



Bus Company

Bus Company Committee Meeting

January 2010

Committee Members

D. Frasca, Chair

M. Lebow, Vice Chair

J. Banks III

J. Kay

S. Metzger

M. Page

N. Seabrook

J. Sedore, Jr.



Bus Company

MEETING AGENDA

MTA BUS COMPANY COMMITTEE

January 25, 2010, 10:30 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

Page

1. PUBLIC COMMENTS PERIOD	
2. APPROVAL OF MINUTES – DECEMBER 14, 2009	1
3. APPROVAL OF COMMITTEE WORK PLAN	4
4. OPERATIONS PERFORMANCE SUMMARY	9
5. FINANCIAL REPORT	26
6. PROCUREMENTS	37
Non-Competitive (none)	
Competitive (none)	
Ratifications (none)	
7. SERVICE CHANGES	
B103 Westbound Travel Path Revision	39
Q102 Revision on Roosevelt Island	44
8. INFORMATION ITEM	51
Service Reduction Program associated with 2010 Budget (materials to be distributed)	
Bus Technology Programs Report	

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

**Minutes of Regular Meeting
Committee on Operations of
MTA Bus Company
December 14, 2009
347 Madison Avenue
New York, New York 10017
9:30 a.m.**

The following MTA Bus Company Committee members attended.

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

The following MTA Bus Company members did not attend.

Hon. Mark Page
Hon. Ed Watt

The following MTA Bus Company staff attended.

Joseph Smith
Thomas Del Sorbo
Cheryl Hartell
Norman Silverman

* * *

Ms. Frasca, called the December 14, 2009 meeting of the MTA Bus Company Committee to order at 12:34 p.m.

Public Comments Period

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

Approval of the Minutes

Upon motion duly made and seconded, the members of the MTA Bus Company Committee approved the minutes to the previous meeting held on November 16, 2009.

Work Plan

There were no changes to the committee's work plan.

Status of Operations Report

Mr. Smith reported that overall, Bus Company operations in October were strong as reflected in performance greater than 99% for AM and PM Weekday Pull-Outs and Completed Trips.

MDBF in October this year was 3,670 miles, a decline from October 2008 and the prior 12-month period.

Safety performance results for the previous 12 months were mixed. The Bus Collision Rate improved by 12.6% over the prior 12 months. The Bus Collision Injury Rate and the Customer Accident rate also improved, 11.5% and 0.4% respectively, in the past 12 month period. However, over that period, the Employee On-Duty Lost-Time Accident Rate increased 28.6%, and the Customer Accident Injury rate worsened by 2.0%.

Mr. Smith attributed the 2.4% ridership decline in October to the adverse economic conditions, the 2009 fare increase and worse weekend weather this October compared to October 2008. Total ridership was down slightly, by 0.2%, over the prior 12 month period.

Financial Report

Mr. Smith stated that in October 2009, total farebox revenues were 8% higher than the mid-year forecast. Year-to-date results were 2.3% better than the forecast.

Year-to-date total non-reimbursable expenses, before non-cash adjustments, were \$1.1 million better than the forecast. The expense under-run was the result of hiring lags offset by the higher actuarial valuation of public liability claims.

Action Items

Mr. Silverman provided an overview of the new Loading Guidelines for MTA Bus as required under the Federal Title VI program. The guidelines, basically the same as those of New York City Transit Bus, will apply to both local and express service. The Committee discussed the guidelines.

Upon motion duly made and seconded, MTA Bus Company Committee approved the implementation of loading guidelines for the MTA Bus Company.

Upon motion duly made and seconded, the MTA Bus Company Committee approved the 2010 Final Proposed Budget, to be forwarded to the Finance Committee.

Procurement

Upon motion duly made and seconded, the MTA Bus Company Committee approved a modification to a non-competitive contract with Cintas Corporation for the rental and cleaning of maintenance uniforms.

Information Items

Mr. Smith noted the success of the scrap program. The three bus companies have used over \$7 million in parts.

The Bus Company also completed the purchase of 84 local buses for \$2,600 each from Westchester County. More than half of the buses are in service at the LaGuardia and Baisley Park Depots. The balance will go into service in January. The buses will replace others purchased in the first part of the 1990s.

Mr. Smith reported that the new Meredith Depot in Staten Island recently opened. The facility, which is leased, provided the needed space more quickly and at a lower cost than building a new depot. Meredith will accommodate the overflow at the Yukon and Castleton Depots.

Adjournment

Upon motion duly made and seconded, Ms. Frasca adjourned the December 14, 2009 meeting of the MTA Bus Committee at 12:48 p.m.

Respectfully submitted,

Miriam Cukier
Secretary

MTA Bus Company Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2010

Approval of 2010 MTA Bus Company Committee Work Plan	Committee Chair & Members
Bus Technology Programs Report	MTA Bus President

February 2010

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

March 2010

April 2010

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

May 2010

June 2010

July 2010

Bus Technology Programs Report	MTA Bus President
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August 2010

No Meeting Held

II. SPECIFIC AGENDA ITEMS (cont'd)

Responsibility

September 2010

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

Finance

Finance

October 2010

Public Comment/2011 Preliminary Budget
Bus Technology Programs Report

Finance

MTA Bus President

November 2010

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

Finance

General Counsel

December 2010

2011 Proposed Final MTA Bus Company Budget

Finance

MTA Bus Company Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

MTA Bus Company Work Plan

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

Operations Performance Summary

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

Procurements

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

Service Changes

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

Tariff Changes

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

Action Items

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

II. SPECIFIC AGENDA ITEMS

January 2010

Approval of 2010 MTA Bus Company Committee Work Plan

The Committee will be provided with the work plan for 2010 and will be asked to approve its use for the year.

Bus Technology Programs Report

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

February 2010

Preliminary Review of MTA Bus Company's 2009 Operating Results

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

Adopted Budget/Financial Plan 2010-2013

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

March 2010

April 2010

Final Review of MTA Bus Company's 2009 Operating Results

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

Bus Technology Programs Report

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

May 2010

June 2010

July 2010

Bus Technology Programs Report

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

II. SPECIFIC AGENDA ITEMS

August 2009

No Meeting Held

September 2010

2011 MTA Bus Company Preliminary Budget

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

2010 MTA Bus Company Mid-Year Forecast/Monthly Allocation

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

October 2010

2011 MTA Bus Company Preliminary Budget

Public comments will be accepted on the 2011 Preliminary Budget.

Bus Technology Programs Report

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

November 2010

2011 Preliminary MTA Bus Company Budget

Public comments will be accepted on the 2011 Preliminary Budget.

Charter for MTA Bus Company Committee

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

December 2010

2011 Proposed Final MTA Bus Company Budget

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

MTA Bus Monthly Operations Performance Summary

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

Indicator	Current Month: November 2009			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
BUS						
AM Weekday Pullout Performance	99.96%	100.00%	0.0%	99.55%	99.76%	-0.2%
PM Weekday Pullout Performance	99.94%	100.00%	-0.1%	99.71%	99.87%	-0.2%
Mean Distance Between Failures	4,164	5,354	-22.2%	3,449	4,667	-26.1%
Mean Distance Between Service Interruptions	3,540	3,820	-7.3%	3,064	3,343	-8.4%
Percentage of Completed Trips	99.21%	99.78%	-0.6%	98.98%	99.33%	-0.4%

SAFETY

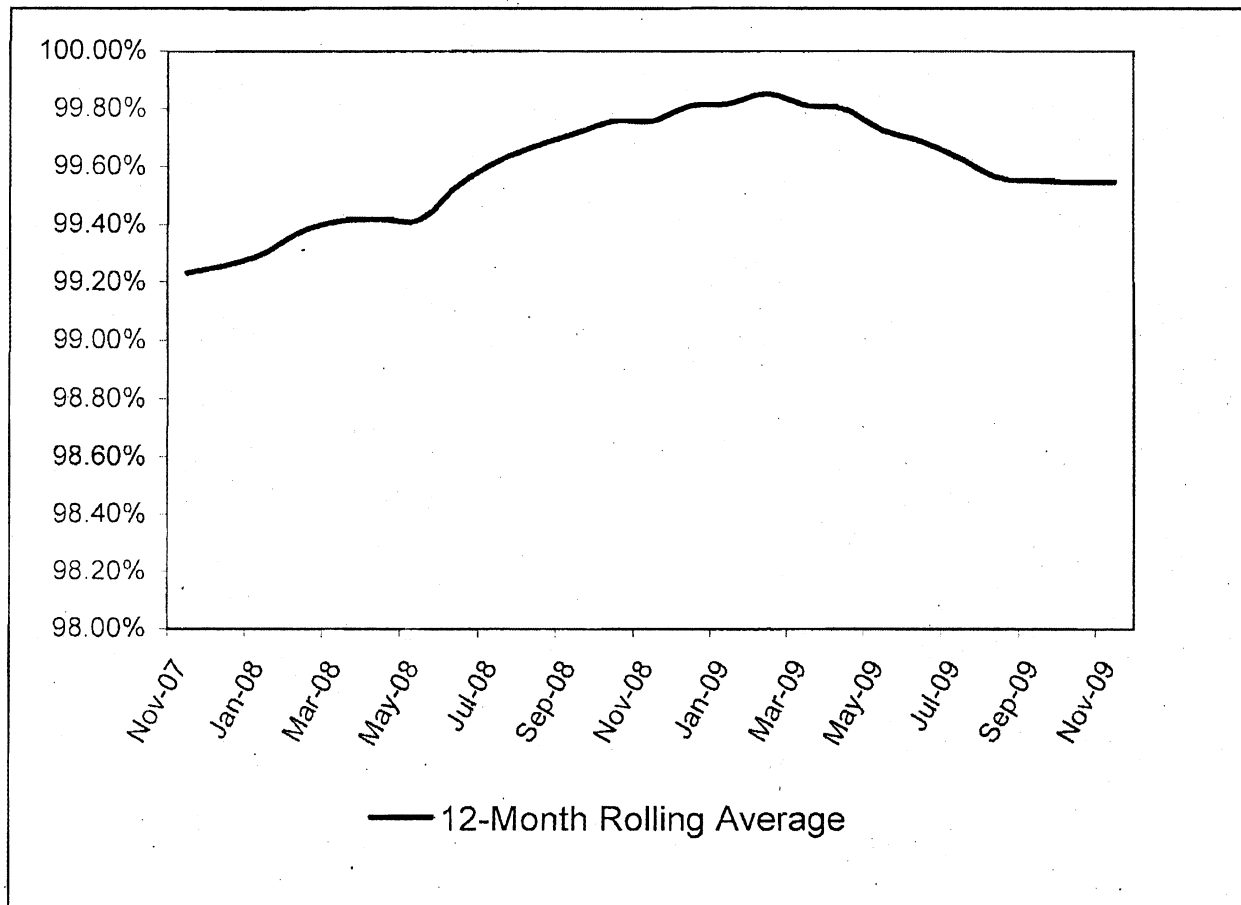
Customer Accidents/Million Customers*	1.00	2.27	-56.2%	1.32	1.51	-12.7%
Customer Accident Injuries/Million Customers*	0.80	2.38	-66.5%	1.31	1.47	-10.8%
Collisions/Million Miles	43.72	55.35	-21.0%	47.27	54.75	-13.7%
Collision Injuries/Million Miles*	4.10	5.43	-24.6%	4.40	5.23	-15.9%
Employee On-Duty Lost-Time Accidents per 100ee	7.15	5.46	30.9%	10.31	6.13	68.2%

BUS RIDERSHIP AND REVENUE

Total Ridership	10,042,575	9,673,322	3.8%	120,110,595	120,059,569	0.0%
Farebox Revenue	13,728,291	12,078,222	13.7%	159,203,715	153,585,117	3.7%
Average Weekday Ridership	411,820	408,958	0.7%	394,267	396,467	-0.6%
Average Weekend Ridership	189,024	177,491	6.5%	181,577	179,396	1.2%
Average Weekday Local Ridership	376,727	369,262	2.0%	356,889	355,667	0.3%
Average Weekday Express Ridership	35,093	38,314	-8.4%	36,891	39,777	-7.3%

*New for 2009

Bus AM Weekday Pullout Performance



Definition

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

Monthly Results

November 2009: 99.96%
 November 2008: 100.00%
 November 2007: 99.89%

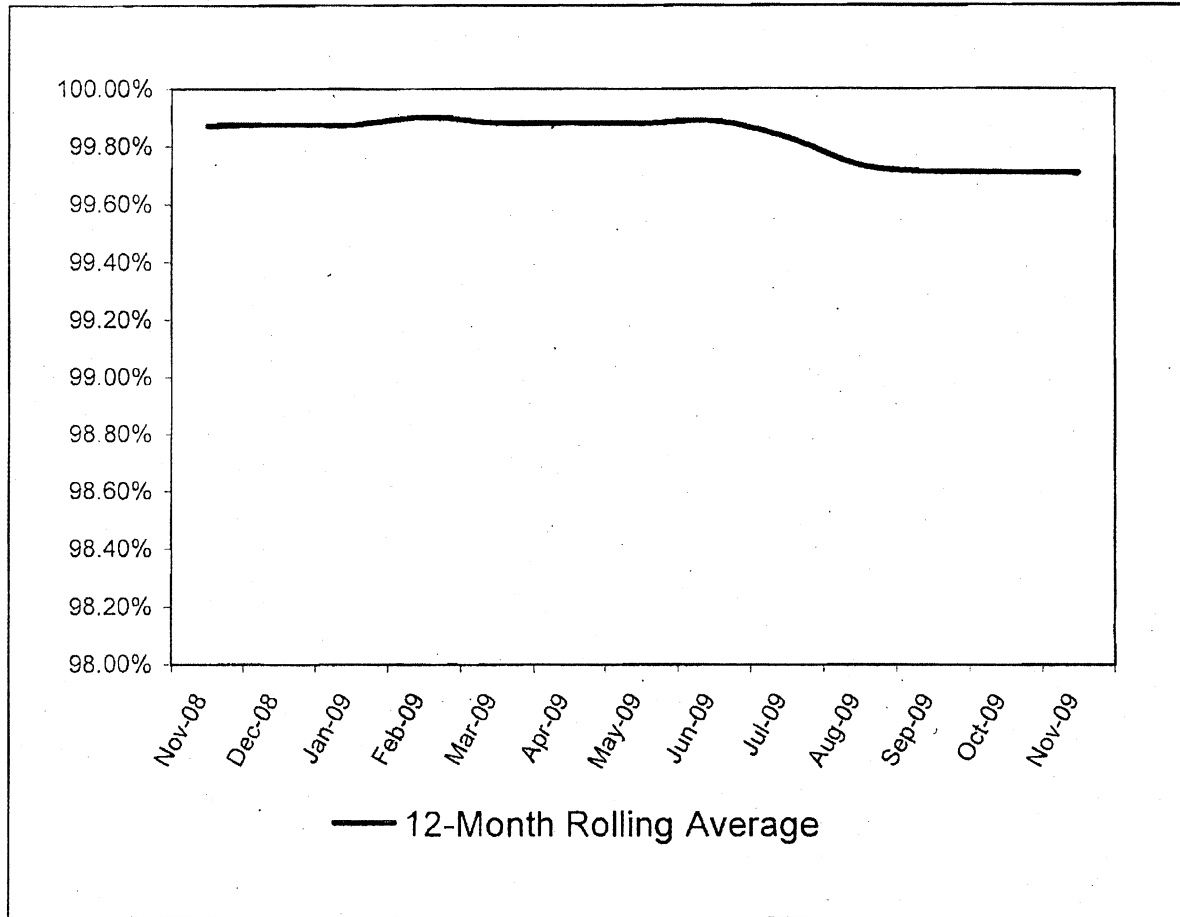
12-Month Average

Dec 08-Nov 09 99.55%
 Dec 07-Nov 08 99.76%
 Dec 06-Nov 07 99.23%

Annual Results

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

Bus PM Weekday Pullout Performance



Definition

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

Monthly Results

November 2009: 99.94%
 November 2008: 100.00%
 November 2007: N/A

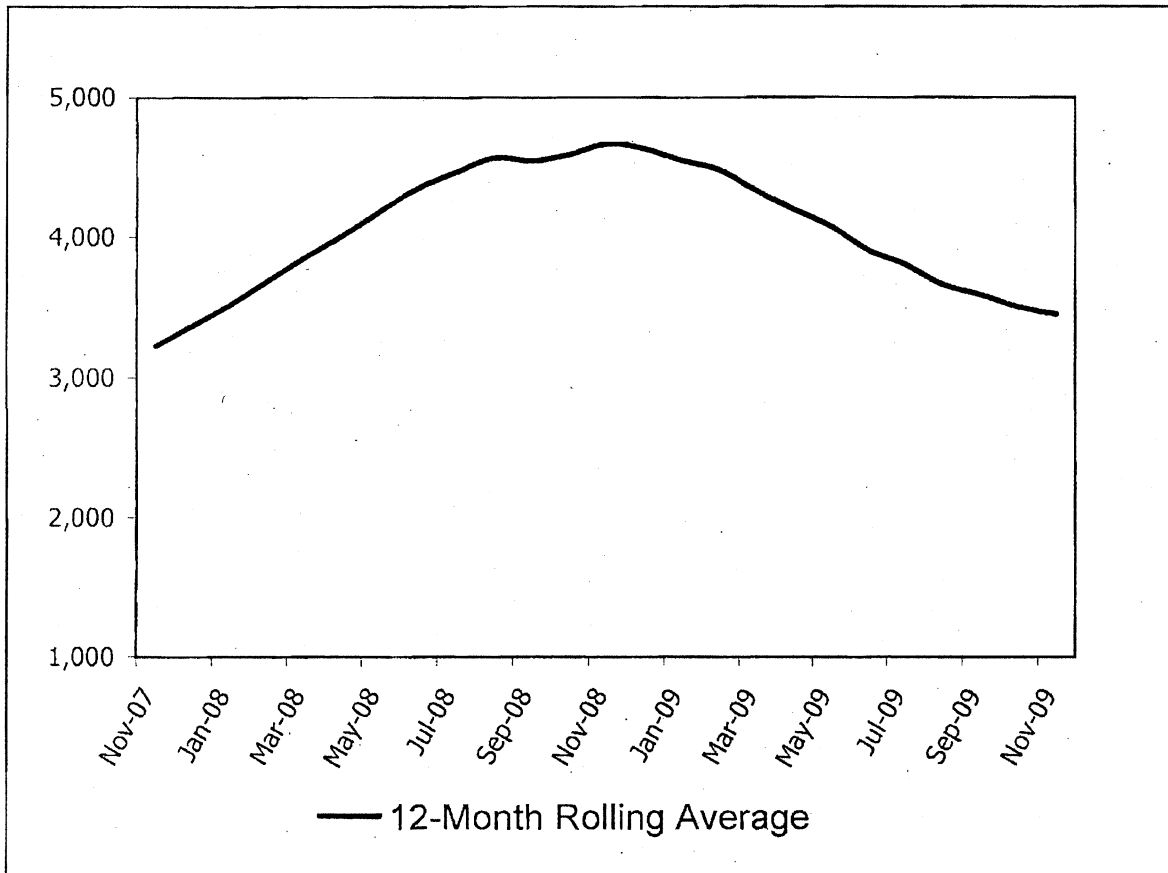
12-Month Average

Dec 08-Nov 09 99.71%
 Dec 07-Nov 08 99.87%
 Dec 06-Nov 07 N/A

Annual Results

2009 Goal: 99.85%
 2008 Actual: 99.88%
 2007 Actual: N/A

Bus Mean Distance Between Failures

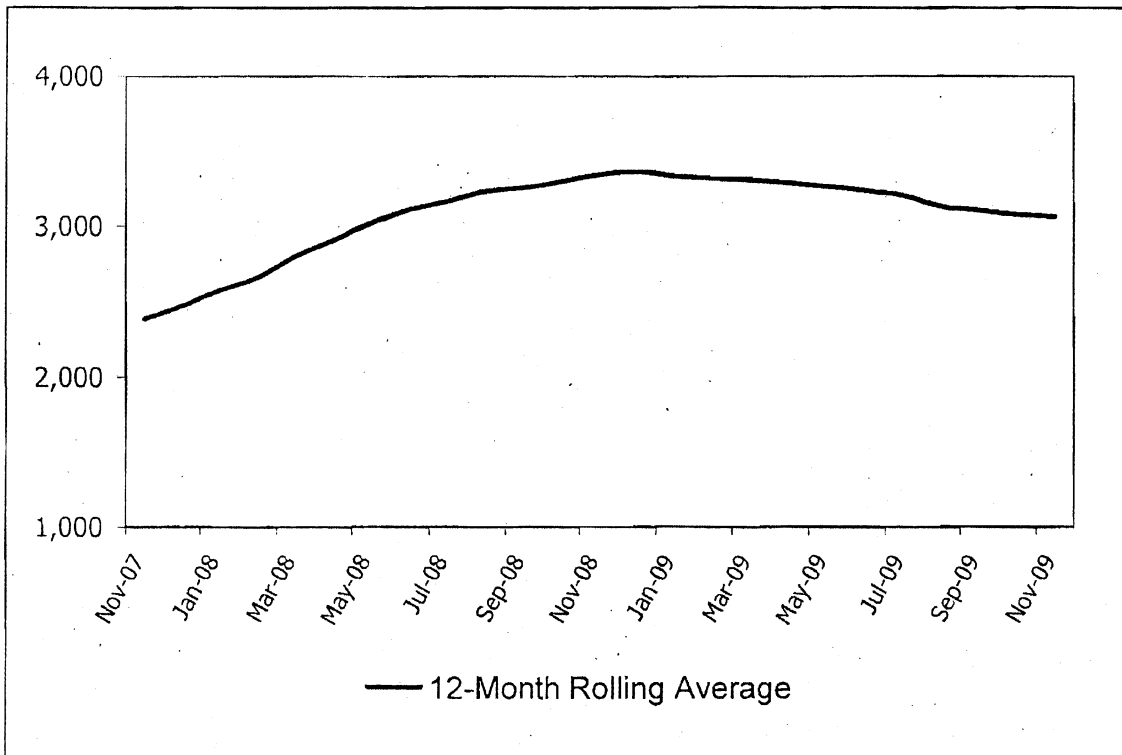


Definition

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

Monthly Results	12-Month Average	Annual Results
November 2009: 4,164	Dec 08-Nov 09 3,449	2009 Goal: 4,300
November 2008: 5,354	Dec 07-Nov 08 4,667	2008 Actual: 4,631
November 2007: 4,338	Dec 06-Nov 07 3,221	2007 Actual: 3,369

Bus Mean Distance Between Service Interruptions



Definition

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

Monthly Results

November 2009: 3,540
 November 2008: 3,820
 November 2007: 3,185

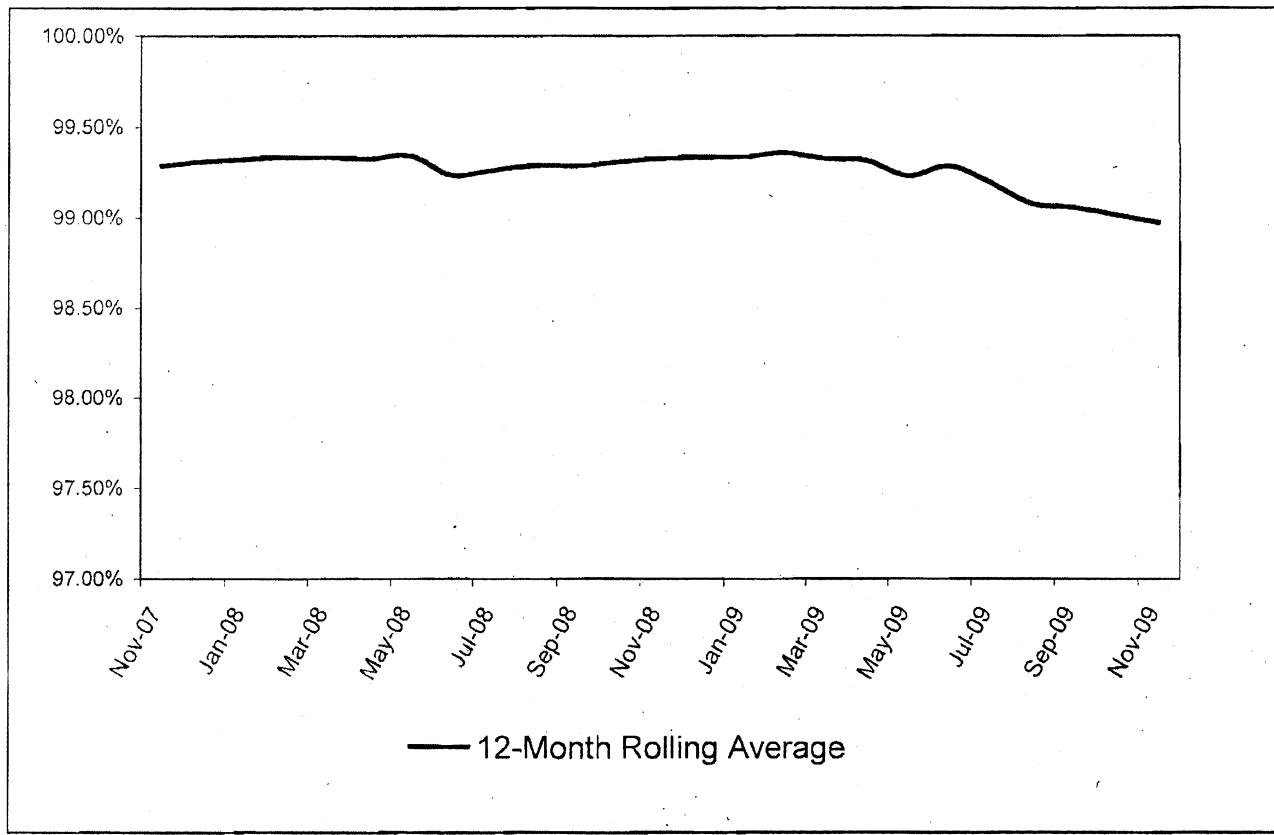
12-Month Average

Dec 08-Nov 09 3,064
 Dec 07-Nov 08 3,343
 Dec 06-Nov 07 2,383

Annual Results

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

Bus Percentage of Completed Trips



Definition

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

Monthly Results

November 2009: 99.21%
 November 2008: 99.78%
 November 2007: 99.53%

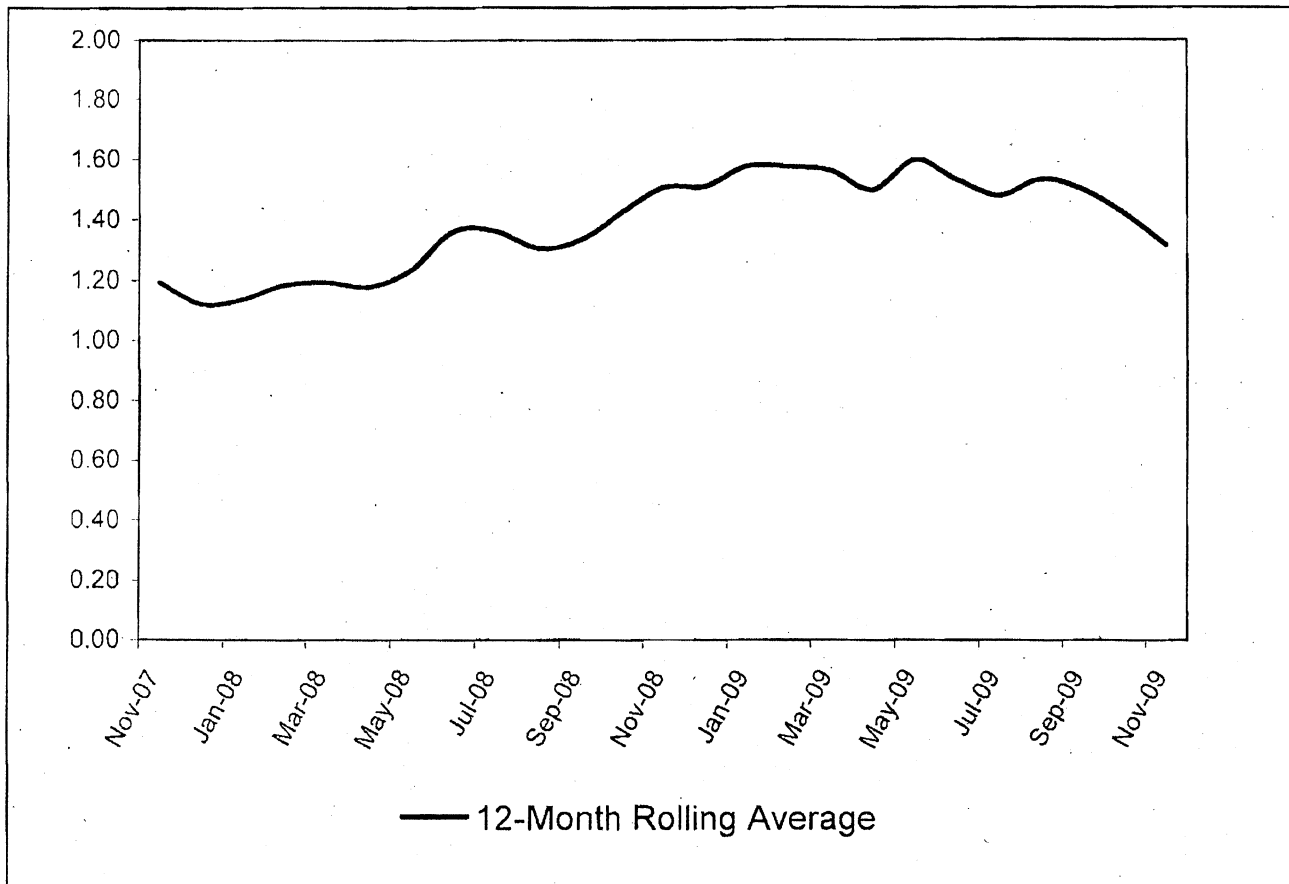
12-Month Average

Dec 08-Nov 09 98.98%
 Dec 07-Nov 08 99.33%
 Dec 06-Nov 07 99.29%

Annual Results

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

Customer Accidents / Million Customers



Definition

An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults).

Monthly Results

November 2009: 1.00
 November 2008: 2.27
 November 2007: 1.25

12-Month Average

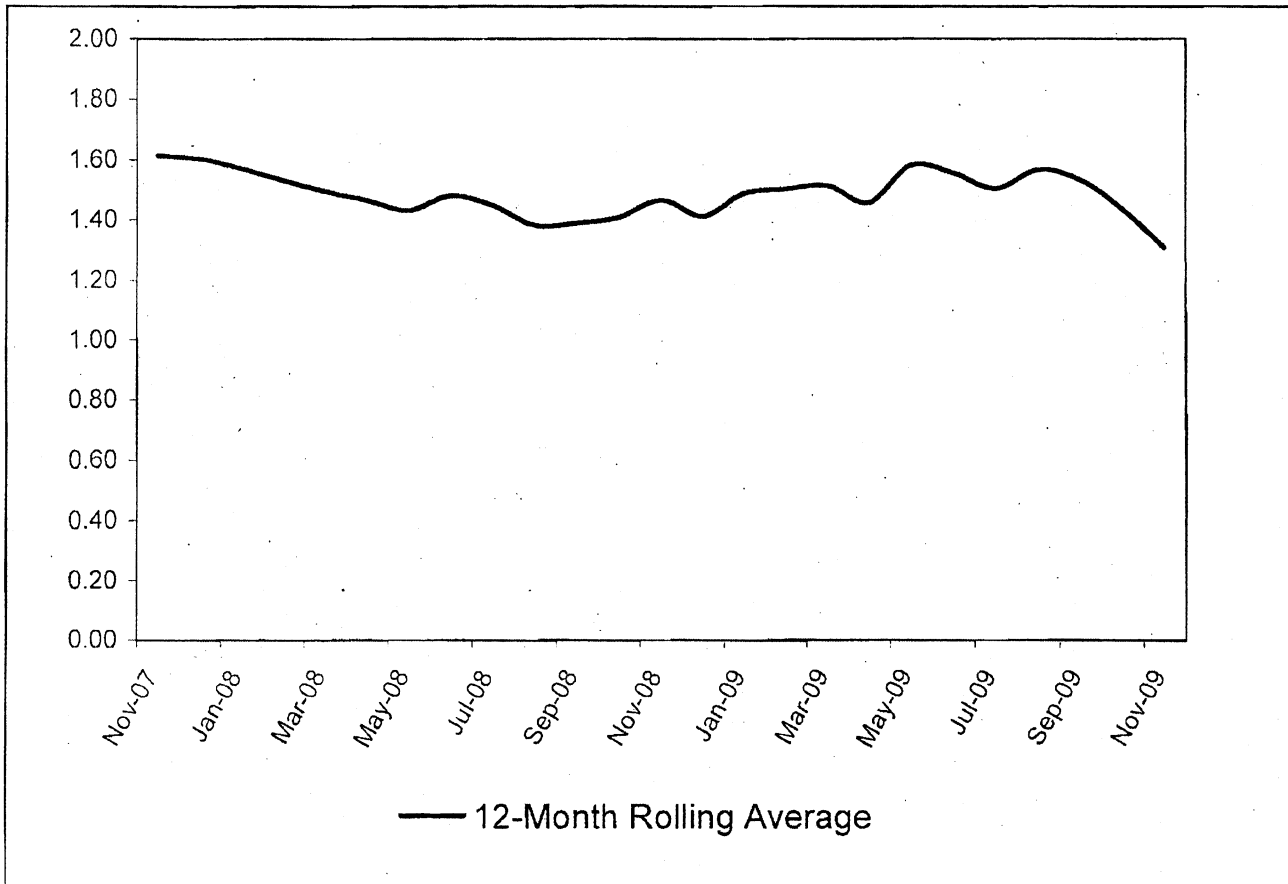
Dec 08-Nov 09 1.32
 Dec 07-Nov 08 1.51
 Dec 06-Nov 07 1.19

Annual Results

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

Note: New indicator for 2009

Customer Accident Injuries / Million Customers



Definition

An injury resulting from an incident on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults).

Monthly Results

November 2009: 0.80
 November 2008: 2.38
 November 2007: 1.67

12-Month Average

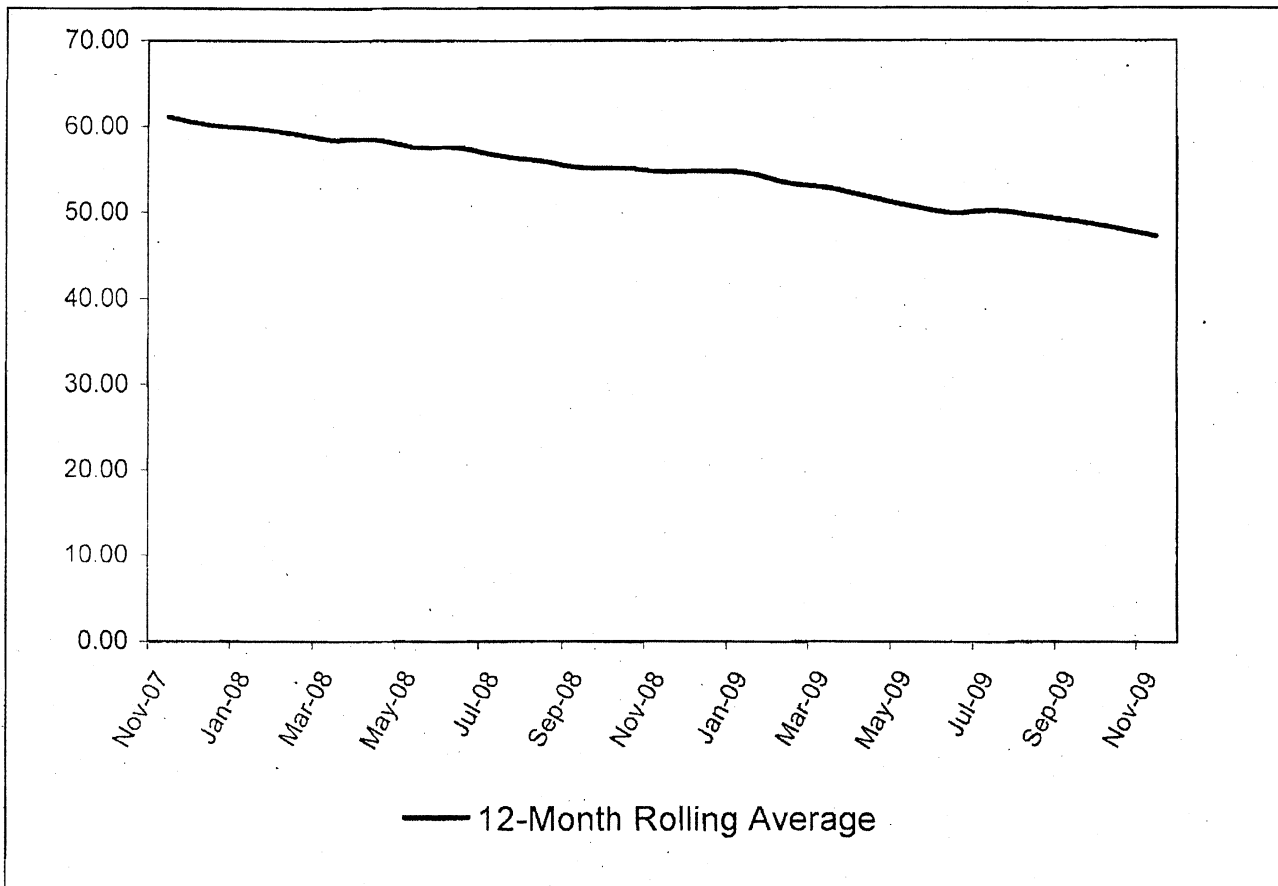
Dec 08-Nov 09 1.31
 Dec 07-Nov 08 1.47
 Dec 06-Nov 07 1.61

Annual Results

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

Note: New indicator for 2009

Collisions / Million Miles Traveled



Definition

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

Monthly Results

November 2009: 43.72
 November 2008: 55.35
 November 2007: 60.31

12-Month Average

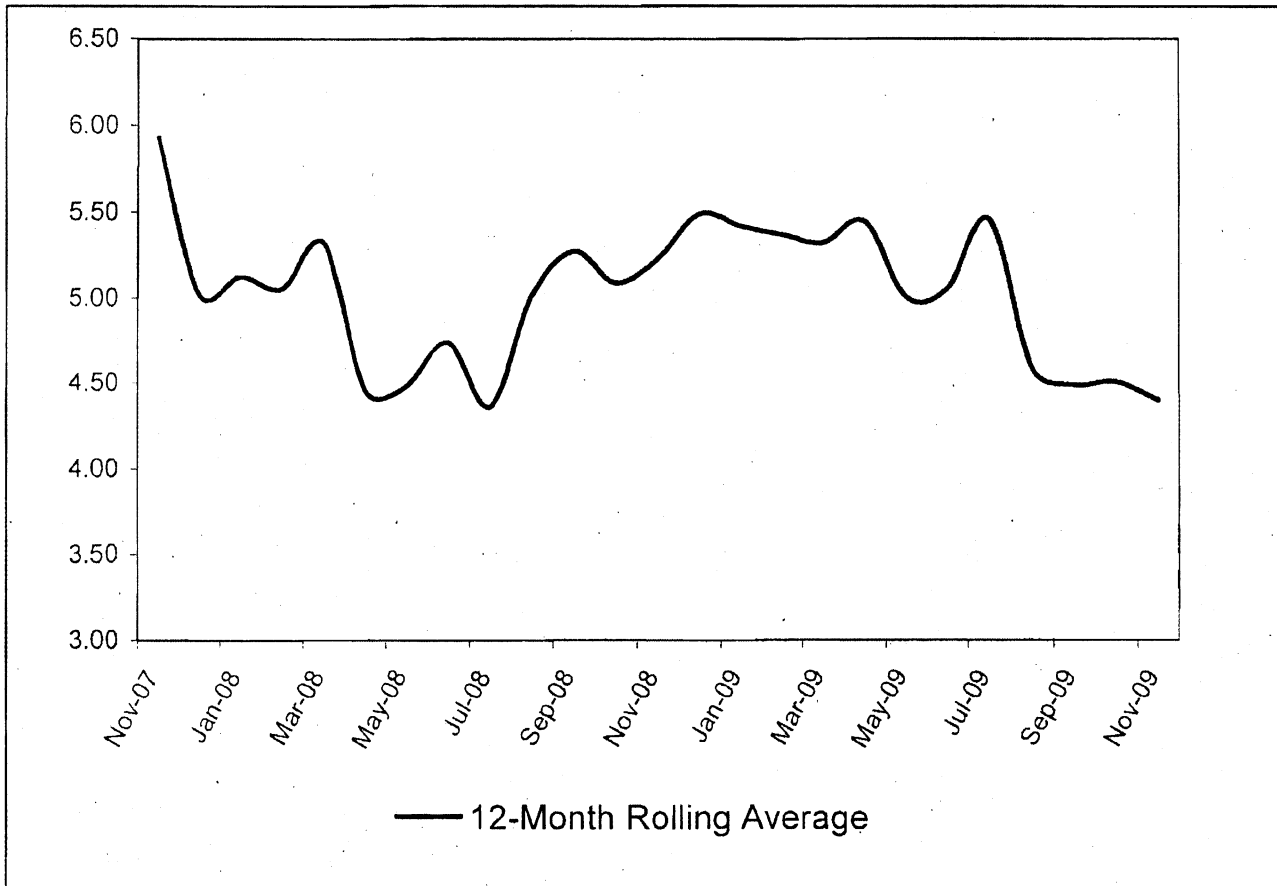
Dec 08-Nov 09 47.27
 Dec 07-Nov 08 54.75
 Dec 06-Nov 07 61.10

Annual Results

2009 Goal: 53.47
 2008 Actual: 54.86
 2007 Actual: 60.20

Note: New indicator for 2009

Collision Injuries / Million Miles Traveled



Definition

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

Monthly Results

November 2009: 4.10

November 2008: 5.43

November 2007: 3.69

12-Month Average

Dec 08-Nov 09 4.40

Dec 07-Nov 08 5.23

Dec 06-Nov 07 5.93

Annual Results

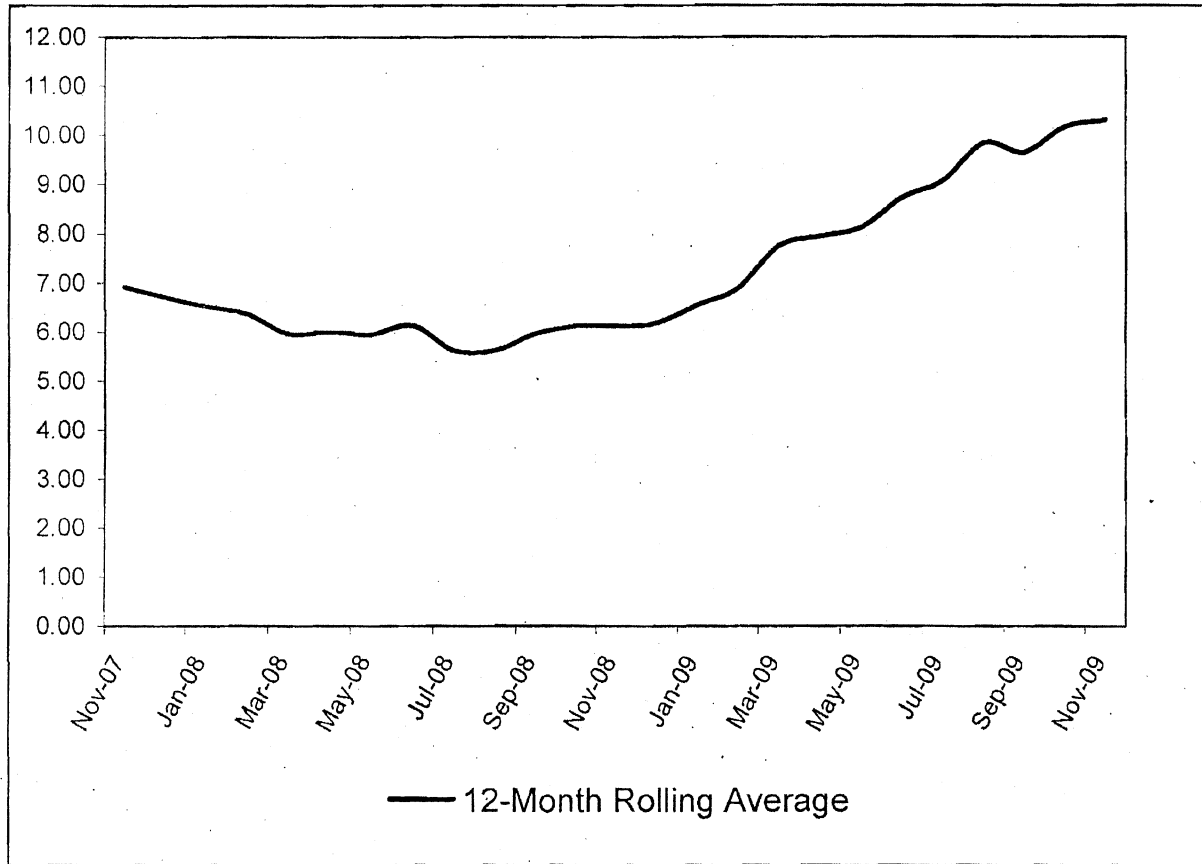
2009 Goal: 5.38

2008 Actual: 5.49

2007 Actual: 5.02

Note: New indicator for 2009

Employee On-Duty Lost Time Accident Rate



Definition

A job related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident.

Monthly Results

November 2009: 7.15
 November 2008: 5.46
 November 2007: 5.42

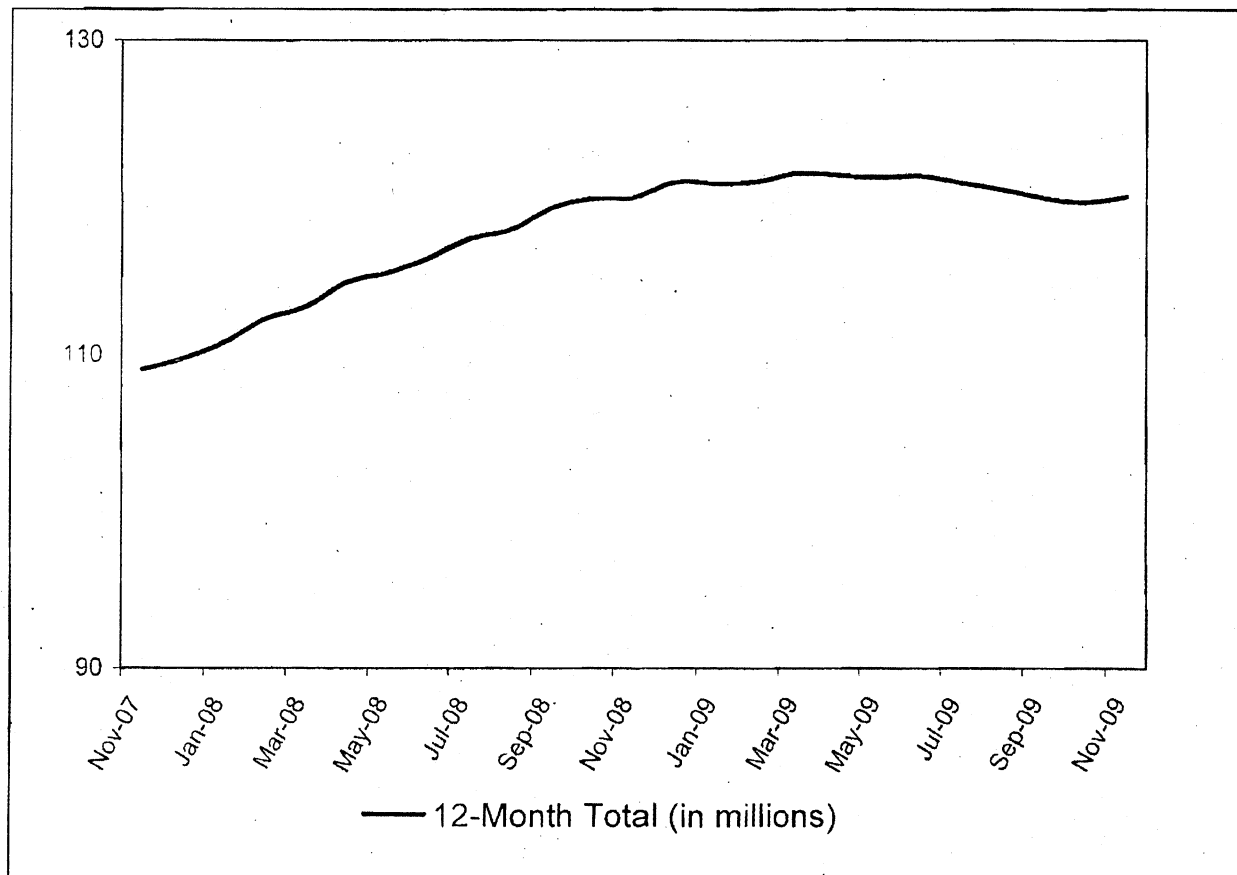
12-Month Average

Dec 08-Nov 09 10.31
 Dec 07-Nov 08 6.13
 Dec 06-Nov 07 6.92

Annual Results

2009 Goal: 6.00
 2008 Actual: 6.20
 2007 Actual: 6.69

Ridership

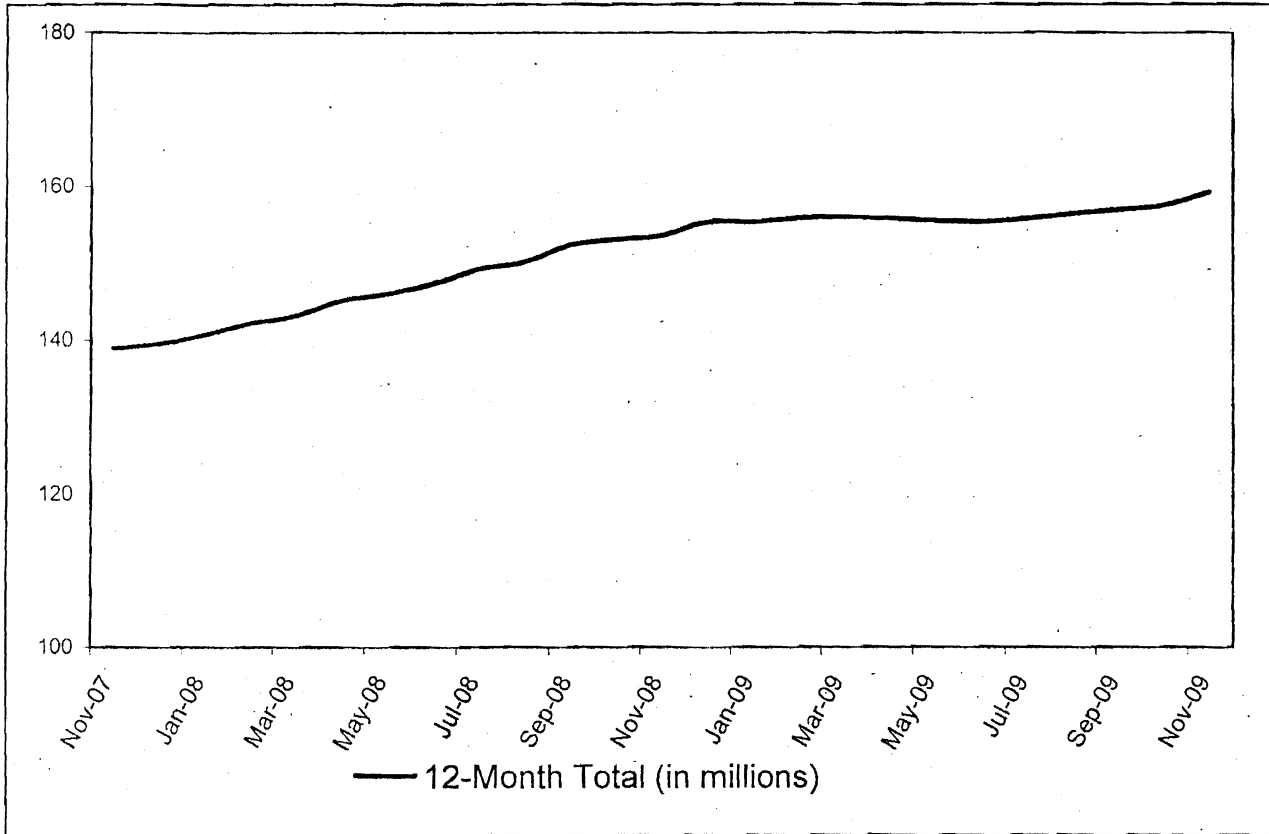


Definition

The above chart shows the 12-Month Total Ridership

Monthly Results		12-Month Total		Annual Results	
November 2009:	10,042,575	Dec 08-Nov 09	120,110,595	2009 Goal:	118,591,000
November 2008:	9,673,322	Dec 07-Nov 08	120,059,569	2008 Actual:	121,027,750
November 2007:	9,587,591	Dec 06-Nov 07	109,022,165	2007 Actual:	109,743,549

Farebox Revenue



Definition

The above chart shows the 12-Month Total Farebox Revenue

Monthly Results

November 2009: 13,728,291
 November 2008: 12,078,222
 November 2007: 11,558,570

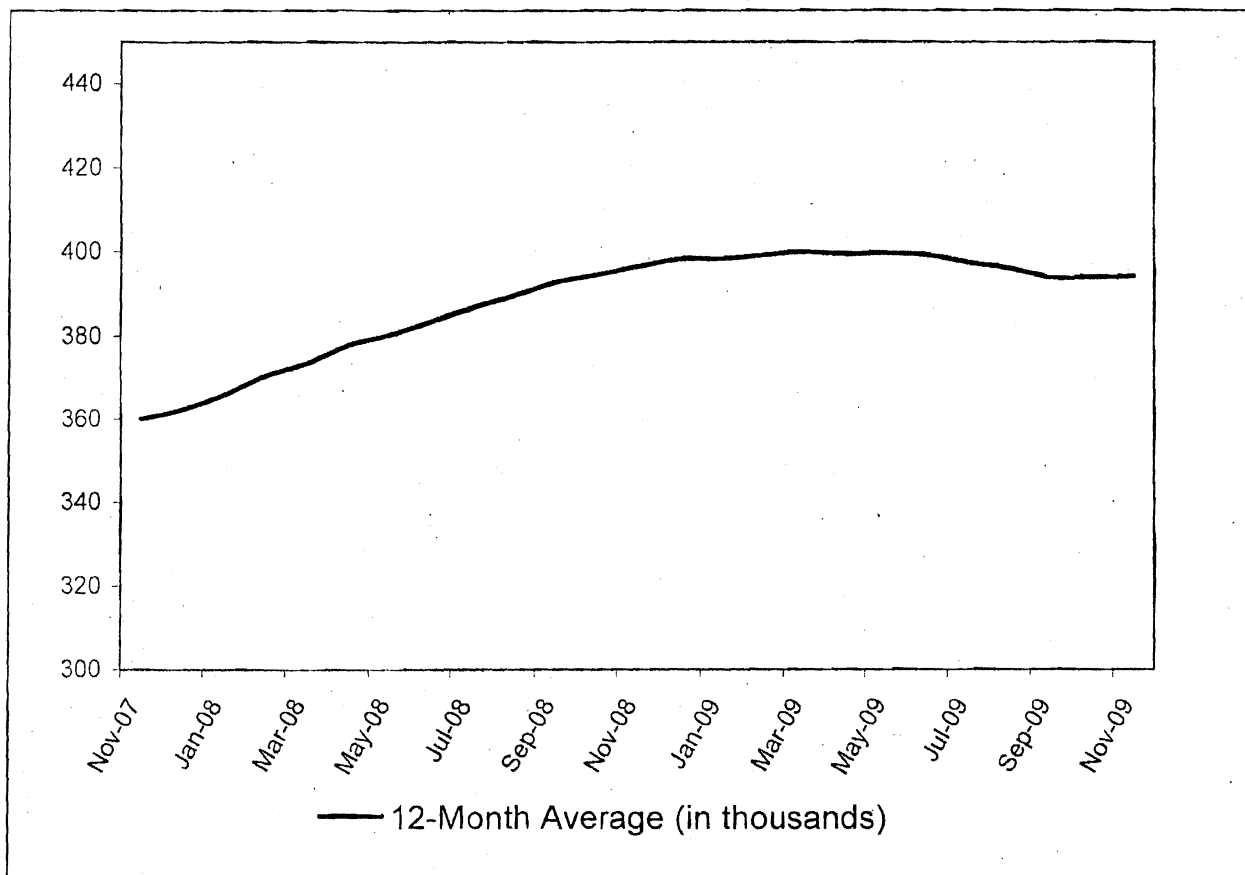
12-Month Total

Dec 08-Nov 09 159,203,715
 Dec 07-Nov 08 153,585,117
 Dec 06-Nov 07 N/A

Annual Results

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

Average Weekday Ridership



Definition

The above chart shows the 12-Month Average Weekday Ridership

Monthly Results

November 2009: 411,820
 November 2008: 408,958
 November 2007: 386,046

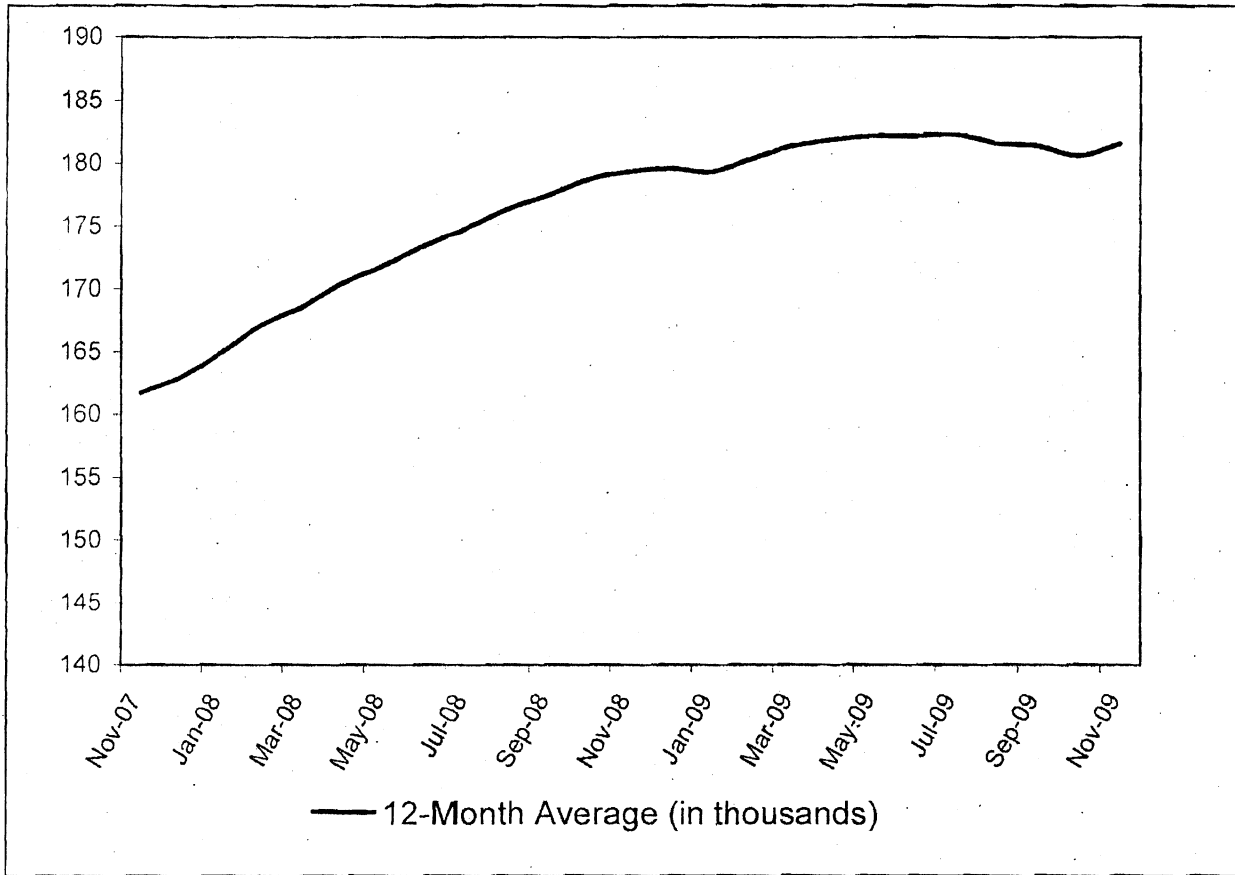
12-Month Average

Dec 08-Nov 09 394,267
 Dec 07-Nov 08 396,467
 Dec 06-Nov 07 360,101

Annual Results

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

Average Weekend Ridership

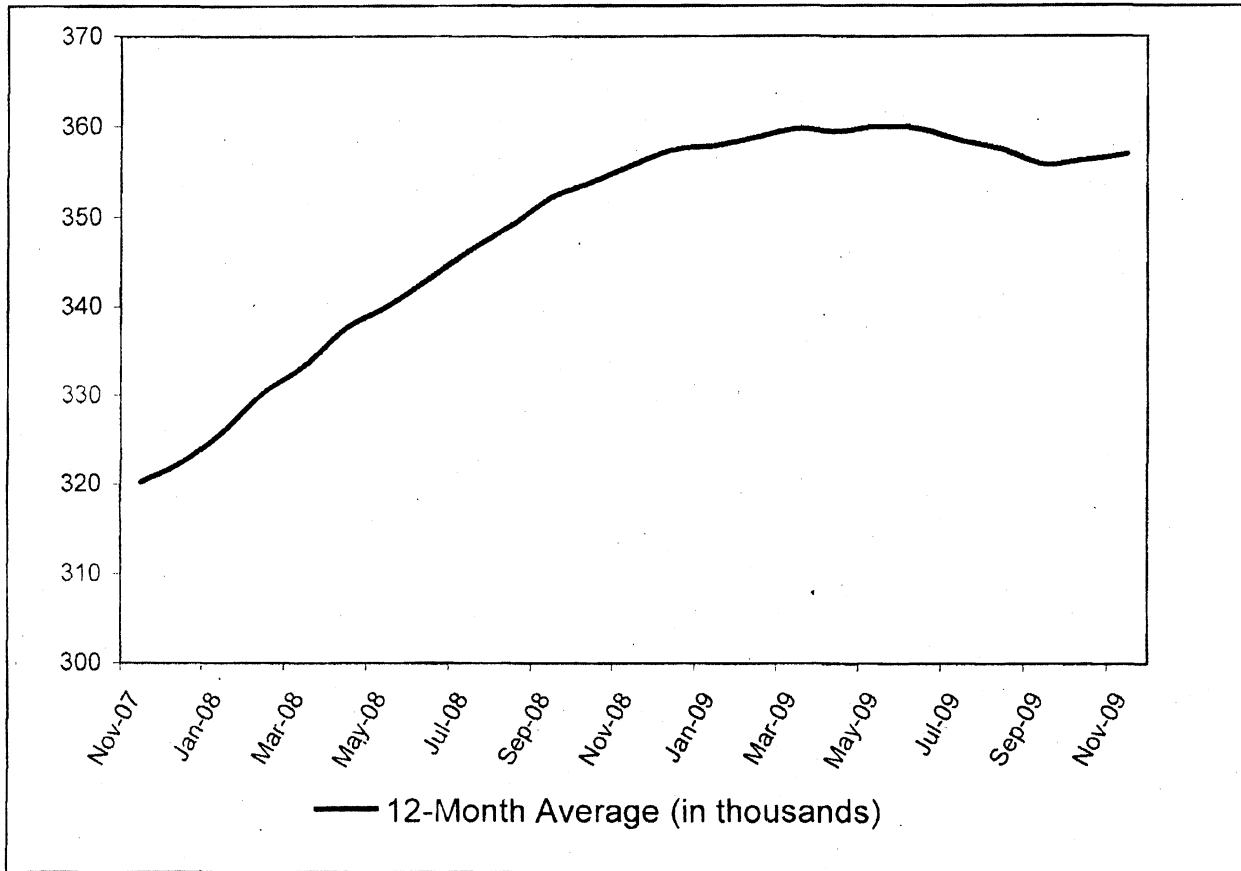


Definition

The above chart shows the 12-Month Average Weekend Ridership

Monthly Results		12-Month Average		Annual Results	
November 2009:	189,024	Dec 08-Nov 09	181,577	2009 Goal:	N/A
November 2008:	177,491	Dec 07-Nov 08	179,396	2008 Actual:	179,638
November 2007:	170,397	Dec 06-Nov 07	161,719	2007 Actual:	162,954

Average Weekday Local Ridership



Definition

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

Monthly Results

November 2009: 376,727
 November 2008: 369,262
 November 2007: 346,915

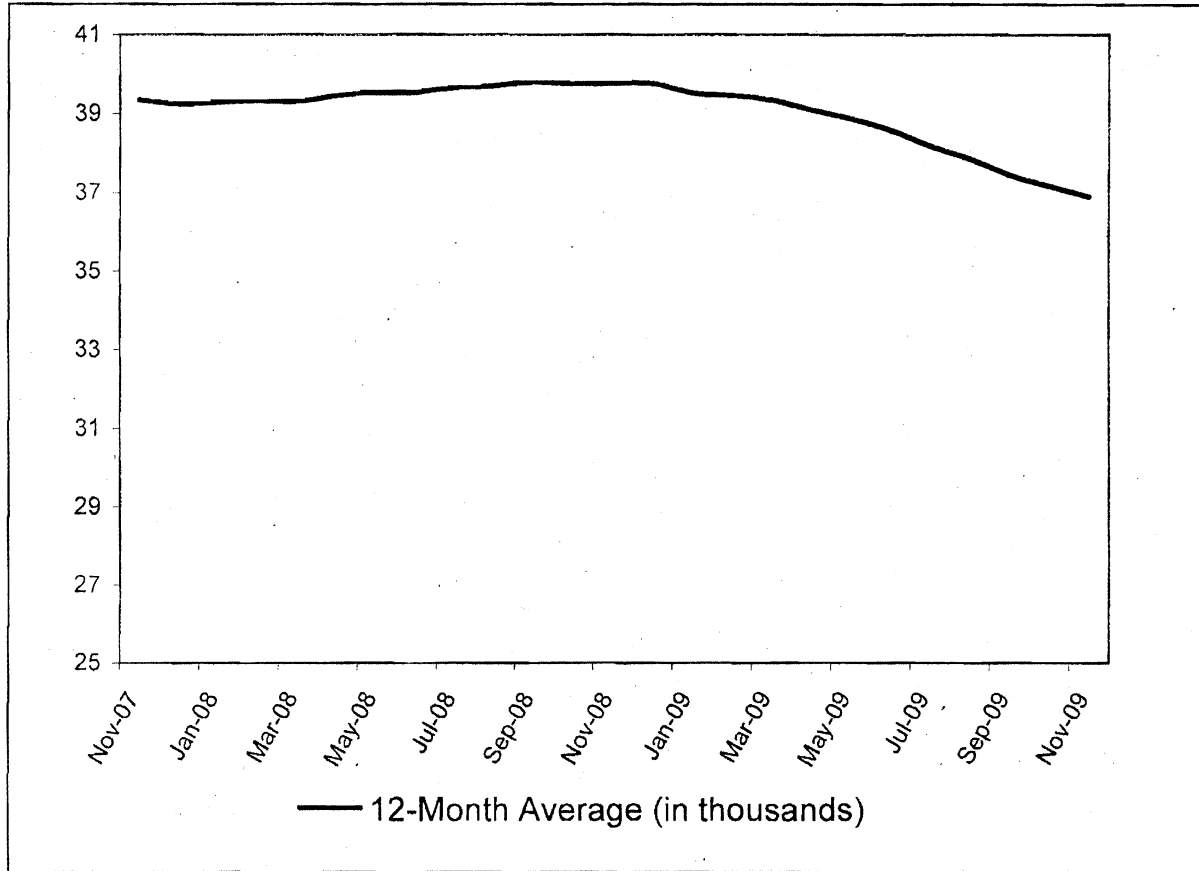
12-Month Total

Dec 08-Nov 09 356,889
 Dec 07-Nov 08 355,667
 Dec 06-Nov 07 320,245

Annual Results

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

Average Weekday Express Ridership



Definition

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

Monthly Results

November 2009: 35,093
 November 2008: 38,314
 November 2007: 38,253

12-Month Total

Dec 08-Nov 09 36,891
 Dec 07-Nov 08 39,777
 Dec 06-Nov 07 39,349

Annual Results

2009 Goal: N/A
 2008 Actual: 39,775
 2007 Actual: 39,263

MTA BUS COMPANY
JULY FINANCIAL PLAN-2009 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 2009
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$13.472	\$13.728	0.256	1.9	0.000	0.000	0.000	-	\$13.472	\$13.728	0.256	1.9
Investment Income	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Income	1.277	2.087	0.810	63.4	0.000	0.000	0.000	-	1.277	2.087	0.810	63.4
Capital and Other Reimbursements	0.000	0.000	0.000	-	0.289	0.000	(0.289)	(100.0)	0.289	0.000	(0.289)	(100.0)
Total Revenue	\$14.749	\$15.815	\$1.066	7.2	\$0.289	\$0.000	(\$0.289)	(100.0)	\$15.038	\$15.815	\$0.777	5.2
Expenses												
<i>Labor:</i>												
Payroll	\$19.316	\$16.779	\$2.537	13.1	\$0.102	\$0.000	\$0.102	100.0	\$19.418	\$16.779	\$2.639	13.6
Overtime	2.466	4.382	(1.917)	(77.7)	0.000	0.000	0.000	-	2.466	4.382	(1.917)	(77.7)
Health and Welfare	2.324	(0.233)	2.557	*	0.018	0.000	0.018	100.0	2.342	(0.233)	2.575	*
OPEB Current Payment	1.164	0.900	0.264	22.7	0.000	0.000	0.000	-	1.164	0.900	0.264	22.7
Pensions	1.868	1.947	(0.079)	(4.2)	0.008	0.000	0.008	100.0	1.876	1.947	(0.071)	(3.8)
Other Fringe Benefits	1.672	1.705	(0.033)	(1.9)	0.008	0.000	0.008	100.0	1.680	1.705	(0.025)	(1.5)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.032)	0.000	(0.032)	(100.0)	0.033	0.000	0.033	100.0	0.001	0.000	0.001	100.0
Total Labor Expenses	\$28.778	\$25.481	\$3.298	11.5	\$0.169	\$0.000	\$0.169	100.0	\$28.947	\$25.481	\$3.467	12.0
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$0.000	\$0.000	0.000	-	\$0.000	\$0.000	0.000	-	\$0.000	\$0.000	0.000	-
Fuel for Buses and Trains	2.451	1.913	0.538	22.0	0.000	0.000	0.000	-	2.451	1.913	0.538	22.0
Insurance	0.941	0.629	0.313	33.2	0.000	0.000	0.000	-	0.941	0.629	0.313	33.2
Claims	0.000	1.190	(1.190)	-	0.000	0.000	0.000	-	0.000	1.190	(1.190)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	2.346	3.263	(0.918)	(39.1)	0.120	0.000	0.120	100.0	2.466	3.263	(0.798)	(32.4)
Professional Service Contracts	0.765	0.789	(0.024)	(3.2)	0.000	0.000	0.000	-	0.765	0.789	(0.024)	(3.2)
Materials & Supplies	2.015	(0.180)	2.195	*	0.000	0.000	0.000	-	2.015	(0.180)	2.195	*
Other Business Expense	0.618	(0.129)	0.747	*	0.000	0.000	0.000	-	0.618	(0.129)	0.747	*
Total Non-Labor Expenses	\$9.137	\$7.476	\$1.661	18.2	\$0.120	\$0.000	\$0.120	100.0	\$9.257	\$7.476	\$1.781	19.2
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$37.915	\$32.956	\$4.959	13.1	\$0.289	\$0.000	\$0.289	100.0	\$38.204	\$32.956	\$5.248	13.7
Depreciation	\$3.184	\$3.317	(\$0.133)	(4.2)	\$0.000	\$0.000	\$0.000	-	\$3.184	\$3.317	(\$0.133)	(4.2)
OPEB Obligation	4.468	5.989	(1.520)	(34.0)	0.000	0.000	0.000	-	4.468	5.989	(1.520)	(34.0)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$45.568	\$42.262	\$3.306	7.3	\$0.289	\$0.000	\$0.289	100.0	\$45.857	\$42.262	\$3.595	7.8
Net Surplus/(Deficit)	(\$30.819)	(\$26.447)	\$4.372	14.2	\$0.000	\$0.000	\$0.000	-	(\$30.819)	(\$26.447)	\$4.372	14.2

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN-2009 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 2009 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	143.230	146.488	3.259	2.3	0.000	0.000	0.000	-	143.230	146.488	3.259	2.3
Investment Income		0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	18.503	19.446	0.943	5.1	0.000	0.000	0.000	-	18.503	19.446	0.943	5.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.312	0.000	(1.312)	(100.0)	1.312	0.000	(1.312)	(100.0)
Total Revenue	\$161.733	\$165.934	\$4.201	2.6	\$1.312	\$0.000	(\$1.312)	(100.0)	\$163.045	\$165.934	\$2.889	1.8
Expenses												
<i>Labor:</i>												
Payroll	193.769	177.027	\$16.743	8.6	\$0.503	\$0.000	\$0.503	100.0	\$194.272	\$177.027	\$17.246	8.9
Overtime	37.512	49.261	(11.750)	(31.3)	0.000	0.000	0.000	-	37.512	49.261	(11.750)	(31.3)
Health and Welfare	31.545	24.568	6.977	22.1	0.090	0.000	0.090	100.0	31.635	24.568	7.067	22.3
OPEB Current Payment	11.436	10.220	1.217	10.6	0.000	0.000	0.000	-	11.436	10.220	1.217	10.6
Pensions	20.153	21.245	(1.092)	(5.4)	0.041	0.000	0.041	100.0	20.193	21.245	(1.051)	(5.2)
Other Fringe Benefits	18.855	19.357	(0.502)	(2.7)	0.039	0.000	0.039	100.0	18.895	19.357	(0.463)	(2.4)
GASB Account		0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.159)	0.000	(0.159)	(100.0)	0.159	0.000	0.159	100.0	0.000	0.000	0.000	-
Total Labor Expenses	\$313.112	\$301.677	\$11.434	3.7	\$0.832	\$0.000	\$0.832	100.0	\$313.944	\$301.677	\$12.266	3.9
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$0.000	\$0.000	0.000	-	\$0.000	\$0.000	0.000	-	0.000	0.000	0.000	-
Fuel for Buses and Trains	26.915	26.415	0.501	1.9	0.000	0.000	0.000	-	26.915	26.415	0.501	1.9
Insurance	10.010	8.517	1.493	14.9	0.000	0.000	0.000	-	10.010	8.517	1.493	14.9
Claims	4.542	20.921	(16.378)	*	0.000	0.000	0.000	-	4.542	20.921	(16.378)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	22.285	19.948	2.337	10.5	0.480	0.000	0.480	100.0	22.765	19.948	2.817	12.4
Professional Service Contracts	5.604	3.619	1.985	35.4	0.000	0.000	0.000	-	5.604	3.619	1.985	35.4
Materials & Supplies	22.214	21.100	1.114	5.0	0.000	0.000	0.000	-	22.214	21.100	1.114	5.0
Other Business Expense	5.473	2.946	2.527	46.2	0.000	0.000	0.000	-	5.473	2.946	2.527	46.2
Total Non-Labor Expenses	\$97.043	\$103.465	(\$6.422)	(6.6)	\$0.480	\$0.000	\$0.480	100.0	\$97.523	\$103.465	(\$5.942)	(6.1)
<i>Other Expense Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$410.155	\$405.143	\$5.012	1.2	\$1.312	\$0.000	\$1.312	100.0	\$411.467	\$405.143	\$6.324	1.5
Depreciation	33.926	34.297	(\$0.371)	(1.1)	\$0.000	\$0.000	\$0.000	-	\$33.926	\$34.297	(\$0.371)	(1.1)
OPEB Obligation	47.232	52.391	(5.159)	(10.9)	\$0.000	\$0.000	0.000	-	47.232	52.391	(5.159)	(10.9)
Environmental Remediation	0.000	0.000	0.000	-	\$0.000	\$0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$491.312	\$491.831	(\$0.519)	(0.1)	\$1.312	\$0.000	\$1.312	100.0	\$492.624	\$491.831	\$0.794	0.2
Net Surplus/(Deficit)	(\$329.579)	(\$325.896)	\$3.683	1.1	\$0.000	\$0.000	\$0.000	-	(\$329.579)	(\$325.896)	\$3.683	1.1

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN-2009 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	November 2009			YEAR-TO-DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$0.256	1.9	Within 5%	\$3,259	2.3	Within 5%
Other Operating Revenue	NR	0.610	63.4	Miscellaneous Recoveries	0.943	5.1	Within 5%
Capital and Other Reimbursements	R	(\$0.289)	(100.0)	Pending issuance of WAR certificate	(\$1,312)	(100.0)	Pending issuance of WAR certificate
Total Revenue Variance		\$0.777	5.2		\$2,889	1.8	
Payroll	NR	\$2,537	13.1	Vacancies and hiring delays	\$16,743	8.6	Vacancies and hiring delays
Overtime	NR	(1,917)	(77.7)	Coverage for vacancies, hiring delays, retro payments and timing	(11,750)	(31.3)	Coverage for vacancies, hiring delays, retro payments and timing
Health and Welfare	NR	2,557		Includes prior period accrual	6,977	22.3	Includes \$5 million credit for previous contribution
OPEB Current Payment	NR	0.264	22.7	Less than anticipated actual costs	1,217	10.6	Less than anticipated actual costs
Pension	NR	(0,079)	(3.8)	Within 5%	(1,092)	(5.2)	Allocation of MOU expense between payroll and pension
Other Fringe Benefits	NR	(0,033)	(1.5)	Within 5%	(0,502)	(2.4)	Within 5%
Fuel for Buses and Trains	NR	0.538	22.0	Primarily CNG refund	0.501	1.9	Within 5%
Insurance	NR	0.313	33.2	Lag in workers compensation case resolution and lower expenses	1,493	14.9	Lag in workers compensation case resolution and lower expenses
Claims	NR	(1,190)	-	Revised actuarial valuation	(16,378)	-	Revised actuarial valuation
Maintenance and Other Operating Contracts	NR	(0,918)	(39.1)	Timing of maintenance and facilities repairs, reclassification of expenses between material/supplies and maintenance and other operating contracts	2,337	10.5	Timing of maintenance and facilities repairs, reclassification of expenses between material/supplies and maintenance and other operating contracts
Professional Service Contracts	NR	(0,024)	(3.2)	Within 5%	1,985	35.4	Within 5%
Materials & Supplies	NR	2,195		Timing of maintenance/repair projects, reclassification of expenses between material/supplies and maintenance and other operating contracts	1,114	5.0	Within 5%
Other Business Expense	NR	0,747		Timing of reimbursements	2,527	46.2	Offsetting expenses allocated to claims and timing of reimbursements
Depreciation	NR	(0,133)	(4.2)	Within 5%	(0,371)	(1.1)	Within 5%
Other Post Employment Benefits	NR	(1,520)	(34.0)	Revised valuation	(5,159)	(10.9)	Revised valuation
Payroll	R	0,102	100.0	Charges in WIP acct, pending issuance of WAR certificate	0,503	100.0	Charges in WIP acct, pending issuance of WAR certificate
Health and Welfare	R	0,018	100.0	Charges in WIP acct, pending issuance of WAR certificate	0,090	100.0	Charges in WIP acct, pending issuance of WAR certificate
Pension	R	0,008	100.0	Charges in WIP acct, pending issuance of WAR certificate	0,041	100.0	Charges in WIP acct, pending issuance of WAR certificate
Other Fringe Benefits	R	0,008	100.0	Charges in WIP acct, pending issuance of WAR certificate	0,039	100.0	Charges in WIP acct, pending issuance of WAR certificate
Maintenance and Other Operating Contracts	R	0,120	100.0	Charges in WIP acct, pending issuance of WAR certificate	0,480	100.0	Charges in WIP acct, pending issuance of WAR certificate
Total Expense Variance		\$3,595	7.8		\$0,794	0.2	
Net Variance		\$4,372	14.2		\$3,683	1.1	

MTA BUS COMPANY
JULY FINANCIAL PLAN-2009 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	November 2009				YEAR-TO-DATE			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	13.689	13.315	(0.375)	(2.7)	143.013	143.442	0.430	0.3
Other Operating Revenue	1.464	1.724	0.260	17.8	18.316	19.531	1.215	6.6
Capital and Other Reimbursements	0.289		(0.289)	(100.0)	1.312	0.000	(1.312)	(100.0)
Total Receipts	\$15.442	\$15.039	(\$0.403)	(2.6)	\$162.641	\$162.973	\$0.332	0.2
Expenditures								
<i>Labor:</i>								
Payroll	21.959	16.297	\$5.662	25.8	234.003	186.992	\$47.011	20.1
Overtime	3.341	4.382	(1.042)	(31.2)	36.637	41.082	(4.445)	(12.1)
Health and Welfare	1.005	4.743	(3.739)	*	26.279	32.848	(6.569)	(25.0)
OPEB Current Payment	1.167	0.000	1.167	100.0	11.433	8.320	3.113	27.2
Pensions	2.887	2.218	0.669	23.2	26.407	28.583	(2.176)	(8.2)
Other Fringe Benefits	2.407	2.051	0.356	14.8	21.222	18.292	2.930	13.8
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$32.766	\$29.692	\$3.074	9.4	\$355.981	\$316.117	\$39.864	11.2
<i>Non-Labor:</i>								
Traction and Propulsion Power	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Fuel for Buses and Trains	2.321	5.477	(3.156)	*	27.045	28.639	(1.594)	(5.9)
Insurance	1.528	0.140	1.386	90.8	9.425	1.285	8.140	86.4
Claims	0.400	0.437	(0.037)	(9.3)	9.038	12.157	(3.119)	(34.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	1.888	2.349	(0.461)	(24.4)	25.209	24.836	0.373	1.5
Professional Service Contracts	0.734	0.648	0.086	11.7	5.635	3.611	2.024	35.9
Materials & Supplies	1.890	3.460	(1.570)	(83.0)	22.339	23.791	(1.452)	(6.5)
Other Business Expenditures	0.910	0.216	0.694	76.2	6.143	2.414	3.729	60.7
Total Non-Labor Expenditures	\$9.670	\$12.728	(\$3.059)	(31.6)	\$104.834	\$96.733	\$8.101	7.7
<i>Other Expenditure Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<i>Gap Closing Expenditures:</i>								
Additional Actions for Budget Balance: Expenditure	0.000		0.000	-	0.000	0.000	0.000	-
Total Gap Closing Expenditures	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$42.436	\$42.421	\$0.015	0.0	\$460.815	\$412.850	\$47.965	10.4
Operating Cash Surplus/(Deficit)	(\$26.993)	(\$27.382)	(\$0.388)	(1.4)	(\$298.174)	(\$249.876)	\$48.297	16.2

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN-2009 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

Operating Receipts or Disbursements	November 2009			YEAR-TO-DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	(0.375)	(2.7)	Within 5% Guidelines	0.430	0.3	Within 5% Guidelines
Other Operating Revenue	0.260	17.8	Timing of receipts	1.215	6.6	Timing of receipts
Capital and Other Reimbursements	(0.289)	(100.0)	Pending issuance of WAR certificate	(1.312)	(100.0)	Pending issuance of WAR certificate
Total Receipts	(\$0.403)	(2.6)		\$0.332	0.2	
Payroll	5.662	25.8	Timing of contractual settlements, vacancy and hiring delays	47.011	20.1	Timing of contractual settlements, vacancy and hiring delays
Overtime	(1.042)	(31.2)	Coverage for vacancies, hiring delays, retro payments and timing	(4.445)	(12.1)	Coverage for vacancies, hiring delays, retro payments and timing
Health and Welfare	(3.739)	*	Timing of payments	(6.569)	(25.0)	Timing of payments
OPEB Current Payment	1.167	100.0	Timing of payments	3.113	27.2	Timing of payments
Pension	0.669	23.2	Timing of payments	(2.176)	(8.2)	Allocation of MOU expense between payroll and pension
Other Fringe Benefits	0.356	14.8	Timing of payments	2.930	13.8	Timing of payments
Fuel for Buses and Trains	(3.156)	*	Timing of payments	(1.594)	(5.9)	Timing of payments
Insurance	1.386	90.8	Timing of payments	8.140	86.4	Timing of payments
Claims	(0.037)	(9.3)	Revised actuarial valuation	(3.119)	(34.5)	Revised actuarial valuation
Maintenance and Other Operating Contracts	(0.461)	*	Timing of maintenance and facilities repairs, reclassification of expenses between material/supplies and maintenance and other operating contracts	0.373	1.5	Within 5% Guidelines
Professional Service Contracts	0.086	11.7	Timing of Hastus implementation	2.024	35.9	Timing of Hastus implementation
Materials & Supplies	(1.570)	(83.0)	Timing of payments	(1.452)	(6.5)	Timing of payments
Other Business Expenditure	0.694	*	Timing of reimbursements	3.729	60.7	Timing of reimbursements
Total Expenditures	\$0.015	0.0		\$47.965	10.4	
Net Cash Variance	(\$0.388)	(1.4)		\$48.297	16.2	

MTA BUS COMPANY
JULY FINANCIAL PLAN-2009 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	November 2009				YEAR-TO-DATE			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.217	(\$0.414)	(\$0.631)	*	(\$0.217)	(\$3.046)	(\$2.829)	*
Other Operating Revenue	0.188	(0.363)	(0.550)	*	(0.187)	0.085	0.272	*
Capital and Other Reimbursements	(0.000)	0.000	0.000	100.0	0.000	0.000	0.000	-
Total Receipts	\$0.404	(\$0.776)	(\$1.181)	*	(\$0.404)	(\$2.961)	(\$2.557)	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$2.541)	\$0.481	(\$3.023)	*	(\$39.730)	(\$9.965)	(\$29.765)	(74.9)
Overtime	(0.875)	0.000	(0.875)	(100.0)	0.875	8.179	(7.304)	*
Health and Welfare	1.337	(4.976)	6.313	*	5.356	(8.281)	13.637	*
OPEB Current Payment	(0.003)	0.900	(0.903)	*	0.003	1.899	(1.897)	*
Pensions	(1.011)	(0.271)	(0.740)	(73.2)	(6.213)	(7.338)	1.125	18.1
Other Fringe Benefits	(0.727)	(0.346)	(0.381)	(52.4)	(2.327)	1.066	(3.393)	*
GASB Account	0.000	0.000	-	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.001	0.000	0.001	100.0	0.000	0.000	0.000	-
Total Labor Expenditures	(\$3.819)	(\$4.212)	\$0.393	10.3	(\$42.037)	(\$14.439)	(\$27.598)	(65.7)
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Fuel for Buses and Trains	0.130	(3.565)	3.694	*	(0.130)	(2.224)	2.095	*
Insurance	(0.585)	0.488	(1.074)	*	0.585	7.232	(6.647)	*
Claims	(0.400)	0.753	(1.153)	*	(4.496)	8.764	(13.259)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.578	0.914	(0.336)	(58.2)	(2.444)	(4.888)	2.444	*
Professional Service Contracts	0.031	0.141	(0.110)	*	(0.031)	0.008	(0.039)	*
Materials & Supplies	0.125	(3.640)	3.765	*	(0.125)	(2.691)	2.566	*
Other Business Expenditures	(0.292)	(0.345)	0.053	18.3	(0.670)	0.532	(1.202)	*
Total Non-Labor Expenditures	(\$0.413)	(\$5.253)	\$4.840	*	(\$7.311)	\$6.732	(\$14.043)	*
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Gap Closing Expenditures:								
Additional Actions for Budget Balance: Expenditures	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Gap Closing Expenditures	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$4.232)	(\$9.464)	\$5.233	*	(\$49.348)	(\$7.707)	(\$41.641)	(84.4)
Depreciation Adjustment	\$3.184	\$3.317	(\$0.133)	(4.2)	\$33.926	\$34.297	(\$0.371)	(1.1)
Other Post Employment Benefits	\$4.468	\$5.989	(\$1.520)	(34.0)	\$47.232	\$52.391	(\$5.159)	(10.9)
Total Expenses/Expenditures	\$3.421	(\$0.159)	\$3.580	*	\$31.810	\$78.981	(\$47.171)	*
Total Cash Conversion Adjustments	\$3.825	(\$0.935)	(\$4.760)	*	\$31.406	\$76.020	\$44.615	*

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN-2009 MID-YEAR FORECAST
Utilization
(In millions)

	<u>November 2009</u>			<u>Year-to-date as of November 2009</u>		
	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$13.472	\$13.728	\$0.256	\$143.230	\$146.488	\$3.259
Total Farebox Revenue	\$13.472	\$13.728	\$0.256	\$143.230	\$146.488	\$3.259
Other Revenue	\$1.277	\$2.087	\$0.810	\$18.503	\$19.446	\$0.943
Capital & Other	\$0.289	\$0.000	(\$0.289)	\$1.312	\$0.000	(\$1.312)
Total Revenue	\$15.038	\$15.815	\$0.777	\$163.045	\$165.934	\$2.889
<u>Ridership</u>						
Fixed Route	9.667	10.043	0.376	107.784	110.096	2.312
Total Ridership	9.667	10.043	0.376	107.784	110.096	2.312

MTA BUS COMPANY
JULY FINANCIAL PLAN-2009 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
November 2009

Favorable
(Unfavorable)

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Variance	Explanation of Variances
Administration				
Office of the EVP	5	5	-	
Human Resources	7	7	-	
Office of Management and Budget	11	11	-	
Technology & Information Services	26	28	(2)	
Material	19	19	-	
Controller	45	41	4	
Office of the President	4	4	-	
System Safety Administration	5	6	(1)	
Law	24	22	2	
Corporate Communications	1	3	(2)	
Labor Relations	5	4	1	
Non-Departmental	-	-	-	
Total Administration	152	150	2	
Operations				
Buses	2,158	2,118	40	
Office of the Executive VP	7	4	3	
Safety & Training	24	19	5	
Road Operations	122	111	11	
Transportation Support	22	20	2	
Operations Planning	18	18	-	
Revenue Control	27	30	(3)	
Total Operations	2,378	2,320	58	Timing of Hires
Maintenance				
Buses	758	781	(23)	
Maintenance Support/CMF	54	55	(1)	
Facilities	72	29	43	
Supply Logistics	69	64	5	
Total Maintenance	953	929	24	
Engineering/Capital				
Capital Program Management	18	18	-	
Total Engineering/Capital	18	18	-	
Public Safety				
Senior VP	-	-	-	
Security	13	10	3	
Total Public Safety	13	10	3	
Grand Total	3,514	3,427	87	
Non-Reimbursable	3,500	3,427	73	
Reimbursable	14	-	14	
Total Full-Time	3,514	3,427	87	
Total Full-Time Equivalents	-	-	-	

MTA BUS COMPANY
 JULY FINANCIAL PLAN-2009 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS BY FUNCTION AND OCCUPATIONAL GROUP
 November 2009

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Variance	Favorable (Unfavorable)	Explanation of Variances
Administration					
Managers/Supervisors	54	48	6		
Professional, Technical, Clerical	98	102	(4)		
Operational Hourlies	-	-	-		
Total Administration	152	150	2		
Operations					
Managers/Supervisors	304	294	10		
Professional, Technical, Clerical	47	51	(4)		
Operational Hourlies	2,027	1,975	52		
Total Operations	2,378	2,320	58		Timing of Hires
Maintenance					
Managers/Supervisors	180	182	(2)		
Professional, Technical, Clerical	12	6	6		
Operational Hourlies	761	741	20		
Total Maintenance	953	929	24		
Engineering/Capital					
Managers/Supervisors	10	7	3		
Professional, Technical, Clerical	8	11	(3)		
Operational Hourlies	-	-	-		
Total Engineering/Capital	18	18	-		
Public Safety					
Managers/Supervisors	5	3	2		
Professional, Technical, Clerical	3	2	1		
Operational Hourlies	5	5	-		
Total Public Safety	13	10	3		
Total Baseline Positions					
Managers/Supervisors	553	534	19		
Professional, Technical, Clerical	168	172	(4)		
Operational Hourlies	2,793	2,721	72		
Total Baseline Positions	3,514	3,427	87		

MTA BUS COMPANY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2009 YEAR-TO-DATE
(\$ in millions)

	<u>November Year-to-Date</u>			<u>Favorable(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	161.7	164.0	165.9	4.2	2.6	1.9	1.1
Total Expenses before Non-Cash Liability Adjs	410.2	424.4	405.1	5.0	1.2	19.2	4.5
Depreciation	33.9	34.0	34.3	(0.4)	(1.1)	(0.3)	(0.8)
OPEB Obligation	47.2	61.2	52.4	(5.2)	(10.9)	8.8	14.4
Environmental Remediation	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses	491.3	519.6	491.8	(0.5)	(0.1)	27.8	5.3
Net Surplus/(Deficit)	(329.6)	(355.6)	(325.9)	3.7	1.1	29.7	8.3

Note: Totals may not add due to rounding

MTA BUS COMPANY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL
NOVEMBER 2009 YEAR-TO-DATE
(\$ in millions)

NOVEMBER 2009 Year-to-Date

	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue	1.9	1.1	June 2009 Fare Increase
Total Expenses before Depreciation and OPEB Obligation	27.8	5.3	Primarily Public Claims Liability Adjustment and revised OPEB expenses

NOTE: Regarding Mid-Year Forecast vs. Actual results, variance explanations are provided in the monthly report to the Finance Committee.

Staff Summary



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

Date January 7, 2010
Vendor Name N/A
Contract Number N/A
Contract Manager Name N/A
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	1-25-10		X	
2	Board	1-27-10		X	

Internal Approvals			
Order	Approval	Order	Approval
1	President		

PURPOSE:

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

DISCUSSION:

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

None

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

None

MTA Bus Company seeks ratifications in the following categories:

None

MTA Bus Company
BOARD RESOLUTION

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

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

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

NOW, upon the recommendation of the Executive Director, the Board resolves as follows:

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

Report



SERVICE CHANGES:

MTA BUS COMMITTEE NOTIFICATION SERVICE REVISION B103 WESTBOUND TRAVEL PATH REVISION in GOWANUS, BROOKLYN

SERVICE ISSUE:

The B103 provides limited-stop service between Downtown Brooklyn and Canarsie via the intermediate neighborhoods of East Flatbush, Flatbush, Kensington, and Boerum Hill. The current non-stop path of the westbound B103 through Gowanus requires multiple turns. Additionally, there is an immediate traffic constraint that was identified by operating personnel at the left turn from 4th Avenue onto 9th Street caused by increased traffic volumes at the short left turn bay.

To address this immediate traffic constraint and to provide a simpler path, effective December 28, 2009, the travel path of the westbound B103 was detoured to use Prospect Avenue to travel directly to 3rd Avenue, instead of using 4th Avenue and 9th Street to travel to 3rd Avenue.

RECOMMENDED SOLUTION:

Permanently revise the travel path of the westbound B103 as per a recently implemented detour to address an immediate traffic constraint at the intersection of 4th Avenue and 9th Street and to simply the travel path. The westbound B103 would be permanently revised to use Prospect Avenue to travel directly to 3rd Avenue, instead of using 4th Avenue and 9th Street to travel to 3rd Avenue. This revision would not affect any current bus stops.

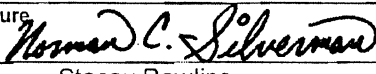
ESTIMATED IMPACT:

This revision would be cost-neutral, as the travel distance and travel time would remain the same.

PLANNED IMPLEMENTATION:

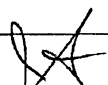

This revision has been implemented on a temporary basis to address an immediate traffic constraint at the left turn from 4th Avenue onto 9th Street. This revision will be implemented on a permanent basis immediately.

Staff Summary

Subject	B103 Westbound Travel Path Revision in Gowanus
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	Stacey Rawlins

Date	January 4, 2010
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
3	President 		
2	Executive Vice President 		
1	Vice President, Operations Planning		NC3 1/4/10

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the MTA Bus Committee of, a recommendation to revise the travel path of the westbound B103 in Gowanus, Brooklyn. This route was formerly operated by the Command Bus Company and transitioned into MTA Bus service on December 5, 2005.

DISCUSSION:

The B103 provides limited-stop bus service on weekdays, Saturdays, and Sundays (all day except the overnight hours) between Canarsie, in southeast Brooklyn, and Downtown Brooklyn via the intermediate neighborhoods of East Flatbush, Flatbush and Kensington and Boerum Hill. The B103 travels a one-way distance of approximately 12.8 miles, transporting approximately 7,870 passengers per weekday, 2,770 passengers per Saturday, and 1,380 passengers per Sunday.

Since the transition of service MTA Bus has significantly improved service on the B103 in four ways:

- (1) This route was converted from an intra-Brooklyn, semi-express service to a full limited-stop route with all limited stops available for pick-up and drop-off.
- (2) New low floor hybrid-electric buses were introduced to this route.
- (3) The span of service was incrementally increased, and service frequency has been incrementally improved on weekdays and now includes service on Saturdays and Sundays.
- (4) Short trips between Flatbush and Canarsie were implemented on this route in response to ridership increases between these neighborhoods.

Ridership on this route has grown dramatically in response to these series of improvements.

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

The official non-stop path of the westbound B103 through Gowanus requires multiple turns. After exiting the Prospect Expressway, the westbound B103 travels west on Prospect Avenue, north on 4th Avenue, west on 9th Street, and then north on 3rd Avenue. Additionally, an immediate traffic constraint was identified by operating personnel at the left turn from 4th Avenue onto 9th Street caused by increased traffic volumes at the short left turn bay. In an effort to address this traffic constraint and to provide a simpler path, effective December 28, 2009, the travel path of the westbound B103 was detoured to use Prospect Avenue to travel directly to 3rd Avenue, instead of using 4th Avenue and 9th Street to travel to 3rd Avenue. This revision has been providing more reliable service, and reduces the number of turning maneuvers. (See the attached map).

This detour discontinued the current westbound B103 travel path, which requires the use of 4th Avenue and 9th Street to access 3rd Avenue. Under this revision, the westbound B103 would travel permanently, non-stop, west on Prospect Avenue, passing 4th Avenue, north on 3rd Avenue, passing 9th Street, and then returning to the regular route. There are no current bus stops along this segment of the westbound B103 travel path, so no bus stops would be affected by this revision. See the attached map.

The current eastbound B103 travel path (to Canarsie) via 4th Avenue would remain unchanged.

RECOMMENDATION:

Permanently revise the travel path of the westbound B103 as per a recently implemented detour to address an immediate traffic constraint at the intersection of 4th Avenue and 9th Street and to simplify the travel path. The westbound B103 would be permanently revised to use Prospect Avenue to travel directly to 3rd Avenue, instead of using 4th Avenue and 9th Street to travel to 3rd Avenue.

Under this revision, the westbound B103 continues to travel west on Prospect Avenue, passing 4th Avenue, north on 3rd Avenue passing 9th Street; and then regular route. As this revision is the only to the non-stop segment of the route, no bus stop are affected.

ALTERNATIVES:

One alternative would be to leave the current travel path unchanged. This would forego the opportunity to simplify the travel path and to address the traffic constraint at 4th Avenue and 9th Street in Gowanus.

Another alternative would be to use 4th Avenue to travel directly to Flatbush Avenue. However, there is heavy traffic congestion on northbound 4th Avenue. Remaining on 3rd Avenue also allows the 3rd Avenue at State Street bus stop to continue to be served.

IMPACT ON FUNDING:

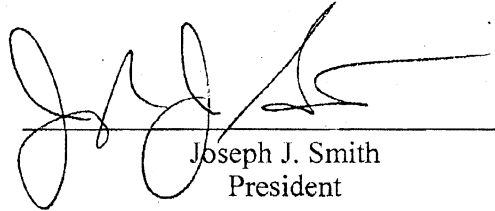
This revision would be cost-neutral, as the travel distance and travel time would remain the same.

Staff Summary

IMPLEMENTATION:

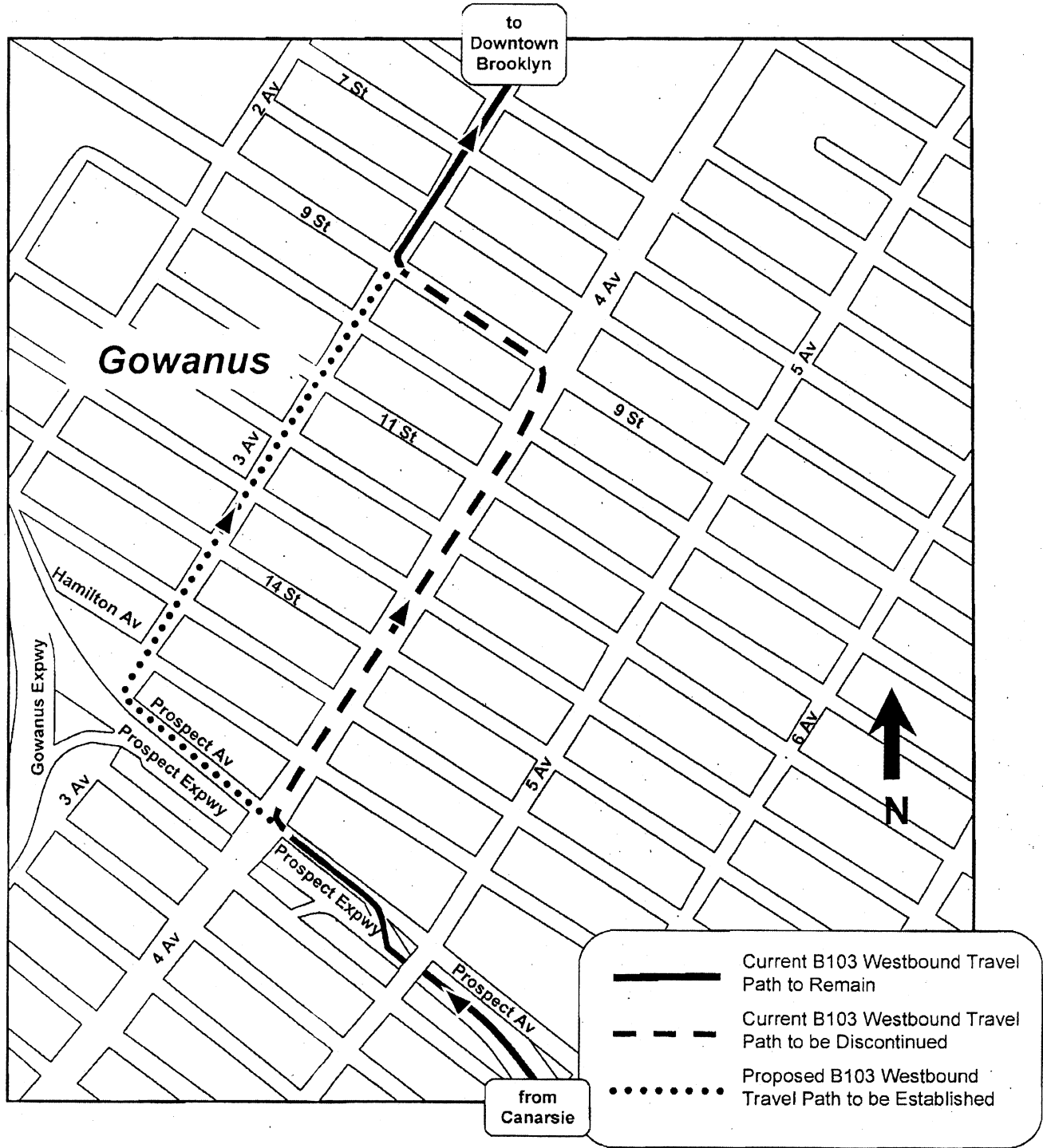
This revision has been implemented on a temporary basis to address an immediate traffic constraint at the left turn from 4th Avenue onto 9th Street. This revision will be implemented on a permanent basis immediately.

Approved:



Joseph J. Smith
President

B103 Westbound Travel Path Revision in Gowanus, Brooklyn



Report



SERVICE CHANGES: **MTA BUS COMMITTEE NOTIFICATION**
SERVICE REVISION
Q102 REVISION on ROOSEVELT ISLAND

SERVICE ISSUE:

The Q102 provides local bus service between Astoria, Queens and Roosevelt Island, Manhattan via the intermediate neighborhoods of Ravenswood and Long Island City, Queens. Alternate trips currently serve Roosevelt Island in a loop, with the direction reversing for each trip so that either the north end of the island (Coler Hospital) is served first then the south end is served; or the south end (Goldwater Hospital) is served first then the north end is served. However, all trips serve all bus stops on Roosevelt Island, but the stopping order alternates. This alternating service pattern is confusing, difficult to market and ineffective.

RECOMMENDED SOLUTION:

To provide more consistent, uniform and more marketable service, simplify the Q102 service pattern to use one loop path through the island instead of the current alternating direction looping pattern. Under this revision, all trips would travel through Roosevelt Island in the same loop direction, by first traveling north to Coler Hospital, south to Goldwater Hospital, then back to the bridge to exit the island. The other loop that currently goes south first to Goldwater Hospital then north to Coler Hospital would be discontinued.

This revision would not directly result in a change to bus stops. Although, as part of a separate bus stop rationalization effort on the island, approximately four closely spaced Q102 bus stops on Roosevelt Island would be discontinued concurrently with this route revision.

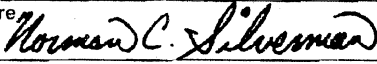
ESTIMATED IMPACT:

The net result of this revision would be no change in operating cost, as each of the current loops are the same length. Over time, the provision of more consistent, uniform service, which is more marketable, should encourage additional ridership and revenue.

PLANNED IMPLEMENTATION:


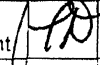
April 2010.

Staff Summary

Subject	Q102 Revision on Roosevelt Island
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	Stacey Rawlins

Date	January 4, 2010
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
3	President 		
2	Executive Vice President 		
1	Vice President Operations Planning		NCS 1/4/10

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the MTA Bus Committee of, a recommendation to revise the service pattern of the Q102 local bus on Roosevelt Island. This route was formerly operated by the Queens Surface Corporation and transitioned into MTA Bus service on February 27, 2005.

DISCUSSION:

The Q102 provides local bus service on weekdays, Saturdays, and Sundays between Astoria, Queens and Roosevelt Island, Manhattan via the intermediate neighborhoods of Ravenswood and Long Island City, Queens. The Q102 travels a one-way distance of approximately 7 miles, transporting approximately 2,820 passengers per weekday, approximately 1,680 passengers per Saturday, and approximately 1,330 passengers per Sunday.

Since the transition of service, MTA Bus has incrementally improved service in two ways. Firstly, service intervals have been revised to provide even spacing, and secondly, new low-floor hybrid electric local buses were introduced to the route.

The Q102 is the only bus route on Roosevelt Island that is operated by the Metropolitan Transportation Authority (MTA); however, the island is also served seven days a week by a public circulator bus service known as the "Red Bus" operated by the Roosevelt Island Operating Corporation (RIOCI) between the Roosevelt Island Tram (the Tram), Roosevelt Island **F** subway station and the island's residential core. RIOCI is a public benefit corporation of New York State which is responsible for managing, operating and developing the residential areas of the island under a 99-year lease from the City of New York. The residential area is located between the Tram and the Octagon residential

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

building. Other transportation options to and from Roosevelt Island includes the Tram, which is also operated by RIOC, providing transportation between the island and 2nd Avenue at East 59th Street in Manhattan. Rapid transit service is provided by the **F** route to Queens, Manhattan and Brooklyn. The Tram fare is \$2.25 and accepts MetroCard and permits free transfers to/from MTA operated buses (MTA Bus and MTA-NYC Transit) and subways; however, the Red Bus' \$0.25 fare is only payable in coins (no free transfers).

The Q102 travels to the island from Astoria and Long Island City via 31st Street and Queens Plaza, and accesses the island using the Roosevelt Island Bridge. The bridge connects at about the center of this longitudinal island. Currently, alternate trips serve Roosevelt Island in a loop, with the direction reversing for each trip so that either the north end of the island (Coler Hospital) is served first then the south end is served (see Map 1), or the south end (Goldwater Hospital) is served first then the north end is served (see Map 2). However, all trips serve all bus stops on Roosevelt Island, but the stopping order alternates. Loop privileges on the island allow customers to access any bus stop regardless of the trip's travel path. In between Coler Hospital and Goldwater Hospital, the Q102 serves Main Street, the primary street on the island and where the island's residential buildings are located.

This alternating service pattern on Roosevelt Island is confusing, difficult to market, and inefficient. There is an opportunity to provide more consistent and uniform service on Roosevelt Island, which would reduce customer confusion, and provide a more marketable service. Uniform and consistent travel paths are key elements of attracting bus customers.

Under this revision, upon entering the island, the Q102 would uniformly use the same travel path so that all trips loop in the same direction by first traveling north to Coler Hospital, then south to Goldwater Hospital, then back to the bridge to exit the island, as shown in Map 1; this loop is used on about half of the current trips. The terminus would be located at Goldwater Hospital. This revision would also avoid conflicting left turn movements at the intersection of the Roosevelt Island Bridge and Main Street, where there is frequently traffic congestion during peak times. Additionally, with all trips looping in the same direction, this revision would improve scheduling effectiveness by providing a schedule where Q102 trips arrive at each island bus stop at even intervals, instead of the current mix of a long interval, followed by a short interval, followed by a long interval, etc., due to the alternating service patterns. Customers would also know exactly where each Q102 trip is going, instead of trying to determine whether they would be traveling directly to their destination, or have to travel on an elongated trip.

Bus stops on Roosevelt Island would not be directly affected by this revision. Loop privileges would be maintained, allowing customers to ride through the terminal stop at Goldwater Hospital to reach their destination. It should be noted that a separate bus stop rationalization effort on the island is also being advanced in cooperation with RIOC, which would discontinue approximately four closely spaced Q102 bus stops on Roosevelt Island (1. Main Street at 568 Main Street, 2. Main Street at 579 Main Street, 3. Main Street at P.S./I.S. 270, and 4. Main Street at The Octagon), and is anticipated to be implemented concurrently with this route revision.

Although this revision achieves consistency and a more uniform and simplified service pattern, it would eliminate direct Q102 service to the north end of the island from bus stops at the south end of the island. Based on count data collected in Spring 2009, it is estimated that an average of approximately 150 customers per weekday, and a lesser number on weekends make this trip on the Q102 from south of the bridge to north of the bridge. These customers boarded either at the Tram bus stop or the **F** station.

Staff Summary

However, it was also observed that the majority of these customers use the Q102 because it was the first bus to arrive, and were not specifically waiting for the Q102. These customers have the option of using the frequent Red Bus for service north of the bridge, which is what most passengers use, for a nominal \$0.25 fare (the Red Bus does not accept MetroCards). The Red Bus only operates between the Tram at the south and the Octagon at the north, and does not provide direct service to either hospital. Customers continuing further north to Coler Hospital may walk approximately 880 feet from the Red Bus' northern terminus at the Octagon or use a NYC Health and Hospital Corporation (HHC) operated shuttle bus, which operates between the two hospitals and provides weekday service to/from the Tram and **F** station.

MTA Bus has notified the Roosevelt Island Operating Corporation (RIOC) about the proposed revision, and they have indicated their support.

RECOMMENDATION:

To provide more consistent service on a uniform travel path and simplify the Q102 service pattern, revise the Q102 travel path to use one consistent loop through the island instead of the following the current alternating looping pattern. Under this revision, all trips would loop through Roosevelt Island in the same direction, by first traveling north to Coler Hospital, south to Goldwater Hospital (the terminus), then back to the bridge to exit the island, as shown in Map 1. The other loop that currently goes first south to Goldwater Hospital then north to Coler Hospital would be discontinued.

This revision would not directly result in a change to bus stops on Roosevelt Island. Loop privileges would be maintained, allowing customers to ride through the terminal stop at Goldwater Hospital to reach their destination. It should be noted that a separate bus stop rationalization effort on the island is also being advanced in cooperation with RIOC, which would discontinue approximately four closely spaced Q102 bus stops on Roosevelt Island, and is anticipated to be implemented concurrently with this route revision.

ALTERNATIVES:

One alternative is to leave the current service pattern unchanged, where the Q102 alternates between two loops through on Roosevelt Island. This would forego the opportunity to provide more consistent, uniform, and marketable service that would encourage additional ridership.

A second alternative is to revise the Q102 on Roosevelt Island to use the current loop that goes south first to Goldwater Hospital, then north to Coler Hospital. However, two left turns are required per trip at the unsignalized intersection at Main Street and the Roosevelt Island Bridge, which is congested during peak times. There is also not high demand for intra-island Q102 travel from the south end of the island to the north end of the island; these customers have the option of using the Red Bus.

A third alternative is to create a modified one-way loop that would enable customers on Roosevelt Island to fully circulate on the island using the Q102. Under this alternative, buses would enter the island then travel north to Coler Hospital, south to Goldwater Hospital, return north to Coler Hospital, then exit the island. However, the Red Bus already serves the purpose of island circulation, and the HHC bus already provides service to both hospitals. It was also observed that customers using the Q102

Staff Summary

for island circulation used it because it was the first bus to arrive, and did not specifically wait for the Q102. This alternative would also significantly increase the operating cost on this low volume route.

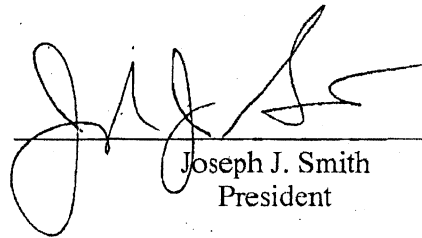
IMPACT ON FUNDING:

The net result of this revision would be no change in operating cost, as each of the current loops are the same length. Over time, the provision of more consistent, uniform service, which is more marketable, should encourage additional ridership and revenue.

IMPLEMENTATION:

Implementation is planned for April 2010.

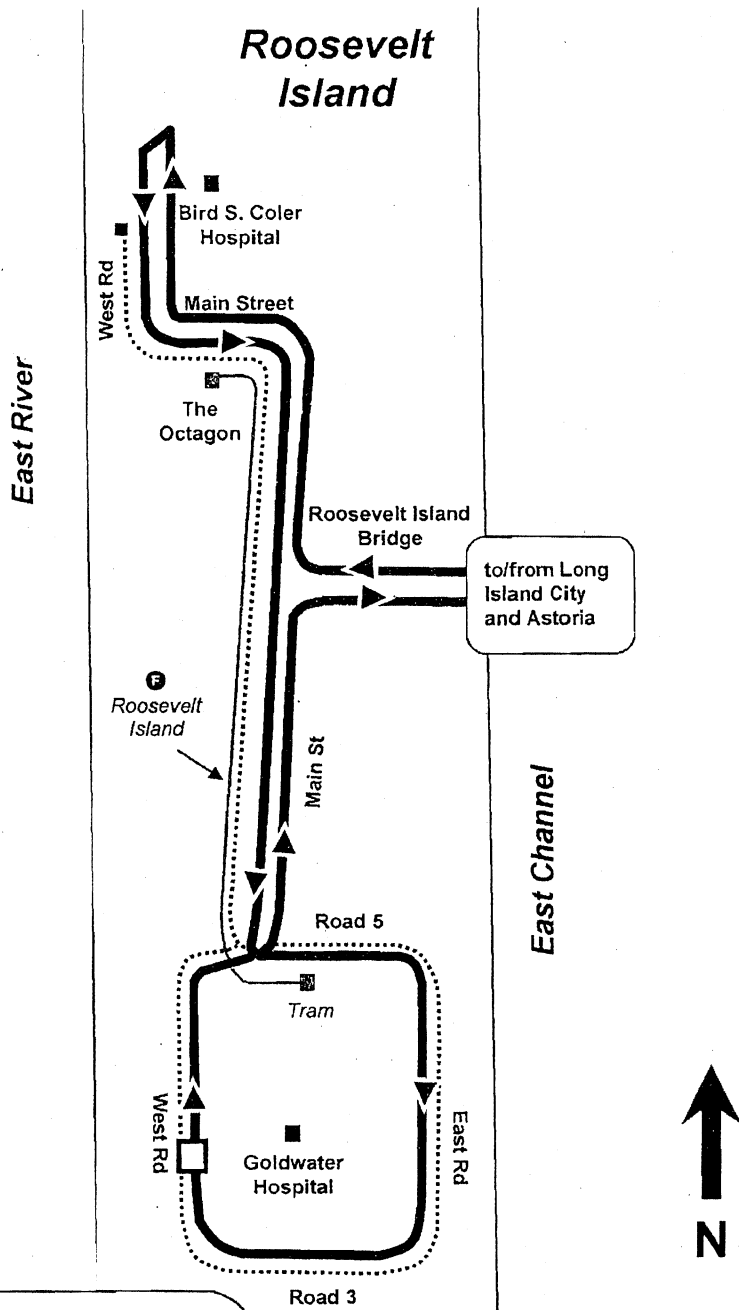
Approved:



Joseph J. Smith
President

Current Q102 Coler-Goldwater (North then South) Travel Path on Roosevelt Island to be used on all Trips

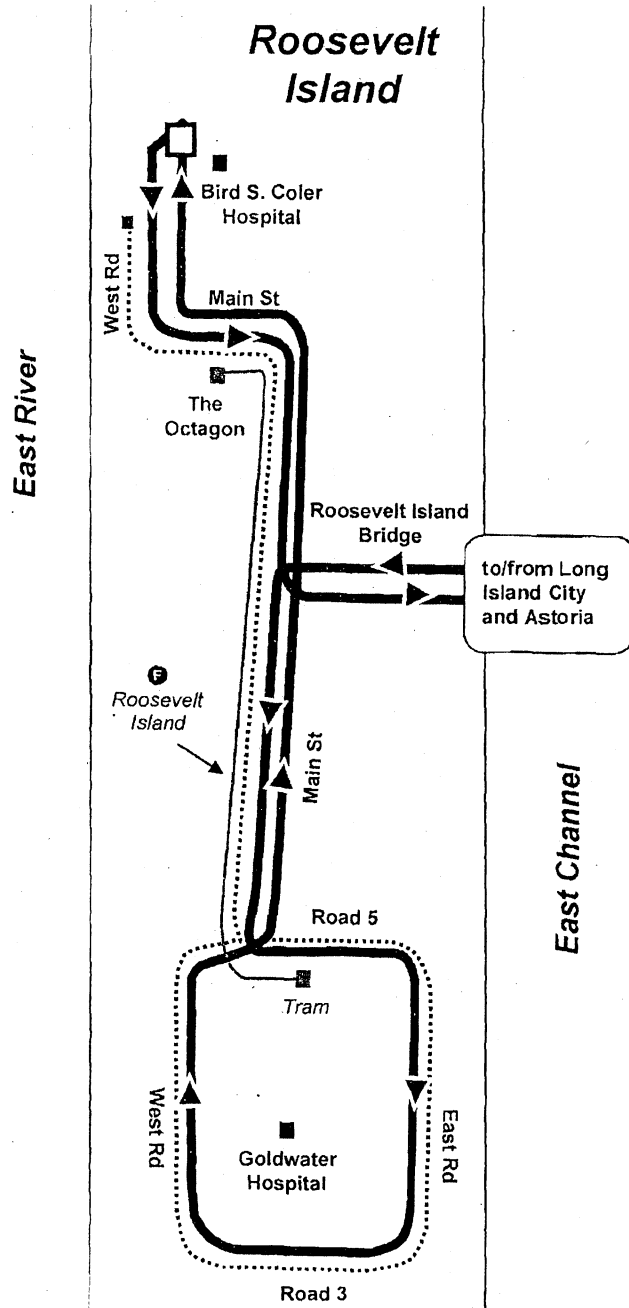
Map 1



	Current Q102 Travel Path to be established for all Trips
	Current Southbound Terminal to Remain, Proposed Southbound Terminal to be established for all Trips
	RIOC "Red Bus" Travel Path
	NYC HHC Shuttle Bus Travel Path

Current Q102 Goldwater-Coler (South then North) Travel Path on Roosevelt Island to be Discontinued

Map 2



	Current Q102 Travel Path to Coler Hospital to be discontinued
	Current Southbound Q102 Terminal to be Discontinued
	RIOC "Red Bus" Travel Path
	NYC HHC Shuttle Bus Travel Path



BUS TECHNOLOGY PROGRAMS

This report is intended to inform the Committee of progress made in bus technology programs managed by the MTA's bus operations, including New York City Transit Department of Buses, MTA Bus Company, and Long Island Bus. These programs include, but are not limited to, advances in bus technology driven by Federal and State environmental regulations such as the Clean Air Act, the National Energy Policy Act, and the New York State Implementation Plan. This report covers the following projects:

- Bus Manufacturer Qualification/Testing Program
- Orion VII "Next Generation" Low Floor Bus
- Hybrid Bus Advanced Energy Storage
- Plug-In Hybrid Technology

Bus Technology Programs Fourth Quarter 2009

Bus Manufacturer Qualification/Testing Program

The NYC Transit Department of Buses (DOB) has entered into a contract with DesignLine to supply a test fleet of buses. These are battery-dominant, plug-in-capable, hybrid-electric 40-foot buses that use a small diesel-fueled turbine to charge batteries that drive electric motors for propulsion. DesignLine will supply eight buses – three for qualification testing and five for revenue service testing. Structural testing of one of these buses began in May 2009. Testing was completed in October 2009; however, a complete review of the results from the structural validation and proposed corrective actions is not scheduled to be complete until January. Three buses are now running in evaluation service. The HVAC test is planned for January at a test facility in Colorado.

DOB has entered into a contract with Nova for an evaluation fleet of 90 low-floor articulated diesel buses for evaluation in regular service and Select Bus Service. Two pilot buses have been produced at the Nova plant in St. Eustache, Canada. A configuration audit was conducted and the buses were shipped to Nova's New York service facility in November 2009. Additional testing and modifications are to be performed during December and January. The first bus should be available for service in January. The remaining 88 buses are to begin delivery from Nova's Plattsburgh, NY, plant in February 2010.

Orion VII "Next Generation" Low Floor Bus

Daimler Bus North America (DBNA) continues delivery of a total of 850 hybrid buses. DBNA is building these buses to their "Next Generation" (NG) design. These buses feature the new EPA 2007-compliant engine, and a majority of the buses will be equipped with the new lithium-ion battery packs. As of December 22, 2009, we have accepted 728 buses at the post-delivery inspection center in Secaucus, NJ. Of those, 648 are for NYCT and 80 are for MTA Bus. We are scheduled to receive a total of 745 buses through the end of 2009. The remaining 105 buses are scheduled for delivery during the first quarter of 2010.

These Orion VII NG buses are equipped with an "Intelligent Vehicle Network" (IVN) system produced by Clever Devices, Inc. A principal feature of the IVN system is an automatic vehicle monitoring (AVM) system that will record maintenance data from all bus subsystems and wirelessly download exception reports upon pull-in to the depots. The system is being used successfully by the depots, and is helping to avoid road calls and expedite maintenance activities. The DesignLine buses, Nova articulated buses, and the new MCI coaches will also be equipped with the IVN system.

An additional key feature of the system is the automatic control of the new exhaust system regenerating particulate filter. Based on the actual bus location as determined from a GPS signal, the IVN system prevents the active regeneration from occurring in enclosed areas.

NG hybrid buses are now operating from the Castleton, Yukon, Flatbush, Michael J. Quill, LaGuardia, JFK, Gun Hill, Manhattanville, Kingsbridge, and Casey Stengel depots.

In addition to the hybrids, DBNA completed delivery of 100 NG CNG buses to LI Bus on June 17, 2009. These are the first buses to be delivered to the MTA that have EPA 2010-compliant engines.

Hybrid Bus Advanced Energy Storage

During early December 2007, NYC Transit began testing a lithium-ion energy storage system on one hybrid bus assigned to Manhattanville Depot (MTV). BAE Systems, the manufacturer of the hybrid propulsion system, had retrofitted the lithium-ion tub to this bus at its facility in Johnson City, NY, after testing the system for several months on two non-NYCT buses. Performance of the first NYCT test bus was satisfactory, and a second bus from MTV, as well as two additional buses from Queens Village Depot (QV), were retrofitted with the lithium-ion energy storage system. The final retrofit was completed in February 2008.

To date, the four lithium-ion test buses have run approximately 195,000 miles in revenue service. The two lithium-ion test buses at MTV are averaging 14% better fuel economy than the 20 comparison hybrid buses with lead-acid batteries. The two lithium-ion test buses at QV are currently averaging 6% better fuel economy than the 20 comparison hybrid buses with lead-acid batteries. The relatively modest improvement for the lithium-ion buses at QV in comparison to MTV is attributed to differences in duty cycles. Buses at QV operate at higher average speeds and make fewer stops per mile, which reduces the advantage of the new batteries. Additionally, one bus at QV achieved lower than expected fuel economy, compared to its test sibling at the

same location. The under-performing bus has had a defective traction motor replaced, and its fuel economy now appears to be improving significantly. The buses have experienced only a few minor problems related to the lithium-ion batteries themselves.

This test was originally scheduled to be completed in early 2009, but was extended through the end of 2009 to gain more long-term experience with these batteries.

While the above test was still in the planning stage, DBNA and BAE proposed adopting lithium-ion energy storage as the standard for future hybrid bus production. DBNA was ultimately contracted to deliver the first 160 NG hybrid buses with lead-acid batteries, and the balance of the 850-bus order with lithium-ion energy storage. As of December 11, 2009, 550 new buses with lithium-ion batteries had been delivered.

In addition to the four lithium-ion test buses, two buses have been retrofitted with ultra capacitors to replace the lead-acid batteries. This is a back-up alternative to the lithium-ion batteries. These buses have also performed well, but during the first half of 2009, a number of ultra capacitor modules on one bus failed and had to be replaced. The vendor traced these failures to a defect and replaced all the modules on this bus with an improved design. Since no modules on the second bus have failed, and in order to gain as much experience as possible regarding the lifespan of these ultra capacitors, this bus will continue in testing with the original components.

Plug-In Hybrid Technology

One of the Toyota Prius vehicles in the non-revenue car fleet has been modified to make it a plug-in hybrid vehicle. This involves installing an additional battery and charger, which is advertised by the manufacturer to improve the mileage of the vehicle to up to 100 mpg. This car is in service; it is assigned to the training school at the Zerega facility. During a one-week controlled test in August, which accumulated 370 miles, the car achieved 68.9 mpg. This is better than the factory configuration, but substantially less than the 100 mpg claimed by the manufacturer. The fuel economy will continue to be monitored; however, based on the results thus far, this project will not be expanded.

