<td>Traction and Propulsion Power</td>
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<tr>
<td>Maintenance and Other Operating Contracts</td>
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<tr>
<td>Materials &amp; Supplies</td>
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<td>$7.727</td>
<td>$7.406</td>
<td>$7.516</td>
<td>$7.625</td>
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<td>-</td>
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<tr>
<td>Total Expenses</td>
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<td>$7.727</td>
<td>$7.406</td>
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<td>$7.625</td>
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<td>$0.000</td>
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</table>

*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.
<table>
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</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
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</tr>
<tr>
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<tr>
<td>Labor</td>
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*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.*
## CASH RECEIPTS AND EXPENDITURES

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</table>

*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.*


## CASH FLOW ADJUSTMENTS

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<td>57.683</td>
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<td>Cash Timing and Availability Adjustment</td>
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<td>$105.303</td>
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*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.
MTA Bus Company
2012 Adopted Budget
2012 Non-Reimbursable/Reimbursable Overtime
($ in millions)

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<td>Hours</td>
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<td>0.0%</td>
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<tr>
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<td>100.0%</td>
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| REIMBURSABLE OVERTIME     |         |   |   |
|                          | 0       | $0.000 |   |

| TOTAL OVERTIME            | 948,745 | $40.783 |   |
MTA BUS COMPANY
February Financial Plan 2012-2015
Ridership/(Utilization)
(in millions)

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**FAREBOX REVENUE**

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### MTA Bus Company

#### February Financial Plan 2012-2015

#### Total Positions by Function and Department

Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

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MTA BUS COMPANY
February Financial Plan 2012-2015
Total Positions by Function and Occupation
## MTA BUS COMPANY
### February Financial Plan - 2012 Adopted Budget
### Accrual Statement of Operations by Category

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<th>Jul</th>
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<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
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### Operating Expenses

#### Labor:
- Payroll
- Overtime
- Health and Welfare
- OPEB Current Payment
- Pensions
- Other Fringe Benefits
  - $1.938 | $1.822 | $1.887 | $1.817 | $1.968 | $1.840 | $1.904 | $1.911 | $1.822 | $1.906 | $1.872 | $2.107 | $22.800 |

#### Non-Labor:
- Electric Power
  - $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
- Fuel
  - $2.795 | $2.704 | $2.930 | $2.862 | $2.917 | $3.153 | $2.863 | $2.985 | $2.800 | $2.984 | $2.804 | $2.762 | $34.408 |
- Insurance
  - $1.222 | $1.222 | $1.222 | $1.222 | $1.222 | $1.222 | $1.222 | $1.222 | $1.222 | $1.222 | $1.222 | $1.222 | $14.658 |
- Gains
  - $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
- Paratransit Service Contracts
  - $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
- Maintenance and Other Operating Contracts
  - $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
- Professional Service Contracts
  - $0.509 | $0.509 | $0.509 | $0.509 | $0.509 | $0.509 | $0.509 | $0.509 | $0.509 | $0.509 | $0.509 | $0.509 | $8.705 |
- Materials & Supplies
  - $0.354 | $0.354 | $0.354 | $0.354 | $0.354 | $0.354 | $0.354 | $0.354 | $0.354 | $0.354 | $0.354 | $0.354 | $4.291 |

#### Total Labor Expenses:

#### Total Non-Labor Expenses:

### Other Expenses Adjustments:

#### Total Other Expense Adjustments:
- $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |

#### Total Expenses before Non-Cash Liability Adj.
- $44.181 | $42.859 | $44.158 | $43.680 | $44.895 | $43.658 | $44.094 | $44.417 | $43.016 | $44.487 | $43.574 | $46.267 | $528.507 |

#### Depreciation
- $5.520 | $5.520 | $5.520 | $5.520 | $5.520 | $5.520 | $5.520 | $5.520 | $5.520 | $5.520 | $5.520 | $5.520 | $62.265 |

#### OPEB Obligation

#### Environmental Remediation
- $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |

#### Total Expenses
- $52.319 | $50.996 | $52.286 | $51.218 | $53.833 | $51.790 | $52.231 | $52.554 | $51.154 | $53.545 | $51.712 | $54.404 | $628.207 |

#### Baseline Net Surplus/(Deficit)
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<th>May</th>
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### NON-REIMBURSABLE / REIMBURSABLE

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| **Expenses**         |       |       |       |       |       |       |       |       |       |       |       |       |        |
| Labor                |       |       |       |       |       |       |       |       |       |       |       |       |        |
| Payroll              | $10,392 | $10,275 | $10,013 | $9,233 | $9,704 | $9,456 | $9,080 | $9,147 | $9,278 | $9,102 | $9,178 | $21,063 | $228,512 |
| OPEB Current Payment | 1,216 | 1,216 | 1,216 | 1,216 | 1,216 | 1,216 | 1,216 | 1,216 | 1,216 | 1,216 | 1,216 | 1,216 | 14,568 |
| Pensions             | 3,637 | 3,637 | 3,637 | 3,637 | 3,637 | 3,637 | 3,637 | 3,637 | 3,637 | 3,637 | 3,637 | 3,637 | 43,641 |
| Other Fringe Benefits | 1,975 | 1,881 | 1,936 | 1,866 | 2,006 | 1,879 | 1,943 | 1,949 | 1,861 | 1,945 | 1,911 | 2,146 | 23,266 |
| **Total Labor Expenses** | $33,708 | $31,950 | $33,041 | $32,592 | $33,191 | $33,044 | $33,245 | $32,149 | $33,226 | $32,584 | $32,298 | $395,957 |

| Non-Labor            |       |       |       |       |       |       |       |       |       |       |       |       |        |
| Electric Power       |       |       |       |       |       |       |       |       |       |       |       |       |        |
| Fuel                 | $2,795 | $2,704 | $2,690 | $2,622 | $2,517 | $2,515 | $2,515 | $2,515 | $2,515 | $2,515 | $2,515 | $2,515 | $34,415 |
| Insurance            | 1,222 | 1,222 | 1,222 | 1,222 | 1,222 | 1,222 | 1,222 | 1,222 | 1,222 | 1,222 | 1,222 | 1,222 | 14,668 |
| Claims               | 2,083 | 2,083 | 2,083 | 2,083 | 2,083 | 2,083 | 2,083 | 2,083 | 2,083 | 2,083 | 2,083 | 2,083 | 25,000 |
| Paratransit Service Contracts | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Maintenance and Other Operating Contracts | 2,370 | 2,370 | 2,370 | 2,370 | 2,370 | 2,370 | 2,370 | 2,370 | 2,370 | 2,370 | 2,370 | 2,370 | 28,440 |
| Professional Service Contracts | 0,559 | 0,559 | 0,559 | 0,559 | 0,559 | 0,559 | 0,559 | 0,559 | 0,559 | 0,559 | 0,559 | 0,559 | 6,700 |
| **Total Non-Labor Expenses** | $11,620 | $11,530 | $11,760 | $11,632 | $11,748 | $11,984 | $11,693 | $11,816 | $11,911 | $11,815 | $11,635 | $11,623 | $140,377 |

| Other Expenses Adjustments |       |       |       |       |       |       |       |       |       |       |       |       |        |
| Other Total Other Expenses 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 Non-Cash Liability Adj.** | $44,325 | $43,850 | $44,882 | $43,724 | $45,539 | $44,382 | $44,718 | $45,051 | $43,660 | $45,051 | $44,218 | $46,911 | $536,334 |

| Depreciation         | $3,520 | $3,520 | $3,520 | $3,520 | $3,520 | $3,520 | $3,520 | $3,520 | $3,520 | $3,520 | $3,520 | $3,520 | $42,235 |
| OPEB Obligation      | 4,616 | 4,616 | 4,616 | 4,616 | 4,616 | 4,616 | 4,616 | 4,616 | 4,616 | 4,616 | 4,616 | 4,616 | 55,415 |
| Environmental Remediation | - | - | - | - | - | - | - | - | - | - | - | - | - |

| **Total Expenses**   | $52,863 | $51,664 | $52,940 | $51,862 | $53,677 | $52,440 | $52,975 | $53,188 | $51,788 | $52,189 | $52,356 | $55,648 | $633,984 |


102
### CASH RECEIPTS AND EXPENDITURES

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## CASH FLOW ADJUSTMENTS

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### Total Cash Conversion Adjustments before Non-Cash Liability Ads.

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#### Environmental Remediation

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MTA BUS COMPANY
February Financial Plan - 2012 Adopted Budget
Cash Conversion (Cash Flow Adjustments) ($ in millions)

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Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

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<td>57</td>
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<tr>
<td><strong>Total Administration</strong></td>
<td>178</td>
<td>176</td>
<td>176</td>
<td>176</td>
<td>170</td>
<td>170</td>
<td>170</td>
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<td>170</td>
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</tbody>
</table>

| Operations                              |       |       |       |       |       |       |       |       |       |       |       |       |
| Buses                                   | 2,049 | 2,049 | 2,049 | 2,049 | 2,049 | 2,049 | 2,049 | 2,049 | 2,049 | 2,049 | 2,049 | 2,049 |
| Office of the Executive Vice President, Regional | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     |
| Safety & Training                       | 23    | 23    | 23    | 23    | 23    | 23    | 23    | 23    | 23    | 23    | 23    | 23    |
| Road Operations                         | 119   | 119   | 119   | 119   | 119   | 119   | 119   | 119   | 119   | 119   | 119   | 119   |
| Transportation Support                  | 20    | 20    | 20    | 20    | 20    | 20    | 20    | 20    | 20    | 20    | 20    | 20    |
| Operations Planning                     | 30    | 30    | 30    | 30    | 30    | 30    | 30    | 30    | 30    | 30    | 30    | 30    |
| Revenue Control                         | 21    | 21    | 21    | 21    | 21    | 21    | 21    | 21    | 21    | 21    | 21    | 21    |
| **Total Operations**                    | 2,263 | 2,263 | 2,263 | 2,263 | 2,263 | 2,263 | 2,263 | 2,263 | 2,263 | 2,263 | 2,263 | 2,263 |

| Maintenance                             |       |       |       |       |       |       |       |       |       |       |       |       |
| Buses                                   | 739   | 739   | 739   | 739   | 739   | 739   | 739   | 739   | 739   | 739   | 739   | 739   |
| Maintenance Support/CMF                 | 152   | 152   | 152   | 152   | 152   | 152   | 152   | 152   | 152   | 152   | 152   | 152   |
| Facilities                              | 72    | 72    | 72    | 72    | 72    | 72    | 72    | 72    | 72    | 72    | 72    | 72    |
| Supply Logistics                        | 83    | 83    | 83    | 83    | 83    | 83    | 83    | 83    | 83    | 83    | 83    | 83    |
| **Total Maintenance**                   | 1,046 | 1,046 | 1,046 | 1,046 | 1,046 | 1,046 | 1,046 | 1,046 | 1,046 | 1,046 | 1,046 | 1,046 |

| Engineering/Capital                     |       |       |       |       |       |       |       |       |       |       |       |       |
| Capital Program Management              | 38    | 38    | 38    | 38    | 38    | 38    | 38    | 38    | 38    | 38    | 38    | 38    |

| Public Safety                           |       |       |       |       |       |       |       |       |       |       |       |       |
| Office of the Senior Vice President      | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    |
| Non-Reimbursable                         | 3,468 | 3,468 | 3,468 | 3,468 | 3,468 | 3,468 | 3,468 | 3,468 | 3,468 | 3,468 | 3,468 | 3,468 |
| **Total Full-Time**                      | 3,520 | 3,520 | 3,520 | 3,520 | 3,520 | 3,520 | 3,520 | 3,520 | 3,520 | 3,520 | 3,520 | 3,520 |
| **Total Full-Time Equivalents**          | 15    | 15    | 15    | 15    | 15    | 15    | 15    | 15    | 15    | 15    | 15    | 15    |

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MTA LONG ISLAND BUS
FEBRUARY FINANCIAL PLAN FOR 2012-2015
2011 FINAL ESTIMATE

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Bus’ 2011 Final Estimate. The 2011 Final Estimate reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2011.

These adjustments are presented on the attached reconciliation from the November Financial Plan and are described below:

- Fuel has decreased by $0.878 million due to the decline of revenue vehicle CNG price.

- The impact of a third year wage freeze in 2011 for non-represented employees is expected to reduce labor cost by $0.237 million in 2011.

- Accelerated zero savings initiative for represented employees is expected to reduce labor cost by $1.018 million in 2011.

The Lease and Operating Agreement between Nassau County and LI Bus was terminated effective December 31, 2011. Nassau County contracted with a private operator to provide bus and paratransit service in the County commencing January 1, 2012. The February Financial Plan therefore reflects financial information through December 31, 2011 for Long Island Bus operations.
MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Reconciliation to the November Plan (Accrual) Non-Reimbursable
($ in millions)

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>Dollars</td>
<td>Positions</td>
<td>Dollars</td>
<td>Positions</td>
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<td>($88,866)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Sub-Total Technical Adjustments</td>
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<td>$0.000</td>
<td>0</td>
<td>$0.000</td>
<td>0</td>
</tr>
<tr>
<td><strong>MTA Plan Adjustments:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor:</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>3 Zeros Salary/Wage Initiative</td>
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<td></td>
<td></td>
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<tr>
<td>Accele rate 3 Zeros</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New MTA Efficiencies</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Energy/Other Reimbursements</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Sub-Total MTA Plan Adjustments</td>
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<td>$2,133</td>
<td>0</td>
<td>$0.000</td>
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<tr>
<td>2012 February Financial Plan: Baseline Net:</td>
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<td>($86,733)</td>
<td>0</td>
<td>$0.000</td>
<td>0</td>
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<td>----------------------------------------------------------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>Positions Dollars</td>
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<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>$0.000</td>
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Technical Adjustments:

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<tr>
<th>Sub-Total Technical Adjustments</th>
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<th>0</th>
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<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
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MTA Plan Adjustments

Labor:
- 3 Zeros Salary/Wage Initiative
- Accelerate 3 Zeros
- New MTA Efficiencies
- Energy/Other Reimbursements

<table>
<thead>
<tr>
<th>Sub-Total MTA Plan Adjustments</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
</tr>
</thead>
<tbody>
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<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
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2012 February Financial Plan: Baseline Net Surplus/(Deficit)

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<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positions Dollars</td>
<td>15</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
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### MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Reconciliation to the November Plan - (Cash)
($ in millions)

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<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Positions</td>
<td>Dollars</td>
<td>Positions</td>
<td>Dollars</td>
<td>Positions</td>
</tr>
<tr>
<td><strong>2011 November Financial Plan: Baseline Net</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surplus/(Deficit)</td>
<td>1,048</td>
<td>($98,213)</td>
<td>0</td>
<td>$0,000</td>
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**Technical Adjustments:**

<p>| | | | | | | | | | | |</p>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0</td>
<td>$0,000</td>
<td>0</td>
<td>$0,000</td>
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<td>$0,000</td>
<td>0</td>
<td>$0,000</td>
<td>0</td>
<td>$0,000</td>
</tr>
</tbody>
</table>

**MTA Plan Adjustments:**

**Labor:**
- 3 Zeros Salary/Wage Initiative: $0.237
- Accelerate 3 Zeros: 1.016
- New MTA Efficiencies: 0.876

<p>| | | | | | | | | | | |</p>
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<thead>
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</thead>
<tbody>
<tr>
<td></td>
<td>0</td>
<td>$2.133</td>
<td>0</td>
<td>$0,000</td>
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**2012 February Financial Plan: Baseline Net**

<p>| | | | | | | | | | | |</p>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Surplus/(Deficit)</td>
<td>1,048</td>
<td>$ (96,080)</td>
<td>0</td>
<td>$0,000</td>
<td>0</td>
<td>$0,000</td>
<td>0</td>
<td>$0,000</td>
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<td>$0,000</td>
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MTA LONG ISLAND BUS
February Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

<table>
<thead>
<tr>
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<th></th>
<th></th>
<th></th>
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<th></th>
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</thead>
<tbody>
<tr>
<td>Operating Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$46.271</td>
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<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
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<tr>
<td>Toll Revenue</td>
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<td></td>
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<tr>
<td>Other Operating Revenue</td>
<td>1.716</td>
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<tr>
<td>Capital and Other Reimbursements</td>
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<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>$47.987</strong></td>
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<td><strong>$0.000</strong></td>
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Operating Expenses

**Labor:**

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<tbody>
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<tr>
<td>Overtime</td>
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<tr>
<td>Health and Welfare</td>
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<td>OPEB Current Payment</td>
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<tr>
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<tr>
<td>Other Fringe Benefits</td>
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<tr>
<td>Reimbursable Overhead</td>
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<tr>
<td><strong>Total Labor Expenses</strong></td>
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<td><strong>$0.000</strong></td>
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**Non-Labor:**

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<tbody>
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<td>Electric Power</td>
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<td>$0.000</td>
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<tr>
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<td>Paratransit Service Contracts</td>
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<tr>
<td>Maintenance and Other Operating Contracts</td>
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<td>Professional Service Contracts</td>
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<tr>
<td>Materials &amp; Supplies</td>
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<tr>
<td>Other Business Expenses</td>
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<td><strong>Total Non-Labor Expenses</strong></td>
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**Other Expenses Adjustments:**

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</thead>
<tbody>
<tr>
<td>Other Other Expense Adjustments</td>
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<tr>
<td><strong>Total Expenses before Depreciation</strong></td>
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<td><strong>$0.000</strong></td>
<td><strong>$0.000</strong></td>
<td><strong>$0.000</strong></td>
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</thead>
<tbody>
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<td><strong>Total Expenses</strong></td>
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</thead>
<tbody>
<tr>
<td><strong>Baseline Surplus/(Deficit)</strong></td>
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<td><strong>$0.000</strong></td>
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### REIMBURSABLE

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</thead>
<tbody>
<tr>
<td>Revenue</td>
<td></td>
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<td></td>
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<tr>
<td>Farebox Revenue</td>
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<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Toll Revenue</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>-</td>
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</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>9.033</td>
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<tr>
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<td><strong>$0.000</strong></td>
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### Expenses

#### Labor:

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<td>$0.000</td>
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<tr>
<td>Overtime</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Health and Welfare</td>
<td>0.402</td>
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<tr>
<td>OPEB Current Payment</td>
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<tr>
<td>Pensions</td>
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<tr>
<td>Other Fringe Benefits</td>
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#### Non-Labor:

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### Other Expenses Adjustments:

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**Total Expenses before Depreciation**

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**Baseline Surplus/(Deficit)**

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## MTA Long Island Bus

**February Financial Plan 2012 - 2015**

**Accrual Statement of Operations by Category**

($ in millions)

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## CASH RECEIPTS AND EXPENDITURES

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## Cash Flow Adjustments

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<td>Farebox Revenue</td>
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<td>Vehicle Toll Revenue</td>
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<tr>
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| **Expenditures** |                     |                     |      |      |      |
| **Labor**        |                     |                     |      |      |      |
| Payroll          | ($2.853)            | $0.000              | $0.000 | $0.000 | $0.000 |
| Overtime         | 0.038               | -                   | -    | -    | -    |
| Health and Welfare | 0.066              | -                   | -    | -    | -    |
| OPEB Current Payment | 0.000              | -                   | -    | -    | -    |
| Pensions         | (0.196)            | -                   | -    | -    | -    |
| Other Fringe Benefits | 0.044              | -                   | -    | -    | -    |
| GASB Account     | (0.338)            | -                   | -    | -    | -    |
| Reimbursable Overhead | -                  | -                   | -    | -    | -    |
| **Total Labor Expenditures** | ($8.239) | $0.000              | $0.000 | $0.000 | $0.000 |

| **Non-Labor**    |                     |                     |      |      |      |
| Electric Power   | $0.000              | $0.000              | $0.000 | $0.000 | $0.000 |
| Fuel            | $2.301              | $0.000              | $0.000 | $0.000 | $0.000 |
| Insurance        | (0.598)            | -                   | -    | -    | -    |
| Claims           | (6.811)            | -                   | -    | -    | -    |
| Paratransit Service Contracts | -              | -                   | -    | -    | -    |
| Maintenance and Other Operating Contracts | (3.817) | -                   | -    | -    | -    |
| Professional Service Contracts | 0.094              | -                   | -    | -    | -    |
| Materials & Supplies | 2.109              | -                   | -    | -    | -    |
| Other Business Expenditures | 0.028              | -                   | -    | -    | -    |
| **Total Non-Labor Expenses** | ($7.494) | $0.000              | $0.000 | $0.000 | $0.000 |

| **Other Expenditures Adjustments** |                     |                     |      |      |      |
| 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 |

| **Total Cash Conversion Adjustments before Depreciation** | ($18.396) | $0.000 | $0.000 | $0.000 | $0.000 |

| Depreciation Adjustment | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| OPEB Obligation        | 0.960  | -      | -      | -      | -      |
| Environmental Remediation | -      | -      | -      | -      | -      |

| **Baseline Total Cash Conversion Adjustments** | ($9.346) | $0.000 | $0.000 | $0.000 | $0.000 |
MTA LONG ISLAND BUS  
February Financial Plan 2012 - 2015  
Ridership/ (Utilization)  
(in millions)

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**RIDERSHIP**

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**Baseline Total Ridership**

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**FAREBOX REVENUE**

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**Baseline Total Revenue**

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