



Bus Company

Bus Company Committee Meeting

December 2009

Committee Members

D. Frasca, Chair

M. Lebow, Vice Chair

A. Albert

J. Banks III

J. Kay

S. Metzger

M. Page

N. Seabrook

J. Sedore, Jr.

E. Watt



Bus Company

MEETING AGENDA

MTA BUS COMPANY COMMITTEE

December 14, 2009, 9:30 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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1. PUBLIC COMMENTS PERIOD	
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Non-Competitive	37
Competitive (none)	
Ratifications (none)	
7. ACTION ITEMS	
Implementation of Loading Guidelines for MTA Bus Company	39
2010 Final Proposed Budget	46

Date of next meeting: Monday, January 25, 2010 at 9:30 a.m.

**Minutes of Regular Meeting
Committee on Operations of
MTA Bus Company
November 16, 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. Mark Page
Hon. James L. Sedore, Jr.
Hon. Ed Watt

The following MTA Bus Company member did not attend.

Hon. Norman Seabrook

The following MTA Bus Company staff attended.

Thomas Del Sorbo
Cheryl Hartell
Norman Silverman

Note: Board member Robert Bickford also attended the meeting.

* * *

Ms. Frasca, called the November 16, 2009 meeting of the MTA Bus Company Committee to order at 10:20 a.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 October 26, 2009.

Work Plan

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

Status of Operations Report

In Mr. Smith's absence, Mr. Del Sorbo reported that overall service performance of the Bus Company in September was good. Both AM and PM Weekday Pull-Out Performance averaged above 99% in September 2009 and over the prior 12-month period. Similarly, Completed Trips were above 99% for the month and the prior 12-month period.

MDBF for September was 3,366 miles, a decline from September 2008 and down from the prior 12-month period. Mr. Del Sorbo noted that currently only 6% of the bus fleet is less than two-years old, whereas a year ago, 27% of the fleet was less than 2 years old, which could contribute to the lower MDBF

Safety performance results were mixed. Comparing the prior 12-month period, the Bus Collision Rate in September 2009 improved 11.2% over September 2008, and the Bus Collision Injury Rate declined 14.9%. However, over the prior 12 months, the Customer Accident Rate increased 12.6% and Customer Accident Injury Rate was up 10.2%. The Employee Lost-Time Accident Rate rose as well. It should be noted all the monthly safety indicators did improve from September 2008 to September 2009.

Ridership in September this year was down 5.1% from September 2008, primarily due to the poor economy and the fare increase. However, the 12-month average was up 0.5% from the prior 12-month period. Average weekday ridership in September 2009 was down 5.7% from September 2008 but up 0.3% over the prior 12-month period. Similarly average weekend ridership was down 1.4% from September 2009, but 2.2% higher than the prior 12 months.

Financial Report

Mr. Del Sorbo stated that in September 2009, total farebox revenues were 5.6% over the mid-year forecast. Year-to-date, farebox revenues were 1.7% better than forecast.

Year-to-date through September, total non-reimbursable expenses before non-cash adjustments were \$5.9 million over budget. The primary factor contributing to the overrun was the recent revision in claims which was \$14.4 million higher than the forecast. These expenses are being offset by labor and material savings.

Action Item

Upon motion duly made and seconded, MTA Bus Company approved the revisions to its charter.

Procurements

There were no procurement items for the Committee to consider.

Adjournment

Upon motion duly made and seconded, Ms. Frasca adjourned the November 16, 2009 meeting of the MTA Bus Committee at 10:27 a.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

<u>December 2009</u>	
2010 Proposed Final MTA Bus Company Budget	Finance
<u>January 2010</u>	
Approval of 2010 MTA Bus Company Committee Work Plan	Committee Chair & Members
Bus Technology Programs Report	MTA Bus President
<u>February 2010</u>	
Preliminary Review of MTA Bus Company 2009 Operating Results	Finance
Adopted Budget/Financial Plan 2010-2013	Finance
<u>March 2010</u>	
<u>April 2010</u>	
Final Review of MTA Bus Company 2009 Operating Results	Finance
Bus Technology Programs Report	MTA Bus President
<u>May 2010</u>	
<u>June 2010</u>	
<u>July 2010</u>	
Bus Technology Programs Report	MTA Bus President
<u>August 2010</u>	
No Meeting	

II. SPECIFIC AGENDA ITEMS (cont'd)

Responsibility

September 2010

2011 MTA Bus Company Preliminary Budget

Finance

October 2010

Public Comment/2011 Preliminary Budget

Finance

Bus Technology Programs Report

MTA Bus President

November 2010

2011 Preliminary MTA Bus Company Budget

Finance

Review Committee Charter

General Counsel

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

December 2009

2010 Proposed Final MTA Bus Company Budget

The Committee will recommend action to the Board on the Proposed Final Budget for 2010.

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. Projects listed include Hybrid Electric Bus, Compressed Natural Gas Bus and Orion VII Low Floor Bus 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. Projects listed include Hybrid Electric Bus, Compressed Natural Gas Bus and Orion VII Low Floor Bus Programs.

II. SPECIFIC AGENDA ITEMS

May 2010

June 2010

July 2010

Bus Technology Programs Report

Quarterly report to the Committee on progress made in bus technology programs. Projects listed include Hybrid Electric Bus, Compressed Natural Gas Bus and Orion VII Low Floor Bus Programs.

August 2009

No Meeting Held

September 2010

2011 MTA Bus Company Preliminary Budget

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

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. Projects listed include Hybrid Electric Bus, Compressed Natural Gas Bus and Orion VII Low Floor Bus 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.

MTA Bus

Monthly Operations Performance Summary

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

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

BUS

AM Weekday Pullout Performance	99.95%	99.98%	0.0%	99.55%	99.76%	-0.2%
PM Weekday Pullout Performance	99.97%	99.97%	0.0%	99.71%	99.86%	-0.1%
Mean Distance Between Failures	3,670	5,103	-28.1%	3,501	4,592	-23.8%
Mean Distance Between Service Interruptions	3,193	3,555	-10.2%	3,079	3,297	-6.6%
Percentage of Completed Trips	99.10%	99.62%	-0.5%	99.01%	99.31%	-0.3%

SAFETY

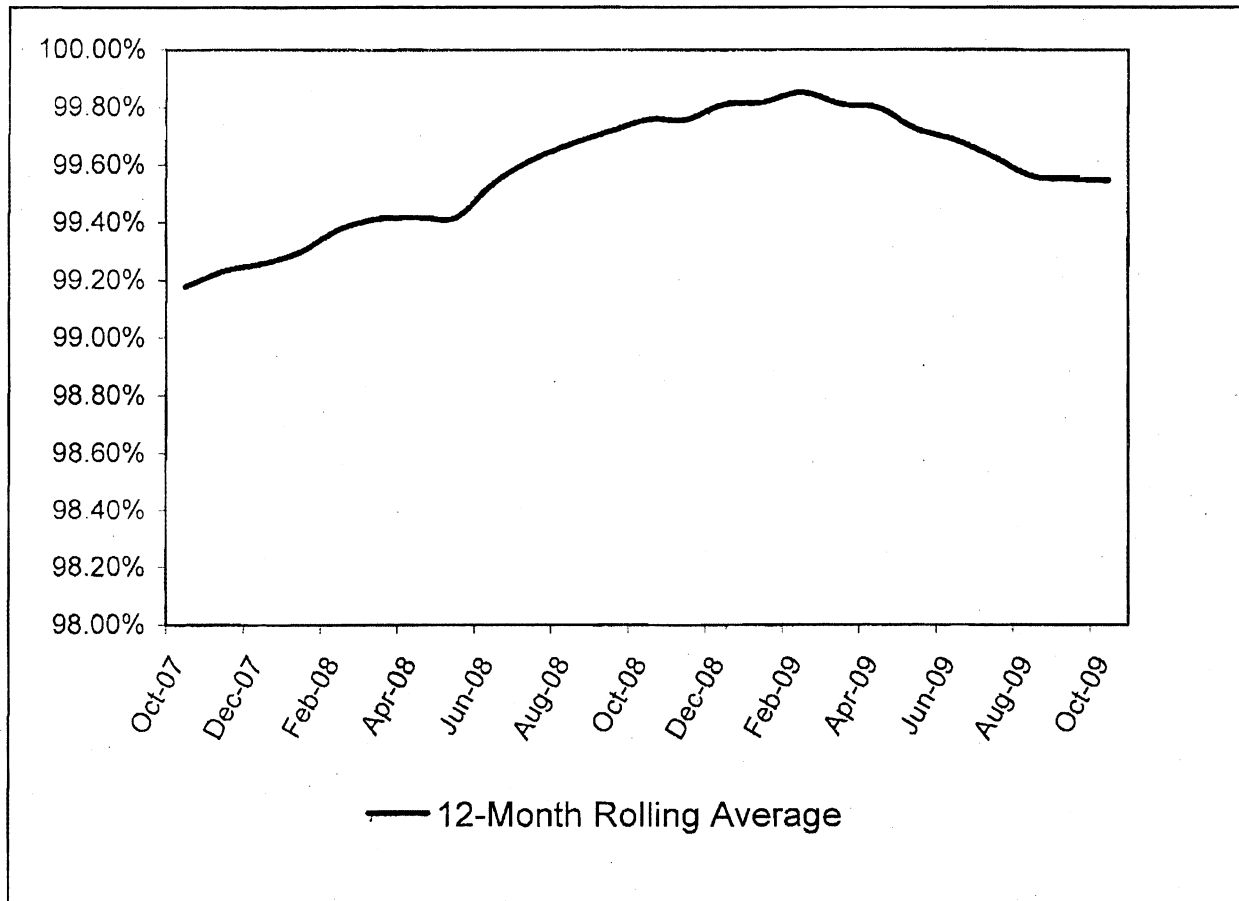
Customer Accidents/Million Customers*	1.00	1.87	-46.3%	1.42	1.43	-0.4%
Customer Accident Injuries/Million Customers*	0.82	1.87	-56.1%	1.44	1.41	2.0%
Collisions/Million Miles	48.54	57.71	-15.9%	48.19	55.15	-12.6%
Collision Injuries/Million Miles*	5.32	5.11	4.2%	4.50	5.09	-11.5%
Employee On-Duty Lost-Time Accidents per 100ee	6.25	6.54	-4.4%	7.88	6.13	28.6%

BUS RIDERSHIP AND REVENUE

Total Ridership	10,971,456	11,242,147	-2.4%	119,741,342	119,973,838	-0.2%
Farebox Revenue	14,543,943	13,919,198	4.5%	157,553,646	153,065,465	2.9%
Average Weekday Ridership	422,463	421,708	0.2%	394,028	394,557	-0.1%
Average Weekend Ridership	183,483	192,859	-4.9%	180,616	178,804	1.0%
Average Weekday Local Ridership	385,876	380,362	1.4%	356,267	353,805	0.7%
Average Weekday Express Ridership	36,588	40,028	-8.6%	37,160	39,772	-6.6%

*New for 2009

Bus AM Weekday Pullout Performance



Definition

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

Monthly Results

October 2009: 99.95%
 October 2008: 99.98%
 October 2007: 99.56%

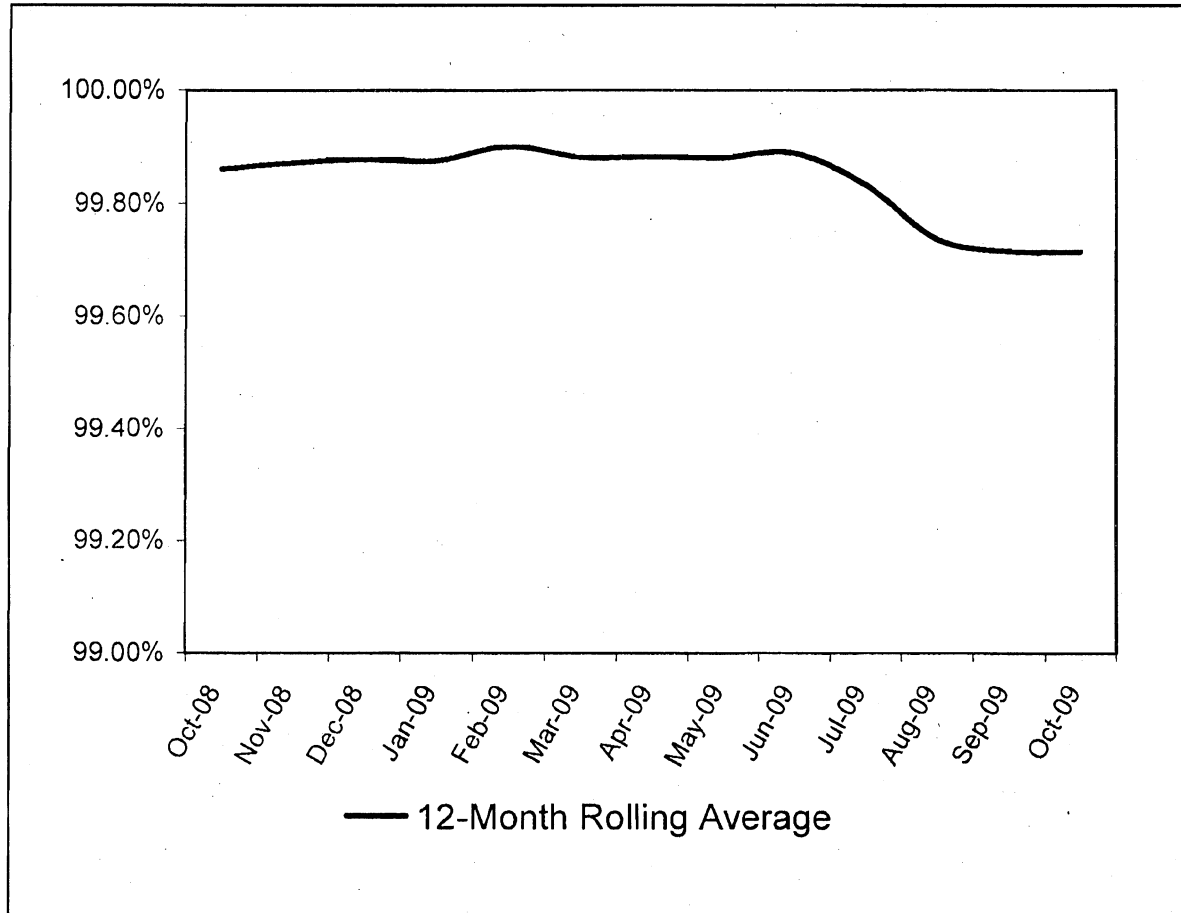
12-Month Average

Nov 08-Oct 09 99.55%
 Nov 07-Oct 08 99.76%
 Nov 06-Oct 07 99.18%

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

October 2009: 99.97%
 October 2008: 99.97%
 October 2007: N/A

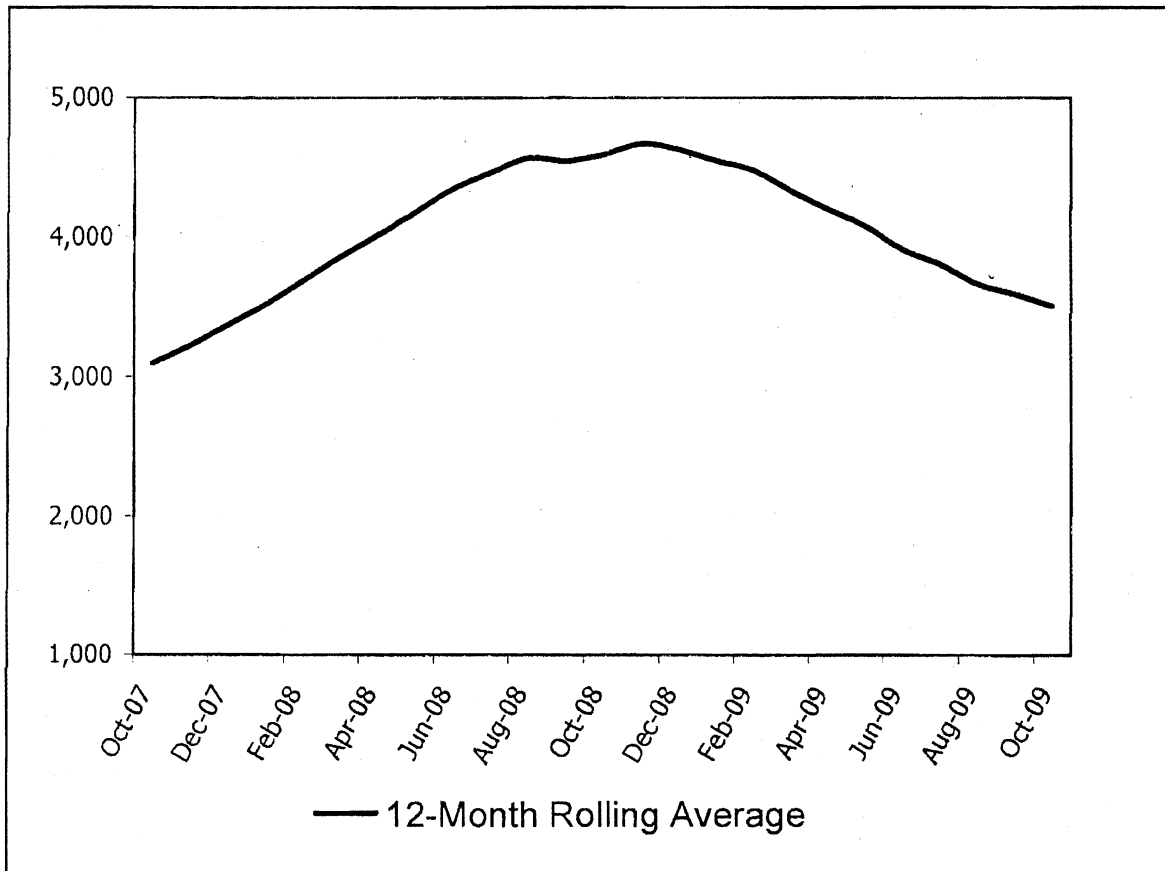
12-Month Average

Nov 08-Oct 09 99.71%
 Nov 07-Oct 08 99.86%
 Nov 06-Oct 07 N/A

Annual Results

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

Bus Mean Distance Between Failures

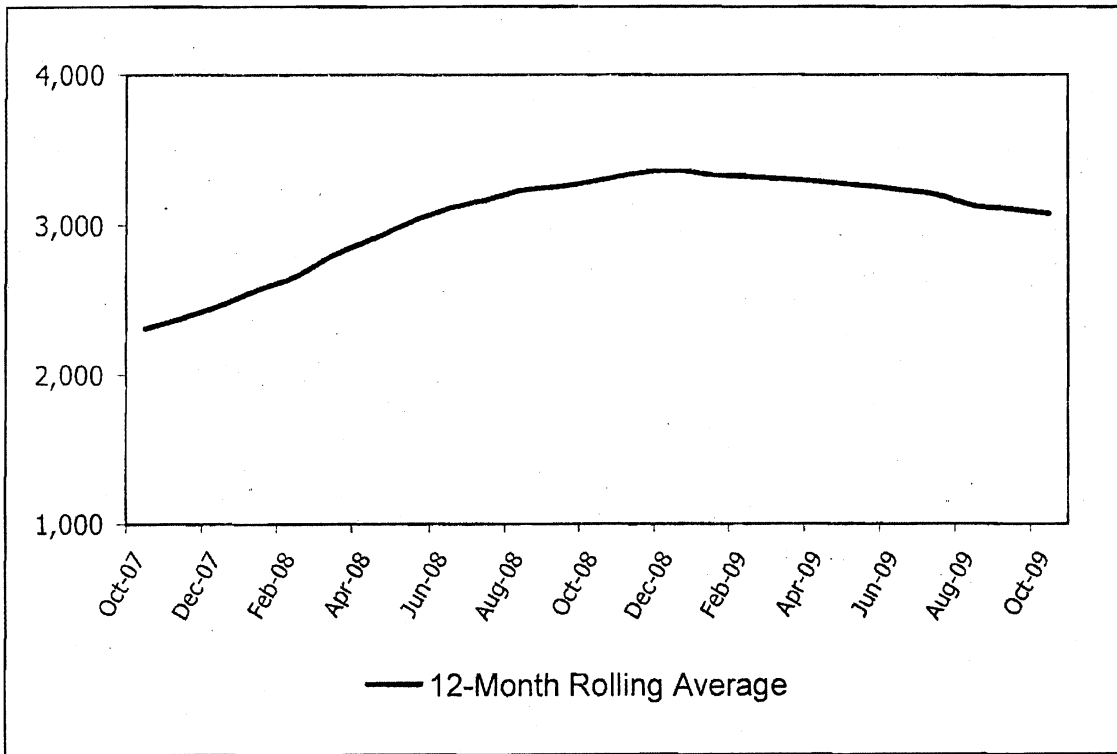


Definition

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
October 2009:	3,670	Nov 08-Oct 09 3,501	2009 Goal: 4,300
October 2008:	5,103	Nov 07-Oct 08 4,592	2008 Actual: 4,631
October 2007:	4,531	Nov 06-Oct 07 3,097	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

October 2009: 3,193
 October 2008: 3,555
 October 2007: 3,071

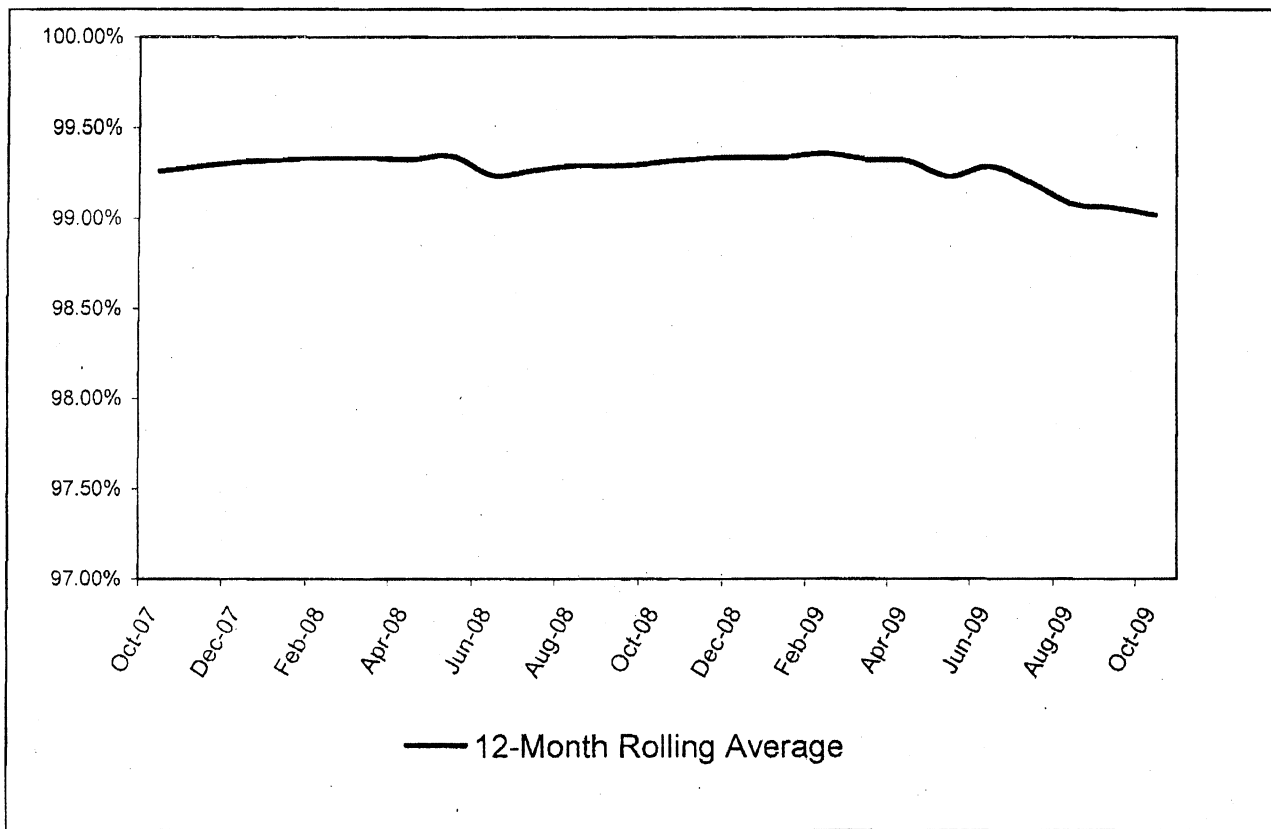
12-Month Average

Nov 08-Oct 09 3,079
 Nov 07-Oct 08 3,297
 Nov 06-Oct 07 2,308

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

October 2009: 99.10%
 October 2008: 99.62%
 October 2007: 99.35%

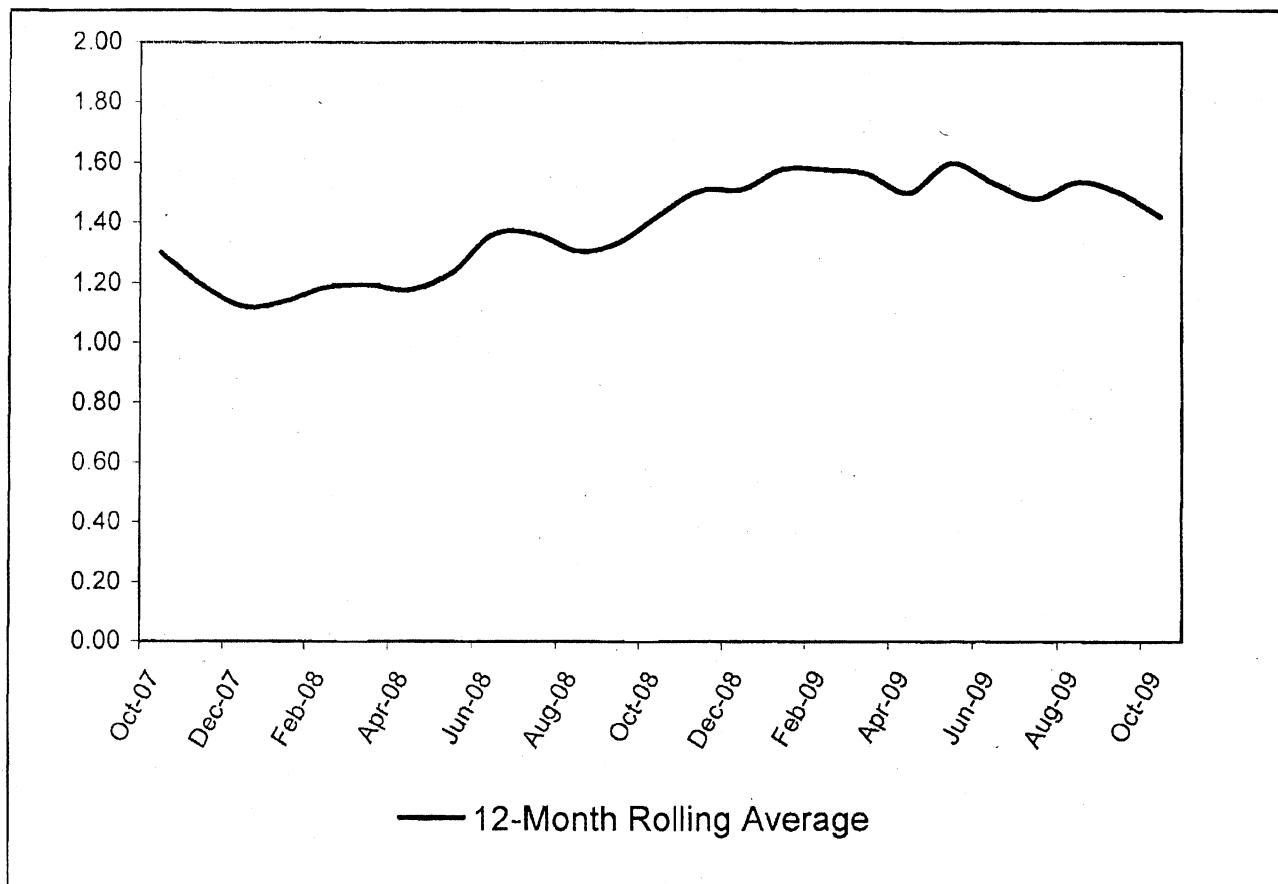
12-Month Average

Nov 08-Oct 09 99.01%
 Nov 07-Oct 08 99.31%
 Nov 06-Oct 07 99.26%

Annual Results

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

Customer Accidents / Million Customers



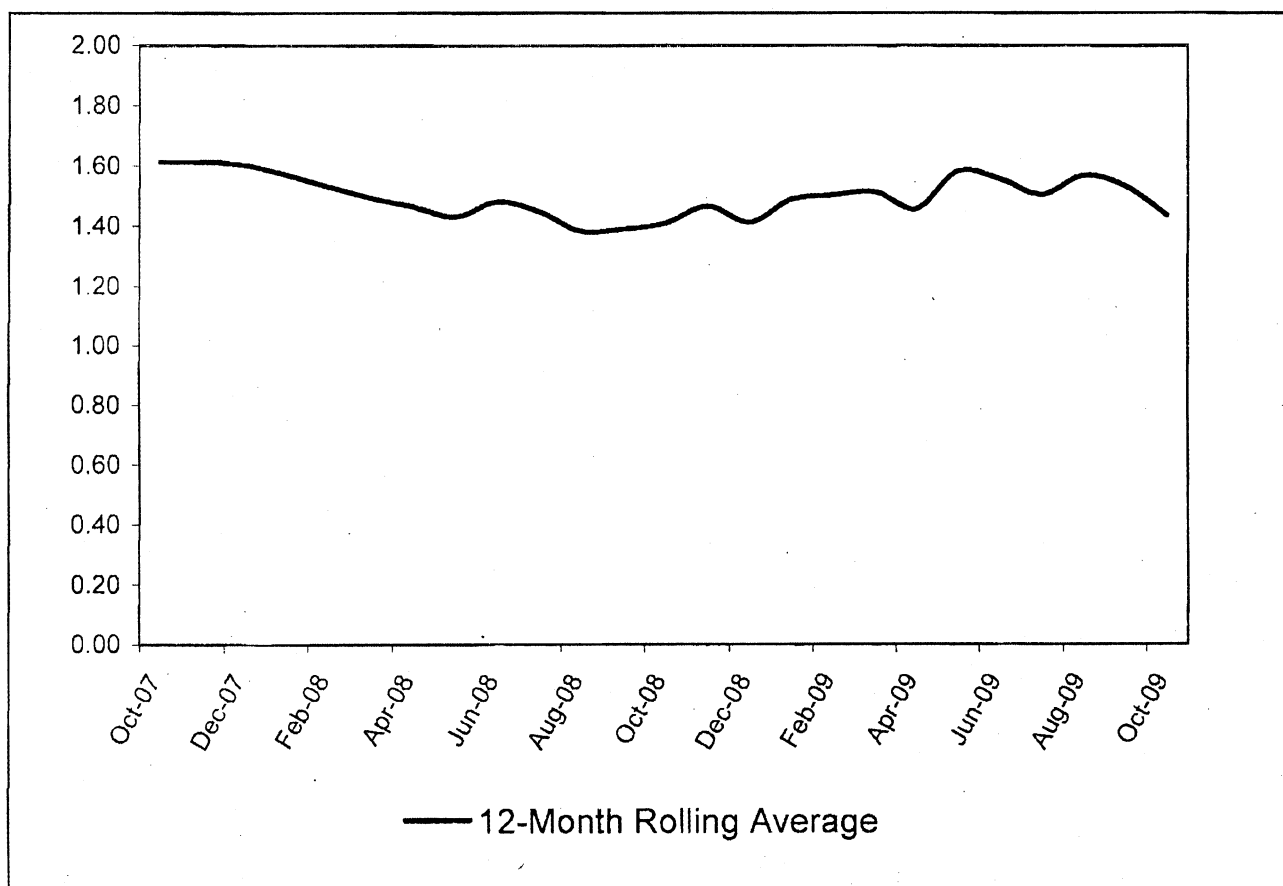
Definition

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		12-Month Average		Annual Results	
October 2009:	1.00	Nov 08-Oct 09	1.42	2009 Goal:	1.44
October 2008:	1.87	Nov 07-Oct 08	1.43	2008 Actual:	1.51
October 2007:	0.85	Nov 06-Oct 07	1.30	2007 Actual:	1.12

Note: New indicator for 2009

Customer Accident Injuries / Million Customers



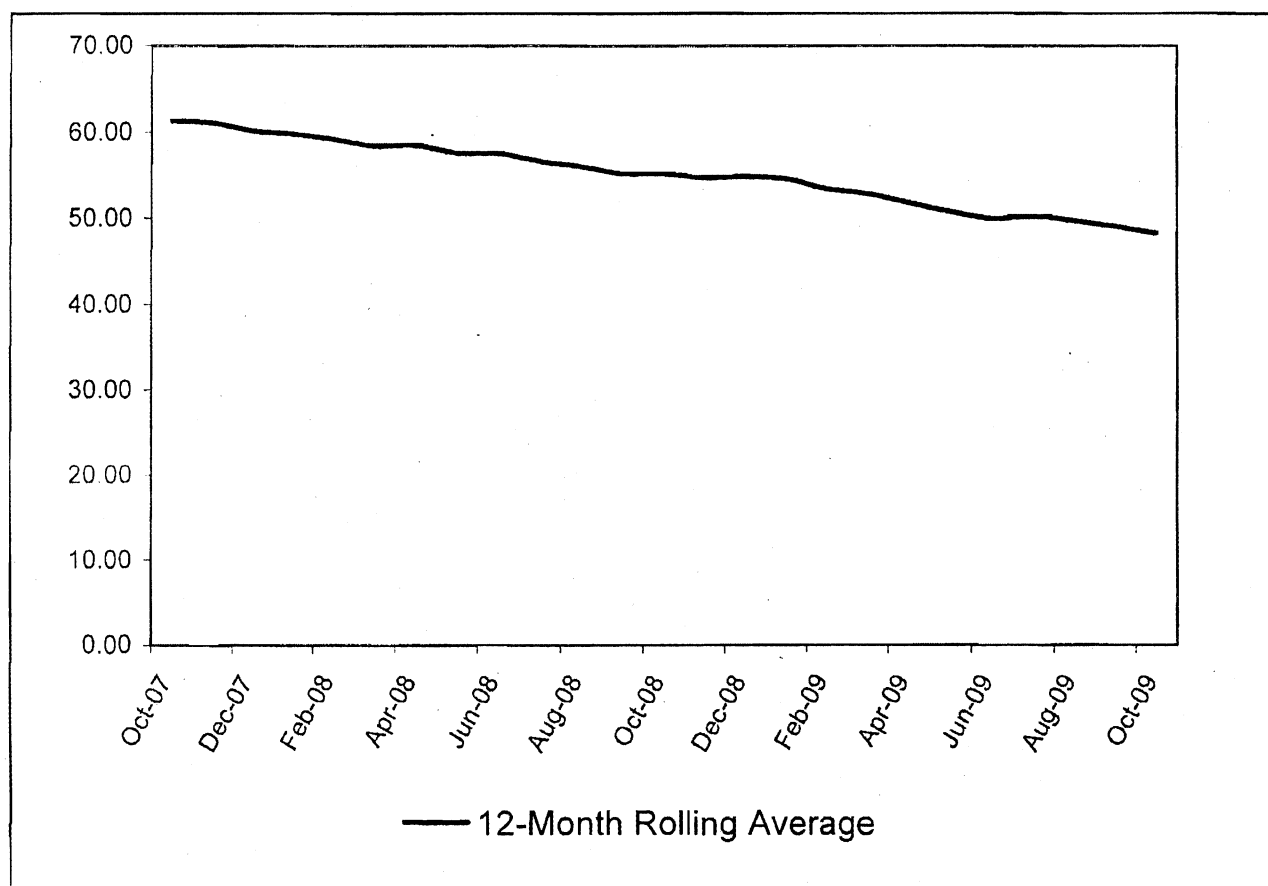
Definition

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		12-Month Average		Annual Results	
October 2009:	0.82	Nov 08-Oct 09	1.44	2009 Goal:	1.38
October 2008:	1.87	Nov 07-Oct 08	1.41	2008 Actual:	1.41
October 2007:	1.69	Nov 06-Oct 07	1.61	2007 Actual:	1.60

Note: New indicator for 2009

Collisions / Million Miles Traveled



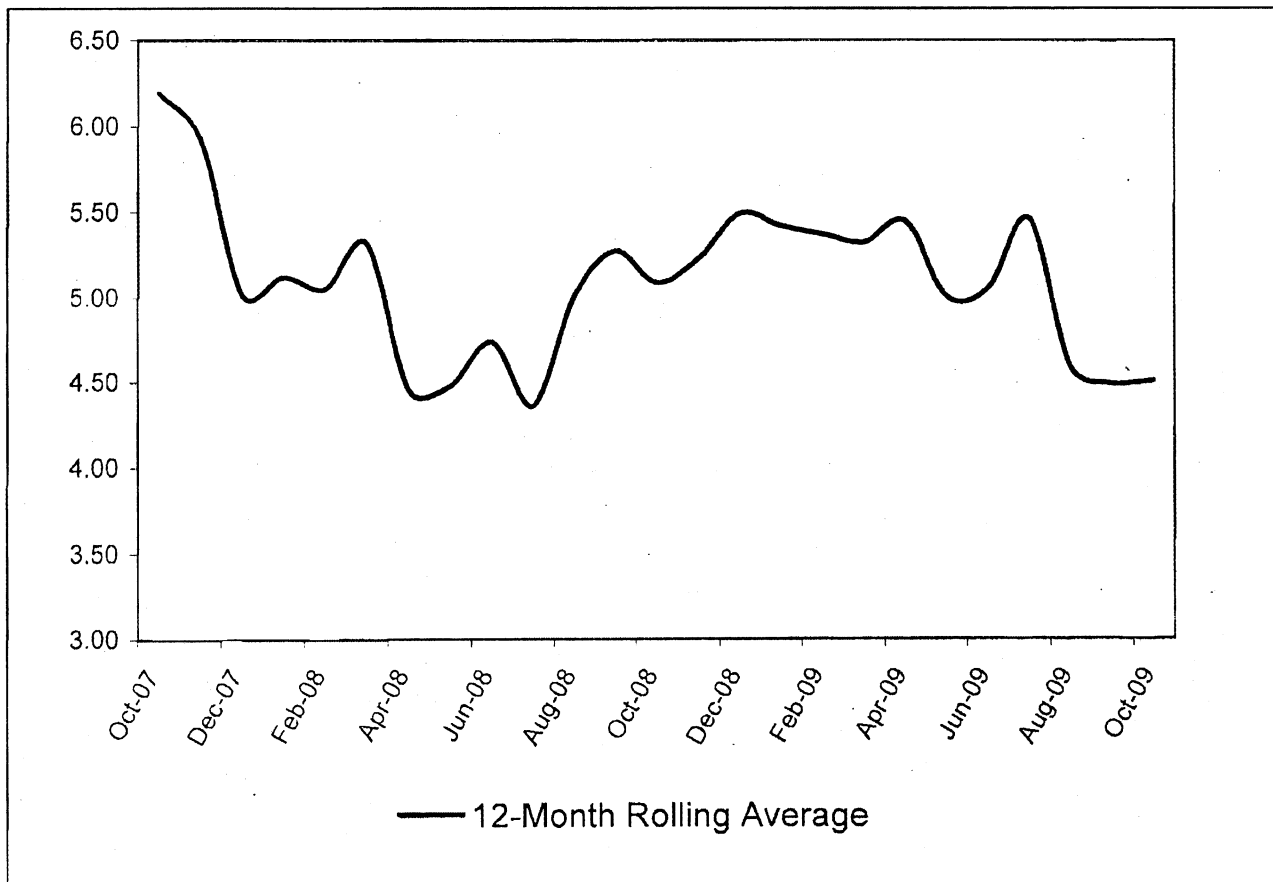
Definition

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

Monthly Results		12-Month Average		Annual Results	
October 2009:	48.54	Nov 08-Oct 09	48.19	2009 Goal:	53.47
October 2008:	57.71	Nov 07-Oct 08	55.15	2008 Actual:	54.86
October 2007:	58.32	Nov 06-Oct 07	61.39	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

October 2009: 5.32

October 2008: 5.11

October 2007: 7.25

12-Month Average

Nov 08-Oct 09 4.50

Nov 07-Oct 08 5.09

Nov 06-Oct 07 6.19

Annual Results

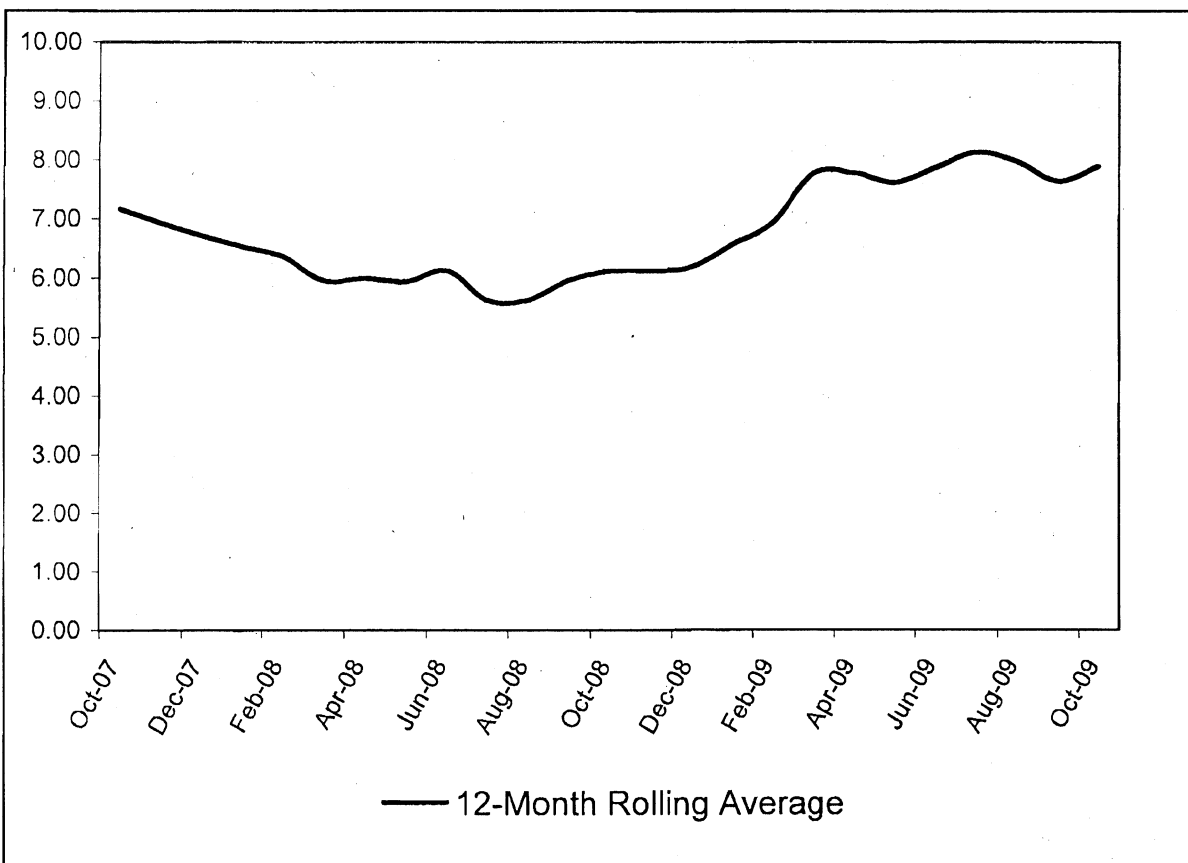
2009 Goal: 5.38

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

October 2009:	6.25
October 2008:	6.54
October 2007:	4.69

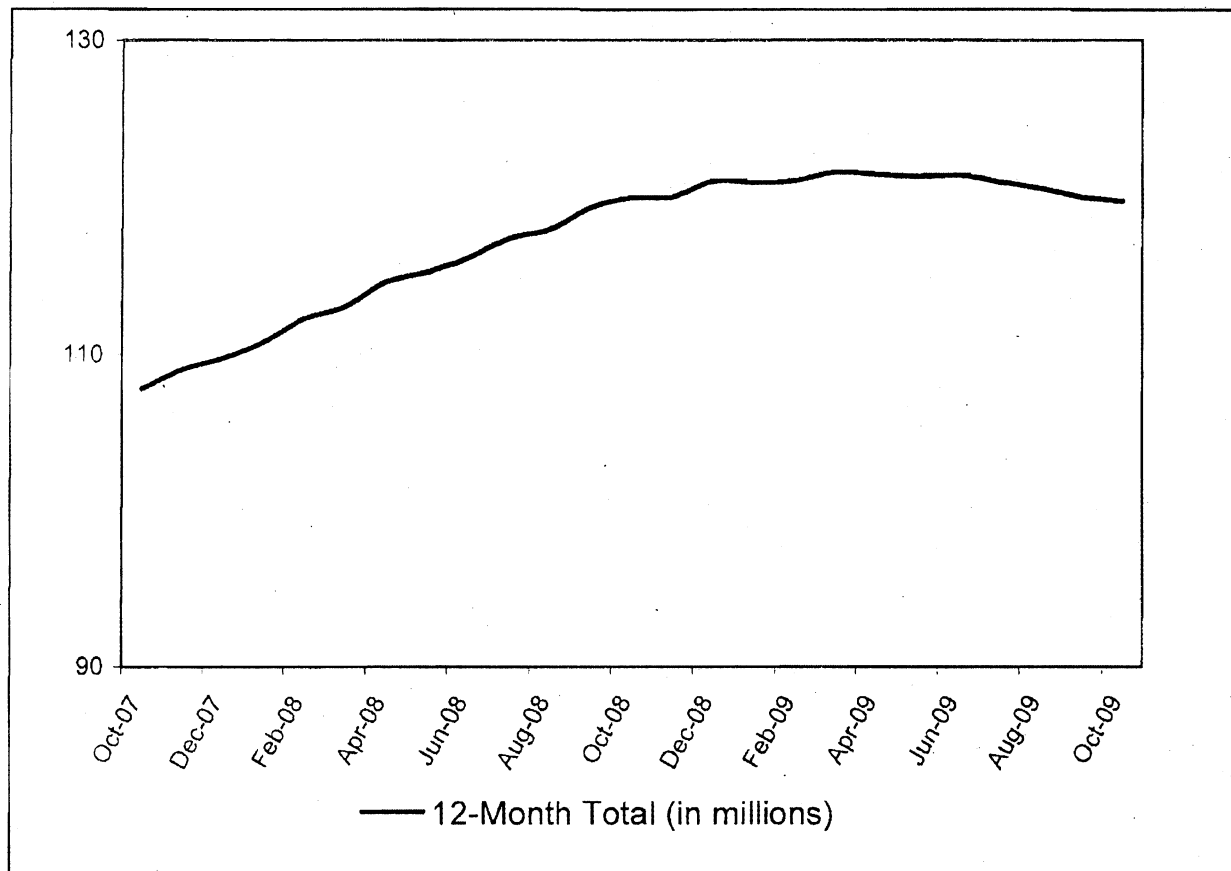
12-Month Average

Nov 08-Oct 09	7.88
Nov 07-Oct 08	6.13
Nov 06-Oct 07	7.16

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

October 2009: 10,971,456

October 2008: 11,242,147

October 2007: 10,638,452

12-Month Total

Nov 08-Oct 09 119,741,342

Nov 07-Oct 08 119,973,838

Nov 06-Oct 07 107,800,735

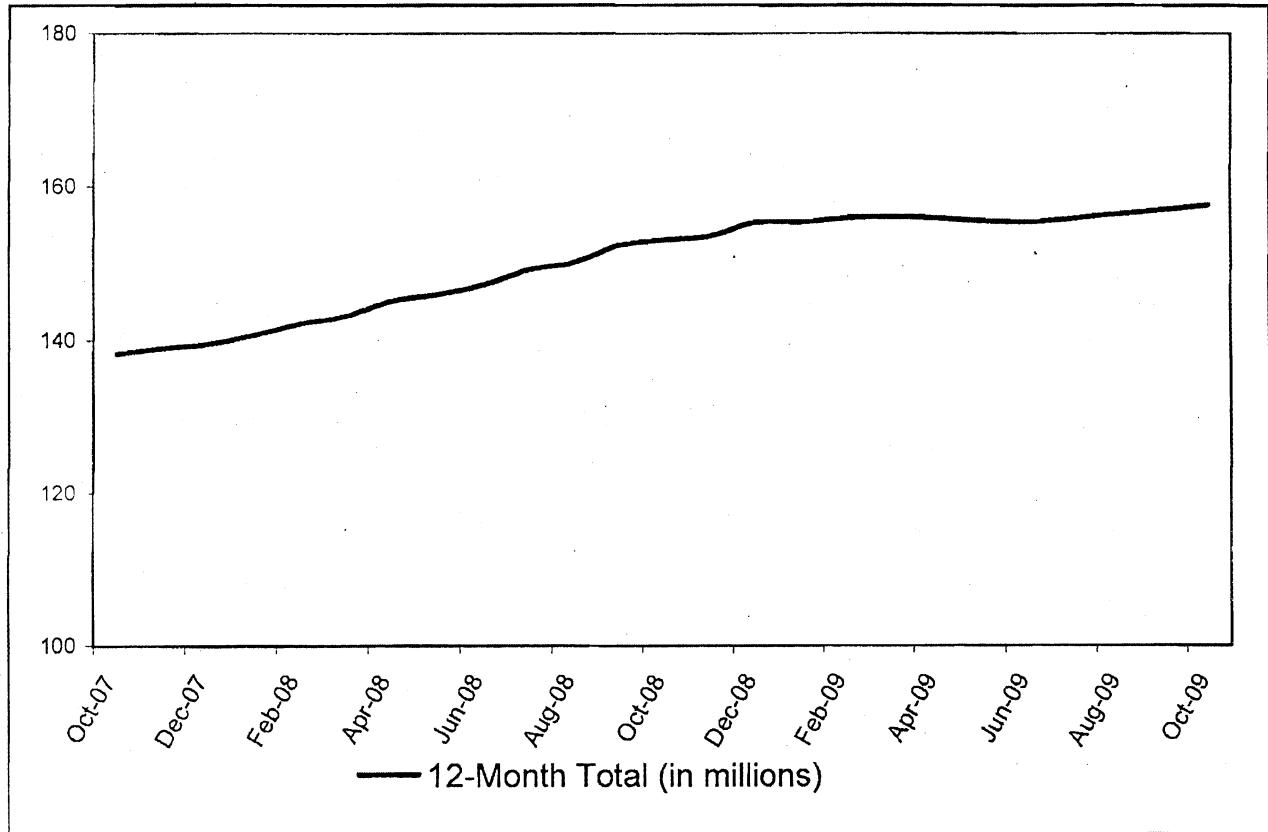
Annual Results

2009 Goal: 118,591,000

2008 Actual: 121,027,750

2007 Actual: 109,743,549

Farebox Revenue



Definition

The above chart shows the 12-Month Total Farebox Revenue

Monthly Results

October 2009: 14,543,943
 October 2008: 13,919,198
 October 2007: 13,230,227

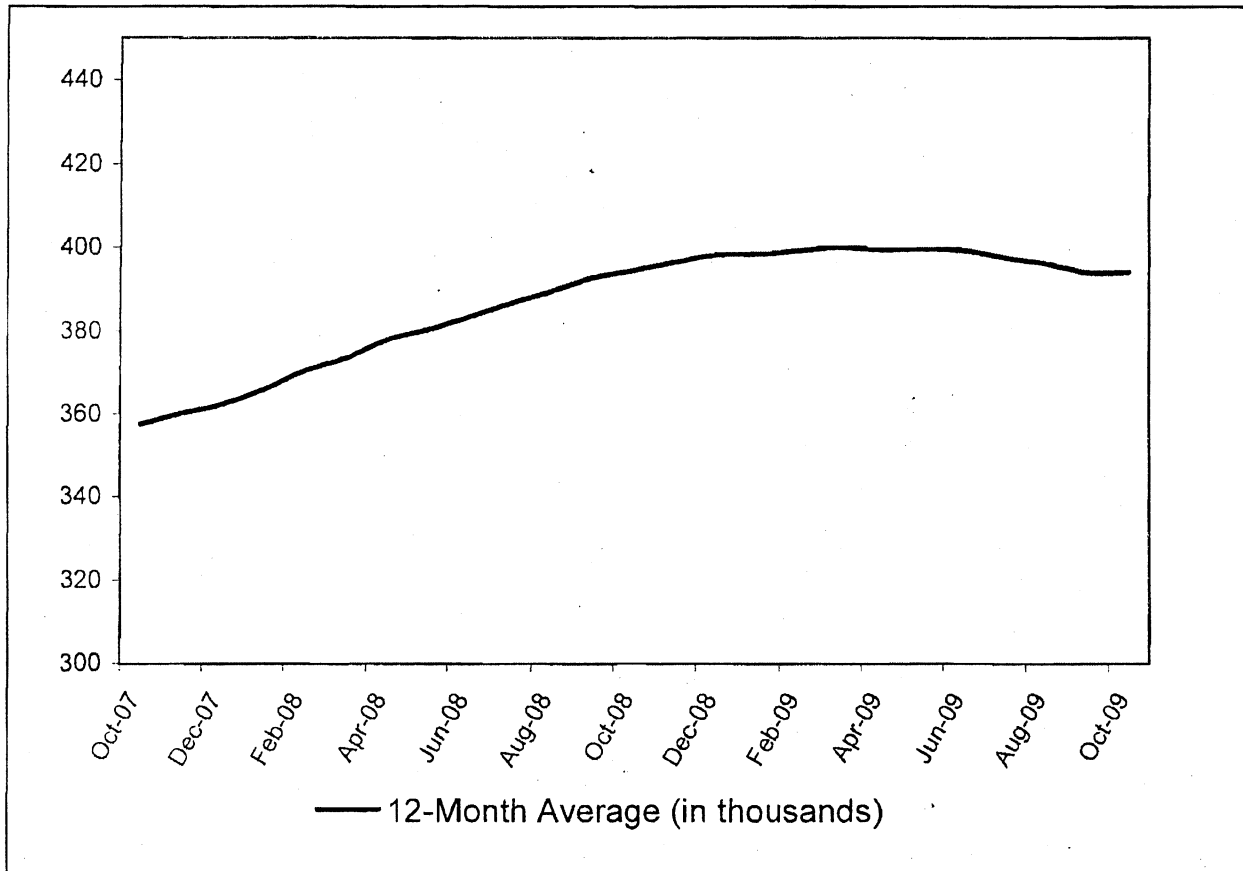
12-Month Total

Nov 08-Oct 09 157,553,646
 Nov 07-Oct 08 153,065,465
 Nov 06-Oct 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

October 2009: 422,463
 October 2008: 421,708
 October 2007: 400,784

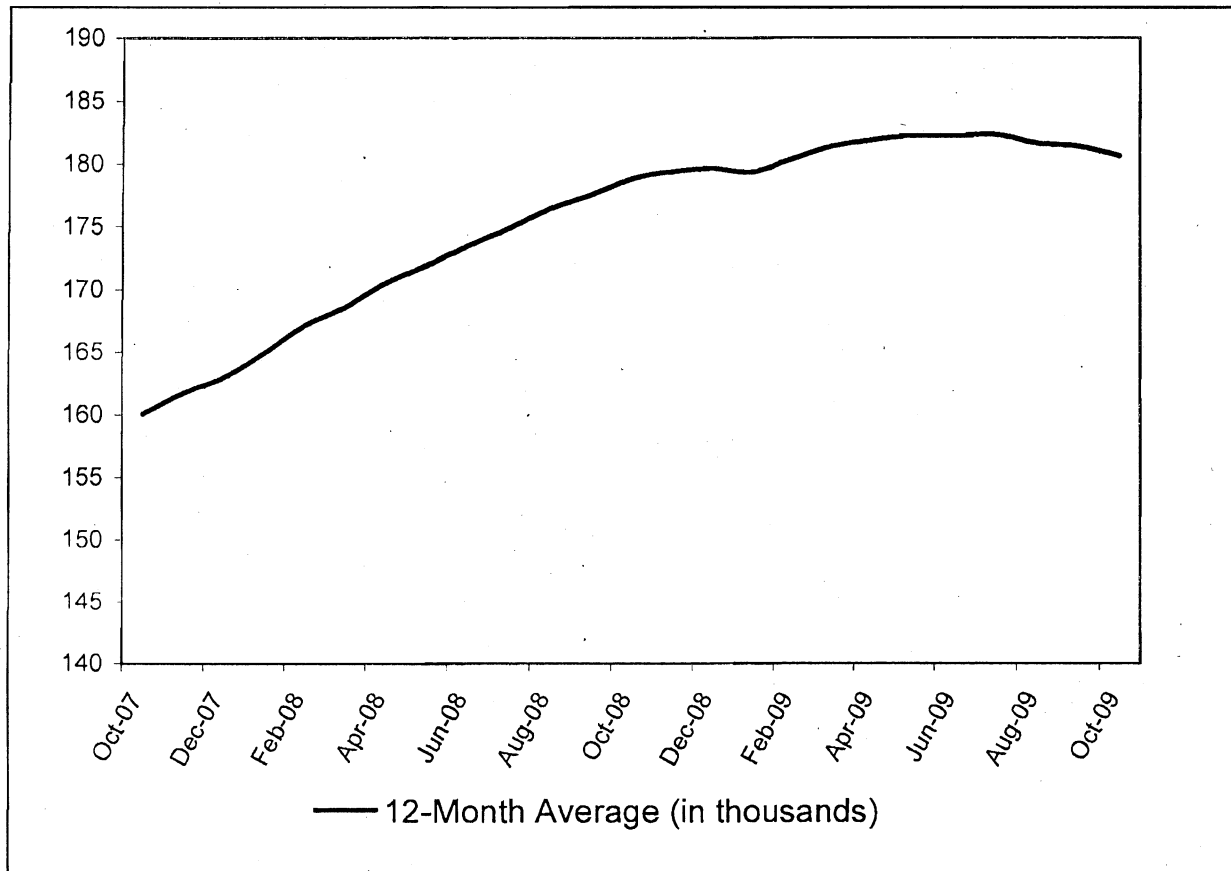
12-Month Average

Nov 08-Oct 09 394,028
 Nov 07-Oct 08 394,557
 Nov 06-Oct 07 357,397

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

October 2009: 183,483
 October 2008: 192,859
 October 2007: 177,553

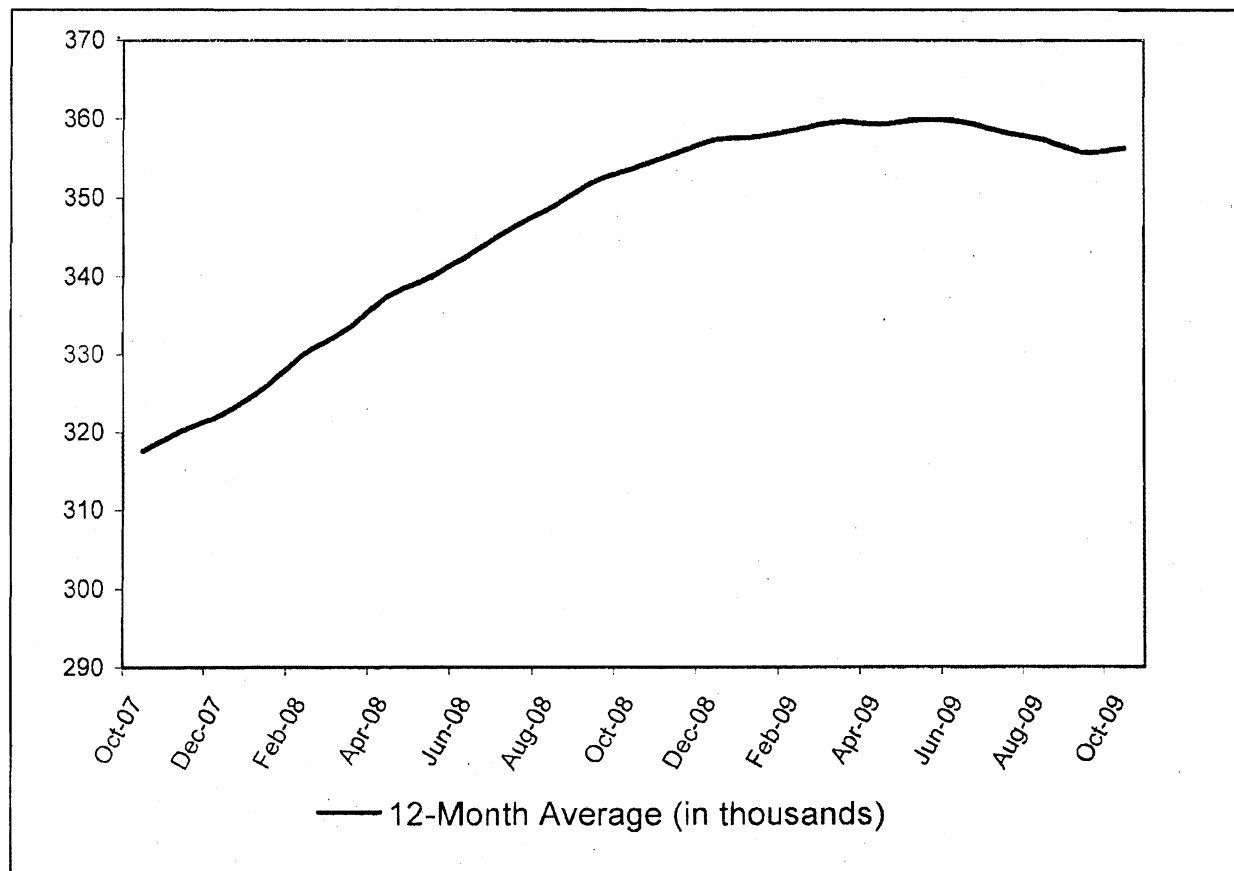
12-Month Average

Nov 08-Oct 09 180,616
 Nov 07-Oct 08 178,804
 Nov 06-Oct 07 160,046

Annual Results

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

Average Weekday Local Ridership



Definition

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

Monthly Results

October 2009: 385,876

October 2008: 380,362

October 2007: 359,530

12-Month Total

Nov 08-Oct 09 356,267

Nov 07-Oct 08 353,805

Nov 06-Oct 07 317,560

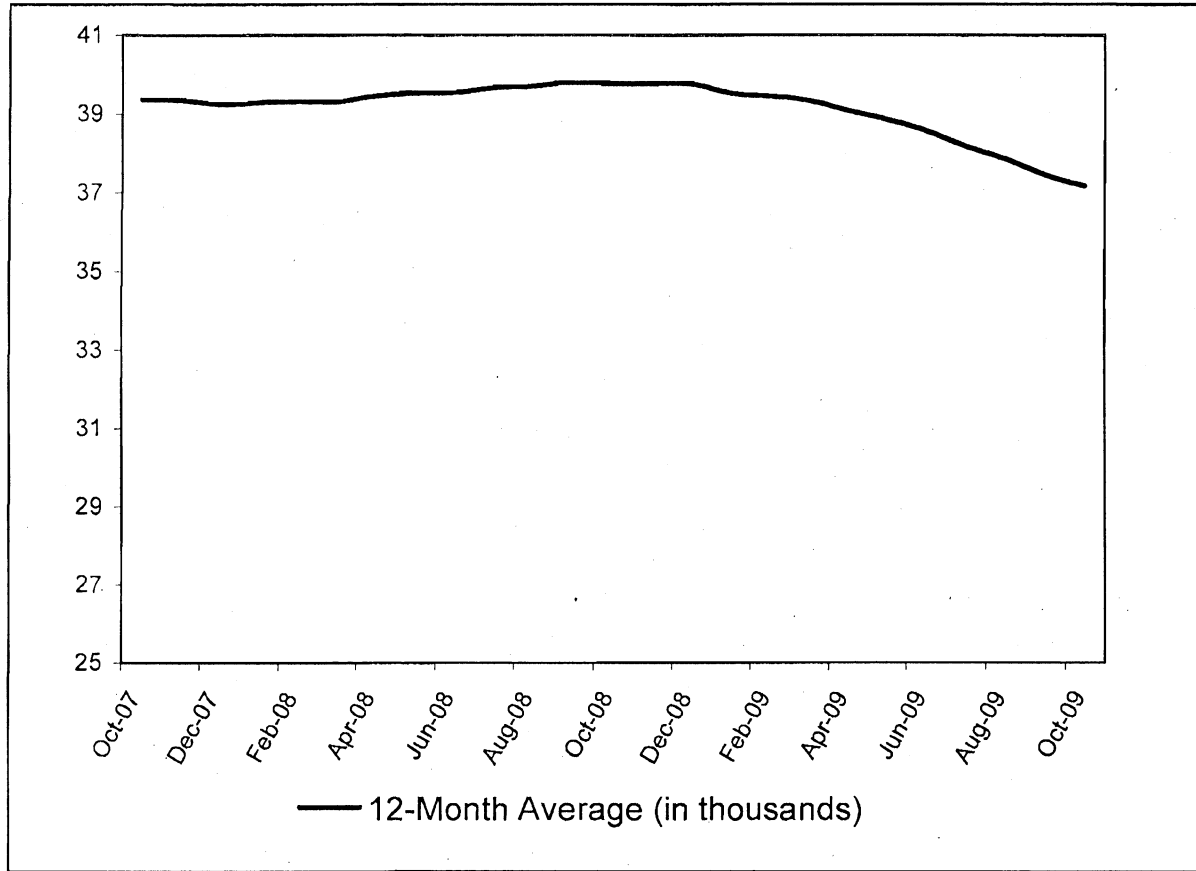
Annual Results

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

October 2009: 36,588

October 2008: 40,028

October 2007: 40,503

12-Month Total

Nov 08-Oct 09 37,160

Nov 07-Oct 08 39,772

Nov 06-Oct 07 39,371

Annual Results

2009 Goal: N/A

2008 Actual: 39,775

2007 Actual: 39,263

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$13.472	\$14.544	1.072	8.0	0.000	0.000	0.000	-	\$13.472	\$14.544	1.072	8.0
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	2.276	0.999	78.2	0.000	0.000	0.000	-	1.277	2.276	0.999	78.2
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	\$16.820	\$2.071	14.0	\$0.289	\$0.000	(\$0.289)	(100.0)	\$15.038	\$16.820	\$1.782	11.8
Expenses												
Labor:												
Payroll	\$19.316	\$17.934	\$1.382	7.2	\$0.102	\$0.000	\$0.102	100.0	\$19.418	\$17.934	\$1.484	7.6
Overtime	2.466	4.500	(2.034)	(82.5)	0.000	0.000	0.000	-	2.466	4.500	(2.034)	(82.5)
Health and Welfare	2.324	5.434	(3.110)	-	0.018	0.000	0.018	100.0	2.342	5.434	(3.092)	-
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	1.974	(0.106)	(5.7)	0.008	0.000	0.008	100.0	1.876	1.974	(0.098)	(5.2)
Other Fringe Benefits	1.672	1.908	(0.236)	(14.1)	0.008	0.000	0.008	100.0	1.680	1.908	(0.228)	(13.5)
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	\$32.650	(\$3.872)	(13.5)	\$0.169	\$0.000	\$0.169	100.0	\$28.947	\$32.650	(\$3.703)	(12.8)
Non-Labor:												
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	2.656	(0.205)	(8.4)	0.000	0.000	0.000	-	2.451	2.656	(0.205)	(8.4)
Insurance	0.941	0.614	0.327	34.8	0.000	0.000	0.000	-	0.941	0.614	0.327	34.8
Claims	0.000	0.736	(0.736)	-	0.000	0.000	0.000	-	0.000	0.736	(0.736)	-
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	2.099	0.246	10.5	0.120	0.000	0.120	100.0	2.466	2.099	0.366	14.9
Professional Service Contracts	0.765	(0.004)	0.768	-	0.000	0.000	0.000	-	0.765	(0.004)	0.768	-
Materials & Supplies	2.015	3.495	(1.479)	(73.4)	0.000	0.000	0.000	-	2.015	3.495	(1.479)	(73.4)
Other Business Expense	0.618	0.737	(0.118)	(19.1)	0.000	0.000	0.000	-	0.618	0.737	(0.118)	(19.1)
Total Non-Labor Expenses	\$9.137	\$10.333	(\$1.197)	(13.1)	\$0.120	\$0.000	\$0.120	100.0	\$9.257	\$10.333	(\$1.077)	(11.6)
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	\$42.983	(\$5.068)	(13.4)	\$0.289	\$0.000	\$0.289	100.0	\$38.204	\$42.983	(\$4.779)	(12.5)
Depreciation	\$3.184	\$3.334	(\$0.149)	(4.7)	\$0.000	\$0.000	\$0.000	-	\$3.184	\$3.334	(\$0.149)	(4.7)
OPEB Obligation	4.468	5.990	(1.521)	(34.0)	0.000	0.000	0.000	-	4.468	5.990	(1.521)	(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	\$52.307	(\$6.739)	(14.8)	\$0.289	\$0.000	\$0.289	100.0	\$45.857	\$52.307	(\$6.450)	(14.1)
Net Surplus/(Deficit)	(\$30.819)	(\$35.487)	(\$4.669)	(15.1)	\$0.000	\$0.000	\$0.000	-	(\$30.819)	(\$35.487)	(\$4.669)	(15.1)

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	129.757	132.760	3.003	2.3	0.000	0.000	0.000	-	129.757	132.760	3.003	2.3
Investment Income	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	17.226	17.359	0.133	0.8	0.000	0.000	0.000	-	17.226	17.359	0.133	0.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.023	0.000	(1.023)	(100.0)	1.023	0.000	(1.023)	(100.0)
Total Revenue	\$146.984	\$150.119	\$3.135	2.1	\$1.023	\$0.000	(\$1.023)	(100.0)	\$148.007	\$150.119	\$2.112	1.4
Expenses												
Labor												
Payroll	174.453	160.248	\$14.206	8.1	\$0.401	\$0.000	\$0.401	100.0	\$174.854	\$160.248	\$14.606	8.4
Overtime	35.046	44.879	(9.833)	(28.1)	0.000	0.000	0.000	-	35.046	44.879	(9.833)	(28.1)
Health and Welfare	29.221	24.800	4.421	15.1	0.072	0.000	0.072	100.0	29.293	24.800	4.492	15.3
OPEB Current Payment	10.273	9.320	0.953	9.3	0.000	0.000	0.000	-	10.273	9.320	0.953	9.3
Pensions	18.285	19.298	(1.013)	(5.5)	0.032	0.000	0.032	100.0	18.317	19.298	(0.980)	(5.4)
Other Fringe Benefits	17.183	17.652	(0.469)	(2.7)	0.031	0.000	0.031	100.0	17.214	17.652	(0.438)	(2.5)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.127)	0.000	(0.127)	(100.0)	0.127	0.000	0.127	100.0	0.000	0.000	0.000	-
Total Labor Expenses	\$284.333	\$276.197	\$8.137	2.9	\$0.663	\$0.000	\$0.663	100.0	\$284.997	\$276.197	\$8.800	3.1
Non-Labor												
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	24.464	24.502	(0.038)	(0.2)	0.000	0.000	0.000	-	24.464	24.502	(0.038)	(0.2)
Insurance	9.069	7.889	1.180	13.0	0.000	0.000	0.000	-	9.069	7.889	1.180	13.0
Claims	4.542	19.730	(15.188)	*	0.000	0.000	0.000	-	4.542	19.730	(15.188)	*
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	19.939	16.685	3.255	16.3	0.360	0.000	0.360	100.0	20.299	16.685	3.615	17.8
Professional Service Contracts	4.839	2.830	2.009	41.5	0.000	0.000	0.000	-	4.839	2.830	2.009	41.5
Materials & Supplies	20.199	21.280	(1.082)	(5.4)	0.000	0.000	0.000	-	20.199	21.280	(1.082)	(5.4)
Other Business Expense	4.855	3.075	1.780	36.7	0.000	0.000	0.000	-	4.855	3.075	1.780	36.7
Total Non-Labor Expenses	\$87.907	\$95.990	(\$8.083)	(9.2)	\$0.360	\$0.000	\$0.360	100.0	\$88.267	\$95.990	(\$7.723)	(8.7)
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.	\$372.240	\$372.186	\$0.054	0.0	\$1.023	\$0.000	\$1.023	100.0	\$373.263	\$372.186	\$1.077	0.3
Depreciation	30.741	30.980	(\$0.239)	(0.8)	\$0.000	\$0.000	\$0.000	-	\$30.741	\$30.980	(\$0.239)	(0.8)
OPEB Obligation	42.763	46.402	(3.639)	(8.5)	\$0.000	\$0.000	0.000	-	42.763	46.402	(3.639)	(8.5)
Environmental Remediation	0.000	0.000	0.000	-	\$0.000	\$0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$445.744	\$449.568	(\$3.824)	(0.9)	\$1.023	\$0.000	\$1.023	100.0	\$446.768	\$449.568	(\$2.801)	(0.6)
Net Surplus/(Deficit)	(\$298.760)	(\$299.449)	(\$0.689)	(0.2)	(\$0.000)	\$0.000	\$0.000	100.0	(\$298.761)	(\$299.449)	(\$0.688)	(0.2)

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	October 2009		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance		
		\$	%		\$	%	
Farebox Revenue	NR	\$1.072	8.0	Better than expected ridership	\$3.003	2.3	Within 5%
Other Operating Revenue	NR	0.999	78.2	Timing of student fare reimbursements	0.133	0.8	Within 5%
Capital and Other Reimbursements	R	(\$0.289)	(100.0)	Pending issuance of WAR certificate	(\$1.023)	(100.0)	Pending issuance of WAR certificate
Total Revenue Variance		\$1.782	11.8		\$2.112	1.4	
Payroll	NR	\$1.382	7.2	Vacancies and hiring delays	\$14.206	8.1	Vacancies and hiring delays
Overtime	NR	(2.034)	(82.5)	Coverage for vacancies, hiring delays, retro payments and timing	(9.833)	(28.1)	Coverage for vacancies, hiring delays, retro payments and timing
Health and Welfare	NR	(3.110)	-	Includes prior period accrual	4.421	15.3	Includes \$5 million credit for previous contribution which will be adjusted in November YTD
OPEB Current Payment	NR	0.264	22.7	Less than anticipated actual costs	0.953	9.3	Less than anticipated actual costs
Pension	NR	(0.106)	(5.2)	Allocation of MOU expense between payroll and pension	(1.013)	(5.4)	Allocation of MOU expense between payroll and pension
Other Fringe Benefits	NR	(0.236)	(13.5)	Allocation of MOU expense between payroll and pension	(0.469)	(2.5)	Within 5%
Fuel for Buses and Trains	NR	(0.205)	(8.4)	Unfavorable rates	(0.038)	(0.2)	Within 5%
Insurance	NR	0.327	34.8	Lag in workers compensation case resolution and lower expenses	1.180	13.0	Lag in workers compensation case resolution and lower expenses
Claims	NR	(0.736)	-	Revised actuarial valuation	(15.188)	-	Revised actuarial valuation
Maintenance and Other Operating Contracts	NR	0.246	10.5	Timing of maintenance and facilities repairs, reclassification of expenses between material/supplies and maintenance and other operating contracts	3.255	16.3	Timing of maintenance and facilities repairs, reclassification of expenses between material/supplies and maintenance and other operating contracts
Professional Service Contracts	NR	0.768	-	Timing of Hastus implementation	2.009	41.5	Timing of Hastus implementation
Materials & Supplies	NR	(1.479)	(73.4)	Timing of maintenance/repair projects, reclassification of expenses between material/supplies and maintenance and other operating contracts	(1.082)	(5.4)	Timing of maintenance/repair projects, reclassification of expenses between material/supplies and maintenance and other operating contracts
Other Business Expense	NR	(0.118)	(19.1)	Timing of reimbursements	1.780	36.7	Offsetting expenses allocated to claims and timing of reimbursements
Depreciation	NR	(0.149)	(4.7)	Within 5%	(0.239)	(0.8)	Within 5%
Other Post Employment Benefits	NR	(1.521)	(34.0)	Timing of accrual	(3.639)	(8.5)	Timing of accrual
Payroll	R	0.102	100.0	Charges in WIP acct, pending issuance of WAR certificate	0.401	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	0.072	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	0.032	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	0.031	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	0.360	100.0	Charges in WIP acct, pending issuance of WAR certificate
Total Expense Variance		(\$6.450)	(14.1)		(\$2.801)	(0.6)	
Net Variance		(\$4.669)	(15.1)		(\$0.688)	(0.2)	

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

(\$ in millions)

	October 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	13.072	(0.618)	(4.5)	129.323	130.128	0.805	0.6
Other Operating Revenue	1.464	0.817	(0.648)	(44.2)	16.852	17.807	0.955	5.7
Capital and Other Reimbursements	0.289	0.000	(0.289)	(100.0)	1.023	0.000	(1.023)	(100.0)
Total Receipts	\$15.442	\$13.888	(\$1.554)	(10.1)	\$147.198	\$147.934	\$0.736	0.5
Expenditures								
Labor:								
Payroll	35.495	20.163	\$15.332	43.2	212.044	170.694	\$41.349	19.5
Overtime	3.341	4.500	(1.159)	(34.7)	33.296	36.700	(3.404)	(10.2)
Health and Welfare	1.005	5.308	(4.303)	-	25.274	28.105	(2.831)	(11.2)
OPEB Current Payment	1.167	0.900	0.267	22.9	10.267	8.320	1.946	19.0
Pensions	2.887	2.347	0.540	18.7	23.520	26.364	(2.845)	(12.1)
Other Fringe Benefits	2.407	2.057	0.350	14.5	18.815	16.241	2.574	13.7
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	\$46.302	\$35.275	\$11.027	23.8	\$323.215	\$286.424	\$36.791	11.4
Non-Labor:								
Traction and Propulsion Power	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Fuel for Buses and Trains	2.321	3.047	(0.726)	(31.3)	24.724	23.161	1.562	6.3
Insurance	1.526	0.412	1.115	73.0	7.899	1.145	6.754	85.5
Claims	0.400	0.711	(0.311)	(77.7)	8.638	11.720	(3.082)	(35.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	1.888	2.852	(0.964)	(51.0)	23.321	22.486	0.834	3.6
Professional Service Contracts	0.734	0.941	(0.207)	(28.3)	4.901	2.963	1.938	39.5
Materials & Supplies	1.890	2.555	(0.665)	(35.2)	20.449	20.331	0.117	0.6
Other Business Expenditures	0.910	0.539	0.371	40.8	5.233	2.198	3.035	58.0
Total Non-Labor Expenditures	\$9.670	\$11.057	(\$1.387)	(14.3)	\$95.164	\$84.004	\$11.159	11.7
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: Expenditure	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 Expenditures	\$55.972	\$46.331	\$9.640	17.2	\$418.379	\$370.429	\$47.950	11.5
Operating Cash Surplus/(Deficit)	(\$40.529)	(\$32.443)	\$8.086	20.0	(\$271.180)	(\$222.494)	\$48.686	18.0

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	October 2009			YEAR-TO-DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	(0.618)	(4.5)	Within 5% Guidelines	0.805	0.6	Within 5% Guidelines
Other Operating Revenue	(0.648)	(44.2)	Timing of receipts	0.955	5.7	Timing of receipts
Capital and Other Reimbursements	(0.289)	(100.0)	Pending issuance of WAR certificate	(1.023)	(100.0)	Pending issuance of WAR certificate
Total Receipts	(\$1.554)	(10.1)		\$0.736	0.6	
Payroll	15.332	43.2	Timing of contractual settlements, vacancy and hiring delays	41.349	19.5	Timing of contractual settlements, vacancy and hiring delays
Overtime	(1.159)	(34.7)	Coverage for vacancies, hiring delays, retro payments and timing	(3.404)	(10.2)	Coverage for vacancies, hiring delays, retro payments and timing
Health and Welfare	(4.303)	*	Timing of payments	(2.831)	(11.2)	Timing of payments
OPEB Current Payment	0.267	22.9	Timing of payments	1.946	19.0	Timing of payments
Pension	0.540	18.7	Timing of payments	(2.845)	(12.1)	Allocation of MOU expense between payroll and pension
Other Fringe Benefits	0.350	14.5	Timing of payments	2.574	13.7	Timing of payments
Fuel for Buses and Trains	(0.726)	(31.3)	Timing of payments	1.562	6.3	Timing of payments
Insurance	1.115	73.0	Timing of payments	6.754	85.5	Timing of payments
Claims	(0.311)	(77.7)	Revised actuarial valuation	(3.082)	(35.7)	Revised actuarial valuation
Maintenance and Other Operating Contracts	(0.964)	*	Timing of maintenance and facilities repairs, reclassification of expenses between material/supplies and maintenance and other operating contracts	0.834	3.6	Within 5% Guidelines
Professional Service Contracts	(0.207)	(28.3)	Timing of Hastus implementation	1.938	39.5	Timing of Hastus implementation
Materials & Supplies	(0.665)	(35.2)	Timing of material purchases	0.117	0.6	Within 5% Guidelines
Other Business Expenditure	0.371	*	Timing of reimbursements	3.035	58.0	Timing of reimbursements
Total Expenditures	\$9.640	17.2		\$47.950	11.6	
Net Cash Variance	\$8.086	20.0		\$48.686	18.0	

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

	October 2009				YEAR-TO-DATE			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$0.217	(\$1.472)	(\$1.689)	*	(\$0.434)	(\$2.632)	(\$2.198)	*
Other Operating Revenue	0.188	(1.459)	(1.647)	*	(0.374)	0.448	0.822	*
Capital and Other Reimbursements	(0.000)	0.000	0.000	100.0	0.000	0.000	(0.000)	(100.0)
Total Receipts	\$0.404	(\$2.932)	(\$3.336)	*	(\$0.808)	(\$2.185)	(\$1.376)	*
<u>Expenditures</u>								
<u>Labor:</u>								
Payroll	(\$16.077)	(\$2.229)	(\$13.848)	(86.1)	(\$37.189)	(\$10.446)	(\$26.743)	(71.9)
Overtime	(0.875)	0.000	(0.875)	(100.0)	1.750	8.179	(6.429)	*
Health and Welfare	1.337	0.127	1.211	90.5	4.018	(3.305)	7.323	*
OPEB Current Payment	(0.003)	0.000	(0.003)	(100.0)	0.006	0.999	(0.994)	*
Pensions	(1.011)	(0.373)	(0.638)	(63.1)	(5.202)	(7.067)	1.864	35.8
Other Fringe Benefits	(0.727)	(0.149)	(0.578)	(79.5)	(1.601)	1.411	(3.012)	*
GASB Account	0.000	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	(\$17.355)	(\$2.624)	(\$14.730)	(84.9)	(\$38.218)	(\$10.228)	(\$27.990)	(73.2)
<u>Non-Labor:</u>								
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Fuel for Buses and Trains	0.130	(0.391)	0.521	*	(0.260)	1.340	(1.600)	*
Insurance	(0.585)	0.202	(0.787)	*	1.170	6.744	(5.574)	*
Claims	(0.400)	0.025	(0.425)	*	(4.096)	8.010	(12.106)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.578	(0.752)	1.330	*	(3.021)	(5.802)	2.780	92.0
Professional Service Contracts	0.031	(0.945)	0.976	*	(0.062)	(0.133)	0.071	*
Materials & Supplies	0.125	0.940	(0.815)	*	(0.250)	0.949	(1.199)	*
Other Business Expenditures	(0.292)	0.198	(0.489)	*	(0.379)	0.877	(1.255)	*
Total Non-Labor Expenditures	(\$0.413)	(\$0.723)	\$0.310	75.1	(\$6.897)	\$11.985	(\$18.882)	*
<u>Other Expenditure Adjustments:</u>								
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	-
<u>Gap Closing Expenditures:</u>								
'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	-
<u>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</u>								
	(\$17.768)	(\$3.348)	(\$14.420)	(81.2)	(\$45.115)	\$1.757	(\$46.873)	*
<u>Depreciation Adjustment</u>								
	\$3.184	\$3.334	(\$0.149)	(4.7)	\$30.741	\$30.980	(\$0.239)	(0.8)
<u>Other Post Employment Benefits</u>								
	\$4.468	\$5.990	(\$1.521)	(34.0)	\$42.763	\$46.402	(\$3.639)	(8.5)
Total Expenses/Expenditures	(\$10.115)	\$5.976	(\$16.091)	*	\$28.389	\$79.140	(\$50.751)	*
Total Cash Conversion Adjustments	(\$9.711)	\$3.044	\$12.755	*	\$27.581	\$76.955	\$49.374	*

NOTE: Totals may not add due to rounding

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

	<u>October 2009</u>			<u>Year-to-date as of October 2009</u>		
	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$13.472	\$14.544	\$1.072	\$129.757	\$132.760	\$3.003
Total Farebox Revenue	\$13.472	\$14.544	\$1.072	\$129.757	\$132.760	\$3.003
Other Revenue	\$1.277	\$2.276	\$0.999	\$17.226	\$17.359	\$0.133
Capital & Other	\$0.289	\$0.000	(\$0.289)	\$1.023	\$0.000	(\$1.023)
Total Revenue	\$15.038	\$16.820	\$1.782	\$148.007	\$150.119	\$2.112
<u>Ridership</u>						
Fixed Route	9.667	10.971	1.304	98.117	100.061	1.944
Total Ridership	9.667	10.971	1.304	98.117	100.061	1.944

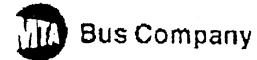
MTA BUS COMPANY
JULY FINANCIAL PLAN-2009 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
October 2009

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	10	1	
Technology & Information Services	26	28	(2)	
Material	19	19	-	
Controller	45	40	5	
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	148	4	
Operations				
Buses	2,158	2,131	27	
Office of the Executive VP	7	4	3	
Safety & Training	24	20	4	
Road Operations	122	110	12	
Transportation Support	22	20	2	
Operations Planning	18	17	1	
Revenue Control	27	32	(5)	
Total Operations	2,378	2,334	44	Timing of Hires
Maintenance				
Buses	753	802	(44)	
Maintenance Support/CMF	54	46	8	
Facilities	72	29	43	
Supply Logistics	69	63	6	
Total Maintenance	953	940	13	
Engineering/Capital				
Capital Program Management	17	14	3	
Total Engineering/Capital	17	14	3	
Public Safety				
Senior VP	-	-	-	
Security	13	10	3	
Total Public Safety	13	10	3	
Grand Total	3,513	3,446	67	
Non-Reimbursable	3,499	3,446	53	
Reimbursable	14	-	14	
Total Full-Time	3,513	3,446	67	
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
October 2009

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Variance	Explanation of Variances
Administration				
Managers/Supervisors	54	47	7	
Professional, Technical, Clerical	98	101	(3)	
Operational Hourlies	-	-	-	
Total Administration	152	148	4	
Operations				
Managers/Supervisors	304	295	9	
Professional, Technical, Clerical	47	50	(3)	
Operational Hourlies	2,027	1,989	38	
Total Operations	2,378	2,334	44	Timing of Hires
Maintenance				
Managers/Supervisors	180	172	8	
Professional, Technical, Clerical	12	6	6	
Operational Hourlies	761	762	(1)	
Total Maintenance	953	940	13	
Engineering/Capital				
Managers/Supervisors	10	7	3	
Professional, Technical, Clerical	7	7	-	
Operational Hourlies	-	-	-	
Total Engineering/Capital	17	14	3	
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	524	29	
Professional, Technical, Clerical	167	166	1	
Operational Hourlies	2,793	2,756	37	
Total Baseline Positions	3,513	3,446	67	

Staff Summary



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

Date November 25, 2009
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	12/14/09	X		
2	Board	12/16/09	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:

	# of Actions	\$ Amount
<u>Schedules Requiring Majority Vote</u>		
Schedule J: Modifications to Miscellaneous Procurement Contracts	1	\$0.57M
Cintas Corporation		\$0.57M
Subtotal		\$0.57M

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

None

MTA Bus Company seeks ratifications in the following categories:

None

Total all procurement actions	1	\$0.57M
-------------------------------	---	---------

BUDGET IMPACT: the purchase/contracts will result in obligating MTA Bus Company funds in the amount listed. Funds are available in the current operating budget for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed.

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.

DECEMBER 2009

MTA BUS COMPANY

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

J. Modifications to Miscellaneous Procurement Contracts

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

- | | | |
|---|-----------|--------------------------------------|
| 1. Cintas Corporation | \$570,000 | <u><i>Staff Summary attached</i></u> |
| Additional funds for the rental and service of maintenance uniforms | | |

Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: J-1

Vendor Name (& Location) Cintas Corporation		Contract Number C24639	AWO/Modification # .05
Description Rental and cleaning of maintenance uniforms		Original Amount: \$657,930	
Contract Term (including Options, if any) 5 years – expiration 10/28/10		Prior Modifications: 802,700	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases: \$0	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		Current Amount: \$1,460,630	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: ION		This Request: \$570,000	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 29%	
Requesting Dept/Div & Dept/Div Head Name: Procurement, James P. Curry		% of Modifications (including This Request) to Original Amount: 209%	

Discussion:

The current collective bargaining agreements (CBA) with the unions representing MTA Bus Company's (MTABC) maintenance personnel require MTABC to provide and clean maintenance uniforms. In October 2005, MTABC entered into a five year contract with Cintas Corporation (Cintas) for uniform rental and cleaning at one depot, expiring October 28, 2010. However, now that uniform rental and cleaning services for eight MTABC locations have been consolidated under this contract, the balance remaining is insufficient to cover MTABC's obligations for this period. Therefore, this modification increases the total amount of the contract by \$570,000.

MTABC's agreement with Cintas initially covered a single location; however, other locations were added as they were absorbed into MTABC and (where applicable) as their existing contracts for these services expired. Over time, this has allowed for the consolidation of the maintenance uniforms requirements for eight locations under one contract, providing garment standardization and eliminating the difficulty when an employee moves from a location served by Cintas to another location served by a different uniform vendor, but also increasing the value of the services required. The September 2007 Board approved an Immediate Operating Need (ION) to increase the existing contract with Cintas by \$600,000 for the remainder of the original five-year term. Two modifications issued thereafter increased the contract amount by a total of \$98,000. In August 2009, \$104,700 was added to prevent a lapse in service while a comprehensive plan was developed for the remainder of the contract term.

The elimination of maintenance uniform rental and cleaning has been the subject of ongoing contract negotiations, given that contracts covering NYCT DOB maintenance employees do not provide this benefit. However, MTABC is still currently responsible for providing this benefit. Each covered employee is entitled to 9 sets of pants and shirts, and, if required by the CBA, 2 jackets. The weekly costs per employee are, for regular sizes, \$7.42 per employee; for premium sizes, \$9.50 per employee; and for jackets, \$1.24 per employee. The costs include replacement of items worn out from normal wear and tear. The current annual expense for maintenance uniforms is an estimated \$488,800.

With the September 2009 creation of MTABC's Central Maintenance Facility (CMF) in East New York, and the Fall 2009 job pick where maintenance employees moved among locations served by different uniform vendors, the consolidation of the maintenance uniform requirements for the CMF, and Baisley Park and LaGuardia Depots under the Cintas contract in October 2009, standardized the garments and provided better uniform management with a single point of contact.

An audit of the uniform contracts in 2008 identified \$13,768 in erroneous billing related to personnel movements due to job picks and other overcharges. MTABC and Cintas have agreed that \$9,881 of that amount was Cintas' error and the balance was due to a lack of notification to Cintas regarding personnel changes. To address that miscommunication, MTABC now centrally administers personnel change notifications to Cintas. In exchange for the credit \$9,881 owed MTABC, Cintas agreed to waive its 5% increase for 2008-09, estimated at \$20,300, for an estimated savings of \$10,419. During negotiations, Cintas also agreed to waive its 2009-10 increase estimated at \$26,758, for a combined estimated savings of \$37,177. MTABC requested that Cintas offer a further concession, and, after lengthy discussions, Cintas agreed to a 4% price reduction beginning November 16, 2009 through the remainder of the contract term for additional estimated savings of \$19,455. Total savings are an estimated \$56,632.

In summary, an additional \$570,000 is required to adequately fund the agreement through the remainder of the contract term, which includes charges from September 2009 and forward. This amount allows for continued service while a determination is made regarding the most cost-effective manner in which future uniform requirements can be met, and to allow sufficient time to competitively solicit and award a new contract.



SERVICE CHANGES:

MTA BUS COMMITTEE APPROVAL IMPLEMENTATION OF LOADING GUIDELINES FOR MTA BUS COMPANY

SERVICE ISSUE:

Historically, schedules for the NYC Department of Transportation's privately operated bus companies were rarely updated to accommodate changes in ridership patterns, resulting in heavy overcrowding or under-utilization of several bus routes. Following the completion of the 2006 private bus company mergers and formation of the MTA Bus Company (MTA Bus), schedule revisions were implemented to address long-deferred issues, based on feedback from bus operators, supervision, and customers, with only minimal quantitative ridership analysis available for the affected routes. Loading guidelines, while not formally in place, were informally applied based upon established NYC Transit loading guidelines for express and local service. This overall practice does not conform with federally-mandated Title VI directives, which state that formal, objective measures must be used to ensure that services are allocated equitably.

RECOMMENDED SOLUTION:

Formally adopt New York City Transit's Loading Guidelines for MTA Bus schedule revisions on local and express bus service. All traffic check data analysis, along with any accompanying schedule adjustments, from this point forward, would be governed by these guidelines. The recommended MTA Bus Loading Guidelines provide for up to 54 customers per trip at the point of maximum loading on average, during the peak half-hour in local service, and 36 customers per trip, on average, during off-peak hours and weekends. Peak-period express bus service will continue to be scheduled to approach a seated load with 55 customers for a 45-foot express coach and 40 customers for a 40-foot express bus. Off-peak express bus service would be scheduled to an average load of 20-50 customers for a 45-foot express coach.

ESTIMATED IMPACT:

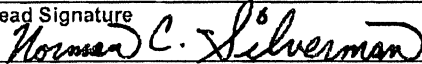
As comprehensive route specific ridership data is quantified and the subject guidelines are applied, some routes may experience enhanced service as a result of the adaptation of these guidelines, while other routes may experience slight reductions in scheduled service. It should be understood, however, that not utilizing these guidelines would result in an imbalance of service levels, where over-abundances or inefficiencies in scheduled services would exist with no means to equitably allocate service resources in a comprehensive manner. This would not be in compliance with cost effective service management as well as federal Title VI requirements.

PLANNED IMPLEMENTATION:

Schedule revisions associated with the adoption of these Loading Guidelines would be phased in over an 18-month period (Spring 2010 through Fall 2011).

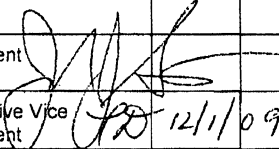
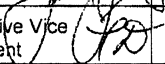
Staff Summary

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Subject	Implementation of Loading Guidelines for MTA Bus Local and Express Routes
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	Mark A. Holmes

Date	November 25, 2009
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 Committee	12/14/09	X		
3	MTA Board	12/16/09	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President 		
2	Executive Vice President  12/1/09		
1	Vice President, Operations Planning		NCS 12/1/09

PURPOSE:

To implement Local and Express Bus Loading Guidelines based on guidelines currently in use by NYC Transit, both to provide for cost effective service management and to ensure compliance with federally-mandated Title VI directives.

DISCUSSION:

In the Spring of 2006, the MTA completed the merger with seven privately owned, city subsidized, bus companies to form the MTA Bus Company (MTA Bus). MTA Bus currently operates 80 routes (35 express and 45 local) and more than 1300 buses, primarily within the boroughs of the Bronx, Brooklyn and Queens. The aging fleet that was inherited from the New York City Department of Transportation was replaced, in large part, by new low-floor hybrid-electric local buses, as well as high-occupancy, over-the-road express coaches.

Historically, schedules for the NYC Department of Transportation's privately operated bus companies were rarely updated to accommodate changes in ridership patterns, resulting in overcrowding or under-utilization of many bus routes. Following the merger, schedule revisions were initially based on feedback from bus operators, supervision, and customers, with only minimal quantitative ridership analysis available. This practice began to change as administrative and operations planning functions developed for MTA Bus and NYC Transit guidelines were used on an informal basis. These efforts focused on addressing overcrowding and running time deficiencies to provide marketable, more reliable service – issues that had long been deferred by the former private bus companies. Additionally, a number of route path modifications were advanced to address both market opportunities and operational constraints.

Staff Summary

The informal application of the established NYC Transit loading guidelines, in combination with the route path modifications between 2006 and the present, has resulted in:

- an increase of approximately 10% in revenue mileage (48,200 miles per week),
- an increase of approximately 20% in weekday ridership (56,000 customers),
- an increase of approximately 25% in Saturday ridership (43,000 customers),
- an increase of approximately 32% in Sunday ridership (37,000 customers), and
- an increase of approximately 11% in annual operating costs (\$27 million), exclusive of additional revenue.

The ridership growth between 2006 and the present is significant, as it represents the largest growth of any major bus operation in North America during that period. As a comparison, during that period, NYC Transit bus ridership decreased by approximately 3.3% (79,000 customers) on weekdays, and increased by only 0.4% (6,200 customers) on Saturdays and 1.9% (20,000 customers) on Sundays.

With the Operations Planning function evolving to include routine traffic checking, the next necessary step is to utilize this data to monitor and adjust service levels. Therefore, MTA Bus now seeks formal adoption of loading guidelines that would serve as a basis for all data-based service adjustments.

Peak period loading guidelines were first approved by the MTA Board in 1986 for use by NYC Transit and were updated in 1996 to reflect the forthcoming addition of articulated buses to the fleet. Express bus guidelines were adjusted in 1998 with the deployment of 45-foot high capacity coaches. Loading guidelines are based on the number of customers on a bus at its busiest point, referred to as the "maximum load point", or MLP. Ridership is measured over a given time period (30 minutes during the peak, and 60 minutes during off-peak).

Guidelines for a standard 40-foot, 40-seat local bus originally provided for a maximum of 60 customers per trip, on average, over the peak half-hour in local service. With the fleet conversion to low floor local buses, which have only 36 seats, the new maximum loading guideline for 40-foot local buses was revised to a maximum average of 54 customers per trip. Guidelines for a 45-foot, 57-seat express coach call for 55 customers per trip, on average, while for a standard 40-foot, 42-seat express bus, the guidelines call for a maximum of 40 customers per trip, on average. In December 2004, as part of a broader package of service reductions, the MTA Board approved new off-peak "seated-load" guidelines for NYC Transit local bus service. These provide, on average, for at least a seated load at the busiest point along a given route during off-peak hours.

RECOMMENDATION:

Formally adopt NYC Transit's latest Bus Loading Guidelines for MTA Bus schedules for ongoing analysis and revision. All traffic check data analysis along with any accompanying schedule adjustments, from this point forward, would be governed by these Guidelines, which will vary across route type, time of day/week, and bus size. Formal adoption of these guidelines will also ensure compliance with federally-mandated Title VI directives, which state that formal, objective measures must be used to ensure that services are allocated equitably.

Table 1 provides a summary of bus loading guidelines for both 40 foot standard local buses and 60-foot articulated local buses on grid and feeder routes, and for peak, off-peak and late evening periods. As with NYC Transit, MTA Bus local routes are to be characterized as grid or feeder service, with grid routes constituting roughly 75 percent of local service. Feeder routes serve a single primary origin or destination (usually a rail, bus, or ferry terminal) without simultaneous boarding and alighting; while grid routes serve a number of large trip generators and therefore have frequent incidents of simultaneous boarding and alighting with more room needed for on-board circulation.

Again, as with NYC Transit, peak-period express bus service will continue to be scheduled to approach a seated load: 55 customers for a 45-foot express coach and 40 customers for a 40-foot express bus (as shown on Table 2). Off-peak express bus service would be scheduled to an average load between 20 and 50 customers for a 45-foot express coach.

As previously described, these guidelines had been informally applied by MTA Bus to scheduling adjustments since the merger of the privately operated bus companies in 2006. Over the period since the merger, MTA Bus has revised schedules, bringing them to a point where they have been stabilized. However, going forward, the pace of schedule adjustments is expected to decrease as MTA Bus has attended to all actions previously deferred by the private operators.

ALTERNATIVES:

Continue to adjust schedules without applying formally adopted, quantitative, equitable guidelines to consistent quantitative analysis. This would result in inconsistent schedule-making and therefore would have an adverse financial impact on MTA Bus. In addition, this would not conform with federally mandated Title VI directives, which require that objective, quantitative, and consistent measures be used to assure that services are allocated equitably, and not handled differently with respect to differing local demographic and socio-economic factors.

SERVICE IMPACT:

As ridership data for each route by service day, time of day, and location are quantified, some routes may experience scheduling enhancements as a result of the adoption of these guidelines, while other routes may experience slight reductions in scheduled service. The degree to which ridership will change in the future is subject to many conditions, including the status of the economy, particularly levels of employment. Moreover, while overall systemic ridership is projected in various financial reports, the degree to which they affect a specific route, time, or location – all factors in guideline application – cannot be predicted. It should be understood, however, that not utilizing these guidelines would result in an imbalance of service levels, with over-abundances or other inefficiencies in scheduled services. Such a policy would not be consistent with cost effective service management, and also would not conform to federally-mandated Title VI requirements for service equity. Non-conformance with such federal policy would affect MTA Bus eligibility for future federal funding and could affect overall MTA agency funding eligibility as well.

IMPLEMENTATION:

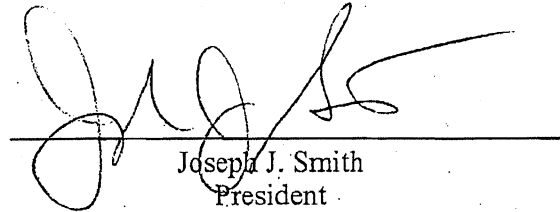
In concert with ongoing systemic traffic checking efforts, MTA Bus loading guidelines and associated service adjustments would be phased in over an 18-month period (Spring 2010 through Fall 2011). This

Staff Summary

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timeline would allow for the development of comprehensive ridership databases for all 80 MTA Bus routes, across all service days, by time of day, by direction, and by location. After this initial effort, subsequent efforts will include routinely adjusting service in conformance with these guidelines in response to future changes in ridership.

Approved:



Joseph J. Smith
President

Table 1

Local Bus Service Loading Guidelines

Standard 40' Bus

Articulated Bus

Weekday Peak Period Service Load Guidelines

Grid Routes			Feeder Routes		
7:00A.M. to 9:00A.M. and 4:00P.M. to 7:00P.M.			6:30A.M. to 8:30A.M. and 4:30P.M. to 7:30P.M.		
Maximum Riders/1/2 hr	Headway (Minutes)	Maximum Avg.Load Per Trip	Maximum Riders/1/2 hr	Headway (Minutes)	Maximum Avg.Load Per Trip
36	30.0	36	36	30.0	36
54	20.0	36	63	20.0	42
90	15.0	45	94	15.0	47
120	12.0	48	130	12.0	52
156	10.0	52	171	10.0	54
220	7.5	54	252	7.5	54
290	6.0	54	325	6.0	54
360	5.0	54	390	5.0	54
915	2.0	54	990	2.0	54

Off - Peak Period Service Load Guidelines

Grid Routes			Feeder Routes		
10A.M. to 2P.M. and 7P.M. to 9P.M. Weekdays			9:30A.M. to 2P.M. and 8:30P.M. to 9P.M. Weekdays		
6A.M. to 9P.M. Saturday and Sunday			6A.M. to 9P.M. Saturday and Sunday		
Maximum Riders/hour	Headway (Minutes)	Maximum Avg.Load Per Trip	Maximum Riders/hour	Headway (Minutes)	Maximum Avg.Load Per Trip
72	30.0	36	72	30.0	36
108	20.0	36	108	20.0	36
144	15.0	36	144	15.0	36
180	12.0	36	190	12.0	38
216	10.0	36	252	10.0	42
296	7.5	37	376	7.5	47
400	6.0	40	500	6.0	50
516	5.0	43	600	5.0	50
690	4.0	46	750	4.0	50
823	3.5	48	874	3.5	51

Late Evening Service Load Guidelines

Grid Routes			Feeder Routes		
9:00 P.M. to 1:00 A.M.			9:00 P.M. to 1:00 A.M.		
Weekdays, Saturday and Sunday			Weekdays, Saturday and Sunday		
Maximum Riders/hour	Headway (Minutes)	Maximum Avg.Load Per Trip	Maximum Riders/hour	Headway (Minutes)	Maximum Avg.Load Per Trip
72	30.0	36	72	30.0	36
108	20.0	36	108	20.0	36
144	15.0	36	144	15.0	36
180	12.0	36	180	12.0	36
216	10.0	36	216	10.0	36
288	7.5	36	288	7.5	36
617	3.5	36	617	3.5	36

Note 1 - Transition periods between peak and off peak guidelines use average of both standards

Weekday Peak Period Service Load Guidelines

Grid Routes			Feeder Routes		
7:00A.M. to 9:00A.M. and 4:00P.M. to 7:00P.M.			6:30A.M. to 8:30A.M. and 4:30P.M. to 7:30P.M.		
Maximum Riders/1/2 hr	Headway (Minutes)	Maximum Avg.Load Per Trip	Maximum Riders/1/2 hr	Headway (Minutes)	Maximum Avg.Load Per Trip
n/a	30.0	n/a	n/a	30.0	n/a
n/a	20.0	n/a	n/a	20.0	n/a
n/a	15.0	n/a	n/a	15.0	n/a
175	12.0	70	190	12.0	76
225	10.0	75	249	10.0	83
328	7.5	82	360	7.5	90
420	6.0	84	450	6.0	90
504	5.0	84	540	5.0	90
593	4.3	85	649	4.3	93

Off - Peak Period Service Load Guidelines

Grid Routes			Feeder Routes		
10A.M. to 2P.M. and 7P.M. to 9P.M. Weekdays			9:30A.M. to 2P.M. and 8:30P.M. to 9P.M. Weekdays		
6A.M. to 9P.M. Saturday and Sunday			6A.M. to 9P.M. Saturday and Sunday		
Maximum Riders/hour	Headway (Minutes)	Maximum Avg.Load Per Trip	Minimum/Maximum Riders/hour	Headway (Minutes)	Maximum Avg.Load Per Trip
n/a	30.0	n/a	n/a	30.0	n/a
n/a	20.0	n/a	n/a	20.0	n/a
n/a	15.0	n/a	n/a	15.0	n/a
280	12.0	56	285	12.0	57
336	10.0	56	342	10.0	57
448	7.5	56	496	7.5	60
560	6.0	56	650	6.0	65
684	5.0	57	780	5.0	65
915	4.0	61	975	4.0	65
1200	3.2	64	1238	3.2	66

Late Evening Service Load Guidelines

Grid Routes			Feeder Routes		
9:00 P.M. to 1:00 A.M.			9:00 P.M. to 1:00 A.M.		
Weekdays, Saturday and Sunday			Weekdays, Saturday and Sunday		
Maximum Riders/hour	Headway (Minutes)	Avg.Load Per Trip	Maximum Riders/hour	Headway (Minutes)	Maximum Avg.Load Per Trip
n/a	30.0	n/a	n/a	30.0	n/a
n/a	20.0	n/a	n/a	20.0	n/a
n/a	15.0	n/a	n/a	15.0	n/a
280	12.0	56	280	12.0	56
336	10.0	56	336	10.0	56
448	7.5	56	448	7.5	56
1050	3.2	56	1050	3.2	56

Note 1 - Standard bus guidelines used for loadings requiring headways of 15 minutes or longer

Note 2 - Transition periods between peak and off peak guidelines use average of both standards

Table 2

Express Bus Service Loading Guidelines

		Low Capacity Express Bus:		High Capacity Express Bus:	
Trips per 30 minutes		Average Maximum Load		Average Maximum Load	
Headway (mins.)					
Peak	1	30	40	55	
	2	15	40	55	
	3	10	40	55	
	4	7.5	40	55	
	5	6	40	55	
	6	5	40	55	
	7.5 or more	4 or less	40	55	
Off-peak	0.5	60	20	20	
	1	30	30	35	
	1.5	20	40	45	
	2	15	40	50	
	3 or more	10 or less	40	50	

Staff Summary



Subject 2010 Budget
Department Office of the Executive Vice President
Department Head Name Thomas Del Sorbo <i>Thomas Del Sorbo</i>
Department Head Signature
Project Manager Name John Kivlehan

Date 12/01/2009
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Bus Committee	12/14/09	X		
2	Finance Committee	12/14/09	X		
3	MTA Board	12/16/09	X		

Internal Approvals			
Order	Approval	Order	Approval
1	EVP, Finance & Administration <i>[Signature]</i>		
2	President <i>[Signature]</i>		

Page 1 of 1

PURPOSE:

To secure MTA Board adoption of the MTA Bus Company (MTABC) 2009 November Forecast and 2010 Final Proposed Budget.

DISCUSSION:

The 2009 November Forecast and 2010 Final Proposed Budget provides the funding necessary for MTABC to improve bus fleet reliability, improve the condition of its equipment and facilities, upgrade key systems, deliver enhanced training to employees and provide a safe and secure environment for our customers.

The 2009 November Forecast projects operating revenue to be \$179.0 million, which is offset by \$463.0 million in total expenses before Depreciation and OPEB Obligation. The increase of \$2.5 million in farebox revenue compared to the Mid-Year Plan is due to more favorable year to date utilization and revenue projections. In addition, labor expenses decreased by \$2.3 million, primarily due to the reclassification of expenses, timing of the Shop Overhaul Program and vacancy coverage. This is offset by a net increase of \$3.4 million in non-labor expenses, due to a Public Claims Liability cash adjustment and revised guidance in Energy/Fuel.

The 2010 Final Proposed Budget projects operating revenues to be \$184.0 million, of which \$163.5 million is expected to be farebox receipts. The increase in revenue of \$0.7 million when compared to the Mid-Year Plan is mainly due to the June 2009 fare increase. Total non-reimbursable expenses before Depreciation and OPEB Obligation are projected to be \$491.9 million. This consists of labor costs of \$356.6 million, an increase of \$3.5 million that reflects reclassification of expenses and the Shop Overhaul Program. Non-labor expenses of \$135.3 million reflect a net increase of \$15.6 million which includes a Public Claims Liability cash adjustment, the Shop Overhaul Program and revised guidance in Energy/Fuel. Non-cash depreciation expense is projected at \$40.2 million and other post-employment expenses are projected at \$67.6 million.

RECOMMENDATION:

It is recommended that the Board approve MTA Bus Company's 2009 November Forecast and 2010 Final Proposed Budget.

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

NON-REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Operating Revenue						
Farebox Revenue	\$155,321	\$159,181	\$163,458	\$166,188	\$168,632	\$170,470
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	24,664	19,780	20,580	21,699	21,877	22,249
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$179,985	\$178,961	\$184,038	\$187,887	\$190,509	\$192,719
Operating Expenses						
<u>Labor:</u>						
Payroll	\$207,860	\$202,341	\$216,843	\$218,550	\$223,948	\$231,124
Overtime	38,198	47,434	42,102	41,802	42,744	43,651
Health and Welfare	41,043	33,752	38,192	41,219	44,248	47,706
OPFB Current Payment	10,915	12,600	13,230	13,892	14,586	15,315
Pensions	22,200	22,569	24,898	27,074	29,124	29,680
Other Fringe Benefits	19,217	21,069	21,934	22,064	22,575	23,235
Reimbursable Overhead	-	(0.191)	(0.590)	(0.680)	(0.705)	(0.721)
Total Labor Expenses	\$339,433	\$339,576	\$356,608	\$363,911	\$376,520	\$389,990
<u>Non-Labor:</u>						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	\$43,144	\$30,631	\$31,128	\$35,440	\$36,771	\$37,850
Insurance	12,720	10,951	12,020	13,195	14,515	15,937
Claims	18,140	22,000	23,000	24,000	25,000	26,000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	23,847	24,584	23,896	25,289	26,521	27,675
Professional Service Contracts	2,970	4,986	8,588	4,210	4,208	4,582
Materials & Supplies	21,106	24,021	30,365	30,808	29,223	32,371
Other Business Expenses	6,368	6,203	6,277	6,215	6,155	6,141
Total Non-Labor Expenses	\$128,296	\$123,377	\$135,274	\$139,158	\$142,392	\$150,556
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$467,729	\$462,952	\$491,882	\$503,069	\$518,911	\$540,546
Depreciation	\$34,439	\$37,110	\$40,185	\$42,235	\$42,235	\$42,235
OPFB Obligation	48,785	66,800	67,602	68,521	70,001	71,611
Environmental Remediation	-	-	-	-	-	-
Total Expenses	\$550,953	\$566,862	\$599,669	\$613,825	\$631,147	\$654,392
Baseline Surplus/(Deficit)	(\$370,968)	(\$387,901)	(\$416,631)	(\$425,938)	(\$440,638)	(\$461,673)
2010 PEG's	-	-	-	-	-	-
Post-2010 PEG's	-	-	-	5,369	10,738	16,107
Total PEG's	\$0.000	\$0.000	\$0.000	\$5,369	\$10,738	\$16,107
Net Surplus/(Deficit)	(\$370,968)	(\$387,901)	(\$416,631)	(\$420,569)	(\$429,900)	(\$445,566)

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

REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	-	-	-	-	-	-
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	-	2,688	7,850	11,130	11,372	11,957
Total Revenue	\$0.000	\$2,688	\$7,850	\$11,130	\$11,372	\$11,957
Expenses						
<u>Labor:</u>						
Payroll	-	\$1,417	\$3,285	\$3,332	\$3,405	\$3,480
Overtime	-	-	-	-	-	-
Health and Welfare	-	0,242	0,561	0,570	0,582	0,595
OPEB Current Payment	-	-	-	-	-	-
Pensions	-	0,114	0,266	0,270	0,276	0,282
Other Fringe Benefits	-	0,113	0,263	0,266	0,272	0,278
Reimbursable Overhead	-	0,191	0,590	0,600	0,705	0,721
Total Labor Expenses	\$0.000	\$2,077	\$4,964	\$6,128	\$6,241	\$6,367
<u>Non-Labor:</u>						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	0,611	2,885	6,002	6,131	6,600
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.000	\$0,611	\$2,885	\$6,002	\$6,131	\$6,600
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.000	\$2,688	\$7,850	\$11,130	\$11,372	\$11,956
Depreciation	-	-	-	-	-	-
Total Expenses	\$0.000	\$2,688	\$7,850	\$11,130	\$11,372	\$11,956
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

NON-REIMBURSABLE / REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	\$155,321	\$159,181	\$163,458	\$166,188	\$168,632	\$170,470
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	24,664	19,780	20,580	21,699	21,877	22,249
Capital and Other Reimbursements	-	2,888	7,850	11,130	11,372	11,957
Total Revenue	\$179,985	\$181,849	\$191,888	\$199,017	\$201,881	\$204,676
Expenses						
Labor:						
Payroll	\$207,860	\$203,758	\$220,128	\$221,883	\$227,354	\$234,604
Overtime	38,198	47,434	42,102	41,802	42,744	43,651
Health and Welfare	41,043	33,994	38,753	41,789	44,830	48,300
OPEB Current Payment	10,915	12,600	13,230	13,892	14,586	15,315
Pensions	22,200	22,683	25,164	27,344	29,400	29,962
Other Fringe Benefits	19,217	21,182	22,197	22,330	22,847	23,514
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$339,433	\$341,652	\$361,572	\$369,039	\$381,761	\$395,347
Non-Labor:						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	\$43,144	\$30,631	\$31,128	\$35,440	\$36,771	\$37,850
Insurance	12,720	10,951	12,020	13,195	14,515	15,937
Claims	18,140	22,000	23,000	24,000	25,000	26,000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	23,847	25,195	26,781	31,292	32,652	34,275
Professional Service Contracts	2,970	4,986	8,598	4,210	4,208	4,582
Materials & Supplies	21,106	24,021	30,365	30,808	29,223	32,371
Other Business Expenses	6,368	6,203	6,277	6,215	6,155	6,141
Total Non-Labor Expenses	\$128,296	\$123,988	\$138,169	\$145,160	\$148,522	\$157,155
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$467,729	\$465,640	\$499,731	\$514,199	\$530,283	\$552,502
Depreciation	\$34,439	\$37,110	\$40,185	\$42,235	\$42,235	\$42,235
OPEB Obligation	48,785	66,800	67,602	68,521	70,001	71,611
Environmental Remediation	-	-	-	-	-	-
Total Expenses	\$550,953	\$569,550	\$607,518	\$624,955	\$642,519	\$666,348
Baseline Surplus/(Deficit)	(\$370,968)	(\$387,901)	(\$415,631)	(\$425,938)	(\$440,638)	(\$461,872)
2010 PEG's	-	-	-	-	-	-
Post-2010 PEG's	-	-	-	5,369	10,738	16,107
Total PEG's	\$0.000	\$0.000	\$0.000	\$5,369	\$10,738	\$16,107
Net Surplus/(Deficit)	(\$370,968)	(\$387,901)	(\$415,631)	(\$420,569)	(\$429,900)	(\$445,565)

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

CASH RECEIPTS AND EXPENDITURES						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$156,176	\$159,181	\$163,458	\$166,188	\$168,832	\$170,470
Vehicle Toll Revenue						
Other Operating Revenue	21,926	19,780	20,580	21,699	21,877	22,249
Capital and Other Reimbursements	-	2,688	7,850	11,130	11,373	11,958
Total Receipts	\$178,102	\$181,649	\$191,888	\$199,017	\$201,882	\$204,677
Expenditures						
Labor:						
Payroll	\$179,800	\$245,377	\$220,128	\$221,883	\$227,353	\$234,603
Overtime	38,413	47,434	42,102	41,802	42,744	43,651
Health and Welfare	48,256	28,387	38,753	41,789	44,830	48,300
OPEB Current Payment	1,265	12,600	13,230	13,892	14,586	15,315
Pensions	17,254	29,903	25,164	27,344	29,400	29,962
Other Fringe Benefits	16,167	24,232	22,197	22,330	22,847	23,514
GASB Account	2,967	3,305	3,579	3,948	4,317	5,317
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$304,122	\$391,239	\$366,151	\$372,987	\$386,077	\$400,663
Non-Labor:						
Traction and Propulsion Power						
Fuel for Buses and Trains	\$44,482	\$30,631	\$31,128	\$35,440	\$36,771	\$37,850
Insurance	5,991	10,951	12,020	13,195	14,515	15,937
Claims	3,311	13,200	12,400	11,800	17,100	22,000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	21,903	27,061	26,781	31,292	32,651	34,275
Professional Service Contracts	3,557	4,986	8,588	4,210	4,208	4,582
Materials & Supplies	26,086	24,021	30,365	30,808	29,223	32,371
Other Business Expenses	5,196	7,375	6,277	6,215	6,155	6,141
Total Non-Labor Expenditures	\$110,527	\$118,226	\$127,569	\$132,960	\$140,622	\$153,155
Other Expenditure Adjustments:						
Other	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenditures	\$414,648	\$509,465	\$492,710	\$505,947	\$526,699	\$553,819
Baseline Cash Deficit	(\$236,546)	(\$327,816)	(\$300,823)	(\$306,930)	(\$324,817)	(\$349,142)
2010 PEG's	-	-	-	-	-	-
Post-2010 PEG's	-	-	-	5,369	10,738	16,107
Total PEG's	\$0,000	\$0,000	\$0,000	\$5,369	\$10,738	\$16,107
Net Cash Deficit	(\$236,546)	(\$327,816)	(\$300,823)	(\$301,561)	(\$314,079)	(\$333,035)

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

CASH FLOW ADJUSTMENTS						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$0.855	-	-	-	-	-
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	(2.738)	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-	-
Total Receipts	(\$1.883)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
Labor:						
Payroll	\$28.060	(\$41.619)	-	-	-	-
Overtime	(0.215)	-	-	-	-	-
Health and Welfare	(7.213)	5.607	-	-	-	-
OPEB Current Payment	9.650	-	-	-	-	-
Pensions	4.946	(7.220)	-	-	-	-
Other Fringe Benefits	3.050	(3.050)	-	-	-	-
GASB Account	(2.967)	(3.305)	(3.579)	(3.948)	(4.317)	(5.317)
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$35.312	(\$49.587)	(\$3.579)	(\$3.948)	(\$4.317)	(\$5.317)
Non-Labor:						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	(\$1.338)	-	-	-	-	-
Insurance	6.730	-	-	-	-	-
Claims	14.829	8.800	10.600	12.200	7.900	4.000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.944	(1.866)	-	-	-	-
Professional Service Contracts	(0.587)	-	-	-	-	-
Materials & Supplies	(4.980)	-	-	-	-	-
Other Business Expenditures	1.172	(1.172)	-	-	-	-
Total Non-Labor Expenditures	\$17.768	\$5.762	\$10.600	\$12.200	\$7.900	\$4.000
Other Expenditures Adjustments:						
Other	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$51.197	(\$43.825)	\$7.021	\$8.252	\$3.583	(\$1.317)
Depreciation Adjustment	\$34.439	\$37.110	\$40.185	\$42.235	\$42.235	\$42.235
OPEB Obligation	48.785	66.800	67.602	68.521	70.001	71.611
Environmental Remediation	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$134.421	\$60.085	\$114.808	\$119.008	\$115.819	\$112.529
2010 PEG's	-	-	-	-	-	-
Post-2010 PEG's	-	-	-	-	-	-
Total PEG's	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments	\$134.421	\$60.085	\$114.808	\$119.008	\$115.819	\$112.529

MTA Bus Company
November Financial Plan 2010-2013
Ridership/(Utilization)
(in millions)

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
<u>RIDERSHIP</u>						
Fixed Route	121.028	118.664	117.596	119.560	121.317	122.640
Baseline Total Ridership	121.028	118.664	117.596	119.560	121.317	122.640
<u>FAREBOX REVENUE</u>						
Fixed Route	\$155.321	\$159.181	\$163.458	\$166.188	\$168.632	\$170.470
Baseline Total Revenue	\$155.321	\$159.181	\$163.458	\$166.188	\$168.632	\$170.470

MTA Bus Company
November Financial Plan 2010-2013
Summary of Post-2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

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

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

FUNCTION / DEPARTMENT	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Office of the EVP	5	5	5	5	5	5
Human Resources	7	8	8	8	8	8
Office of Management and Budget	6	14	14	14	14	14
Technology & Information Services	13	33	33	25	25	25
Material	17	19	19	19	19	19
Controller	36	45	45	15	15	15
Office of the President	4	5	5	5	5	5
System Safety Administration	3	5	5	5	5	5
Law	18	24	24	24	24	24
Corporate Communications	4	2	2	2	2	2
Labor Relations	3	5	5	4	4	4
Total Administration	116	165	166	124	124	124
Operations						
Buses	2,153	2,155	2,135	2,135	2,135	2,135
Office of Senior Vice President	0	0	0	0	0	0
Office of the Executive Vice President, Regional	7	7	7	7	7	7
Safety & Training	17	24	24	24	24	24
Road Operations	110	114	114	114	114	114
Transportation Support	12	18	18	18	18	18
Operations Planning	14	18	18	18	18	18
Revenue Control	6	27	27	27	27	27
Total Operations	2,319	2,363	2,343	2,343	2,343	2,343
Maintenance						
Buses	815	758	749	749	749	749
Maintenance Support/CMF	21	54	103	103	105	113
Facilities	22	72	72	72	72	72
Supply Logistics	17	71	61	81	81	81
Total Maintenance	875	955	1,005	1,005	1,007	1,015
Engineering/Capital						
Capital Program Management	-	20	26	26	26	26
Public Safety						
Office of the Senior Vice President	12	13	13	13	13	13
Total Positions	3,322	3,516	3,552	3,511	3,513	3,521
Non-Reimbursable	3,322	3,483	3,513	3,472	3,474	3,482
Reimbursable	-	33	39	39	39	39
Total Full-Time	3,322	3,516	3,552	3,511	3,513	3,521
Total Full-Time Equivalents	-	-	-	-	-	-
Impact of:						
2010 Program to Eliminate the Gap	0	0	0	0	0	0
Post-2010 Program to Eliminate the Gap	-	-	-	-	-	-
Total Positions	3,322	3,516	3,552	3,511	3,513	3,521
Non-Reimbursable	3,322	3,483	3,513	3,472	3,474	3,482
Reimbursable	-	33	39	39	39	39
Total Full-Time	3,322	3,516	3,552	3,511	3,513	3,521
Total Full-Time Equivalents	-	-	-	-	-	-

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

FUNCTION / OCCUPATIONAL GROUP	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Managers/Supervisors	33	66	66	51	51	51
Professional, Technical, Clerical	83	99	99	73	73	73
Operational Hourlies	-	-	-	-	-	-
Total Administration	116	165	165	124	124	124
Operations						
Managers/Supervisors	274	289	306	306	306	306
Professional, Technical, Clerical	50	47	45	45	45	45
Operational Hourlies	1,995	2,027	1,992	1,992	1,992	1,992
Total Operations	2,319	2,363	2,343	2,343	2,343	2,343
Maintenance						
Managers/Supervisors	172	182	184	184	184	185
Professional, Technical, Clerical	11	12	13	13	13	13
Operational Hourlies	692	781	808	808	810	817
Total Maintenance	875	955	1,005	1,005	1,007	1,015
Engineering/Capital						
Managers/Supervisors	-	12	15	15	15	15
Professional, Technical, Clerical	-	8	11	11	11	11
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	-	20	26	26	26	26
Public Safety						
Managers/Supervisors	3	5	5	5	5	5
Professional, Technical, Clerical	4	3	3	3	3	3
Operational Hourlies	5	5	5	5	5	5
Total Public Safety	12	13	13	13	13	13
Total Positions						
Managers/Supervisors	482	554	576	561	561	562
Professional, Technical, Clerical	148	169	171	145	145	145
Operational Hourlies	2,692	2,793	2,805	2,805	2,807	2,814
Total Baseline Positions	3,322	3,516	3,552	3,511	3,513	3,521

